



Historic Properties Survey of Campbell County Tennessee

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SECTION I: INTRODUCTION & PROJECT LOCATION

This project was funded by the Tennessee Historical Commission (THC) and the Campbell County Government. The Campbell County Government contracted with Thomason and Associates (Contractor) to conduct a county-wide historic properties survey. No previous survey of this nature had ever been undertaken in Campbell County.

With a land area of 480 square miles, Campbell County is historically a rural county and retains a rural character today. The geography, topography, and physiography of the county influenced an economy of agriculture in its valleys and iron and coal industries in its mountain ridges. The elevation of the county varies from 820 feet at Norris Dam to 3,350 feet at Cross Mountain. As of 2010, there was an average of 84.8 persons per square mile in Campbell County, slightly below Tennessee's average of 153.9. That year, the county population was 39,752 compared with Tennessee's population of 6,600,299. As of July 1, 2014, there were 20,331 housing units in the county.¹ The county seat is Jacksboro (population 2,020), located thirty-three miles from Knoxville, the largest city in East Tennessee.² Located five miles to the northeast, LaFollette is the county's largest city with an estimated population of 7,456 as of 2010.³ Jellico, the second largest city in the county, is located just less than twenty miles from the county's north border with Kentucky with a population of 2,355.⁴ Rail lines in the mid-nineteenth century and the Dixie Highway beginning in the 1920s, influenced the county's growth and connectivity. In Tennessee, the Dixie Highway consists of two branches, a west branch (US-41) traveling south through Louisville, Kentucky and onward through Nashville, and the eastern branch (US-25W) beginning in Indianapolis and traveling south to Lexington, Kentucky through Knoxville, Tennessee. The eastern branch extends through the eastern portion of the county and is commonly known as United States Highway 25W. The creation of the Tennessee Valley Authority and Oak's Ridge's Atomic City had equal effect on shaping the county. The construction of Interstate 75 in 1958 accentuated Campbell County's transportation accessibility and connectivity to nearby Knoxville. Campbell County is bounded on the north by the Kentucky border, on the east by Claiborne County, on the southeast by Union County, on the south by Anderson County, and on the west by Scott County.

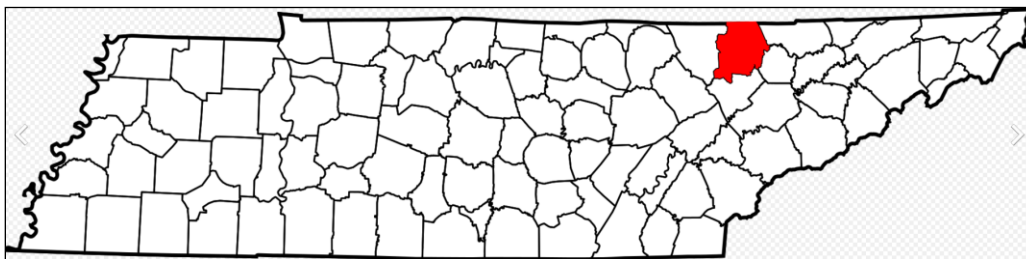


Figure 1: Map indicating location of Campbell County (in red) in Tennessee.

¹ U.S. Census Bureau State and County Quick Facts, "Campbell County," Website, Accessed September 27, 2016, <http://quickfacts.census.gov/qfd/index.html>.

² U.S. Census Bureau State and County Quick Facts, "Jacksboro," Website, Accessed September 27, 2016, http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

³ U.S. Census Bureau State and County Quick Facts, "LaFollette," Website, Accessed September 27, 2016, http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

⁴ U.S. Census Bureau State and County Quick Facts, "Jellico," Website, Accessed September 27, 2016, http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

