APPENDIX D

Historic Resources Survey

Contract Publication Series 24-279

HISTORIC ARCHITECTURAL RESOURCE SURVEY FOR THE PROPOSED DEVELOPMENT NEAR THE SHELBYVILLE MUNICIPAL AIRPORT, BEDFORD COUNTY, TENNESSEE

by
Jenny Andrews, MA
Hannah Houston, MA

Prepared for

GARVER

Prepared by

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cultural resource analysts, inc

Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

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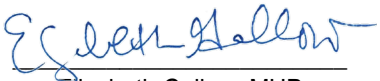

Elizabeth Gallow, MHP
Principal Investigator

September 2024

MANAGEMENT SUMMARY

In July and August 2024, Cultural Resource Analysts, Inc., completed a historic architectural resource survey for the proposed Middle Tennessee State University aerospace campus facility in Bedford County, Tennessee. The survey was conducted at the request of Ryan Mountain of Garver, LLC. The lead agency for the project is the Tennessee Department of Transportation Aeronautics Division, with Garver, LLC, serving as the primary contractor and Cultural Resource Analysts, Inc., serving as a subcontractor. Associated archaeological investigations were completed for this project by Cultural Resource Analysts, Inc., the results of which can be found in a separate report (Upton 2024).

The proposed project includes the construction of a large hangar, buildings for classrooms, administrative offices, and other student services, and a paved apron, taxiway, and parking area. The facility will function as the headquarters for the university's Aerospace Department, including flight training and aircraft maintenance programs, which will be relocated from the Murfreesboro Municipal Airport to the Shelbyville Municipal Airport. The project area encompasses approximately 42 acres near the south end of the Shelbyville Municipal Airport. Based on the nature of the project, it was determined that, for the purposes of the historic architectural resource survey, the visual area of potential effects was defined as the proposed project area and the area within the project's immediate viewshed, taking into consideration distance and existing lines of sight. In addition, an audible area of potential effects was determined in order to address potential impacts to historic resources that might be associated with an anticipated increase in noise levels due to a greater number of flights.

Prior to initiating fieldwork, Cultural Resource Analysts, Inc., personnel conducted a review of records maintained by the Tennessee Historical Commission to determine if previously recorded historic architectural resources were located within the area of potential effects. An investigation of the online Tennessee Historical Commission Viewer indicated that there were no previously recorded resources located within the project area or on parcels that are within the area of potential effects either in whole or in part. Conversations with Tennessee Historical Commission staff also indicated that there are no sites currently under investigation within the area of potential effects that are not represented on the Viewer.

A review of information available from the online Tennessee Property Viewer indicated that there were historic architectural resources 45 years old or older on eight parcels that lie within the area of potential effects that had not been previously surveyed, including resources within the project area. Although the benchmark for National Register of Historic Places consideration is 50 years old or older, the Tennessee State Historic Preservation Office recommends that historic architectural surveys should also include resources 45 years old or older for planning purposes and in consideration of projects that may require years to complete. The resources surveyed for this project include six dwellings, two of which are associated with farmsteads, a church and cemetery, and the airport. Viewshed analysis indicated that buildings associated with these eight resources were within view of the proposed project, which was confirmed by a field investigation. These resources were recorded to the standard of the Tennessee Historical Commission. Fieldwork and additional research indicated that at least three resources on one of the surveyed sites, the Shelbyville Municipal Airport, are associated with significant events and a significant person. Thus, Cultural Resource Analysts, Inc., recommends that these resources are eligible for listing in the National Register of Historic Places under Criteria A and B. The key contributing resources are the terminal building, a hangar, and a shop building. Cultural Resource Analysts, Inc., also recommends that the terminal building is eligible for listing under Criterion C. The historic architectural resources on the remaining seven properties are not recommended eligible for listing, including the resources within the project area.

During the field survey, Cultural Resource Analysts, Inc., personnel identified historic architectural resources on eight parcels within the area of potential effects, none of which had been previously

surveyed (Table 1). The resources were documented and assessed for their eligibility for listing in the National Register of Historic Places in order to evaluate the proposed project's potential to affect historic properties. Cultural Resource Analysts, Inc., recommends that three resources at the Shelbyville Municipal Airport are eligible. However, due to the extent of modern development already present on the airport property, as well as on nearby properties, as long as the project does not directly impact the three buildings recommended eligible, Cultural Resource Analysts, Inc., recommends that the project will not adversely affect the eligible resources. As such, with regards to historic architectural resources, Cultural Resource Analysts, Inc., recommends the proposed project will result in a finding of No Adverse Effects.

Table 1. Surveyed Properties.

Surveyed Property	Property Name/Type	Address	Construction Date	NRHP Eligibility Recommendation
1	Single-family Dwelling and Outbuildings	2778 Hwy 231 N	1936–1950	Not Eligible
2	Shelbyville Municipal Airport	2828 Hwy 231 N	1946–2024	Eligible
3	Single-family Dwelling and Outbuildings	295 Airport Road	1900–1955	Not Eligible
4	Single-family Dwelling and Outbuildings	360 Airport Road	1936	Not Eligible
5	Single-family Dwelling and Outbuildings	330 Airport Road	1910	Not Eligible
6	Single-family Dwelling and Outbuildings	2748 Hwy 231 N	1971	Not Eligible
7	Single-family Dwelling, Second Dwelling, and Outbuildings	2762 Hwy 231 N	1977	Not Eligible
8	Church & Harts Chapel Cemetery	2781 Hwy 231 N	1958 & 1850	Not Eligible

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I. INTRODUCTION

In July and August 2024, Cultural Resource Analysts, Inc. (CRA), completed a historic architectural resource survey for the proposed Middle Tennessee State University (MTSU) aerospace campus facility in Bedford County, Tennessee (Figures 1–3). The area of potential effects (APE) was defined as the proposed project area, the project viewshed, and areas that may experience audible effects due to an increase in noise levels resulting from a greater number of flights. The project will be located on an approximately 42-acre parcel and consists of an airplane hangar, buildings for classrooms, administrative offices, and other student services, and a paved apron, taxiway, and parking area. The tallest building is estimated to be approximately 40 ft in height. The historic architectural resource survey was conducted at the request of Ryan Mountain of Garver, LLC. The lead agency for the project is the Tennessee Department of Transportation (TDOT) Aeronautics Division, with Garver, LLC, serving as the primary contractor and CRA serving as a subcontractor. Associated archaeological investigations were completed for this project by CRA, the results of which can be found in a separate report (Upton 2024).

The historic architectural resource survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in, or eligible for nomination to, the National Register of Historic Places (NRHP). These regulations include Section 106 of the National Historic Preservation Act of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. Federal actions include the use of federal funds or the granting of a federal permit.

To aid the Tennessee Historical Commission (THC) (State Historic Preservation Office [SHPO]) in commenting on this project, Garver, LLC, retained CRA to complete the following scope of work, which was carried out in accordance with established methods and procedures outlined by the SHPO, Section 106 regulations (36 CFR 800), and National Park Service (NPS) guidance:

1. Conduct an online review of survey records maintained by the THC to determine if any previously recorded architectural resources are located within the project area or the APE, and review property records and historic maps to identify those properties within the project area or the APE, 45 years old or older, that have not been previously surveyed.

2. Conduct a field reconnaissance to identify and document historic architectural sites (aboveground resources 45 years of age or older) located within the project area and the APE. Documentation will include mapping, digital photography, and notes on each resource's character-defining features, materials, and condition.

3. Conduct additional property-specific research for sites that appear to be potentially eligible for listing in the NRHP, including deed research, a review of census records, and research in local repositories and online sources as determined appropriate for each site.

4. Evaluate identified resources for eligibility for listing in the NRHP.

5. Assess project effects on properties listed in, or recommended eligible for listing in, the NRHP using the Criteria of Adverse Effects (36 CFR 800.5).

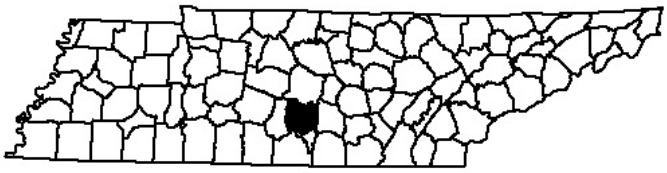

Figure 1. Map of Tennessee showing the location of Bedford County.

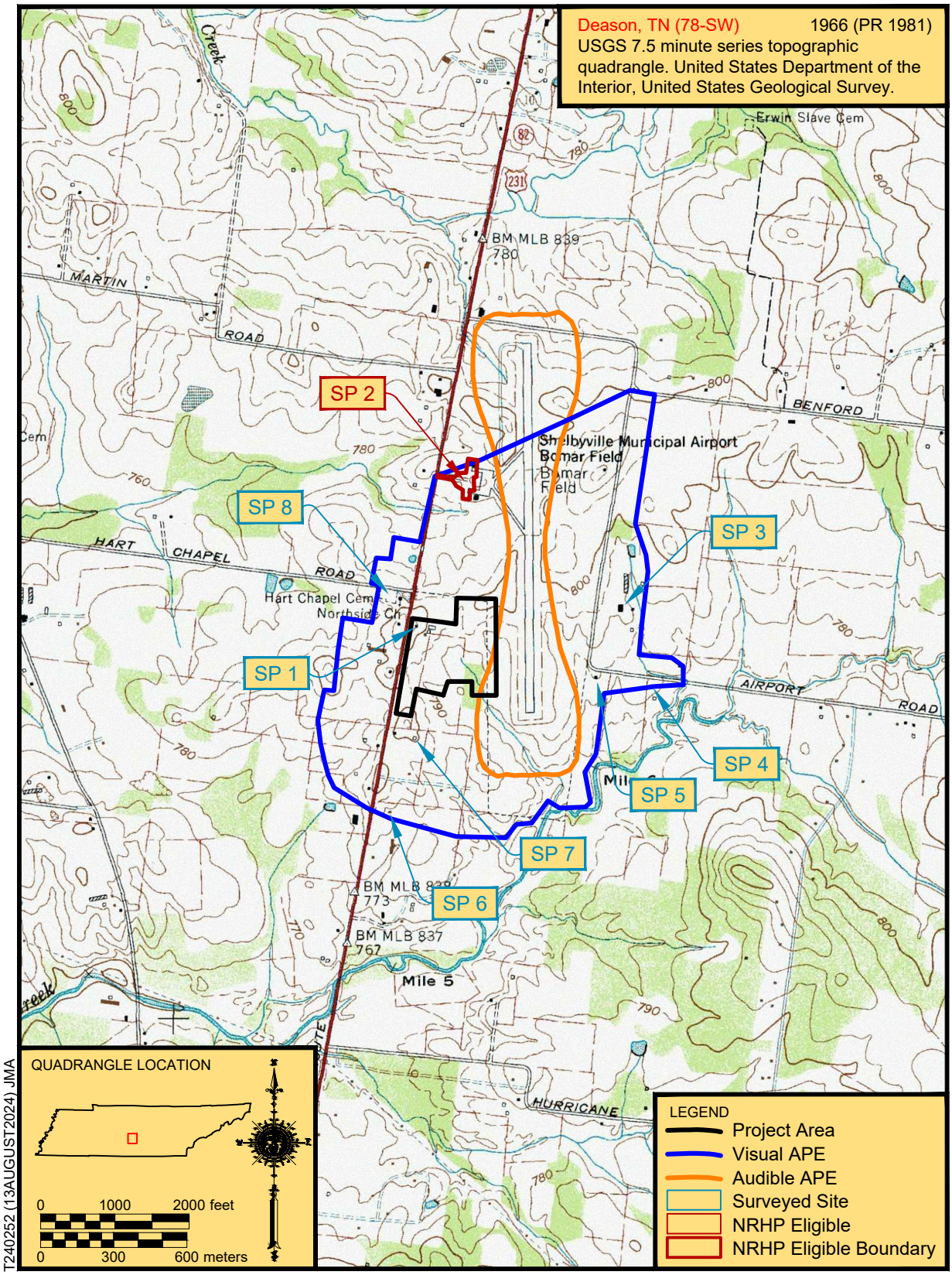

Figure 2. Topographic map showing the project area, the visual APE for the historic architectural assessment, the audible APE, and the locations of surveyed resources.

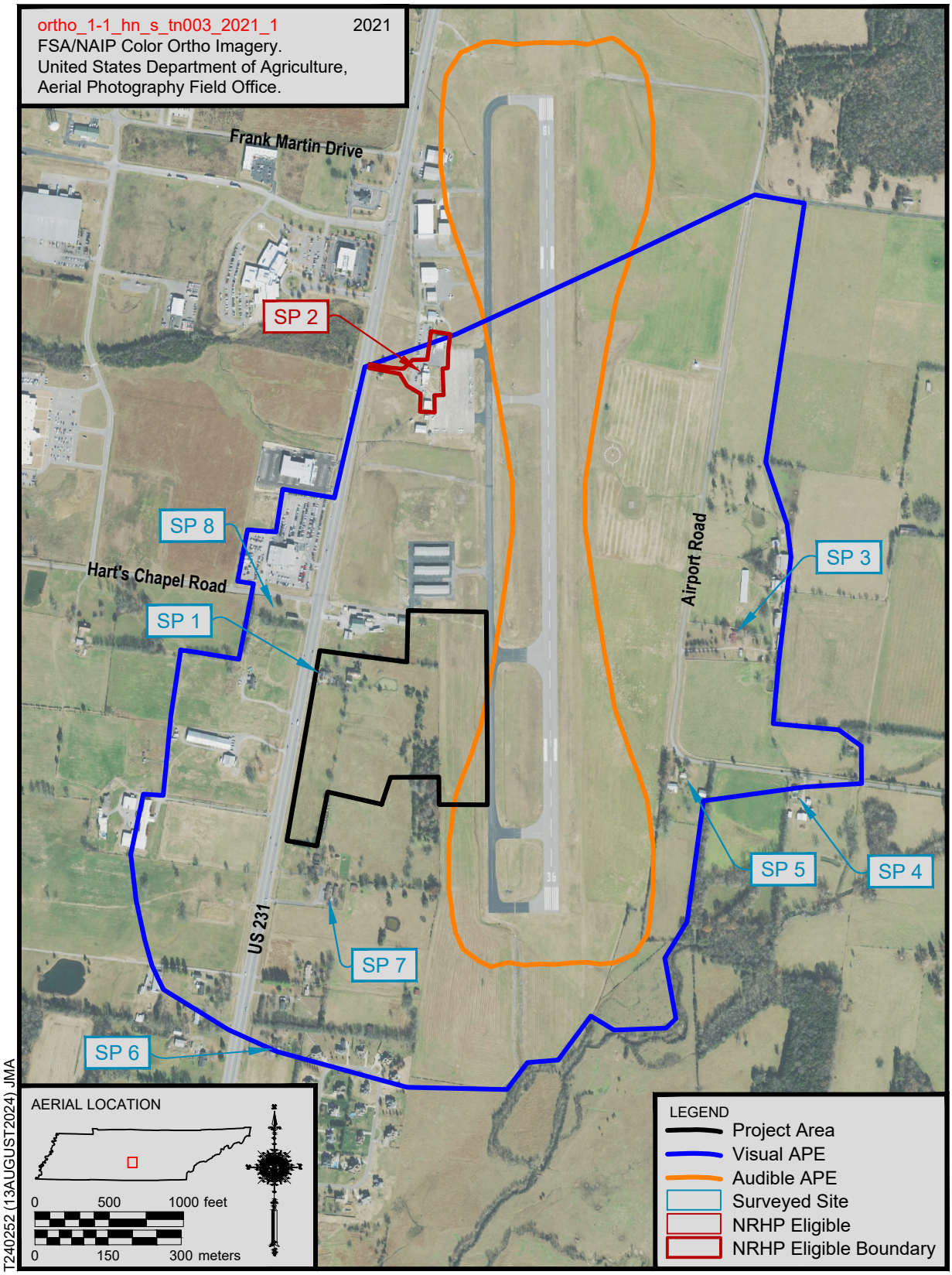

Figure 3. Aerial photograph showing the project area, the visual APE for the historic architectural assessment, the audible APE, and the locations of surveyed resources.

Project Description

The project area fronts on the east side of US 231 and is located approximately 4.5 mi north of downtown Shelbyville. On its west side, the project area is adjacent to the existing taxiway at the south end of the Shelbyville Municipal Airport. Plans call for the construction of an airplane hangar, buildings for classrooms, administrative offices, a parking garage, and other student services, and paved aprons, taxiway, and parking areas. The tallest building associated with the proposed project is expected to be approximately 40 ft in height. The facility will support Middle Tennessee State University's (MTSU) aerospace program, which is currently housed at the Murfreesboro Municipal Airport.

The project area is situated east of US 231 N, on a rise to the south of the airport, adjacent to the south end of the current runway. The landscape associated with the project area and the APE consists of relatively flat areas interspersed with gently rolling hills. The APE is bisected by US 231 N, which generally follows an old roadway route that dates to the early nineteenth century. The airport occupies a large flat area just east of the highway, the landscape of which has continued to be manipulated and levelled as the airport has expanded over the years.

Cultural Context

Bedford County is located in Middle Tennessee, bounded on the north by Rutherford County, on the east by Coffee County, on the south by Moore and Lincoln Counties, and on the west by Marshall County. The county encompasses approximately 474 sq mi, situated within Tennessee's Central Basin, which is a large, roughly ovoid physiographic region that dominates the central portion of the state. The topography of Bedford County features rolling hills, often with rocky outcroppings, interspersed with flatter areas, crisscrossed by numerous creeks and small streams. The county is unevenly bisected diagonally east-west by the Duck River, which feeds into Normandy Lake, located in Coffee County to the east. Shelbyville serves as the county seat, which is centrally located and has by far the largest population. Other towns in the county include Wartrace, Bell Buckle, Normandy, and Unionville. All of the primary roadways in the county, including US 231, US 41 Alternate, and SR 64, intersect in Shelbyville like the spokes of a wheel.

Prior to the arrival of Europeans, Indigenous peoples had a long history in the region, establishing numerous hunting grounds, village sites, and travel routes. It is widely accepted that Hernando De Soto made his way through Tennessee in the 1540s, and a group of Spanish explorers under the leadership of Juan Pardo explored the Southeast in the 1560s. Members of these expeditions documented the Indigenous peoples they encountered (Clayton et al. 1995). Historically, the area now known as Bedford County was inhabited by the Chickasaws and Cherokees. The Chickasaws inhabited large portions of land centered in northern Mississippi between the Yazoo and Tombigbee headwaters, though territories claimed by the tribe included northwestern Alabama and western Tennessee and extended north to the confluence of the Ohio and Tennessee Rivers. The Chickasaws eventually claimed territory as far east the Savannah River in Georgia and the Duck River in Tennessee (Chickasaw Nation 2024; O'Brien 2003). By the seventeenth century, Cherokees inhabited large portions of Tennessee, Georgia, North Carolina, and South Carolina, and they continued to push south, displacing other Native peoples along the way. By the late 1700s, the Cherokee had become the dominant tribal group in Middle and East Tennessee, while the Chickasaws claimed the western portion of the state. At the time of Tennessee's statehood in 1796, maps show the future site of Shelbyville situated south of the "Indian Boundary" line and within Cherokee Country (Arrowsmith and Lewis 1804; Carey 1814).

Throughout the seventeenth and eighteenth centuries, the British, French, and Spanish competed for control over ancestral Native lands in the Southeast and their presence radically altered Indigenous lifeways in the region. Chiefdoms collapsed, and widespread depopulation of Native groups due to disease and warfare accompanied by forced migrations led to drastic social and political

transformations within tribal groups (Dowd 2004; Ethridge 2013; Hoffman 1993; Jeter 2002; Knight 1994; Little 2008; Morse and Morse 1983; Regnier 2014; Saunt 2004; Smith 1987, 2006). The American Revolution further strained relations between Europeans and southeastern Native groups, as well as among tribes (O'Brien 2003). Many Cherokees allied with the British, which led to the destruction of Cherokee towns in Tennessee. Although the Chickasaws were largely neutral, they remained somewhat loyal to the British, given their history of alliance and trade.

Large-scale European settlement of Indigenous lands in Middle and West Tennessee began in the eighteenth century. While some territory was ceded by treaties in the late 1700s and early 1800s, other lands were taken by force in violation of the treaties. As a result, by the early 1800s, many Indigenous peoples had been displaced, including the Cherokees who were pushed south to northern Georgia, northeastern Alabama, southeastern Tennessee, and western North Carolina (Schroedl and Russ 1986). While efforts for the voluntary removal of Native populations began in 1803 following the Louisiana Purchase, it was not until the Indian Removal Act of 1830 that a concerted effort to relocate tribes, including Chickasaws, Cherokees, and Creeks, to the Oklahoma Territory at any cost was prioritized by Andrew Jackson (Logan n.d.). The majority of the Cherokees arrived in Oklahoma between January and March 1839. Those who had chosen to stay were arrested, detained in stockades, and forcibly marched to "Indian Lands" in Oklahoma by U.S. soldiers under the command of General Winfield Scott, in an event now known as the Trail of Tears (Hudson 1976). The final removal of Indigenous peoples opened the region to uninhibited settlement. Much of the early settlement was based on land grants, given to Revolutionary War soldiers by the State of North Carolina as payment for their military service. However, flaws in the land grant system and the process of surveying and claiming land resulted in much confusion on the ground, and land speculation was rampant.

After being a territory of North Carolina for several years, then ceded and reestablished as the Southwest Territory in the early 1790s, the state of Tennessee was admitted as the sixteenth state in the Union in 1796. While several counties had been formed prior to statehood by the North Carolina legislature, the areas outside of the major towns of Memphis, Nashville, and Knoxville were generally less densely settled during the early history of the state. Once Tennessee achieved statehood, county formation proceeded at a rapid pace throughout the 1800s. After achieving statehood, in the early 1800s, land grants were also issued by the State of Tennessee.

The first iteration of Bedford County was formed on December 3, 1807, by act of the Tennessee General Assembly from lands taken from Rutherford County. It was named for Thomas Bedford, a native Virginian who served as an officer during the American Revolution, and local politician. At the time of its formation, the county was sparsely settled, with only a handful of settlers who were mostly situated along the Duck River (Goodspeed 1887).

The first seat of government for the county was at the home of widow Ann Barton Payne, located in what is now Moore County. Mrs. Payne's property was removed from Bedford County by the creation of Lincoln County in 1809, so it became necessary to relocate the seat of Bedford County (Goodspeed 1887). Clement Cannon, owner of the first grist mill in the area, donated 100 acres of land on the Duck River for the location of the new town in 1810 (Marsh and Marsh 2018). The town was named Shelbyville in honor of Revolutionary War hero Isaac Shelby. By the time the town was incorporated in 1819, it was home to several hundred residents and numerous businesses. Shelbyville rose to some prominence in the early nineteenth century as a commercial and political hub. A banquet and ball were held in honor of Andrew Jackson in 1824 at the home of William Whitley, a local tavern owner. The population of Bedford County grew quickly as new settlers entered Middle Tennessee. In 1810, the population was over 8,000, and nearly doubled to almost 16,000 by 1820. It nearly doubled again by 1830 to over 30,000, at which time it was the most populous county in Tennessee (Goodspeed 1887). This rate of growth was cut short as new counties were formed from portions of Bedford County including Coffee County in 1836 and Marshall County in 1837, at which point Bedford County achieved its current configuration (Capley 2007).

Through the nineteenth and twentieth centuries, Bedford County's economy was largely based on agriculture and its attendant industries. Crops included corn, cotton, wheat, oats, rye, barley, clover, potatoes, and grasses for livestock fodder. The land was also conducive to growing a range of fruits and raising livestock, and the many species of trees native to the area were harvested as timber. Situated on the Duck River, Shelbyville became a trading center for agricultural products grown in the Duck River Valley (Encyclopaedia Britannica n.d.). During the early 1800s, a number of grist and four mills were established along the county's numerous waterways, particularly the Duck River and its tributaries, and cotton gins and distilleries were founded (Goodspeed 1887). Later industries included a manufacturer of wood products such as wheel spokes and hubs, makers of carriages and wagons, canning companies, a planning mill, and a tannery. As the county continued to develop through the nineteenth century, old roads were improved and new ones laid down, many of which were macadamized turnpikes, including the Shelbyville, Murfreesboro, and Nashville Turnpike, built in 1832 (Goodspeed 1887). Transportation, particularly of lumber, was also available on the Duck River.

The economic fortunes of Bedford County increased with the coming of the railroad. Plans began for the Nashville & Chattanooga Railroad in 1839, but it would be 1852 before it was completed and operational through Bedford County. While all of the communities within the county were hopeful of being on the line, the route bypassed Shelbyville and passed instead through Bell Buckle, Wartrace, and Normandy. As much of the stock for the construction of the railroad was purchased by Shelbyville residents, a line was constructed connecting the town with the main line at Wartrace, thereby allowing goods and people to flow in and out of town. While the railroad brought prosperity to Bedford County in the 1850s, it virtually guaranteed it would suffer during the coming Civil War (Capley 2007, 2010).

Like the State of Tennessee, Bedford County found itself divided on the question of secession in 1861. The 1860 census recorded that 31.3 percent of the county's population were enslaved. Although a lower percentage than the nearby counties of Rutherford, Maury, Williamson, and Giles, which had enslaved populations as high as 52 percent, nevertheless Bedford County's percentage was relatively high compared to many other Middle Tennessee counties, including adjacent Cannon County with an enslaved population of 10.2 percent (Hergesheimer and Leonhardt 1861). While most of Middle and West Tennessee were solidly in favor of secession and East Tennessee against it, the vote was close in Bedford County, which decided against secession by a margin of 200 votes (Goodspeed 1887). The regional difference was at least partly based on topography, which dictated the types and extent of agricultural endeavors, Middle and West Tennessee's landscapes being generally more conducive to large-scale cash crops like tobacco and cotton, where large numbers of enslaved persons were used as laborers. Although the majority of Bedford County voted against secession, companies of soldiers were raised across the county for both armies (Goodspeed 1887). The majority of those joining Confederate service were composed of men from outlying communities, such as Wartrace and Bell Buckle, while those for the Union army came primarily from Shelbyville. Later in the war, Shelbyville would become known as "Little Boston" based on its continued pro-Union sentiment (Capley 2007). At least one Union soldier from near Shelbyville, Joseph Nicolas of the Fifth Tennessee Cavalry, is known to be buried in the Harts Chapel Cemetery near the current project area,. Situated along the line of march for both armies, Shelbyville witnessed a high level of troop movements and was alternately occupied by the Confederate and Union armies. As a result, the town incurred property damage, loss of agricultural products, and harm to citizens. However, its influential citizens succeeded in minimizing the damage from both sides (Goodspeed 1887). Confederate General Nathan Bedford Forrest was born in the county, which is the source of his middle name.

The war came to Bedford County in earnest early in 1863. Following his withdrawal from the field at the Battle of Stones River near Murfreesboro in early January 1863, Confederate General Braxton ordered his troops into defensive positions in Shelbyville, Wartrace, and Tullahoma. Once he determined he was not being pursued by the Union forces under General William Rosecrans, Bragg ordered his troops to remain in place and fortify their positions. The Confederates at Shelbyville under

General Leonidas Polk constructed a series of earthworks around the town. Bragg knew the terrain east of Shelbyville on his right flank was composed of narrow gaps through steep, broken terrain, which would be difficult for Rosecrans' army to cross. He anticipated an advance would come from the northwest toward Shelbyville and prepared to defend against it (Capley 2007).

Although the opposing forces were camped only 20 mi from each other, both commanders elected to hold in place until the summer of 1863. Rosecrans' superiors feared that Bragg would send a portion of his Army of Tennessee to help lift the siege of Vicksburg and urged him to move on the Confederates. On June 23, 1863, Rosecrans sent one corps in a feint against the defenses at Shelbyville, but massed his forces for an attack on the Confederate right in the hills. Shelbyville had become a supply depot for the Confederates, making it critical that it be held long enough to allow the supply wagons there to escape. Confederate cavalry under General Joseph Wheeler was tasked with protecting the wagons, which were escaping across the Skull Camp Bridge over the Duck River southeast of Shelbyville. Wheeler's horsemen held long enough to get the supplies across, but were pushed to the river, only escaping by jumping from the bluffs and swimming across (Capley 2007).

The XXIV Corps under General George Thomas attacked Hoover's Gap on Bragg's right early on the morning of June 24. The attack was led by a column of mounted infantry under Colonel John T. Wilder, who were armed with Spencer rifles. The gap was held by the Third Kentucky Cavalry, which was quickly pushed back. Confederate infantry under the command of General William Bate moved to counter attack, but did not arrive until late in the afternoon. The infantry was able to hold the gap until June 26 when word reached Bate that the Confederate forces on his flanks were withdrawing to Tullahoma and he should do the same. The Confederates reached Tullahoma just ahead of Wilder's mounted infantry, who had been sent to destroy the bridge over the Elk River. They were able to hold the bridge, which allowed Bragg's army to escape to the south. Bragg continued his withdrawal, crossing the Tennessee River at Bridgeport, Alabama, and then moving into Chattanooga, ceding control of Middle Tennessee to the Federals (Capley 2007).

After the war, the citizens of the county dealt with recovering the economy and reintegrating its citizens who had served on both sides of the conflict, as well as hundreds of newly freed slaves. The economy of the area continued to be focused on agricultural production, primarily livestock, cotton, tobacco, and corn, and numerous mills were constructed to process the products grown by farmers in the area. Easy access to the markets in Nashville and Chattanooga via roads and the railroad helped bring much needed income to the county (Capley 2007). Dairying became a popular agricultural endeavor in Tennessee after the Civil War, but did not substantially rise in importance until the early twentieth century. In 1929, a U.S. Dairy Experiment Station was established new Lewisburg, and Tennessee farmers bred cattle specifically for milk production. National milk corporations built facilities in several Middle Tennessee counties, including Carnation in Murfreesboro, Borden in Fayetteville, and Purity in Nashville (Toplovich 2018). According to U.S. agricultural census records, in 1929 the number of dairy cows in Bedford County numbered just over 10,000, producing nearly 4 million gallons of milk, and in 1939 nearly 13,000 cows produced over 4.5 million gallons of milk as well as over 12,000 lbs of butter. In the mid-1960s, dairy products in the county, including butter and cheese, were valued at over $1.7 million. In the late twentieth century, although the dairy business declined in Bedford County, it continued to contribute to the economy.

By the early twentieth century, Shelbyville had become a busy industrial and commercial center, and benefitted from the establishment of public works infrastructure, including an electric light plant and water works. A 1936 topographic map shows electric service in rural areas of the county as well, with transmission lines managed by several electric companies, situated mostly adjacent to roadways. The line near the current project area lay along the main highway and then belonged to the Duck River Electric Membership Corporation, prior to the acquisition of small power companies throughout the region by the Tennessee Valley Authority (TVA) (USGS 1936).

The early twentieth century also saw dramatic roadway improvements, as automobiles became a more popular and common mode of transportation. A Good Roads Movement had been initiated in the U.S. in the 1880s, promoted by farmers and railroads primarily to facilitate farm-to-market transportation. In 1910, a branch of the movement shifted to emphasize automobile travel and tourism, with a goal of creating an interstate system of roads to connect major towns, often following the routes of established roadways (Carver 2018). Of particular note is the construction of the Dixie Highway, built between 1915 and 1927, which ultimately extended 5,706 miles from Ontario, Canada, to Miami, Florida (Sharp 2018). The eastern route of the highway ran through East Tennessee. The western route extended through Nashville, Murfreesboro, Shelbyville, and other towns to Chattanooga; in Bedford County, it generally followed an older roadway/turnpike that connected Nashville, Murfreesboro, and Shelbyville. In the mid-twentieth century the road was also called the Florida Short Route. Later it was designated as a state highway and currently is US 231.

Post-World War II, transportation in the county also received a boost with the establishment of an airfield a few miles north of Shelbyville. Initiated by Bedford County native and Navy pilot Robert Earl (Bob) Bomar, Bomar Field was built on an 80-acre farm purchased by Bomar during the war. The initial airport consisted of three grass airstrips, including a 2,150 ft primary runway, completed in late 1945, with a barn converted into a hangar and the farmhouse serving as an airport office and the Bomar residence (Fullbright 1996:103, 112). Assisting in the design of the airport were Dr. E.S. Fabian of the University of Tennessee (UT) Aviation Department, and UT students under Fabian's guidance. By September 1946, the airport was open for business. Bomar continued to upgrade the airport by installing electronic equipment, and a war surplus Quoset building was repurposed as a second hangar. Bomar also acquired his pilot instructor's license and established a flight school. After several improvements were completed, in May 1959, Southeast Airlines initiated daily service to Shelbyville. For several years the City of Shelbyville rented the airport, finally purchasing it in the mid-1950s, although Bomar continued to manage the facility until he retired in 1992. The Shelbyville Municipal Airport/Bomar Field made further developments during the twentieth century, replacing the farmhouse with a terminal/Administration Building in 1967, building numerous airplane hangars, extending the primary runway, and adding several flight schools. The facility has continued to improve into the twenty-first century and currently offers a 5,500 ft runway and over a dozen hangar buildings, with plans underway to relocate the MTSU Aerospace Department from the Murfreesboro Municipal Airport to new quarters at the Shelbyville airport.

As the twentieth century began, Bedford Countians began to see an increase in the industrial segment of their economy. By 1916, there were five slat mills in Bedford County, which turned the abundant cedar trees in the area into slats which were then exported to European pencil factories. One of these, the Bedford Cedar Company, was founded by James Musgrave, a native of Bedford County. After the end of World War I, Musgrave traveled to Europe where he purchased the machinery necessary to produce a complete pencil. By 1922, he successfully manufactured the first complete cedar pencil in the South. The Musgrave Pencil Company was incorporated in Shelbyville in 1930 and is still in operation. When cedar trees became scarce, farmers were encouraged to bring in their cedar fence rails in exchange for new wire fencing. The Shelbyville Pencil and Novelty Company opened in 1945, and others would follow. Shelbyville would be dubbed "The Pencil City" in the 1950s (Capley 2007).

One of the earliest industrial ventures in Bedford County was Sylvan Mills, also known as Shelbyville Mills, a weaving mill which opened in 1852 on the Duck River. The cotton mill closed during the Great Depression, but was purchased in 1933 by U. S. Rubber and reopened to make cotton cords for rubber tires. During World War II, production shifted to producing fabric for the military. In 1961, US Rubber became Uniroyal, and its Shelbyville mill shifted to the production of synthetic fabrics, such as nylon and rayon (Capley 2007).

Another of Bedford County's primary economic drivers has been an annual celebration of what is known as the Tennessee Walking Horse. The sire of the breed is considered to be a stallion named

Allen, which would only pace, not trot. His running walk was found to be very comfortable for the rider and easy to control. He was bred with numerous local mares, the offspring of which were much sought after. In 1935, the breed was named the Tennessee Walking Horse, but it would be 1950 before it was officially recognized (Capley 2007). In 1939, while attending the annual Crimson Clover Festival in Winchester, Henry Davis of Wartrace considered that Bedford County should host such an event. He approached the local Lion's Club and it was decided to hold an event called the "Celebration of the Tennessee Walking Horse" that year in Shelbyville, which was a huge success, drawing 40,000 paid attendees. As the popularity of the breed grew, so did the celebration, which is held annually in late summer over 10 days, ending the Saturday before Labor Day. Today, many of the owners and trainers of the horses own property in Bedford County, some of whom live there full time while others only reside there during the celebration. Bedford County is now known as the Walking Horse Capital of the World (Capley 2007; Tennessee Walking Horse National Celebration 2024).

Today, Bedford County continues to be driven by a mix of agricultural and industrial enterprises. Among its agricultural products are soybeans, corn, tobacco, poultry, and livestock. Manufactories include writing implements, plastics, automotive parts, printing, and poultry processing (Encyclopedia Britannica n.d.). Although no major interstate crosses the county, it is served by major U.S. and state highways which provide easy access to the interstate system. As of the 2020 census, the population of Bedford County is estimated at 50,237 (U.S. Census Bureau 2024).

II. METHODOLOGY

Research Methodology

Before entering the field, available surveys, reports, studies, maps, and other data pertinent to the project area were identified and reviewed. The task began with an investigation of records held at the THC. A records review was conducted to identify historic architectural resources, including buildings, structures, sites, or objects, located within the project area that may be historically significant. In consideration of the project's nature and setting, resources were also evaluated within a visual APE, which encompassed adjacent areas expected to be within view of the project. Further, resources that fall within an audible APE were examined. A review of the online THC Viewer and correspondence with THC staff revealed there were no previously identified resources located with the project area or the APE (Figure 4) (tnmap.tn.gov 2024a).

Research was also conducted using the Tennessee Property Viewer, which shows parcel boundaries and provides information on approximate construction dates, the nature of additional buildings on the site, and property transfers (tnmap.tn.gov 2024b). In addition, archival research included a review of available maps, including topographic maps, used to help identify potential historic resources within the project area and the APE. Below is a list of the maps reviewed (Figures 5 and 6) (D.G. Beers & Company 1878; USGS 1951).

1878 Map of Bedford County, Tennessee (D.G. Beers & Company)

1936 Deason, Tennessee, 7.5-minute topographic quadrangle (USGS)

1944 Shelbyville, Tennessee, 30-by-60-minute topographic quadrangle (USGS)

1951 Deason, Tennessee, 7.5-minute topographic quadrangle (USGS)

1966 Deason, Tennessee, 7.5-minute topographic quadrangle (USGS)

1966 (Photorevised [PR] 1981) Deason, Tennessee, 7.5-minute topographic quadrangle (USGS)

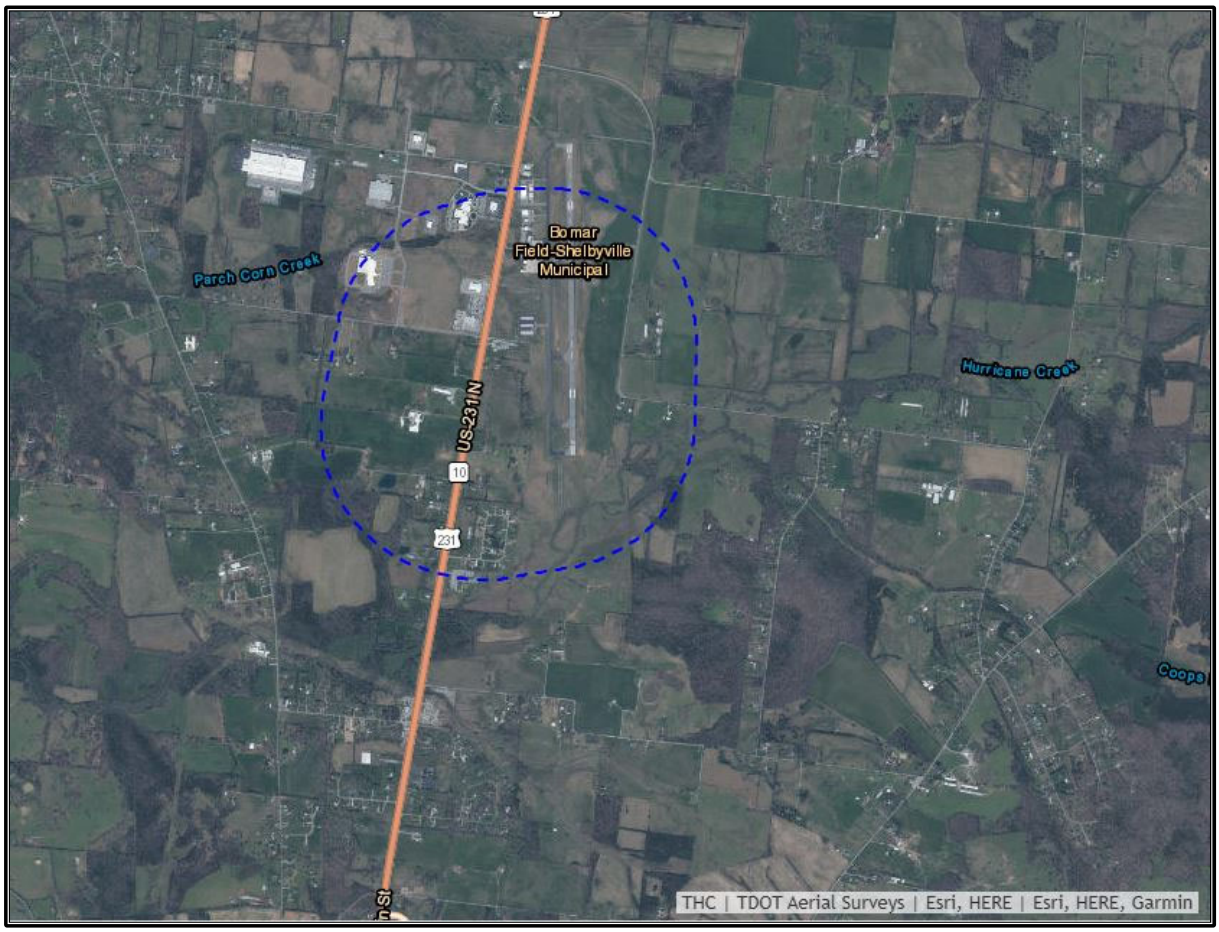

Figure 4. THC Viewer aerial photograph showing no previously surveyed resources within the project area or the visual APE.

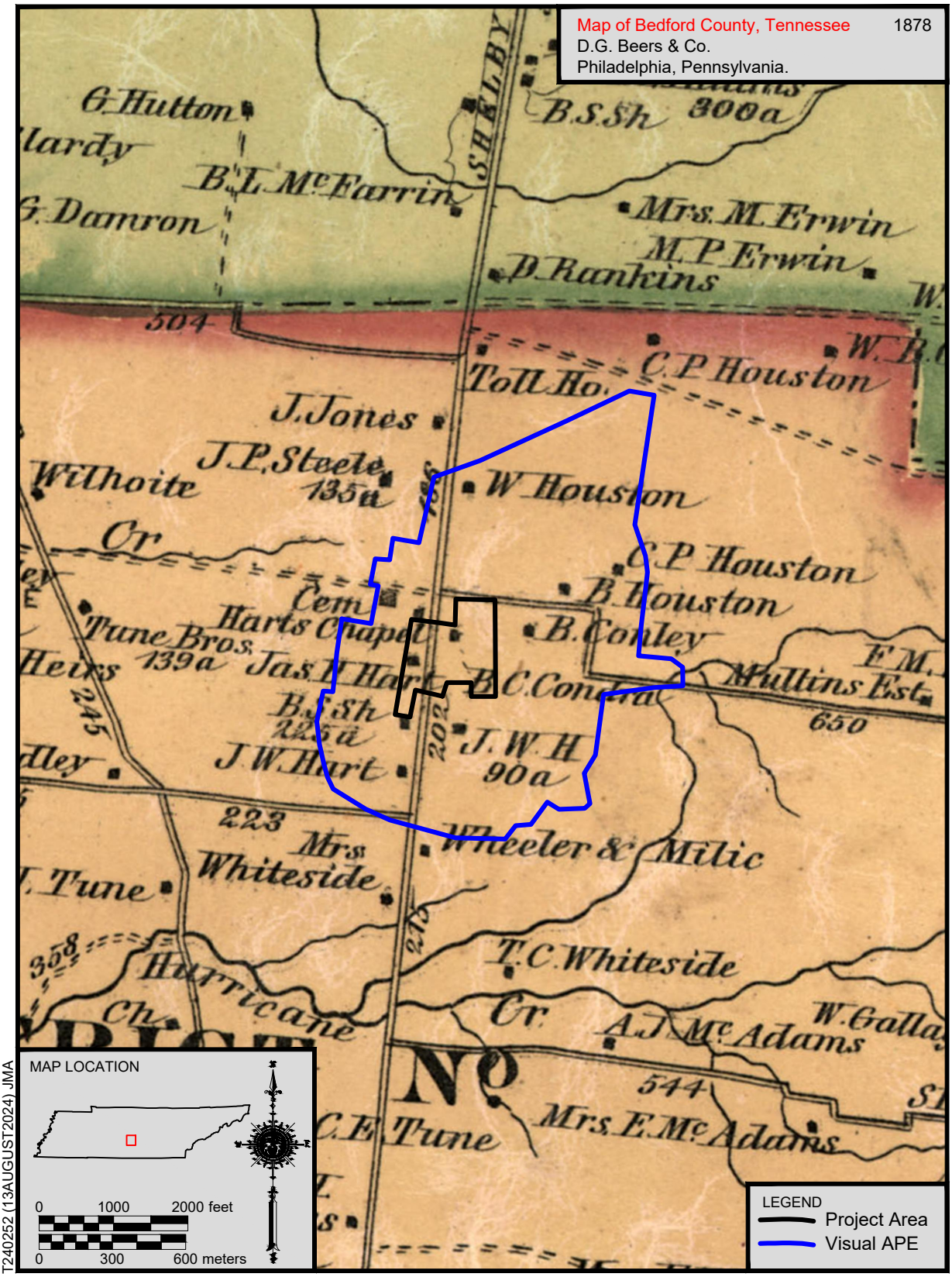

Figure 5. Portion of a map of Bedford County, Tennessee, published in 1878, overlaid with the project area and the visual APE for the current project. One site that appears on the map, Hart's Chapel Cemetery, is extant.

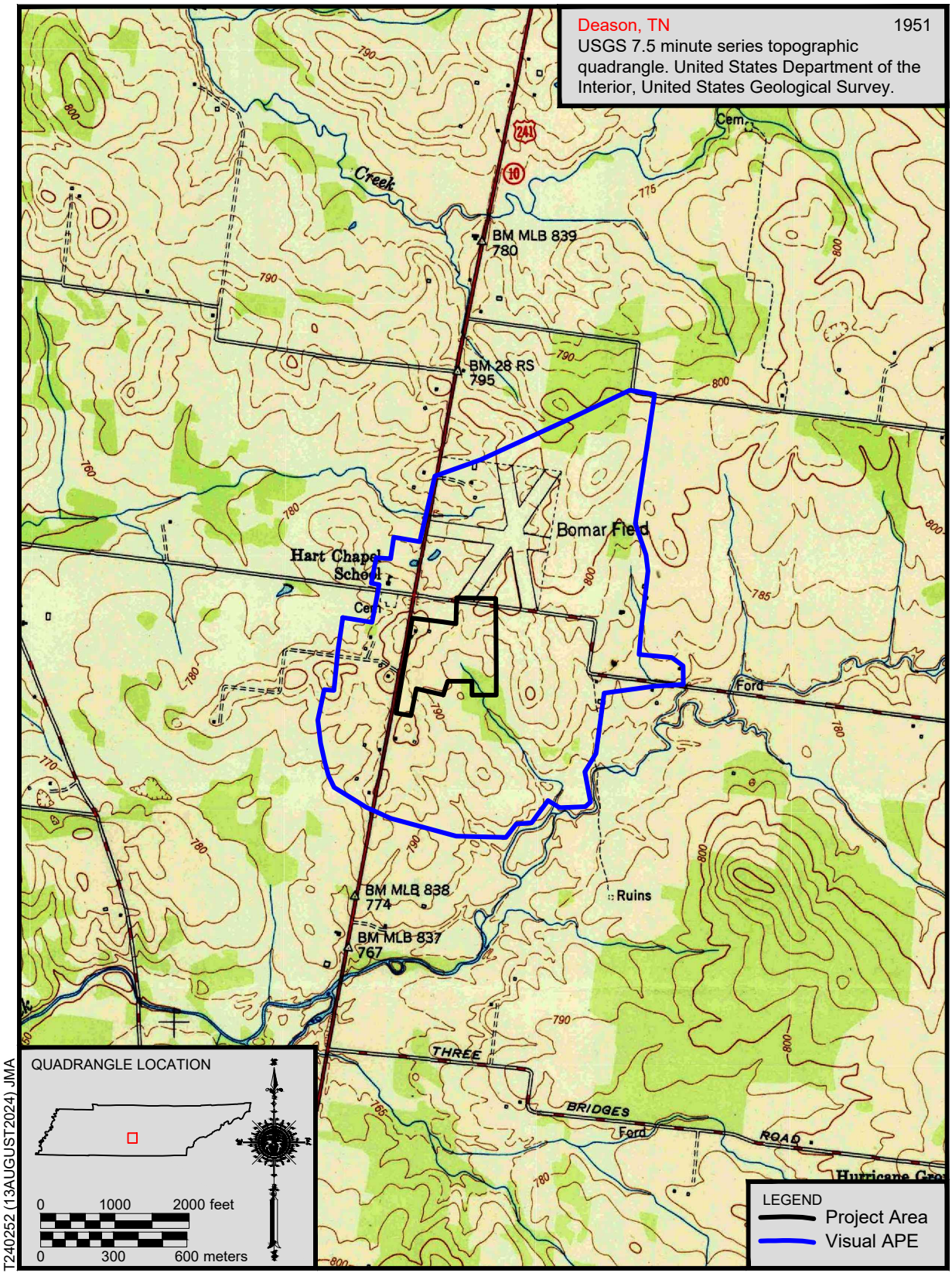

Figure 6. Portion of the 1951 Deason, Tennessee, 7.5-minute topographic map showing the project area and the visual APE for the current project.

Field Methodology

On July 24–25, 2024, CRA personnel conducted a historic architectural resource survey for the proposed project in Bedford County, Tennessee. The survey was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (National Park Service [NPS] 1983). Guidelines offered in the document entitled *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin #24* were also followed (NPS 1985). In addition, recommendations provided in *The Tennessee Historical and Architectural Survey Manual* were followed. The purpose of the survey was to document historic architectural resources within the APE of the proposed project and, if necessary, assess the potential effects of the project. The survey included documentation of individual properties within or intersected by a visual APE, which included the project area and the area within the project's immediate viewshed, taking into consideration distance and existing lines of sight. Resources within an audible APE were also examined. The audible APE was determined by calculating the average sound level generated within a certain area across a 24-hour period to provide a cumulative sound exposure. Sensitive resources located within this area would be considered impacted by future noise levels. For the current project, the higher noise level would be the result of additional flights.

Subsequent to preliminary archival research, CRA staff conducted a field survey of the APE, during which all resources 45 years old or older were identified (see Figures 2 and 3). Topographic maps, aerial photographs, archival maps, and property assessment records were used to determine the locations of potential historic properties within the project area and the APE. Appropriate buildings, structures, sites, and objects were photographed and documented. For the majority of resources, full access was granted to the properties; the remainder of the resources were documented from the ROW. The field survey involved driving on roadways within the APE, and walking on individual properties. Photographs were taken of all available angles of primary and secondary resources either by permission of property owners, or from the ROW.

III. RESULTS

In accordance with NRHP and THC standards, all buildings, structures, and objects 45 years old or older within the APE for the proposed project were documented during the field survey. Pre-field research included using the THC Viewer to discover previously surveyed resources, and the Tennessee Property Viewer to discover resources that have not been previously surveyed. These investigations combined with determinations made in the field resulted in the recordation of eight properties containing resources 45 years old or older, situated on parcels within the APE or on parcels that extend into the APE. In addition to documenting individual resources, CRA also considered the potential for historic farmsteads within the APE.

In general, in order for a property to be eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Although the benchmark for NRHP consideration is 50 years old or older, the Tennessee State Historic Preservation Office (SHPO) recommends that historic architectural surveys should also include resources 45 years old or older for planning purposes and in consideration of projects that may require years to complete.

Significance may be found in three aspects of American history recognized by the following NRHP Criteria:

a. The property must be associated with events that have made a significant contribution to the broad patterns of our history (Criterion A);

b. The property must be associated with the lives of persons significant in our past (Criterion B); or

c. The property must embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C).

A fourth criterion, Criterion D, or the potential to yield important information in prehistory or history, is typically not used for aboveground resources. A property must meet at least one of the criteria for listing in the NRHP. Integrity must also be evident through location, design, setting, materials, workmanship, feeling, and association. In addition, religious properties were evaluated under Criteria Consideration A, which states that religious properties generally are not eligible for listing in the NRHP, except for those that derive their primary significance from architectural or artistic distinction or historical importance. Cemeteries were evaluated under Criteria Consideration D, which states that cemeteries generally are not eligible for listing in the NRHP except for those deriving primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

An effect is defined as any activity that alters a characteristic of a historic property qualifying it for inclusion in, or eligibility for inclusion in, the NRHP. An adverse effect is defined as any action that alters, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Per The Tennessee Historical and Architectural Survey Manual, Level 2 surveys are appropriate for resources that appear "to have any possibility for eligibility under any of the National Register criteria." A Level 2 survey requires more thorough research and documentation of the property, including additional photographs, a detailed architectural description, and a thorough history of the resources and discussion of any associated historic contexts (THC 2023:36-37). Level 1 surveys are reserved for properties for which "initial background research, a brief description, and limited photographic documentation are sufficient for clearly ineligible properties (THC 2023:35). Only those historic resources listed in the NRHP, previously determined eligible for listing in the NRHP, or which CRA's architectural historians judge to merit further evaluation to determine eligibility based on their age, integrity, architectural character, or other indication of potentially significance associations are subject to a Level 2 survey.

In the current report, resources associated with three properties were subject to Level 2 coverage, which are the resources located within the project area, the Shelbyville Municipal Airport, and a large farmstead on Airport Road. The remaining five properties were subject to a Level 1 survey. These five properties were excluded from further assessment based on their lack of known associative or architectural significance and/or their compromised integrity due to modern modifications, including alterations to the historic form, replacement materials, and non-historic additions. Each of the properties in the current report has been assessed to determine if it appears eligible for listing in the NRHP.

Upon completion of the field survey, CRA personnel electronically filed eight survey forms using the THC Survey123 platform. The results of the architectural resource survey are presented below, and the locations of the historic architectural resources are mapped in Figures 2 and 3.

SP 1

Survey Level: Level 2

THC #: N/A

Photographs: Figures 7–29

Maps: Figures 2 and 3

Quad: 1966 PR 1981 Deason, Tennessee, 7.5-minute topographic quadrangle

Property Address: 2778 US 231 N
Shelbyville, TN 37160

Construction Date: 1936–1950

Description: SP 1 consists of a residence, a store, and multiple outbuildings, located at 2778 US 231 N (Figure 7). The buildings are situated within an approximately 42-acre parcel east of US231 N, and south and west of the Shelbyville Municipal Airport. The residence is located approximately 50 ft from the ROW.

The Tennessee Property Viewer dates the residence to 1950; however, based on the building's form and materials, its appearance on historic maps, and information obtained from local residents, the house potentially dates to an earlier period. A house at the site first appears on an 1878 map of Bedford County, noted as belonging to B. C. (Benjamin) Condra (see Figure 5) (D.G. Beers & Company 1878). This dwelling is also apparent on a circa-1920 map of Bedford County, likely produced by the USGS. According to local residents, this house was demolished prior to construction of the current residence. At least one building on the site, a granary, appears to date to the late nineteenth century or early twentieth century and was likely associated with the earlier residence; a small log corn crib also potentially dates to the older house.

Two buildings with the same relationship to each other appear at the site on topographic maps produced in 1936 and 1951, the building to the south being slightly closer to the highway (see Figure 6) (USGS 1936, 1951). The southernmost building was likely a store which was moved further back on the property when the highway was improved/widened in the mid-twentieth century. The 1951 map also shows a barn, which is extant. The 1966 topographic map shows a residence in the exact same location as it appears on the 1936 and 1951 maps, accompanied by two outbuildings, which are the barn and a milk house; the store is not represented on the 1966 map, although it is extant and now situated southeast of the house (USGS 1966). Based on a comparison of historic maps as well as building forms and materials, it is likely that the current residence and the store are the buildings represented on the 1936 topographic map.

Deed research was able to trace the property's ownership as far back as Thompson and Elizabeth Gallaher, who owned the land in the late nineteenth century. After Thompson's death, his wife and daughters sold the 105 acres to Paul C. Olaison in 1901, a Norwegian furniture maker from Chicago who briefly lived in Bedford County and worked as a farm laborer. Shortly before Paul's death in 1902, he transferred ownership of the Bedford County property to his daughter Alma, who soon after sold it to her mother Annie, both of whom lived in Chicago. In 1906, Annie Olaison sold the land to Wiley Overcast and the Overcasts continued to own the property for nearly 30 years, as well as adjacent parcels. Wiley died in 1930 and his wife Sallie in 1933, both of whom are buried in the Harts Chapel Cemetery across the highway, suggesting that they had ties to the community and likely occupied the older house on the project site. In March 1935, the Overcast heirs sold three tracts at public auction, the project area occupying the 105-acre second tract, which was acquired by Harvey W. Carrick and his wife Jessie, who census records show were renting a house on the Dixie Highway in 1930, located near the Overcasts. The Carricks operated a small farm, including a small dairy business. Members of the Carrick family continued to own the property for more than 80 years, eventually selling it to the City of Shelbyville in 2022.

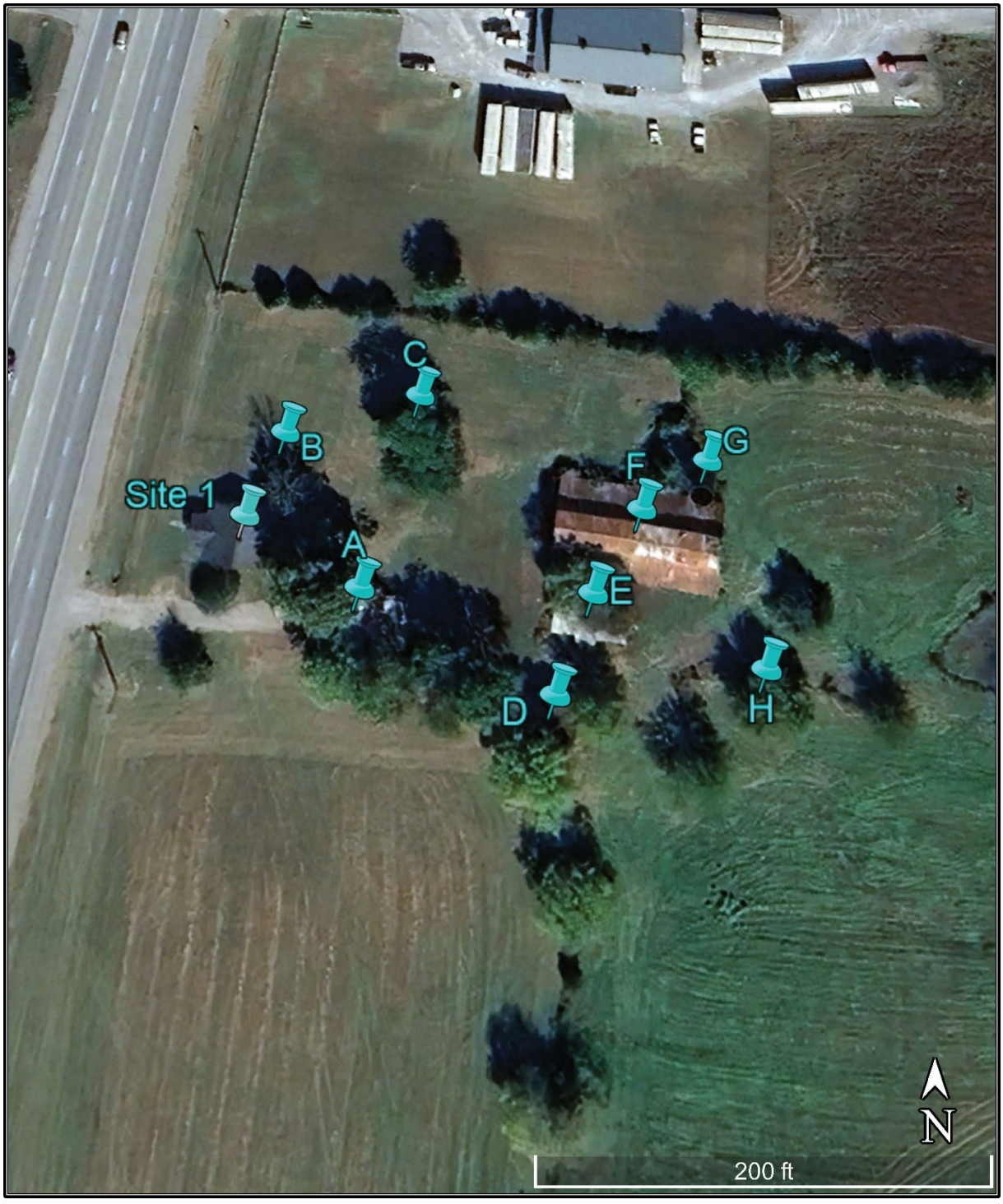

Figure 7. SP 1: Aerial photograph depicting the locations of surveyed resources.

Deed research was unable to directly connect the property to Benjamin C. Condra whose name appears on the 1878 map. Condra was born in 1833 in Marion County. Census records show that Condra moved to Bedford County sometime between 1860 and 1870, during which period he had married Eliza Blackwell. A house at the project area does not appear on an 1863 map of the area, so it is likely that Condra built the first house on the site in the mid-1860s. The couple's two daughters, Lulu and Mary, were born in Bedford County in 1867 and 1868, likely after Condra had acquired the property and built the house. Condra died in 1881 at the age of 47, two years after the death of his wife, leaving four children between the ages of 14 and 9 orphaned, which explains the disconnect between Condra's ownership and the property's acquisition by the Gallahers. The older house continues to appear on maps produced as late as circa 1920. The current house was built by Harvey and Jessie Carrick sometime after they purchased the property in 1935, at which time the older house was torn down.

Oriented west, the residence at SP 1 is a one-and-one-half-story, three-bay (ww/d/ww), side-gable dwelling (Figure 8). It is set on a rusticated concrete-block foundation, is clad in asbestos siding, and rests beneath a roof sheathed in asphalt shingles. Piercing the roof ridgeline is a cylindrical metal vent pipe, which likely replaced a chimney. Windows exhibit original three-over-one, double-hung wood sashes. The façade is characterized by an off-center single-leaf entry filled with a wood door that opens onto a partial-width porch sheltered by a prominent front gable supported by wood posts set on a concrete deck. The entry is flanked by double window bays. The south elevation of the residence is pierced by three single window bays and a double window bay on the first floor, and one single window bay at the one-half story (Figure 9). The north elevation is pierced by four single window bays on the first floor and a single window bay at the one-half story (Figure 10). The east (rear) elevation is pierced by a single window bay and single leaf entry filled with an original three-light wood door; the entry opens onto a partial-width porch sheltered by a modern shed roof supported by metal posts set on a concrete deck (Figure 11). To the right of the porch is a sheltered area that is partially enclosed.

Located approximately 30 ft southeast of the residence is a one-story building that originally functioned as a store (Resource A) (Figure 12). On the south elevation is an open garage-type space. Attached to the east (rear) elevation is a shed-roof addition (Figure 13). Piercing the roof on the rear slope is a single interior masonry chimney. The main part of the store is clad in cross-sections of logs installed horizontally over vertical boards, and rests beneath a gable roof sheathed in raised-seam metal panels; the garage area is clad in vertical-board siding and rests beneath a hip roof. The rear addition is clad in plywood panels and vertical boards. Visible windows exhibit four-over-four, double-hung wood sashes and six-light fixed sashes. The current main entry pierces the south elevation beneath the garage area (Figure 14). Another entry pierces the north elevation, filled with a vertical-board door (Figure 15). In its original location close to the highway, the building was oriented so that the north elevation was the façade and the garage space was at the rear of the store. Based on map evidence, form, and materials, the store likely dates to the early twentieth century.

Located approximately 30 ft north of the residence is a small pump house (Resource B) (Figure 16). The pump house has concrete-block walls and is missing its roof. The pump house seems to be visible in a 1958 aerial photograph. Based on map evidence, form, and materials, the pump house likely dates to the mid-twentieth century. Behind the house there is evidence of a well, which likely supplied water to the house in the early twentieth century, prior to installation of the pump house.

Located approximately 75 ft northeast of the residence is a one-story log corn crib that has partially collapsed (Resource C) (Figure 17). Based on form and materials, the crib likely dates to the early twentieth century.

Figure 8. SP 1: Façade (west) elevation of residence, looking east.

Figure 9. SP 1: South elevation of residence, looking north.

Figure 10. SP 1: North elevation of residence, looking south.

Figure 11. SP 1: East (rear) elevation of residence, looking west.

Figure 12. SP 1: Façade (west) elevation of store (Resource A), looking east.

Figure 13. SP 1: South and east elevations of store (Resource A), looking northwest.

Figure 14. SP 1: Façade (west) and south elevations of store (Resource A) showing current main entry, looking northeast.

Figure 15. SP 1: North elevation of store (Resource A), looking south. Entry at right might have previously functioned as the main entry when the building was in its original location near the highway.

Figure 16. SP 1: East elevation of pump house (Resource B), looking west.

Figure 17. SP 1: East and north elevations of corn crib (Resource C), looking southwest.

Located approximately 140 ft southeast of the residence is a one-story granary or seed-cleaning building (Resource D) (Figures 18 and 19). The granary is elevated above the ground on cylindrical posts clad in tin to keep out rodents, supplemented later with concrete-block piers, is clad in board-and-batten and vertical-board siding, with weatherboard in the gable fields, and rests beneath a front-gable roof sheathed in corrugated-metal panels. The north elevation is pierced by a single-leaf entry filled with a corrugated-metal door, which likely replaced the original wood door. The west elevation is pierced by a window-sized opening near the roof line; a chain wrapped around the rafter tails above the opening suggests that materials were hoisted into the building through the opening. The east and south elevations exhibit no visible fenestration. Attached to the east elevation is a section of lattice leaning from the roofline to the ground that was likely once a roof that formed a sheltered area on the east side of the building. Local residents remember visiting the granary to purchase seed/grain in the early to mid-twentieth century. The seed-cleaning machine, called "The Clipper," is extant inside the building (Figure 20). Based on available evidence, the granary likely dates to the late nineteenth century or early twentieth century and was associated with the original house on the property.

Located approximately 140 ft east of the residence is a one-story, gable-roof milk house (Resource E) (Figures 21 and 22). The milk house is set on a poured-concrete slab, has concrete-block walls to grade, is clad in asbestos siding in the gable fields, and rests beneath a roof sheathed in raised-seam metal panels, with prominent rafter tails. Windows exhibit two-over-two, metal-frame, awning-casement sashes, over wide concrete sills. The interior of the building has a concrete floor and is divided into east and west sections, with the west section further divided into north and south sections, each of which has a separate single-leaf entry on the west elevation. Milking operations took place in the east section, which has a wide entry for livestock on the east elevation, flanked by single window bays (Figure 23). The west section of the building housed milk processing operations (Figure 24). The south elevation is pierced by two single-leaf entries, one leading into the east portion of the building and the other leading into the west section of the building. The entries open onto a small concrete porch/ramp, sheltered by a shed roof. Flanking the pair of entries are pairs of single window bays. The north elevation of the east section of the building is pierced by a single-leaf entry and two single window bays. The barn associated with the milk house makes its first appearance on a 1951 topographic map; the prior topographic map, which dates to 1936, does not depict the locations of barns. The milk house is visible in a 1958 aerial photograph and is depicted on a 1966 topographic map. Based on map evidence, form, and materials, and information from local residents, the milk house likely dates to the late 1940s/early 1950s.

Located north of the milk house is a two-story, gambrel-roof livestock barn (Resource F) (Figures 25 and 26). Attached to the north and south elevations are one-story lean-tos. The barn is clad in vertical-board siding and rests beneath a roof sheathed in raised-seam metal panels. The west elevation is pierced by a central runway and runways in the lean-tos. The east, north, and south elevations are missing much of their cladding, and none of the building's doors are extant. The interior shows a raised platform that runs the length of the center portion of the barn (Figure 27). A barn at this location first appears on the 1951 topographic map; the 1936 topographic map does not depict the locations of barns. Based on the map evidence, form, and materials, and information from local residents, the barn likely dates to the late 1940s/early 1950s.

Located at the northeast corner of the livestock barn is a concrete-stave silo (Resource G) (Figure 28). The silo has been missing its domed metal cap since the early 2000s. The silo was likely built in conjunction with the barn and also dates to the mid-twentieth century.

Located approximately 250 ft east of the residence is a concrete structure that either functioned as a livestock trough or was associated with a well or pump house (Resource H) (Figure 29). Based on form and materials, the structure likely dates to the mid-twentieth century.

Figure 18. SP 1: East and north elevations of granary (Resource D), looking southwest.

Figure 19. SP 1: West and south elevations of granary (Resource D), looking northeast.

Figure 20. SP 1: Interior of granary (Resource D) showing "The Clipper" seed cleaner.

Figure 21. SP 1: West and south elevations of milk house (Resource E), looking northeast.

Figure 22. SP 1: East and north elevations of milk house (Resource E), looking southwest.

Figure 23. SP 1: Interior of east section of milk house (Resource E), looking northwest.

Figure 24. SP 1: Interior of northwest section of milk house (Resource E), looking east.

Figure 25. SP 1: North and west elevations of livestock barn (Resource F), looking southeast. At right is the milk barn (Resource E); at left is the silo (Resource G).

Figure 26. SP 1: South and east elevations of livestock barn (Resource F), looking northwest.

Figure 27. SP 1: Interior of livestock barn (Resource F), looking northwest.

Figure 28. SP 1: East elevation of silo (Resource G), looking west. At left is the livestock barn (Resource F).

Figure 29. SP 1: West elevation of concrete structure (Resource H), looking east.

NRHP Evaluation: Not Eligible. Research did not reveal any associations between SP 1 and events of historical importance. Research also did not suggest that the persons associated with the property, including members of the Condra, Gallaher, Olaison, Overcast, and Carrick families, rise to a level of national, regional, or local significance to warrant listing under Criterion B. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to alterations such as the modern addition of the rear porch and the loss of the original chimney, the residence does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The residence also does not possess additional known architectural significance. In addition, the house is in a state of disrepair. Thus, it is ineligible for individual listing under Criterion C. CRA recommends that the store (Resource A), pump house (Resource B), corn crib (Resource C), granary (Resource D), milk house (Resource E), livestock barn (Resource F), silo (Resource G), and concrete structure (Resource H) are not eligible for individual listing under Criterion C since they do not embody the distinctive characteristics of a locally important type, period, or method of construction, and do not possess additional known architectural significance. In addition, the store has been moved from its original location next to the highway and potentially altered in its façade orientation. The store, pump house, corn crib, milk house, livestock barn, and silo are also in a state of disrepair. Furthermore, CRA recommends that the property is not eligible as a historic farmstead because the integrity of the primary residence as well as the majority of the key outbuildings, such as the milk house and barn, has been compromised due to deterioration. The farm has also been subdivided so that it no longer contains its original acreage, it is no longer in use for its original agricultural purposes, and portions of the property have become overgrown. These factors have resulted in the property no longer representing a cohesive historic farm. Therefore, CRA recommends that SP 1 is ineligible for listing in the NRHP.

Determination of Effect: N/A.

SP 2

Survey Level: Level 2

THC #: N/A

Photographs: Figures 30–79

Maps: Figures 2 and 3

Quad: 1966 PR 1981 Deason, Tennessee, 7.5-minute topographic quadrangle

Property Address: 2828 US 231 N
Shelbyville, TN 37160

Construction Date: 1967 (terminal), 1946 (Quonset hangar), 1955 (shop building), 1950s (VOR)

Description: SP 2 consists of an airport terminal and multiple buildings and structures associated with the Shelbyville Municipal Airport (Figure 30). The buildings and structures are situated within an approximately 373-acre parcel. Three of the buildings date to the early decades of the airport, which are the terminal (1967), a Quonset airplane hangar (1946), and a shop building (1955) (Figure 31). The remaining buildings, the majority of which are hangars and flight-training facilities, are modern. The terminal is located approximately 360 ft from the ROW.

The Shelbyville Municipal Airport owes its beginnings to Robert E. (Bob) Bomar, a Bedford County native, aviation innovator, and founder of the airport who is credited with saving the Tennessee Bureau of Aeronautics from dissolution, and facilitating the construction of 50 airports in the state during his 15-year tenure as chairman of the Tennessee Aeronautics Commission (Tennessee Aviation Hall of Fame n.d.). The historic core of the airport was part of the dramatic post-World War II and mid-twentieth-century expansion of aviation in Tennessee and across the U.S., which included the construction and improvement of airfields, particularly in small communities outside the purview of

larger metropolitan airports, the development of new guidance technologies, the growth of industries that fabricated airplanes and related equipment, and the surge in popularity of learning to fly and establishment of civilian flight schools, including for veterans who were able to take lessons on the GI Bill (Milbrooke et al. 1998:11).

Setting his sights on a career in aviation, in 1939, Bomar was in the first graduating class at the Civilian Pilot Training program at Cumberland University in Lebanon, Tennessee. In 1940, he enlisted in the Navy Air Corps, training at the Atlanta Naval Air Station. While in Atlanta, the U.S. entered World War II and Bomar was assigned to fly fighter aircraft for the U.S. Navy, participating in both the European and Pacific theatres, as well as training other pilots. After his service was concluded, Bomar applied for a job with American Airlines, but was offered such a low salary that he declined. Instead, Bomar focused his attention on 80 acres of farmland north of Shelbyville that he had purchased in 1944 with the idea of creating an airfield, bringing with him three trainer planes he had acquired from the Navy (Carney 2014:1; Fulbright 1996:112). Bomar enlisted the assistance of Dr. E.S. Fabian of the University of Tennessee (UT) Aviation Department, and UT students under Fabian's guidance designed the first airfield at the site, which consisted of three grass strips, including a 2,150-ft primary runway, completed in late 1945 (Fulbright 1996:103, 112). Bomar set up the existing farmhouse on the site as both residence and airport office, converted a barn into a hangar, and installed a fueling system. Bomar also earned his pilot instructor's license (Hargrave 1946:9). By September 1946, the airport, known as Bomar Field, was open for business, owned and managed by Bob, with assistance from his brother James, who later served in the State Legislature. In its early days, the airport took advantage of military surplus items, including lights and a Quonset hut that was converted into a second hangar, which is extant, and creatively repurposed other available materials, such as white stove tops used to line the runways (Figure 32) (USGS 1951). In the 1950s, Bomar installed his own electronic equipment, including an instrument approach system and an automatic direction finder (ADF) transmitter (Fulbright 1996:103). In 1955, a shop building was constructed south of the farmhouse/airport office, which is also extant.

For a few years the City of Shelbyville rented the airport from Bomar, finally purchasing it in the mid-1950s, although Bomar stayed on to manage the facility and operate the flight school, continuing to live in the farmhouse/airport office with his family. Shelbyville proceeded to further develop and expand the airfield toward the goal of becoming a municipal airport, which had certain government specifications, including runway size. The city began by paving the main runway, while continuing to use the northeast–southwest turf runway for a time as well. The city also took advantage of an airport development program, through which the federal government awarded 50 percent of funding for a project, matched by 50 percent from the city and state (*Chattanooga Daily Times* [CDT] 1958:17). In 1957, after receiving a federal grant for land acquisition and construction improvements to the airport's runway, taxiways, aprons, and other aspects of the facility, Shelbyville acquired approximately 90 acres adjacent to the airport to expand the facility (*Memphis Press Scimitar* [MPS] 1957:21; *Nashville Banner* [NB] 1957:5). Construction of the improvements took place in 1958, including a 3,500-ft runway, a ramp, and taxiways, and installation of runway lighting, a beacon, and a wind cone (CDT 1958:17). Once the improvements were completed, in May 1959, Southeast Airlines initiated daily service to Shelbyville (CDT 1959:5). In 1962, the service was assumed by Southern Airways. By then the primary runway had been extended to 5,000 ft to accommodate larger aircraft (Figure 33) (Fulbright 1996:103; USGS 1966). In 1967 the farmhouse was demolished and a terminal was built in its place, designed by local architect Sam H. McLean and constructed by Hails Construction Company. The second floor of the terminal was designed as living quarters for Bob Bomar, his wife, Pat, and son, Robert E., Jr., who assisted with management of the airport.

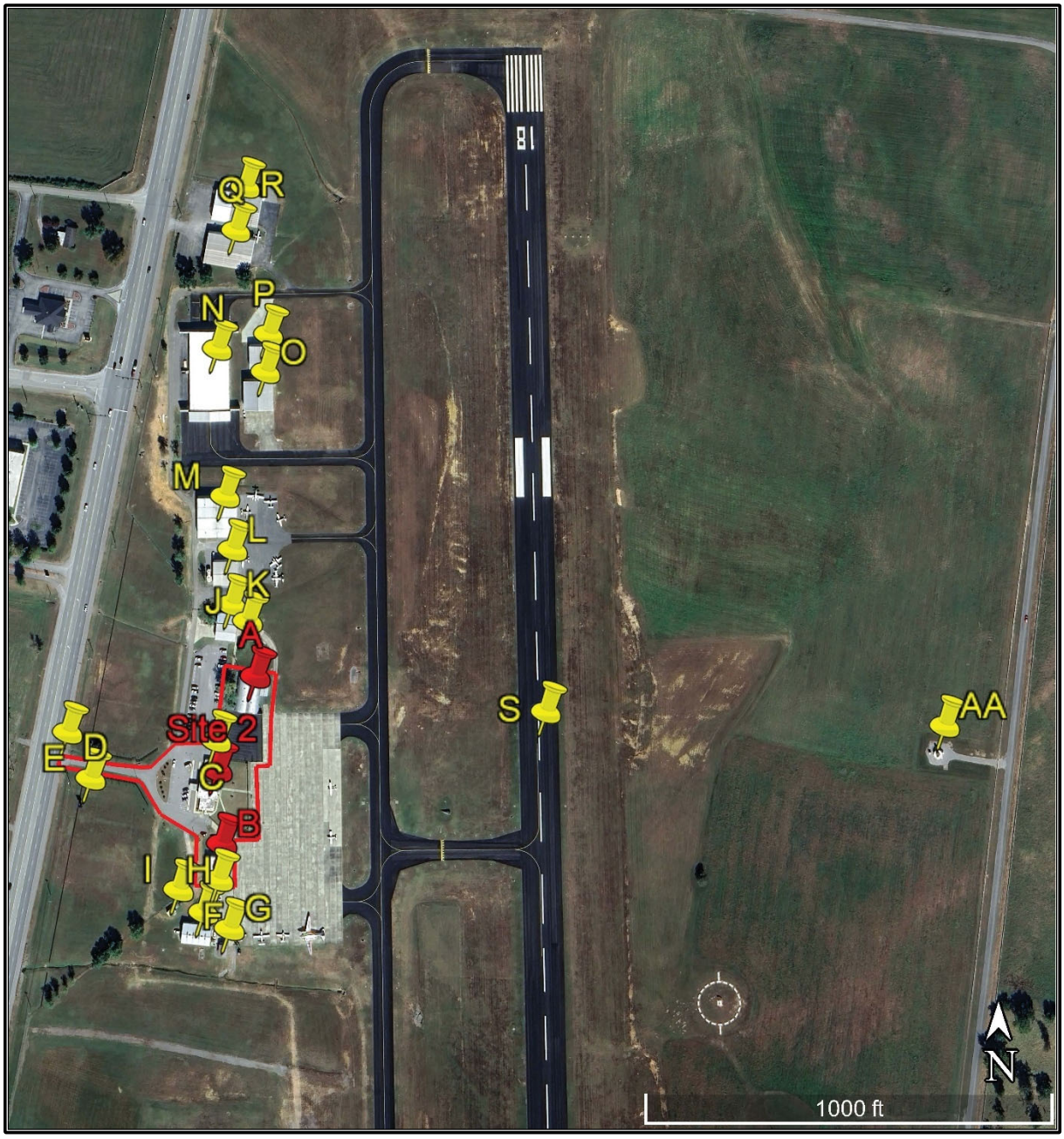

Figure 30a. SP 2: Aerial photograph depicting the locations of surveyed resources in the north half of the Shelbyville Municipal Airport. The red pins denote resources recommended eligible for listing in the NRHP; the red line denotes the proposed NRHP boundary.

Figure 30b. SP 2: Aerial photograph depicting the locations of surveyed resources in the south half of the Shelbyville Municipal Airport. Resources U, Y, and Z are so recently constructed that they do not appear in available aerial photographs.

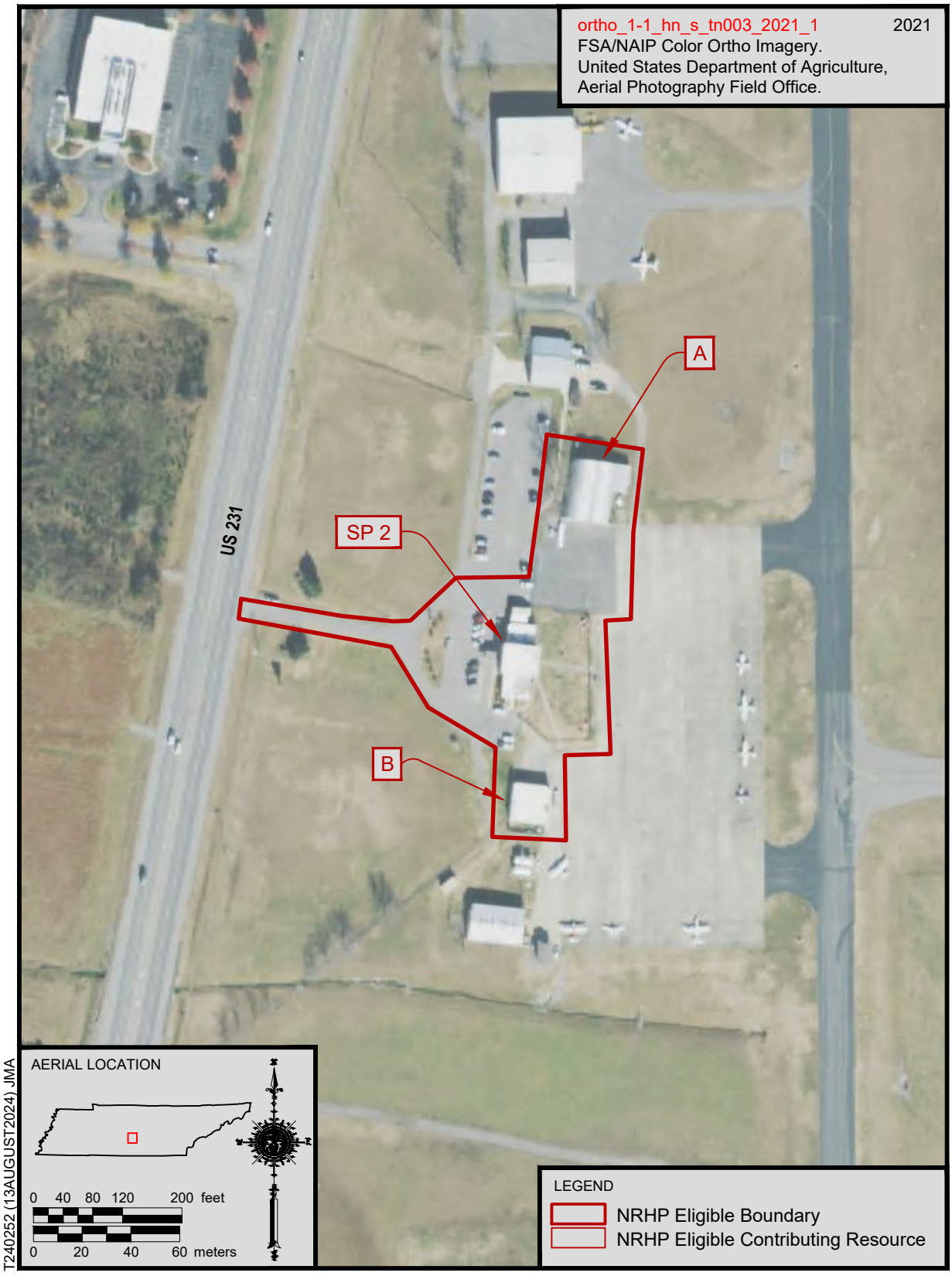

Figure 31. SP 2: Aerial photograph depicting proposed NRHP boundary and contributing resources, which are the airport terminal, a Quonset hangar (Resource A), and shop building (Resource B).

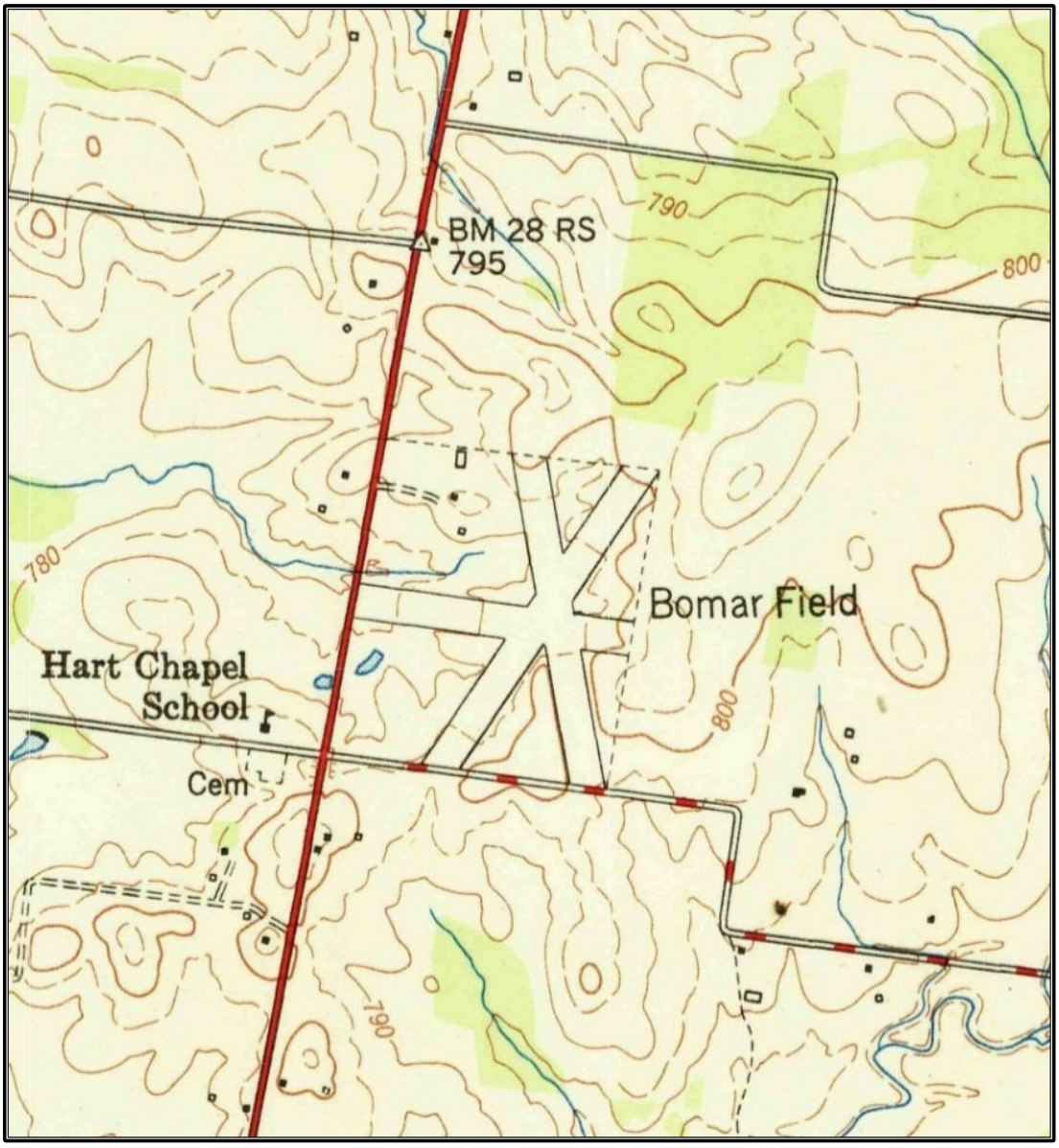

Figure 32. Portion of a 1951 topographic map showing the buildings and runways associated with Bomar Field, the precursor to the Shelbyville Municipal Airport. The solid square is the original farmhouse, the lower open rectangle represents a barn converted into the facility's first hangar, and the upper rectangle is the Quonset second hangar.

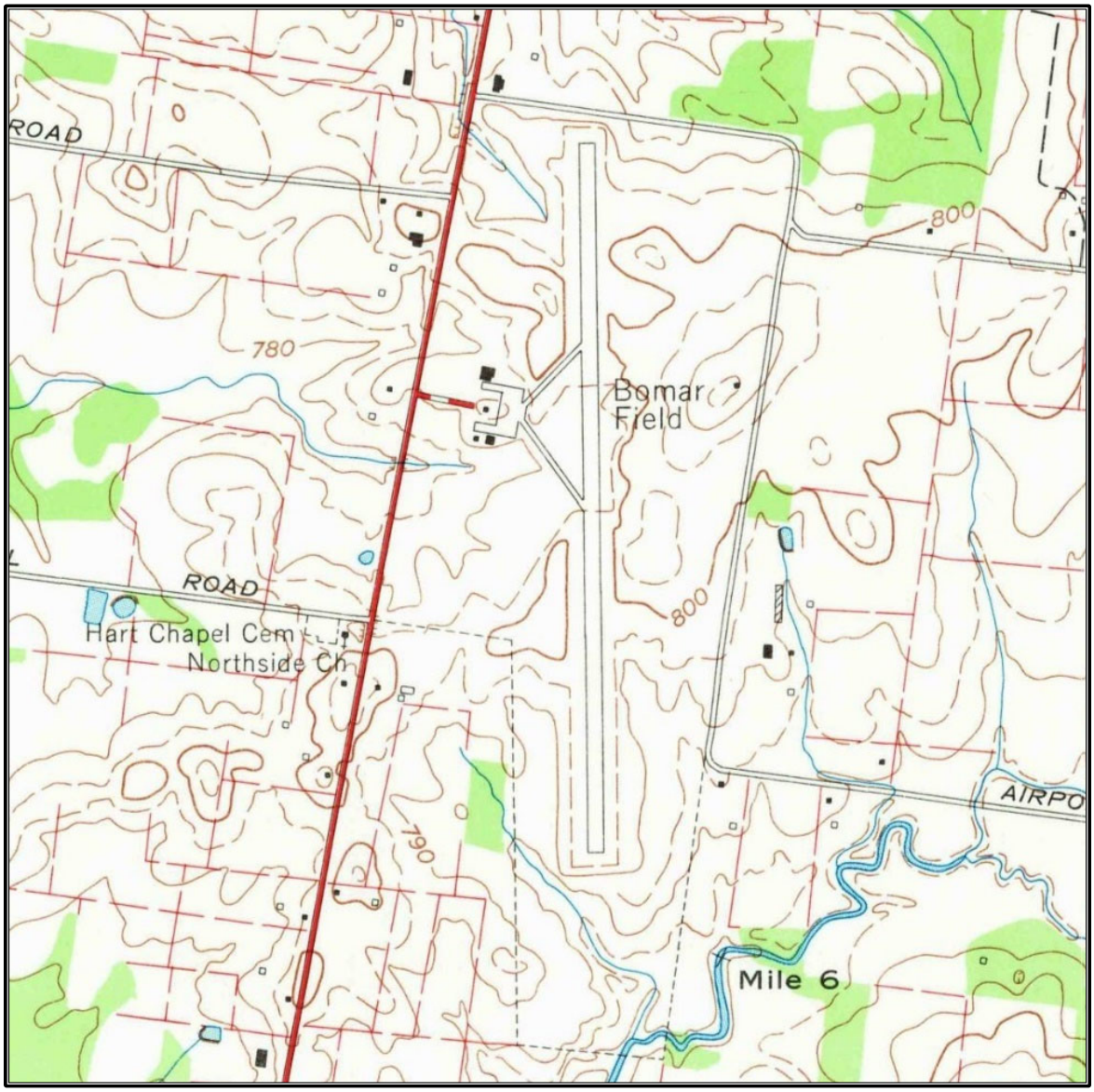

Figure 33. Portion of a 1966 topographic map showing the buildings and runways associated with Bomar Field, the precursor to the Shelbyville Municipal Airport.

Concurrent with development of the Shelbyville airport, Bomar was deeply involved in Tennessee aviation in a broader sense. In 1953, Bomar was contacted by Gov. Bob Clement, who was poised to close the Tennessee Bureau of Aeronautics after its director resigned. The bureau was created in 1929 as the Division of Aeronautics under the Tennessee Department of Highways and Public Works, which was established in 1915 and renamed the Tennessee Department of Transportation in 1972. Bomar convinced Clement to delay the bureau's dissolution until he could rally the state's aviation community, and Clement appointed Bomar as temporary bureau director; Bomar declined a permanent post because of his duties at Bomar Field (CDT 1953:28). After Bomar successfully pulled together a group dedicated to supporting aviation in Tennessee, an Aeronautics Commission was appointed, with Bomar as chairman, and James E. "Buddy" Martin named as director. The group launched an ambitious program to construct new airports in Tennessee as well as maintain existing facilities, focusing much of its attention on smaller cities, and lobbying the legislature for funding (NB 1963:14). During Bomar's chairmanship, between 1953 and 1968, the commission successfully constructed dozens of public airports across the state, more than doubling the number of facilities available prior to the program, with much of the funding, as well as technical and construction assistance, provided by the Tennessee Department of Highways (Fulbright 1996:113). The commission under Bomar also set airport standards, such as runway length and lighting intensity. In 1968, Bomar resigned from the commission to fully focus his attention on the continued development of the Shelbyville airport, as well as his successful pilot training program. In 1992, Bob and Pat Bomar retired from the airport, later receiving Tennessee's Career Contributions in Aviation Award. In 2007, Bob Bomar was inducted into the Tennessee Aviation Hall of Fame (Carney 2014:2A).

The airport continued to expand its facilities through the twentieth century and into the twenty-first century (Figure 34) (USGS 1966 [PR 1981]). Currently the airport offers a 5,500 ft runway, over a dozen hangar buildings, and several flight schools. The airport also houses and maintains older airplanes, the most significant being the Flagship Detroit DC-3, built for American Airlines in 1937 (Figure 35). The twenty-fourth of its kind among a fleet of 84, this DC-3 was used for regular passenger service by the airline until selling it in 1947. Having not been pressed into military service, during the early 1940s, the plane appeared in numerous advertising campaigns promoting air travel, and was used as transportation by First Lady Eleanor Roosevelt, since there was no dedicated presidential airplane at the time (Flagship Detroit Foundation n.d.). By 2004, the plane had been repurposed as a mosquito sprayer, but was rescued by the non-profit Flagship Detroit Foundation, which is based at the Shelbyville airport, and restored by former and current American Airlines employees (D-Day Squadron 2023; Ely 2018). The Flagship Detroit is the oldest operating plane of its kind in the world and makes regular appearances at airshows and demonstrations throughout the U.S. (Ely 2018).

Completed in 1967, the terminal or Administration Building is an example of mid-twentieth-century public buildings, particularly those constructed as terminals at small airports of the period. It has a central two-story section flanked by one-story wings (Figures 36 and 37). The central portion projects slightly beyond the plane of the wings on the façade and rear elevations. The building is set on a concrete slab, is clad in brick veneer, and rests beneath a flat roof lined with a wide band of aluminum coping. The façade features a full-height recessed section in the center, sheltered by the roof (Figure 38). On the first floor, the recessed section is pierced by a central double-leaf entry filled with a pair of full-light aluminum-frame doors, beneath a single-light transom, and flanked by pairs of full-light windows (Figure 39). The entry opens onto a shallow porch sheltered by a flat-roof aluminum porte cochere. Above the entry is a large sign for the Shelbyville Municipal Airport which consists of letters on an opaque metal scrim material. Behind the sign and partially obscured by the scrim material the second story is pierced by a double window bay flanked by single window bays, filled with four-light aluminum awning-casement sashes. On a wall adjacent to the first-floor entry is a dedication plaque noting the construction date of 1967, the architect, and the construction company for the building, as well as other information (Figure 40).

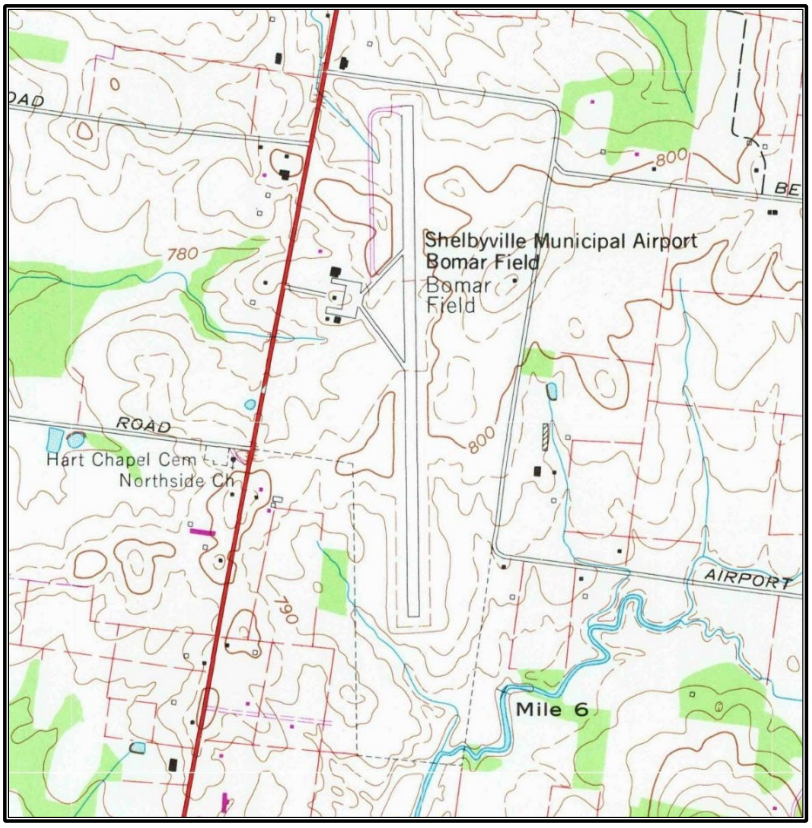

Figure 34. Portion of a 1981 topographic map showing the buildings and runways associated with the Shelbyville Municipal Airport/Bomar Field.

Figure 35. Current photograph of the Flagship Detroit DC-3, housed at the Shelbyville Municipal Airport.

Figure 36. SP 2: Façade (west) and south elevations of the terminal, looking northeast.

Figure 37. SP 2: North and façade (west) elevations of the terminal, looking southeast.

Figure 38. SP 2: Façade (west) elevation of the terminal, looking east.

Figure 39. SP 2: Entry on the façade (west) elevation of the terminal, looking east.

The north elevation of the terminal is pierced by a single-leaf entry filled with a steel door, and a double-leaf entry filled with a set of modern French doors (Figure 41). The south elevation of the central two-story portion of the building is pierced by a single-leaf entry filled with a full-light door. The south elevation of the south wing features a recessed single-leaf entry filled with a full-light door (Figure 42).

The east elevation of the terminal is similar to the façade, with a full-height recessed section in the center of the two-story portion of the building, sheltered by the roof (Figures 43 and 44). The first floor features a double-leaf entry, transom, and large side windows as on the façade; the entry opens onto a concrete patio and concrete walkway that leads to the apron (Figure 45). The lower portions of the two projecting sections of the two-story portion of the building feature large, one-story-tall windows on all sides, as well as single-leaf entries on the north and south sides (Figure 46). Above the central entry the east (rear) elevation has the same fenestration as the façade, although it does not contain the scrim panel. Attached to the building above the entry is a clock. The east elevation of the south wing is pierced by three single window bays, and the north wing by two single window bays.

The first floor of the interior of the terminal features terrazzo floors, sheetrock walls, and dropped ceilings of acoustic tiles (Figures 47–49). In the center of the first floor of the building is the lobby. The wings house offices and staff support areas. The second story functions as a flight school and offices.

Located approximately 150 ft northeast of the terminal is a one-and-one-half-story Quonset-style airplane hangar (Resource A) (Figure 50). The hangar is set on a concrete-block foundation and is clad in corrugated metal panels. The main portion of the building consists of two Quonset huts joined together at the roof. Attached to the east elevation is a one-story shed-roof addition also clad in corrugated metal that was used as office space (Figure 51). Windows on the main portion of the building exhibit four-over-two, steel-frame, awning-casement sashes; windows on the addition are two-over-two awning casement sashes. The south elevation is pierced by a large vehicular bay covered by two pairs of corrugated-metal doors on sliding tracks; the addition is pierced by a double-leaf entry filled with a pair of corrugated-metal doors. The west elevation is pierced by three double window bays (Figure 52). The north elevation is pierced by two double window bays in the main portion of the building and one single window bay in the addition (Figure 53). The east elevation is pierced by two double window bays in the main portion of the building and three single window bays in the addition. The hangar dates to at least 1946 and was a war-surplus Quonset building. It makes its first map appearance on a 1951 topographic map and was the second hangar used at Bomar Field (see Figure 32).

Located approximately 110 ft south of the terminal is a one-story shop building (Resource B) (Figure 54). The building is set on a concrete slab, has concrete-block walls to grade, and rests beneath a flat roof with parapets along the east and west sides. Windows exhibit two-over-four-over-two, steel-frame awning-casement sashes. Attached to the south elevation is a pierced concrete-block screen wall enclosure with concrete-block posts; a double-leaf gate on the east side of the enclosure is supported by a pair of larger concrete-block pillars. The east elevation is pierced by a single-leaf entry filled with a replacement door, and three single window bays. The south and west elevations are each pierced by three single window bays (Figure 55). The north elevation is composed almost entirely of a large vehicular entry filled with a wide bi-fold metal-panel roll-up door (Figure 56). The building originally functioned as a shop but is currently in use by an Experimental Aircraft Association (EAA) Flying Club known as the Shelbyville Sport Flyers, EAA Chapter 1326.

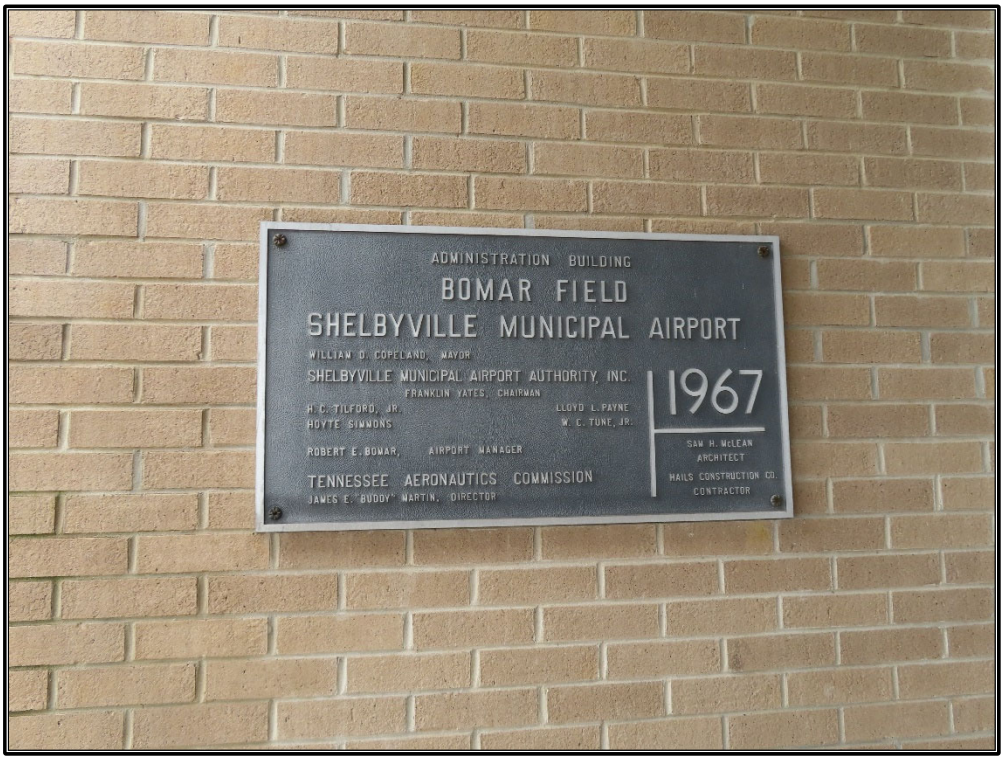

Figure 40. SP 2: Dedication plaque on the façade (west) elevation of the terminal.

Figure 41. SP 2: North elevation of the terminal, looking southeast.

Figure 42. SP 2: South elevation of the south wing of the terminal, looking north.

Figure 43. SP 2: South and east elevations of the terminal, looking northwest.

Figure 44. SP 2: East elevation of the terminal, looking west.

Figure 45. SP 2: Center portion of the east elevation of the terminal, looking west.

Figure 46. SP 2: East and north elevations of the terminal, looking southwest.

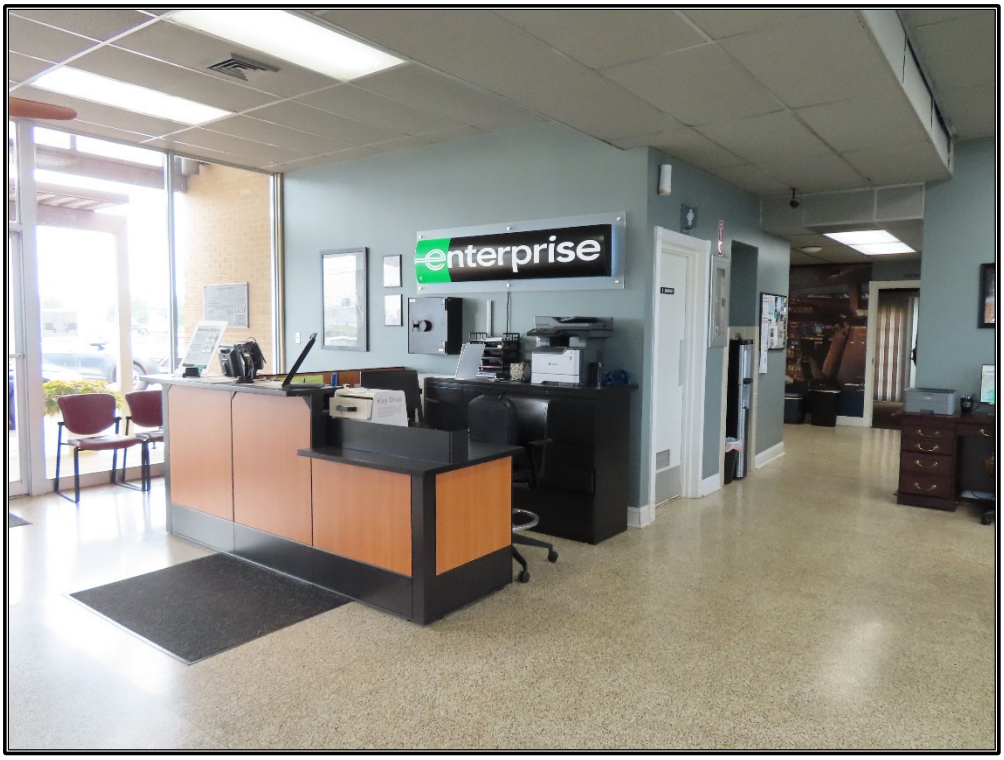

Figure 47. Interior of the first floor of the terminal, looking northwest. At left is the main entrance.

Figure 48. Interior of the first floor of the terminal, looking southwest. At left is the exit to the boarding area; at right is the main entrance.

Figure 49. Interior of the first floor of the terminal, looking south toward the south wing.

Figure 50. SP 2: South and east elevations of Quonset hangar (Resource A), looking northwest.

Figure 51. SP 2: South and east elevations of addition on Quonset hangar (Resource A), looking northwest.

Figure 52. SP 2: West and south elevations of Quonset hangar (Resource A), looking northeast.

Figure 53. SP 2: North and west elevations of Quonset hangar (Resource A), looking southeast.

Figure 54. SP 2: South and east elevations of shop building (Resource B), looking northwest.

Figure 55. SP 2: West and south elevations of shop building (Resource B), looking northeast.

Figure 56. SP 2: East and north elevations of shop building (Resource B), looking southwest.

Located approximately 5 ft north of the terminal is a modern front-gable, metal-frame carport (Resource C) (Figure 57). The carport is clad in metal panels and sheltered by a metal-panel roof. The west elevation of the carport is pierced by a full-width opening with no door. The north, south, and east elevations exhibit no fenestration. Based on a review of recent aerial photographs, the carport was constructed between 2010 and 2012.

Located approximately 270 ft west of the terminal are pairs of structures (Resource D) flanking the entry drive that are associated with the entrance to the airport (Figure 58). The structures are composed of two pairs of pillars made of rusticated concrete blocks with sandstone caps and light fixtures. Extending between the pairs of pillars is wood fencing. In front of the pillars and fencing are planting beds. Based on a review of recent aerial photographs, the pillars, fencing, and planting beds were installed between 1992 and 2007.

Located approximately 290 ft west of the terminal is an airport sign (Resource E) (Figure 59). The sign is composed of metal panels, with a rectangular base topped with a diamond-shaped section designating the site as the Shelbyville Municipal Airport. Beneath the name are two rectangular sections, one of which is lit, with lettering advertising Tennessee Flight Training. The lowest section announces the airport as the future home of MTSU's Aerospace Campus. Based on a review of recent aerial photographs, the sign was installed between 2010 and 2012.

Located approximately 200 ft south of the terminal is a fuel tank facility (Resource F) (Figure 60). The facility consists of two large fuel tanks set within a concrete dike. Attached to the facility on the north side is a set of metal steps that connects to a walkway that extends across the tops of the tanks. Based on a review of aerial photographs, the facility was installed between 1987 and 1992.

Figure 57. SP 2: North and west elevations of carport (Resource C), looking southeast.

Figure 58. SP 2: Pair of pillars (Resource D), fencing, and planting bed on the south side of the airport entry drive, looking southeast.

Figure 59. SP 2: Airport sign (Resource E), located west of the terminal and near US 231 N, looking south.

Figure 60. SP 2: South and east sides of fuel tank facility (Resource F), looking northwest.

Located approximately 375 ft south of the terminal is a modern front-gable carport (Resource G) (Figure 61). The carport rests beneath a roof sheathed in metal panels and is supported by metal framing. Based on a review of recent aerial photographs, the carport was constructed between 2017 and 2022.

Located approximately 276 ft south of the terminal is a front-gable shop/equipment building (Resource H) (Figure 62). The building is clad in metal-panel siding and is sheltered beneath a metal-panel roof. The east and west elevations are pierced by wide vehicular entries with sliding metal doors. Adjacent to the southeast corner of the building are two elevated fuel tanks set within a concrete-block dike. Based on a review of aerial photographs, the shop/equipment building was constructed between 1981 and 1987.

Located approximately 253 ft southwest of the terminal is a small utilities building (Resource I) (Figure 63). The building has concrete-block walls to grade and rests beneath a flat roof. The northeast elevation is pierced by a single-leaf entry filled with a metal door. Based on a review of recent aerial photographs, the utilities building was constructed between 2014 and 2016.

Located approximately 305 ft northeast of the terminal is a small modern prefabricated shed (Resource J) (Figure 64). The shed is set on concrete piers, is clad in composite siding, and is sheltered by a front-gable roof sheathed in asphalt shingles. The north elevation is pierced by a vehicular entry filled with a metal roll-up door. The west elevation is pierced by a single-leaf entry. Based on a review of recent aerial photographs, the shed was likely constructed or moved to the site sometime between 2017 and 2022.

Located approximately 320 ft north of the terminal is a fire station (Resource K) (Figure 65). The fire station is set on a concrete slab and is clad in metal-panel siding. The original portion of the building rests beneath a shallow-pitched gable roof of metal panels. Attached to the north elevation is a large shed-roof addition. Windows exhibit sets of single-light sliding casement sashes on the original portion, and one-over-one, double-hung vinyl sashes with snap-in grids on the addition. The east and west elevations are pierced by pairs of vehicular entries filled with metal roll-up doors. Single-leaf entries pierce the east, south, and north elevations. Based on map evidence, the original portion of the fire station was constructed sometime between 1966 and 1981. The addition was built sometime between 2017 and 2022.

Located approximately 460 ft north of the terminal is an airplane hangar (Resource L) (Figure 66). The hangar is set on a concrete slab, is clad in metal-panel siding, and rests beneath a shallow-pitched gable roof of metal panels. The east elevation is pierced by a large vehicular entry filled with four metal doors on sliding tracks. The north and south ends of the façade feature wing walls to house the doors when fully open. Windows exhibit pairs of full-light sliding-casement sashes. Single-leaf entries pierce the south and west elevations. Based on a review of aerial photographs, the hangar was constructed sometime between 1981 and 1987.

Located approximately 575 ft north of the terminal is a two-story airplane hangar (Resource M) (Figure 67). The hangar is set on a concrete slab, is clad in metal-panel siding, and rests beneath a shallow-pitched gable roof of metal panels. Windows exhibit full-light fixed sashes. The façade is pierced by a large vehicular entry filled with a large bi-fold metal door. Single-leaf entries pierce the east, south, and west elevations. Based on a review of recent aerial photographs, the hangar was constructed sometime between 2007 and 2008.

Located approximately 875 ft north of the terminal is an airplane hangar (Resource N) (Figure 68). The hangar is set on a concrete slab, is clad in metal panels, and rests beneath a shallow-pitched gable roof of metal panels. The south elevation features an addition constructed sometime between 2017 and 2022 that is pierced by a large vehicular entry filled with a large retractable door. The original south elevation, which is obscured by the addition, is/was pierced by pairs of sliding doors on metal tracks that could be slid into wing walls that projected from the east and west ends of the elevation. The north elevation exhibits an original vehicular entry with wing walls. Based on a review of aerial photographs, the hangar was constructed sometime between 1981 and 1987.

Figure 61. SP 2: South and east elevations of carport (Resource G), looking northwest.

Figure 62. SP 2: East and north elevations of shop/equipment building (Resource H), looking southwest.

Figure 63. SP 2: Southeast and northeast elevations of utilities building (Resource I), looking west.

Figure 64. SP 2: East and north elevations of shed (Resource J), looking southwest.

Figure 65. SP 2: East elevation of fire station/garage (Resource K), looking west.

Figure 66. SP 2: South and east elevations of hangar (Resource L), looking northwest.

Figure 67. South and east elevations of hangar (Resource M), looking northwest.

Figure 68. SP 2: West and south elevations of hangar (Resource N), looking northeast.

Located approximately 935 ft northeast of the terminal is an airplane hangar (Resource O) (Figure 69). The hangar is set on a concrete slab, is clad in metal panels, and rests beneath a shallow-pitched gable roof of metal panels. The south elevation is pierced by a large vehicular entry filled with a large metal bi-fold door. Based on a review of recent aerial photographs, the hangar was constructed sometime between 2012 and 2014.

Located approximately 1,010 ft northeast of the terminal is an airplane hangar (Resource P) (Figure 70). The hangar is set on a concrete slab, is clad in metal panels, and rests beneath a shallow-pitched gable roof of metal panels. The north elevation is pierced by a large vehicular entry filled with a large metal retractable door. Based on a review of recent aerial photographs, the hangar was constructed sometime between 2017 and 2022.

Located between 1,270 and 1,360 ft north of the terminal is a pair of airplane hangars (Resources Q and R) (Figure 71). The hangars are set on concrete slabs, are clad in metal panels, and rest beneath shallow-pitched gable roofs of metal panels. The east elevations are pierced by vehicular entries filled with metal bi-fold doors. The west portions of the buildings house rooms for offices and other facilities pertaining to a flight school, accessed through single-leaf entries and vehicular entries. Adjacent to the west elevations are parking lots accessed from US 231 N. Based on a review of recent aerial photographs, the hangars were constructed between 1992 and 2007.

Extending northwest–southeast through the approximate center of the airport is the runway (Resource S) (Figure 72). The runway is approximately 5,500 ft long and 100 ft wide, paved in asphalt. Accessing the runway are five connective taxiways approximately 300 ft long, at the northwest and southeast ends of the runway, and at three locations along the runway's route. Parallel to the runway on its west side, with approximately 325 ft of turf between, is a taxiway approximately 5,500 ft long and 50 ft wide, which is accessed from the various hangars via paved drives and aprons (Figures 73 and 74). Painted markings on the paved areas, lights, and signage offer guidance to incoming and outgoing aircraft (Figure 75). The runways and associated taxiways and aprons have changed in configuration since the airport was laid out in the late 1940s. The majority of the runway in its current route was established by circa 1960, at which point it was 5,000 ft long. By 2007 it had been extended southward to its current length. Taxiways were added and altered as the airport expanded and added hangars north and south of the terminal. A triangular arrangement of two connective taxiways between the terminal and the runway was laid down in the 1950s and persisted until about 2020, when the current configuration was achieved.

Located approximately 940 ft south and southeast of the terminal are two airplane hangars (Resources T and U) (Figure 76). The hangars are set on concrete slabs, are clad in metal panels, and rest beneath shallow pitched gable roofs of metal panels. The south elevations are pierced by vehicular entries filled with metal bi-fold doors. The east elevations are pierced by single-leaf entries. Based on a review of recent aerial photographs, the hangars were constructed between 2022 and 2024.

Located between approximately 1,100 and 1,350 ft south of the terminal is a trio of airplane hangars (Resources V, W, and X) (Figure 77). The hangars are set on concrete slabs, are clad in metal panels, and rest beneath shallow-pitched gable roofs of metal panels. The north and south elevations of the hangars are pieced by rows of five vehicular entries filled with metal bi-fold doors; each bi-fold door is pierced by a single-leaf entry. The east elevations of the buildings are also pierced by single-leaf entries. Based on a review of recent aerial photographs, the hangars were constructed between 1992 and 2007.

Located between approximately 1,600 and 1,700 ft southeast of the terminal is a pair of airplane hangars (Resource Y and Z) (Figure 78). The hangars are set on concrete slabs, are clad in metal panels, and rest beneath shallow-pitched gable roofs of metal panels. The east elevations are pierced by large vehicular entries filled with metal bi-fold doors. Single-leaf entries pierce the north elevation of Resource Y and the south elevation of Resource Z. Based on a review of recent aerial photographs, the hangars were constructed between 2023 and 2024.

Figure 69. SP 2: South and east elevations of hangar (Resource O), looking northwest.

Figure 70. SP 2: East and north elevations of hangar (Resource P), looking southwest.

Figure 71. SP 2: South and east elevations of airplane hangars (Resources Q and R), looking northwest.

Figure 72. SP 2: Southeast end of runway (Resource S), looking northwest.

Figure 73. SP 2: Apron adjacent to terminal, looking east toward taxiway and runway.

Figure 74. SP 2: Taxiway looking southwest toward hangars at the north end of the airport.

Figure 75. SP 2: Runway lights near southeast end of runway (Resource S), looking southwest.

Figure 76. SP 2: Two airplane hangars (Resources U and T) located south of the terminal, looking northwest.

Figure 77. SP 2: Trio of hangars (Resources V, W, and X) located south of the terminal, looking southwest.

Figure 78. SP 2: Pair of hangars (Resources Y and Z) located south of the terminal, looking southwest.

Located approximately 0.34 mi east of the terminal, and 0.18 mi east of the runway, is a structure known as a VOR (very high frequency omni-directional range) station (Resource AA) (Figure 79). The VOR is a short-range radio navigation system that assists airplanes in determining their position and maintaining course. The VOR at the Shelbyville airport is composed of a cone-shaped apparatus atop a cylindrical base, to which are attached multiple pieces of equipment. The technology for the VOR was initiated in the late 1930s and developed further during World War II. The first such facility in the U.S. was commissioned in 1946/1947 by the Civil Aeronautics Administration (Federal Aviation Administration [FAA] n.d.). By 1950, the first airways utilizing chains of VORs, called "Victor" airways, were operational (Milbrooke 1998:17). The VOR at the Shelbyville Municipal Airport was installed in the early 1960s and is still in use as an important component of the airport's operations.

NRHP Evaluation: Eligible. SP 2, the Shelbyville Municipal Airport/Bomar Field is associated with the early decades of aviation development in Tennessee during a period of remarkable advancements in aviation technology and growing enthusiasm for civilian air travel. The airport was initiated post-World War II as a small private airfield that soon progressed into a small municipal airport, one of the first in a chain of such facilities established across the state during the first half of the twentieth century that performed a vital transportation service for rural areas and smaller communities that lay outside the purview of airports in larger metropolitan areas. From its early years, the airport also served as a popular and successful regional center for flight training, including for veterans returning from World War II who were able to take flying lessons under the GI Bill. The airport is also notable for its founder, Robert Earl (Bob) Bomar, an aviation innovator and entrepreneur born in Bedford County who dedicated his life to the development and promotion of aviation in the state. During World War II, Bomar distinguished himself as a Navy pilot and flight trainer in both the European and Pacific theatres. Returning to his home county after the war, he founded the airport and served as its manager and principal flight trainer for over four decades. Bomar also served important statewide roles in aviation, credited with saving the Tennessee Bureau of Aeronautics from dissolution, and facilitating the construction of 50 airports in the state during his 15-year tenure as chairman of the Tennessee

Figure 79. SP 2: East elevation of the VOR, looking west.

Aeronautics Commission. Bob Bomar and his wife Pat, who assisted in the management of the airport, were awarded Tennessee's Career Contributions in Aviation Award, and in 2007, Bob Bomar was inducted into the Tennessee Aviation Hall of Fame.

A collective of three buildings on the property, a war-surplus Quonset hangar (1946) (Resource A), a shop building for servicing aircraft (1955) (Resource B), and the terminal/Administration Building (1967), date to the early decades of the airport and reflect the evolution of the facility from a post-war airfield into a mid-twentieth-century municipal airport. Thus, CRA recommends that these three buildings at the Shelbyville Municipal Airport are eligible for listing in the NRHP as a historic district under Criteria A and B.

The terminal or Administration Building, completed in 1967, is a remarkably intact example of a mid-twentieth-century municipal building, with a high degree of integrity. The building features such mid-century elements as clean lines, angular geometry, and large smooth surfaces; minimal ornamentation; use of modern materials such as aluminum in its window frames and coping, large plate glass windows, and blonde brick; a flat roof; an open floor plan; and an emphasis on functionality and connecting interior and exterior spaces. Its form particularly reflects its role as an airport terminal, with a central section that projects above its side wings, its drive-through passenger drop-off and porta cochere, its bank of windows overlooking the taxiway and runway, and its open lobby extending from the passenger entry through the building to the boarding area. Thus, CRA recommends that the terminal is eligible for individual listing in the NRHP under Criterion C.

Although contributing resources of the historic district, the Quonset hangar (Resource A) and shop (Resource B) owe their importance to their roles as part of the collective and their relationship to the terminal building. In themselves, they are not recommended individually eligible under Criterion C because they do not embody the distinctive characteristics of locally important types, periods, or methods of construction, and do not possess additional known architectural significance.

The fire station (Resource K), runway (Resource S), and VOR (Resource AA) do not embody the distinctive characteristics of locally important types, periods, or methods of construction, and do not possess additional known architectural significance. Further, the fire station displays diminished integrity due to a large modern addition. The runway has been lengthened and its associated taxiways altered and no longer reflect the entirety of their original layout. Thus, CRA recommends that Resources K, S, and AA are ineligible for listing in the NRHP.

The carports (Resources C and G), entrance (Resource D), airport sign (Resource E), fuel tank facility (Resource F), shop/equipment shed (Resource H), utilities building (Resource I), shed (Resource J), and hangars (Resources L, M, N, O, P, Q, R, T, U, V, W, X, Y, and Z) are less than 50 years of age and do not possess known exceptional architectural or associative significance that would satisfy Criteria Consideration G.

Although CRA recognizes that the Flagship Detroit DC-3 airplane, which is housed at the airport, is a historically significant structure, it was not evaluated here for its potential for listing in the NRHP, either as a contributing resource of the airport or as a separate site, since as a mobile structure, it is not expected to be impacted by the current project.

Determination of Effect: No Adverse Effect. The proposed project will be within view of the key contributing resources at the airport that are recommended eligible for listing. However, considerable modern development is present on the airport property, including at its south end near the proposed project. In addition, there is also modern development on nearby properties along US 231 N. The recommended resources are located at least 0.26 mi away from the project area, and are also outside of the audible APE. Since no work is anticipated in the immediate vicinity of the resources, they will not be physically impacted by the project. Therefore, since the project will not directly impact the key contributing resources, CRA recommends that the project will have no adverse effect.

SP 3

Survey Level: Level 2

THC #: N/A

Photographs: Figures 80–111

Maps: Figures 2 and 3

Quad: 1966 PR 1981 Deason, Tennessee, 7.5-minute topographic quadrangle

Property Address: 295 Airport Road
Shelbyville, TN 37160

Construction Date: 1955

Description: SP 3 consists of a Linear Ranch residence located at 295 Airport Road, multiple outbuildings that are primarily agricultural, and a tenant house (Figure 80). The buildings are situated within an approximately 326-acre parcel east of the Shelbyville Municipal Airport. The primary residence is located approximately 300 ft from the ROW.

A house at the site first appears on an 1878 map of Bedford County, noted as belonging to C.P. (Caleb Phifer) Houston (1810–1902), a wealthy property owner who had moved to Tennessee in the early 1800s from North Carolina; the map also shows other members of the Houston family living nearby (D.G. Beers & Company 1878). An 1863 map of Bedford County does not show a house at the location, but does show residences in the area belonging to members of the Houston family (Weyss 1863). The current owners, Donald and Wanda Taylor, recall that owners prior to the Taylors included the Gordon and Floyd families. In 1947, the property was acquired by Donald Taylor's parents who moved the family into the older residence, which was a two-story house with a rear ell and columns on the façade. After several years, the Taylors determined the nineteenth-century house would be too difficult to renovate and demolished it, replacing it with the current Ranch house in 1953. Several extant buildings on the site, including a smokehouse and granary were associated with the older house. Based on a review of aerial photographs, some older outbuildings, including several behind the house and at least two barns, have been lost.

In the late 1940s and early 1950s, Donald Taylor and his sister as teenagers started a small dairy business to earn extra money, using an older barn on the property. The farm also produced row crops, and raised broiler chickens in a large poultry barn. In the late 1950s, Donald decided to expand the dairy operation, tore down the older barn and built a new barn and the milk house. Initially the dairy sold Grade B milk to the Bedford Cheese company in Shelbyville, and later Grade A milk to Sealtest and Purity in Nashville. In the late 1980s, after Donald bought the farm from his parents, the poultry barn was converted into a calf barn for the dairy business. The dairy business continued until about 2000, and the row-crop business ceased in the 2010s. Since then the farm has focused mainly on raising beef cattle.

Oriented west, the residence at Site 1 is a one-story, six-bay (w/w/ww/w/d/www), side-gable Linear Ranch house; the left two bays are offset (Figure 81). It is set on a concrete-slab foundation, is clad in brick veneer, and rests beneath a roof sheathed in modern metal panels. Just above ground level is a band of brick veneer laid in a basket-weave pattern. The gable fields are clad in vinyl siding. Projecting from the south elevation is an original porch. Attached to the northeast corner of the house is a modern wood deck. Windows exhibit two-over-two, double-hung, wood sashes flanked by inoperable shutters. The façade is characterized by an off-center single-leaf entry filled with an original three-light door, which opens onto a partial-width porch sheltered by a front gable supported by two Tuscan wood columns (Figure 82). To the right of the entry the façade is pierced by a picture window flanked by one-over-one sidelights.

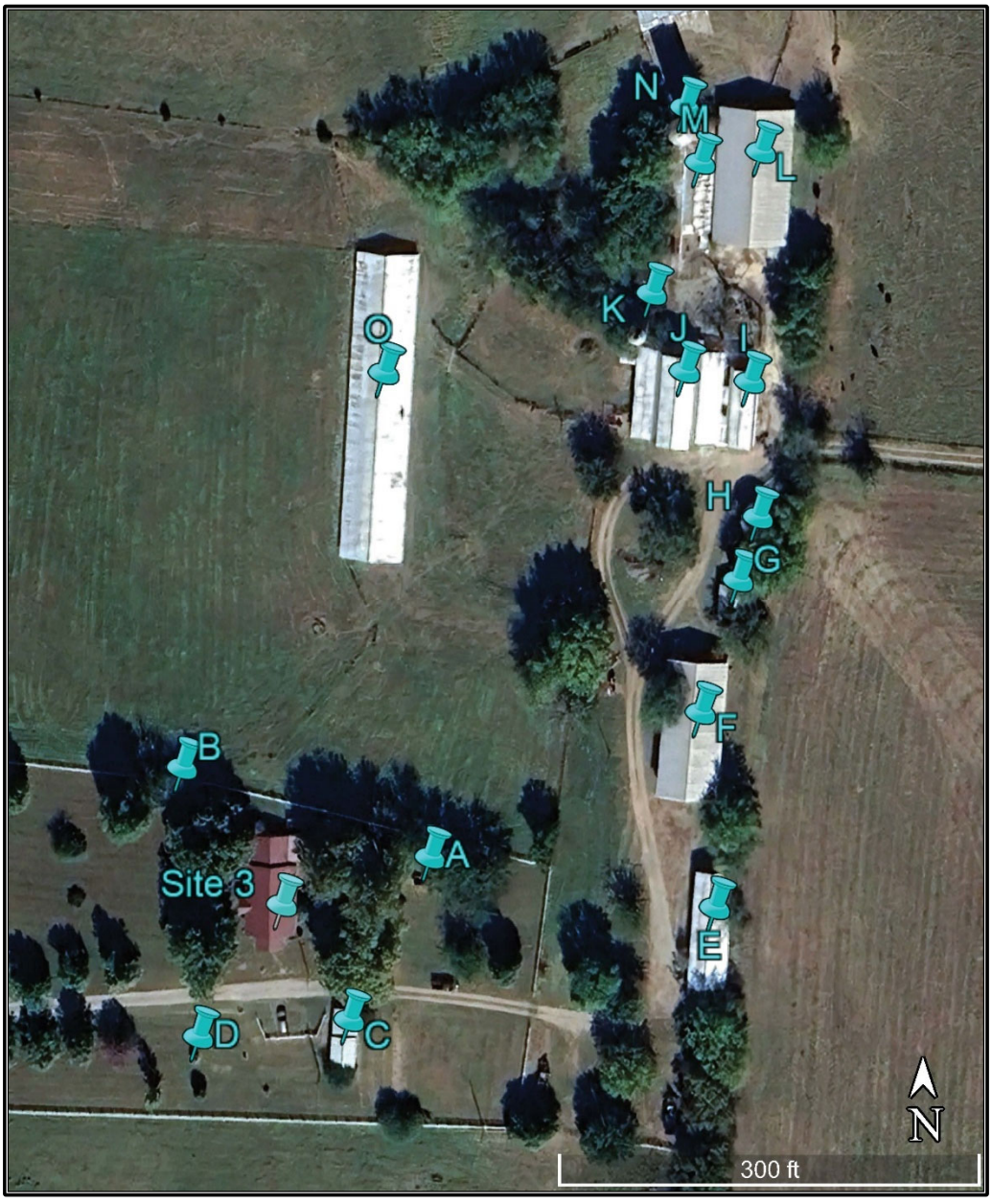

Figure 80a. SP 3: Aerial photograph depicting the locations of the majority of surveyed resources.

Figure 80b. SP 3: Aerial photograph depicting the locations of two surveyed resources to the northeast (Resource R) and southeast (Resource S) of the farm core.

Figure 81. SP 3: Façade (west) elevation of residence, looking east.

Figure 82. SP 3: Detail of façade (west) elevation of residence, looking southeast.

The south elevation is pierced by two single-leaf entries filled with single-light doors that open onto a partial-width porch sheltered by a gable roof supported by metal posts set on brick piers (Figure 83). To the left and right of the porch are single window bays. The east (rear) elevation is pierced by a single-leaf entry, a double window bay, and at least four single window bays (Figures 84 and 85). At the northeast corner of the rear elevation is a recessed porch area sheltered by the roof. The north elevation of the residence is pierced by two single window bays (Figure 86).

Located approximately 80 ft east of the residence is a one-story frame smokehouse (Resource A) (Figures 87 and 88). The smokehouse is clad in weatherboard and vertical-board siding, and rests beneath a front-gable roof sheathed in corrugated metal panels. Attached to the north elevation is a shed-roof addition clad in vertical-board siding. The west elevation of the original portion of the building is pierced by a single-leaf entry filled with a vertical-board door. The façade of the addition is pierced by two entries filled with vertical-board doors. During a storm, a tree fell on the building and it suffered damage to the roof. According to the current owners, the smokehouse was associated with the original nineteenth-century house that was on the property. The building has become dilapidated.

Located approximately 55 ft northwest of the residence is a small well house (Resource B) (Figure 89). The well house has concrete-block walls to grade, is clad in plywood panels in the gable fields, and rests beneath a front-gable roof sheathed in asphalt shingles. The east elevation is pierced by an entry filled with a vertical-board door. Based on form and materials, the well house likely dates to the mid-twentieth century.

Located approximately 70 ft southeast of the residence is a one-story, frame garage (Resource C) (Figure 90). The garage is set on a concrete-slab foundation, is clad in composite-panel siding, and rests beneath a front-gable roof sheathed in metal panels. Attached to the north elevation is a modern gable-roof metal carport that shelters a concrete parking pad. The north elevation of the garage is pierced by a vehicular entry filled with a metal roll-up door. The east elevation is pierced by a single window bay. Based on map evidence, form, and materials, the garage likely dates to the mid-twentieth century; the attached carport is modern.

Figure 83. SP 3: North and east (rear) elevations of residence, looking northwest.

Figure 84. SP 3: South end of east (rear) elevation of residence, looking west.

Figure 85. SP 3: North end of east (rear) elevation of residence, looking west.

Figure 86. SP 3: North and façade (west) elevations of residence, looking southeast.

Figure 87. SP 3: Façade (west) elevation of smokehouse (Resource A), looking east.

Figure 88. SP 3: South and east (rear) elevations of smokehouse (Resource A), looking northwest.

Figure 89. SP 3: South and east elevations of well house (Resource B), looking northwest.

Figure 90. SP 3: North and west elevations of garage (Resource C), looking southeast.

Located approximately 80 ft southwest of the residence is an old well pump (Resource D) (Figure 91). Based on its form, the pump likely dates to the late nineteenth or early twentieth century. The pump was associated with the original house on the property and was moved to its current spot from its original location east of the garage.

Located approximately 280 ft east of the residence is a one-story, frame equipment shed (Resource E) (Figures 92 and 93). The equipment shed is set on a poured-concrete foundation, is clad in metal panels, and rests beneath a gable roof sheathed in metal panels. The gable field on the south elevation is clad in asphalt shingles. The south portion of the building is enclosed; the north portion is open. The south elevation of the enclosed portion is pierced by a vehicular entry filled with a pair of metal-panel doors; the north elevation is pierced by at least one single-leaf entry filled with a wood door. Based on map evidence, form, and materials, and information from the current owners, the equipment shed was built in the late 1960s.

Located approximately 265 ft northeast of the residence is a frame equipment shed (Resource F) (Figures 94 and 95). The shed is clad in modern metal panels and rests beneath a gable roof of metal panels. The south and north elevations are pierced by large vehicular entries. The east elevation is open and presents eight bays. Based on map evidence, form, and materials, and information from the current owners, the equipment shed was built in the 1990s partly on the site of an older barn that was torn down.

Figure 91. SP 3: Well pump (Resource D) located southwest of the residence, looking southwest.

Figure 92. SP 3: West and south elevations of equipment shed (Resource E), looking northwest.

Figure 93. SP 3: North and west elevations of equipment shed (Resource E), looking southeast.

Figure 94. SP 3: South and west elevations of equipment shed (Resource F), looking northeast.

Figure 95. SP 3: East and north elevations of equipment shed (Resource F), looking southwest.

Located approximately 340 ft northeast of the residence is a one-story granary (Resource G) (Figures 96 and 97). The granary is set on a formed-concrete foundation, has masonry walls, and rests beneath a gable roof sheathed in metal panels. The gable fields are clad in vertical-board siding. The masonry blocks used for the walls are repurposed telephone/telegraph tiles, many with the cells filled with concrete, bricks, or stones. The west elevation is pierced by a double-leaf entry covered by a pair of metal-panel doors. The south and north elevations are each pierced by a single window bay. According to the current owner, the granary was associated with the original nineteenth-century house on the property. The granary first appears on a 1951 topographic map; the prior topographic map, which dates to 1936, only depicts dwellings and not outbuildings. Telephone tiles were hollow core, salt-glazed, terra cotta with multiple cells, originally designed as underground conduits for telephone cables in the early twentieth century. Occasionally the tiles were repurposed as building materials, including for foundations and walls, as well as for silos. Based on map evidence, form, and materials, the granary was likely built in the 1910s or 1920s.

Located approximately 370 ft northeast of the residence is a group of three grain storage bins (Resource H) (Figure 98). Two of the bins are larger and nearly identical; the third bin is smaller and has a chute on the base. All three bins are cylindrical and clad in metal, with metal caps. Based on map evidence, form, and materials, and information from the current owners, the bins were moved to the property in the late 1970s.

Located approximately 415 ft northeast of the residence is a two-story milk house (Resource I) (Figures 99 and100). The milk house is set on a poured-concrete slab, has concrete-block walls to grade, is clad in the gable fields with asphalt shingles and vertical-board siding, and rests beneath a gambrel roof sheathed in metal panels. Attached to the west elevation is a flat-roof addition that connects the building to the adjacent barn. Visible windows exhibit two-over-two, metal-frame, awning-casement sashes and two-light sliding-casement sashes. The south elevation is pierced by a wide single-leaf entry filled with a wood door and two single window bays; at the second story is an opening covered by a metal panel. The east elevation is pierced by five single window bays and a single-leaf entry that opens onto a concrete stoop with a ramp. The north (rear) elevation is pierced by two single-leaf livestock entries that open onto a concrete ramp sheltered by an extension of the roof. Adjacent to the north elevation are livestock pens. Based on map evidence, form, and materials, and information from the current owners, the milk house dates to the mid-twentieth century.

Figure 96. SP 3: West and south elevations of granary (Resource G), looking northeast.

Figure 97. SP 3: North and west elevations of granary (Resource G), looking southeast.

Figure 98. SP 3: West and south sides of three grain storage bins (Resource H), looking northeast.

Figure 99. SP 3: South and east elevations of milk house (Resource I), looking northwest.

Figure 100. SP 3: East and north elevations of milk house (Resource I), looking southwest.

Located approximately 370 ft northeast of the residence is a two-story, frame livestock barn (Resource J) (Figures 101 and 102). The barn is clad in vertical-board siding and metal panels, and rests beneath a gambrel roof sheathed in modern metal panels. Attached to the east and west elevations are one-story, shed-roof lean-tos; the east lean-to presents an open runway. The south elevation of the barn is pierced by a row of four wide entries filled with pairs of vertical-board doors. Attached to the north elevation is a one-story, shed roof supported by wood posts that form a row of livestock pens or feeding stations. At the second-story, the north elevation is pierced by a hayloft entry. The barn is in a state of disrepair. A barn at this location first appears on a 1951 topographic map; the prior 1936 topographic map does not indicate the locations of barns. Based on map evidence, form, and materials, and information from the current owners, the barn dates to the mid-twentieth century.

Located approximately 420 ft northeast of the residence, and associated with the gambrel-roof barn (Resource J), is a silo (Resource K) (Figure 103). The silo is clad in metal panels and has a metal cap. Based on map evidence, form, and materials, and information from the current owners, the silo, like its associated barn, dates to the mid-twentieth century.

Located approximately 510 ft northeast of the residence is a one-story, frame barn (Resource L) (Figure 104). The barn is set on a concrete-slab foundation, is clad in metal panels, and rests beneath a gable roof sheathed in metal panels. Inside the barn is a central runway, flanked by aisles for livestock. Currently the building is in use for hay storage. The north and south elevations are pierced by large openings for livestock and vehicles. Based on map evidence, form, and materials, the barn was constructed between 1987 and 1992.

Figure 101. SP 3: South elevation of livestock barn (Resource J), looking northwest.

Figure 102. SP 3: North elevation of livestock barn (Resource J), looking south.

Figure 103. SP 3: North side of silo (Resource K), looking southwest.

Figure 104. SP 3: South and east elevations of barn (Resource L), looking northwest.

Located approximately 500 ft northeast of the residence is a one-story frame feeder building or silo shed (Resource M) (Figure 105). The building is set on a concrete slab, is clad in metal panels, and rests beneath a gabled roof of metal panels. Down the center of the building is a narrow elevated platform that projects beyond the plane of the building on the south elevation, which supports a feeder apparatus with a motor at the south end attached to which is a feed belt running the length of the platform. At the north end of the building is an auger that pulls silage out of the associated silo, which is pulled via the feeder apparatus through the building to feed the cows after milking. Flanking the platform are runways. Along the east and west sides of the building are multiple small livestock pens. The building opens into a paved area that connects to the livestock barn and milk house. Based on a review of aerial photographs and information from the current owners, the building was constructed in the mid-twentieth century.

Located approximately at the north end of the feeder building is a silo (Resource N) (Figure 106). The silo is clad in metal panels and has a domed metal cap. Based on map evidence, form, and materials, and information from the current owners, the silo was constructed in the mid-twentieth century.

Located approximately 200 ft northeast of the residence is a long, one-story, frame poultry barn (Resource O) (Figure 107). The barn is clad in metal panels and rests beneath a gable roof sheathed in metal panels. The south elevation is pierced by a central entry filled with a pair of metal-clad doors, a single-leaf entry, and a window-sized opening. The east elevation is pierced by rows of window-like openings, at least two single-leaf entries, and a larger entry. The west and north elevations were not accessible. The poultry barn was converted into a calf barn in the late 1980s; currently it is used to store hay. The poultry barn makes its first appearance on a 1966 topographic map; it does not appear on a 1951 topographic map or in a 1958 aerial photograph. Although the current owners state that the building likely dates to the early twentieth century, available map evidence suggests the poultry barn was likely built in the mid-twentieth century.

Located east of the poultry barn is an equipment shed (Resource P) (Figure 108). The shed is set on a concrete slab, is clad on the northeast, northwest, and southwest elevations with vertical-board siding, and rests beneath a shed roof sheathed in metal panels. The southeast elevation is open and presents three bays. Based on map evidence, form, and materials, the equipment shed was built between 1992 and 2006.

Located approximately 710 ft northeast of the residence is a small feeding station (Resource Q) (Figure 109). The station is made of metal sides with a curved top. Based on available evidence, the feeding station was built between 1992 and 2006.

Located approximately 0.24 mi northeast of the residence is a two-story, frame hay barn (Resource R) (Figure 110). The hay barn is clad in metal panels on the northeast and northwest elevations, and rests beneath a gable roof sheathed in metal panels. The southeast and southwest elevations are open. The southeast elevation presents eight bays covered by half-height metal gates. Based on a review of recent aerial photographs, the hay barn was built sometime between 1992 and 2007.

Located approximately 0.2 mi southeast of the residence is a one-story, frame tenant house (Resource S) (Figure 111). According to the current owners, the house originally had two stories but the second story was removed and the roof dropped. During fieldwork, views of the house from the ROW were obscured by vegetation. However, street views available on Google maps that date to March 2023, as well as recent aerial photographs, indicate the dwelling is clad in weatherboard siding and rests beneath a side-gable roof of metal panels. The roof is pierced by at least one interior brick chimney. On the east elevation is a recessed section of the house. The façade (south) elevation is pierced by at least one single-leaf entry that opens onto a partial-width porch sheltered by a front gable. East of the house is a small shed-roof building that is either a shed or outhouse, and northeast of the house is a metal-roofed shed. The house first appears on a 1936 topographic map; it does not appear on a circa-1920 map of the county. Based on available evidence, the tenant house was likely constructed between 1920 and 1936. The current owners report that the house is in very poor condition.

Figure 105. SP 3: South elevation of feeder building (Resource M), looking north.

Figure 106. SP 3: Northeast side of silo (Resource N), looking southwest.

Figure 107. SP 3: South and east elevations of poultry barn (Resource O), looking northwest.

Figure 108. SP 3: Southeast and northeast elevations of equipment shed (Resource P), looking west.

Figure 109. SP 3: South side of feeding station (Resource Q), looking north.

Figure 110. SP 3: Southeast and northeast elevations of hay barn (Resource R), looking northwest.

Figure 111. SP 3: West elevation of tenant house (Resource S), looking northeast.

NRHP Evaluation: Not Eligible. Research did not reveal any associations between SP 3 and events of historical importance. Research also did not indicate that any previous owners of the property, including members of the Houston, Gordon, Floyd, and Taylor families, rise to a level of national, regional, or local significance to warrant listing under Criterion B. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to the incorporation of replacement elements such as the roofing, as well as the modern addition of the rear deck, the residence does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The residence also does not possess additional known architectural significance. Thus, it is ineligible for individual listing under Criterion C. CRA recommends that the smokehouse (Resource A), well house (Resource B), garage (Resource C), well pump (Resource D), equipment shed (Resource E), granary (Resource G), milk house (Resource I), gambrel-roofed barn (Resource J), silos (Resources K and N), livestock pens (Resource L), feeder building (Resource M), poultry barn (Resource O), and tenant house (Resource S) are not eligible for individual listing under Criterion C since they do not embody the distinctive characteristics of a locally important type, period, or method of construction, and do not possess additional known architectural significance. In addition, the original house on the property, with which several resources were associated, was demolished in the mid-twentieth century. Further, the smokehouse and tenant house are in a dilapidated condition, and the milk house and gambrel-roofed barn are also in poor condition. The equipment sheds (Resources F and P), grain bins (Resource H), barn (Resource L), feeding station (Resource Q), and hay barn (Resource R) are less than 50 years of age and do not possess known exceptional architectural or associative significance that would satisfy Criteria Consideration G. Furthermore, CRA recommends that the property is not eligible as a historic farmstead because of the loss of the original residence, and the compromised integrity of several of the key agricultural outbuildings, such as the smokehouse, milk house, and barn, due to deterioration. In addition, there have been several modern intrusions, such as livestock buildings and equipment sheds, and several older buildings have been lost. These factors have resulted in the property no longer representing a cohesive historic farm. Therefore, CRA recommends that SP 3 is ineligible for listing in the NRHP.

Determination of Effect: N/A.

SP 4

Survey Level: Level 1

THC #: N/A

Photographs: Figures 112–120

Maps: Figures 2 and 3

Quad: 1951 Deason, Tennessee, 7.5-minute topographic quadrangle

Property Address: 360 Airport Rd
Shelbyville, TN 37160

Construction Date: 1936

Description: SP 4 consists of a residence dating to the early 1900s, a barn, garage, gazebo, and outbuildings.

Oriented north, the residence is a one-and-one-half-story, three-bay (w/d/w), side-gable, American Bungalow house (Figure 112). Set on a concrete-block foundation, the residence is clad in vinyl siding, and rests beneath a roof sheathed in metal panels. Unless otherwise noted, observable windows exhibit one-over-one, double-hung sashes with faux six-over-six grids. The Tennessee Property Viewer lists the construction date as 1945; however, a house at this location appears on the 1936 topographic map. Based on available evidence, the residence was likely built in the early 1900s.

The façade is pierced by a single-leaf entry and two single window bays. The entry opens onto a full-width recessed porch sheltered by the main roofline supported by square columns set on a concrete deck. The front roof slope is pierced by a shed-roof dormer. The dormer is pierced by three openings filled with two six-light windows flanking a central jalousie window.

The east elevation of the residence is pierced by three single window bays and one rectangular two-light window (Figure 113). The half-story is pierced by a double window bay. From the east elevation an addition to the south elevation is visible, containing a covered sun porch. The west elevation is pierced by four single window bays in the first story and a double window bay at the half-story.

Located approximately 70 ft north of the residence is a well house (Resource A) (Figure 114). The well house has concrete-block walls to grade and rests beneath a front-gable roof sheathed in metal panels. The north, east, and west elevations exhibit no fenestration. The south elevation was not visible from the ROW. Based on form and materials, the well house was likely constructed concurrent with the residence.

Located approximately 30 ft southwest of the residence is a shed (Resource B) (Figure 115). The shed is set on a concrete-block foundation, is clad in weatherboard siding, and rests beneath a front-gable roof sheathed in modern metal panels. The north elevation is pierced by a single-leaf entry filled with a vertical-board door, sheltered by a metal awning. The west elevation features no fenestration. The south and east elevations were not visible from the ROW. Based on available evidence, the shed was likely constructed concurrent with the residence.

Located approximately 45 ft southeast of the residence is a gazebo (Resource C) (Figure 116). The gazebo is constructed of prefabricated materials. The gazebo is octagonal in shape and is covered by an octagonal roof sheathed in asphalt shingles. Based on a review of recent aerial photographs, the gazebo was constructed or moved to the property between 1992 and 2012.

Figure 112. SP 4: Façade (north) and west elevations of residence, looking southeast.

Figure 113. SP 4: East and façade (north) elevations of residence, looking southwest.

Figure 114. SP 4: East and north elevation of well house (Resource A), looking southwest.

Figure 115. SP 4: North elevation of shed (Resource B), looking south.

Figure 116. SP 4: North elevation of gazebo (Resource C), looking south.

Located approximately 90 ft southeast of the residence is a detached one-and-one-half-story garage (Resource D) (Figure 117). The garage is set on a concrete slab, is clad in modern metal panels, and rests beneath a front-gable roof sheathed in modern metal panels. The north elevation is pierced by a single-leaf entry filled with a solid wood door with a nine-light window. An awning is centered above the doorway. The west elevation is pierced on the first story by three garage bays filled with metal overhead doors. The upper story is pierced by two window bays filled with one-over-one vinyl sashes. The south elevation is pierced by five window bays filled with one-over-one vinyl sashes, three on the first floor and two on the second story. The east elevation was not visible from the ROW. Based on a review of aerial photographs, the garage was likely built between 1958 and 1980.

Located southeast of the garage is a carport (Resource E) (see Figure 117). The carport is supported by metal poles and rests beneath a front-gable metal-panel roof. Based on a review of recent aerial photographs, the carport was constructed between 1992 and 2006.

Located approximately 115 ft southeast of the residence is a west-oriented, one-story, front-gable, outbuilding (Resource F) clad in metal panels (Figure 118). The east elevation is pierced by at least one single window bay filled with a vinyl sash. The north elevation exhibits no fenestration. The west and south elevations were not visible from the ROW. Based on a review of aerial photographs, the outbuilding was likely built concurrent with the residence.

Located approximately 145 ft south of the residence is a two-story barn (Resource G) (Figure 119). The barn is set on a concrete slab, is clad in modern metal panels, and rests beneath a front-gable roof sheathed in modern metal panels. A hay hood extends from the front gable, and shed-roof lean-to additions span the side elevations. The central and eastern bays of the north elevation feature wide openings with sliding doors, while the western portion of the north elevation is pierced by two single-leaf entries. The barn appears on a 1951 topographic map; the previous 1936 topographic map does not depict the locations of barns. Based on available evidence, the barn was likely built between 1945 and 1951.

Located approximately 140 ft south of the residence is an equipment shed (Resource H) (Figure 120). The shed rests on an unknown foundation, is clad in modern metal panels, and rests beneath a side-gable roof sheathed in modern metal panels. The north, south, and west elevations exhibit no fenestration. The east elevation displays three open bays. Based on a review of recent aerial photographs, the equipment shed was constructed between 1987 and 1992.

Figure 117. SP 4: North and west elevations of garage and carport (Resources D and E), looking southeast.

Figure 118. SP 4: North elevation of outbuilding (Resource F), looking south.

Figure 119. SP 4: North elevation of barn (Resource G), looking south.

Figure 120. SP 4: East and north elevations of equipment shed (Resource H), looking southwest.

NRHP Evaluation: Not Eligible. Research did not reveal any associations between SP 4 and events or persons of historical importance. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to replacement elements such as vinyl windows and siding, and the rear additions, the residence does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The residence also does not possess additional known architectural significance. Thus, it is not eligible for listing under Criterion C. The well house (Resource A), shed (Resource B), garage (Resource D), outbuilding (Resource F), and barn (Resource G) do not exhibit sufficient distinctive characteristics to function as true representations of locally important types, periods, or methods of construction. In addition, the integrity of the shed, garage, outbuilding, and barn has been compromised due to the incorporation of modern materials. Thus, they are not individually eligible for listing under Criterion C. The gazebo (Resource C), carport (Resource E), and equipment shed (Resource H) are less than 50 years of age and do not possess known exceptional architectural or associative significance that would satisfy Criteria Consideration G. Given the lack of integrity of its individual components, the property also lacks the integrity needed to be eligible as a historic farmstead. Therefore, CRA recommends that SP 4 is ineligible for listing in the NRHP.

Determination of Effect: N/A.

SP 5

Survey Level: Level 1

THC #: N/A

Photographs: Figures 121–128

Maps: Figures 2 and 3

Quad: 1936 Deason, Tennessee, 7.5-minute, topographic quadrangle

Property Address: 330 Airport Road
Shelbyville, TN 37160

Construction Date: 1910

Description: SP 5 consists of a residence constructed in 1910 and a garage, carport, and outbuildings.

Oriented north, the one-and-one-half-story, three-bay (w/d/w) residence rests on a foundation of brick piers infilled with concrete blocks, is clad in asbestos siding, and is sheltered beneath a pyramidal roof sheathed in asphalt shingles (Figure 121). Attached to the rear (south) elevation is a one-story, gable-roof addition that extends beyond the plane of the east elevation. The roof is pierced by a single interior brick chimney on the front slope. The roof slopes of the north, east, and west elevations feature central hip-roof dormers, each pierced by a triple window bay with one-over-one, double-hung vinyl sashes. Unless noted otherwise, observable windows exhibit one-over-one, double-hung vinyl sashes. According to the Tennessee Property Viewer, the residence was constructed in 1910. Based on a review of aerial photographs, the rear addition was constructed sometime between 1958 and 1980.

The façade features a central single-leaf entry filled with an original three-light wood door. The entry opens onto a partial-width porch sheltered by a hip roof, supported by mid-century metal posts atop brick piers, set on a concrete deck. The entry is flanked by single window bays.

The east elevation is pierced by a single-leaf entry that opens onto a small porch sheltered by the roof of the rear addition, and a single window bay (Figure 122). A second entry opens onto the porch from the north elevation of the addition's ell.

Figure 121. SP 5: Façade (north) and west elevations of residence, looking southeast.

Figure 122. SP 5: East elevation of residence, looking west.

The south (rear) elevation of the addition is pierced by a single-leaf entry flanked by double and triple window bays filled with double-hung vinyl sashes (Figure 123). The west elevation of the residence is pierced by a double window bay and a triple window bay in the main block and a triple window bay in the addition (Figure 124).

Located approximately 38 ft south of the residence is a one-story, front-gable well house (Resource A), constructed of concrete block (Figure 125). The gable fields are clad in vinyl siding, and the roof is sheathed in asphalt shingles. The south elevation is pierced by a single-leaf opening filled with a small door. Based on available evidence, the well house was likely constructed concurrent with the residence or soon after.

Located approximately 100 ft southeast of the residence is a well pump (Resource B) (Figure 126). The pump is made out of iron and approximately 3 ft tall. Based on the form and materials, the pump was likely installed in 1910 when the residence was constructed.

Located approximately 160 ft southeast of the residence is an equipment shed (Resource C) sheltered beneath a gable roof sheathed in metal panels (Figure 127). The west, south, and east elevations are open, while the north elevation is clad in vertical-board siding. Based on a review of recent aerial photographs, the outbuilding was constructed sometime between 2008 and 2010.

Located approximately 80 ft southwest of the residence is a detached garage (Resource D) (Figures 128 and 129). The garage is clad in vinyl siding and rests beneath a side-gable roof sheathed in metal panels. The north elevation is pierced by three garage bays filled with overhead doors and a single leaf-entry filled with a nine-light door. Based on a review of recent aerial photographs, the garage was constructed sometime between 1992 and 2006.

Located approximately 115 ft south of the residence is a front-gable carport (Resource E) clad in metal panels (Figure 130). The east and west elevations are unpierced. The south and north elevations are open. Based on a review of recent aerial photographs, the carport was constructed sometime between 1992 and 2006.

NRHP Evaluation: Not Eligible. Research did not reveal any associations between SP 5 and events or persons of historical importance. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to replacement elements such as vinyl windows, asbestos siding, and metal porch posts, and the construction of a rear addition, the residence does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The residence also does not possess additional known architectural significance. Thus, it is not eligible for listing under Criterion C. The well house (Resource B) and well pump (Resource E) do not possess known exceptional architectural or associative significance and thus are not individually eligible under Criterion C. The outbuilding (Resource A), detached garage (Resource C), and carport (Resource D) are less than 50 years of age and do not possess known exceptional architectural or associative significance that would satisfy Criteria Consideration G. Therefore, CRA recommends that SP 5 is ineligible for listing in the NRHP.

Determination of Effect: N/A.

Figure 123. SP 5: South elevation of residence, looking north.

Figure 124. SP 5: West and south elevations of residence, looking northeast.

Figure 125. SP 5: West and south elevations of well house (Resource A), looking northeast.

Figure 126. SP 5: North elevation of well pump (Resource B), looking south.

Figure 127. SP 5: North and west elevations of equipment shed (Resource C), looking southeast.

Figure 128. SP 5: North elevation of garage (Resource D), looking south.

Figure 129. SP 5: South elevation of garage (Resource D), looking north. At right is a carport (Resource E).

Figure 130. SP 5: South and east elevations of carport (Resource E), looking northwest.

SP 6

Survey Level: Level 1

THC #: N/A

Photographs: Figures 131–135

Maps: Figures 2 and 3

Quad: 1985 Murfreesboro, Tennessee, 7.5-minute topographic quadrangle

Property Address: 2748 US 231 N
Shelbyville, TN 37160

Construction Date: 1971

Description: SP 6 consists of a residence dating to the 1970s and multiple outbuildings. Oriented west, the residence is a one story, five-bay (ww/www/d/ww/ww) Linear Ranch house, set on a concrete-slab foundation, clad in brick veneer, and resting beneath a side-gable roof sheathed in asphalt shingles (Figure 131). A one-bay, front-gable projection intersects with the side-gable roof. Unless otherwise noted, windows exhibit one-over-one, double-hung vinyl sashes. The Tennessee Property Viewer lists a construction date for the residence of 1971.

The façade of the residence is pierced by a single-leaf entry that opens onto an uncovered porch with a concrete deck. The front-gable projection resides to the north (left) of the entry and is pierced by a triple window bay. The north, south, and east elevations were not visible from the ROW.

Located approximately 45 ft southeast of the residence is a side-gable garage (Resource A), clad in asbestos siding and brick veneer, and sheltered beneath a roof sheathed in asphalt shingles (Figure 132). The west and south elevations are pierced by windows filled with one-over-one, double-hung vinyl sashes. The east and north elevations were not visible from the ROW. Based on a review of aerial photographs, the garage was constructed between 1987 and 1992.

Located approximately 30 ft east of the residence is a metal frame carport (Resource B), sheltered beneath a metal-panel roof (Figure 133). Views of the carport from the ROW were largely blocked by the house. Based on a review of recent aerial photographs, the garage was constructed between 2006 and 2007.

Located approximately 90 ft north of the residence is a well house (Resource C) (Figure 134). The well house is constructed of concrete block and rests beneath an asphalt-shingle roof. The north, south, and east elevations of the well house were not visible from the ROW. Based on a review of aerial photographs, the well house was constructed between 1981 and 1987

Located approximately 125 ft northeast of the residence is a prefabricated shed (Resource D), clad in metal panels and sheltered by a gambrel roof sheathed in metal panels (Figure 135). The west and north elevations exhibit no fenestration. The east and south elevations were not visible from the ROW. Based on a review of recent aerial photographs, the shed was constructed or moved to the site between 2010 and 2012.

NRHP Evaluation: Not Eligible. Research did not reveal any associations between SP 6 and events or persons of historical importance. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to replacement elements such as vinyl windows, the residence does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The residence also does not possess additional known architectural significance. Thus, it is not eligible for listing under Criterion C. Resources A, B, C, and D are all less than 50 years of age and do not possess known exceptional architectural or associative significance that would satisfy Criteria Consideration G. Therefore, CRA recommends that SP 6 is ineligible for listing in the NRHP.

Determination of Effect: N/A.

Figure 131. SP 6: Façade (west) and south elevations of residence, looking northeast.

Figure 132. SP 6: West elevation of garage (Resource A), looking east.

Figure 133. SP 6: West and south elevations of carport (Resource B) (at center of frame), looking east.

Figure 134. SP 6: West elevation of well house (Resource C), looking east.

Figure 135. SP 6: North and west elevations of shed (Resource D), looking southeast.

SP 7

Survey Level: Level 1

THC #: N/A

Photographs: Figures 136–145

Maps: Figures 2 and 3

Quad: 1985 Murfreesboro, Tennessee, 7.5-minute topographic quadrangle

Property Address: 2762 US 231 N
Shelbyville, TN 37160

Construction Date: 1977

Description: SP 7 consists of a Linear Ranch house, a second residence, an outbuilding, and a fence and entrance walls. Currently the primary house is in use as a medical facility.

Oriented west, the residence is a one-story, 10-bay (w/w/w/w/d/w/w/w/w/w), side-gable, frame Linear Ranch house with side-gable wings (Figure 136). Projecting from the east elevation is a shallow cross-gable wing. A single exterior brick chimney pierces the roof on the east elevation. The building is set on a continuous concrete foundation, is clad in vinyl siding above a brick veneer water table, and is sheltered beneath a roof sheathed in asphalt shingles. Unless otherwise noted, observable windows exhibit one-over-one, double-hung vinyl sashes. A previous residence and barn resided on the property prior to construction of the current building. Based on aerial photographs, the original residence and barn were demolished sometime between 1958 and 1980. The Tennessee Property Viewer lists the construction date for the current residence as 1977.

The façade of the residence is pierced by a single-leaf entry and nine single window bays. The entry opens onto a partial-width porch sheltered by a front-gable roof supported by fluted columns set on a brick deck. The north elevation is pierced by two single window bays (Figure 137). The east elevation is pierced by a single-leaf entry and six single window bays windows (Figure 138). The entry opens onto an uncovered brick porch. The south elevation is pierced by at least one window bay.

Figure 136. SP 7: Façade (west) elevation of residence, looking east.

Figure 137. SP 7: East and north elevations of residence, looking southwest.

Figure 138. SP 7: South and east elevations of residence, looking northwest.

Located approximately 50 ft east of the facility is a second residence (Resource A) (Figures 139–140). The residence is a one-story, seven bay (w/w/w/d/w/d/w), side-gable, frame, multi-unit, Linear Ranch house. The residence is set on a continuous concrete-block foundation, is clad in vinyl siding, and sheltered beneath a roof sheathed in asphalt shingles. Unless otherwise noted, observable windows exhibit one-over-one, double hung vinyl sashes. The façade features two single-leaf doors flanked by single window bays. The entries open onto covered porches constructed of wood. The east elevation is pierced by two single window bays. The north and south elevations exhibit no fenestration. The Tennessee Property Viewer lists a date of 2000, but a review of recent aerial photographs suggests the residence was built sometime between 2014 and 2016.

Located approximately 145 ft east of the residence is a one-story, side-gable, frame barn (Resource B) (Figure 141). The barn is clad in metal panels and sheltered beneath a metal-panel roof. The south elevation is open to a covered shelter created by an extension of the roof supported by wooden posts. The west and east elevations exhibit no fenestration. The north elevation was not visible from the ROW. Based on a review of recent aerial photographs, the barn was constructed sometime between 1981 and 1987.

Located approximately 220 ft west of the residence is a low well structure (Resource C) (Figure 142). The well is constructed with concrete topped with a wooden board and covered by a metal panel. Based on available evidence, the well likely dates to the early to mid-twentieth century and was associated with the previous residence on the property.

Located along the west property boundary, adjacent to the highway, and in a line south of the driveway are fences, which connect to entry walls on the west end of the drive (Resource D). The entry walls are constructed of concrete block and brick (Figure 143). The entry walls are sloped and at an angle flanking each side of the driveway. The fence is constructed of rows of concrete-block posts with concrete caps, between which is fencing of wooden boards (Figure 144). Based on a review of recent aerial photographs, the entry walls and fence were built in the early 2000s.

Figure 139. SP 7: Façade (east) and north elevations of second residence (Resource A), facing southwest.

Figure 140. SP 7: North and west elevations of second residence (Resource A), facing southeast.

Figure 141. SP 7: West and south elevations of barn (Resource B), facing northeast.

Figure 142. SP 7: South and east elevations of well (Resource C), facing northwest.

Figure 143. SP 7: West elevation of entry walls (Resource D), facing northeast.

Figure 144. SP 7: North elevation of fence (Resource D) along the south side of the driveway, looking southwest.

NRHP Evaluation: Not Eligible. Research did not reveal any associations between SP 7 and events or persons of historical importance. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to replacement elements, including windows, doors, siding, and roofing, the residence does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The residence also does not possess additional known architectural significance. Thus, it is not eligible for listing under Criterion C. CRA recommends that the secondary house, barn, well, and entry walls and fencing (Resources A, B, C, and D) are not eligible for individual listing since they are less than 50 years old and do not appear to possess known exceptional architectural or associative significance that would satisfy Criteria Consideration G. Therefore, CRA recommends that SP 7 is ineligible for listing in the NRHP.

Determination of Effect: N/A.

SP 8

Survey Level: Level 1

THC #: N/A

Photographs: Figures 145–150

Maps: Figures 2 and 3

Quad: 1936 Deason, Tennessee, 7.5-minute, topographic quadrangle

Property Address: 2781 Hwy 231 N
Shelbyville, TN 37160

Construction Date: 1958 (church)

Description: SP 8 consists of a church, the Harts Chapel Cemetery, and a well house. Oriented east, the church is a one-story, one-bay, front-gable, frame building clad in brick veneer and sheltered beneath a roof sheathed in asphalt shingles (Figure 145). Originally the church was clad in weatherboard siding, which is visible along the roofline on the east elevation where the brick has fallen off (Figure 146). The foundation could not be determined. Unless otherwise noted, windows exhibit three-by-three, steel-frame casement sashes beneath two-light transoms; the window glazing consists of frosted blue glass (Figure 147). A front-gable vestibule projects from the façade that is pierced by a double-leaf entry filled with a pair of three-light, wood-panel doors. The doors open onto a concrete stoop. The north wall of the vestibule is pierced by a single window bay, and the south wall is pierced by two small windows with two-light sashes.

The south and north elevations of the sanctuary are each pierced by five single window bays (Figure 148). The north elevation is also pierced by a single-leaf entry filled with a four-light wood-panel door. The west (rear) elevation is pierced by three single window bays (Figure 149). An interior view of the vestibule was afforded from the front entry, which shows modern materials; a view of the interior of the sanctuary was not available (Figure 150).

In 1847, John Hart sold the northeast corner of the land on which he lived to trustees of the Methodist Episcopal Church for the purposes of establishing a meeting house, that was then already under construction, known as Harts Chapel. In 1868, his son James H. Hart sold an additional 0.25 acres to church trustees for a church site. Since a church does not appear at the site on an 1863 map, it is possible the first church building had been lost. By a decade later, Harts Chapel and an adjacent cemetery appear at the location on an 1878 map of Bedford County (Beers and Lanagan 1878). In 1882, the congregations of Harts Chapel and Burns Chapel, which was located further south, decided they would merge and build a new church at a location between the two chapels, which became Whiteside Church (faithstreet.com n.d.). The Harts Chapel church was subsequently used by a different congregation or congregations, although it appears to have retained the name, which continues to appear on maps as late as circa 1920.

Figure 145. SP 8: Façade (east) elevation of church, looking west.

Figure 146. SP 8: Façade detail of church showing original weatherboard siding.

Figure 147. SP 8: Window detail of church.

Figure 148. SP 8: Façade (east) and north elevations of church, looking southwest.

Figure 149. SP 8: West (rear) and south elevations of church, looking northeast.

Figure 150. SP 8: Interior view of church vestibule.

Although the cemetery continued to appear on maps in the early 1900s, a church building does not, so the original church was likely demolished sometime between circa 1920 and 1936. A topographic map from 1936 notes Harts Chapel just to the north, across the road from the cemetery (USGS 1936). A 1951 topographic map notes this building was then in use as the Hart Chapel School (USGS 1951). On a 1966 topographic map, a church building again appears at the location on the south side of the road, next to the cemetery, noted as Northside Church, which is likely the current church (USGS 1966). The Tennessee Property Viewer lists the construction date of the current church as 1958. In the late twentieth century, the church property changed hands a few times but seems to have continued to function as a church. However, it ceased that function sometime in the 2010s.

West of the church is the Harts Chapel Cemetery, which is on a separate 0.39-acre parcel, although it has historically been associated with the church and with previous churches on the site (Figures 151 and 152). Find-a-Grave notes there are at least 147 known graves in the cemetery, the oldest being that of John Hart, who died in 1850 (Find-a-Grave n.d.). The most recent known gravesite dates to 1983. John Hart's grave marker could not be located during the survey, although several graves dating to the mid-nineteenth century were evident, so the cemetery was likely founded in the mid-1800s. Based on census records, the Harts and others in the community were enslavers, so there is the potential for graves of enslaved persons to be present either within or adjacent to the cemetery. There appear to be a number of graves without markers, likely due to neglect of the cemetery, and multiple grave markers are damaged. Headstone types include die, base, and cap; tablet; die in socket; die on base; pedestal; obelisk; lawn type markers; and footstones. There is at least one Civil War grave marker, for Union solder Joseph Nicolas (Figure 153). In 1899, James and America Hart sold the northwest corner of the existing Harts Chapel Burying Ground to local community members who were trustees of the church as a burying ground specifically for white residents. It is in this portion of the cemetery where James and America are buried (Figure 154).

Figure 151. SP 8: Harts Chapel Cemetery, looking northwest.

Figure 152. SP 8: Harts Chapel Cemetery, looking northeast.

Figure 153. SP 8: Civil War grave marker in the Harts Chapel Cemetery.

Figure 154. SP 8: Grave marker for James H. and America P. Hart. An 1878 map shows James H. Hart owning several residences in the area near the cemetery and church, including one adjacent to the chapel.

Located approximately 80 ft. east of the church is a small well house (Resource A) with concrete-block walls. The well house is set on a concrete pad and sheltered by corrugated-metal panels (Figure 155). The well house is not visible on historic aerial photographs but was likely built in the 1950s concurrent with the church.

NRHP Determination: Not Eligible. Criteria Consideration A states that religious properties generally are not eligible for listing in the NRHP, except for those that derive their primary significance from architectural or artistic distinction or historical importance. Likewise, Criteria Consideration D states that cemeteries generally are not eligible for listing in the NRHP except for those deriving primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events. Research did not reveal any associations between the current building at SP 8 and events or persons of historical importance. In addition, the current church is not the original church building at the site. Research also did not identify any persons of transcendent importance buried in the cemetery, or any events of historic importance associated with the cemetery. Thus, the property is not eligible for listing in the NRHP under Criterion A or B. Due to replacement siding and roofing, the church does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. The church also does not possess additional known architectural significance. Thus, it is not eligible for listing under Criterion C. Likewise, the cemetery does not exhibit distinctive design features, and is not eligible for listing under Criterion C. The well house (Resource A) also does not retain sufficient distinctive characteristics to function as a true representation of a locally important type, period, or method of construction. Thus, CRA recommends SP 8 is not eligible for listing in the NRHP under Criterion A, B, or C, and Criteria Considerations A and D.

Determination of Effect: N/A.

Figure 155. SP 8: East and north elevations of well house (Resource A), looking southwest.

IV. CONCLUSIONS

In July and August 2024, CRA personnel completed a historic architectural resource survey for the proposed MTSU aerospace campus facility to be relocated from the Murfreesboro Municipal Airport to the Shelbyville Municipal Airport in Bedford County, Tennessee. The survey was conducted at the request of Ryan Mountain of Garver, LLC. The lead agency for the project is the TDOT Aeronautics Division, with Garver, LLC serving as the primary contractor and CRA serving as a subcontractor. The proposed project includes the construction of a large hangar, buildings for classrooms, administrative offices, and other student services, and a paved apron, taxiway, and parking area. Based on the nature of the project, it was determined that, for the purposes of the historic architectural resource survey, the visual APE was defined as the proposed project area and the area within the project's immediate viewshed, taking into consideration distance and existing lines of sight. In addition, an audible APE was determined in order to address potential impacts to historic resources that might be associated with an anticipated increase in noise levels due to a greater number of flights.

Prior to initiating fieldwork, a records review was completed to identify historic architectural resources, including buildings, structures, sites, or objects the lay within the project area, within the visual APE, and the audible APE. Pre-field research using the THC Viewer, other archival records, and the Tennessee Property Viewer, combined with determinations made in the field, resulted in the recordation and NRHP eligibility evaluation of eight properties that had not been previously surveyed. The records review determined that there were no previously surveyed resources within the project area or within either of the APEs. Upon completion of the field survey, CRA personnel electronically filed eight survey forms using the THC Survey123 platform.

Based on the results of the archival research and the field survey, CRA recommends that three buildings associated with the Shelbyville Municipal Airport, which are the terminal, a hangar, and a

shop building, are eligible for listing in the NRHP as a historic district under Criteria A and B. CRA also recommends that the terminal building is eligible for listing under Criterion C. The historic architectural resources on the remaining seven properties are not recommended eligible for listing, including the resources within the project area.

The proposed project will be within view of the key contributing resources at the airport that are recommended eligible for listing. However, considerable modern development is present on the airport property, including at its south end near the proposed project. In addition, there is also modern development on nearby properties along US 231 N. Further, the recommended resources are located at least 0.26 mi away from the project area, and are also outside of the audible APE. Since no work is anticipated in the immediate vicinity of the resources, they will not be physically impacted by the project. Therefore, since the project will not directly impact the key contributing resources, CRA recommends that the project will have no adverse effect to historic architectural resources.

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