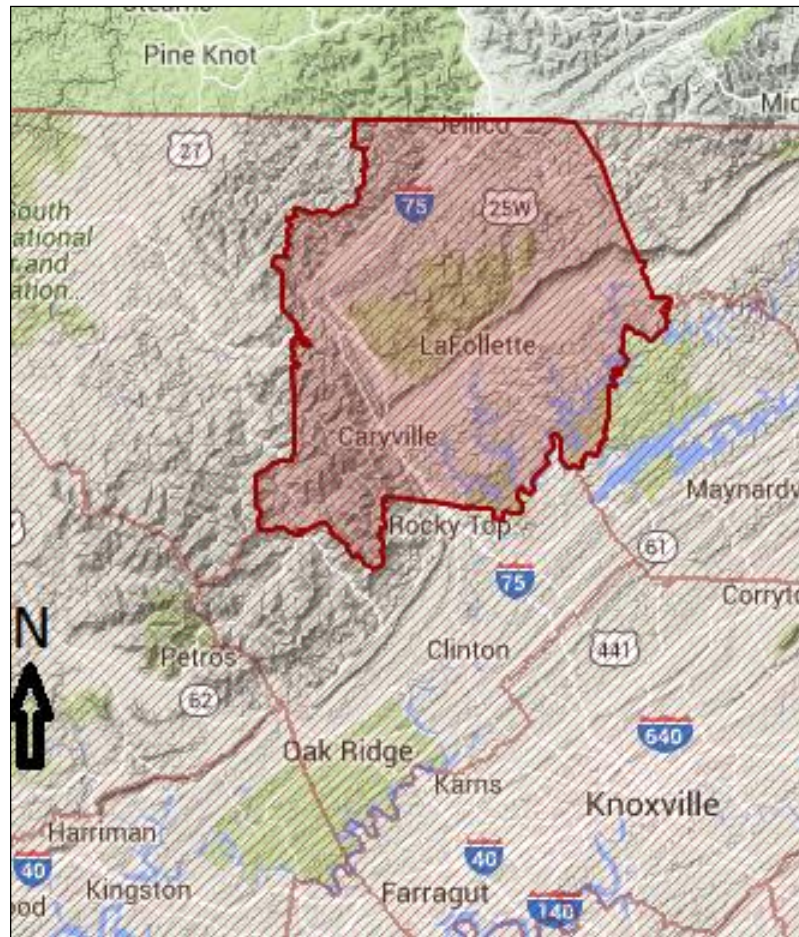


Figure 2: Map indicating Campbell County (in red) in relation to Knoxville and its topography of ridges and valleys.

The survey project area was the geographical boundary of the county. This included select streets in the county seat of Jacksboro and in LaFollette, the county's largest incorporated city, as well as Caryville and Jellico. Due to the county's terrain, most settlement of the area was concentrated in the southern and eastern portions of the county, evidenced in the survey results. The fertile Powell Valley attracted the earliest settlers in the first years of the nineteenth century. The numerous creeks and tributaries in this section as well as the relatively consistent terrain provided ideal lands for farming. The dwellings identified in this region were larger in scale and the construction materials reflected a wealthier population. Later, railroads helped encourage coal and iron extraction in the mountainous northern section of the county. The creation of Norris Lake between 1933 and 1936 and the completion of Interstate 75 from 1958 to 1962 boosted the county's tourism potential. The ease of access provided by Interstate 75 and the development of the lake attracted visitors and seasonal residents, resulting in a boom of residential growth in the southern portion of the county between 1960 and 2000. Although this development increased tourism for the county, the rise in modern development and creation of the lake affected a number of the county's historic resources. Prior to the creation of Norris Lake, numerous settlements were present in the southeastern portion of the county. About 2,891 families and 5,266 graves were located to higher ground prior to the inundation of the Norris

Reservoir. Communities and churches established memorial cemeteries carrying the place names of the dismantled communities including Baker Forge, Big Barren, and Indian Creek. More than seventy structures in the city of Caryville were demolished or moved to higher ground including Caryville Baptist Church.⁵

⁵Tennessee Valley Authority, *The Norris Project: A Comprehensive Report on the Planning, Design, Construction and Initial Operations of the Tennessee Valley Authority's First Water Control Project*, Technical Report No.1, (Washington, D.C.: U.S. Government Printing Office, 1940): 510.

SECTION II: METHODOLOGY

Prior to initiating fieldwork, the Contractor obtained USGS quad maps and historic maps of Campbell County from the Tennessee State Library and Archives. The Contractor also reviewed previously published histories, documentation completed by the Tennessee Valley Authority (TVA), National Register-listed resources, previously surveyed resources, and historic photos of Campbell County, its county seat of Jacksboro, and LaFollette, the county's largest urban center. The Contractor agreed to complete field surveys of approximately 400 properties built prior to 1966 within the county. The field survey included the completion of inventory forms from the Tennessee Historical Commission (THC) and digital photography. Previously surveyed sites on file at the Tennessee Historical Commission include the Jacksboro Courthouse, the James Cooper Home in Fincastle, the Boyd Miller House in LaFollette, the Harvey M. LaFollette House in LaFollette, and the Yoakum Dossett Home in Fincastle. National Register listed properties and districts include: the Jellico Commercial Historic District, the Kincaid-Howard House, the LaFollette House, the A.E. Perkins House, the Smith-Little-Mars House, the Jellico U.S. Post Office and Mine Rescue Station, and the Norris Dam Hydroelectric Project. These properties are further reviewed in Section V.

Retaining its predominantly rural character, Campbell County experienced steady growth in population except for two periods of decline, in 1930 and the decades of the 1960s and 1970s. During this time, population growth occurred notably within the two incorporated settings of LaFollette and Jacksboro. This settlement pattern in Campbell County influenced the survey methodology and the architecture available for survey. Guided by U.S. Geological Quad maps, the survey covered every accessible road within Campbell County. The earliest editions of relevant quad maps for Campbell County date from 1936-1976; photo-revised editions occurred from 1976-1993, indicating new buildings.

Field survey commenced March 14, 2016 and was completed on September 8, 2016. Project Manager Phil Thomason completed survey work with Brittany McKee, Jenn Harrman, and Veronica Sales. Survey work included interviewing available residents, filling out SHPO survey forms, and completing digital photography. The survey began in the southeastern corner of Campbell County and progressed north and west. The urban areas of LaFollette and Jacksboro were surveyed last. Larger unincorporated communities identified included Pinecrest, Fincastle, Newcomb, Duff, Pioneer and Demory. Trends in vernacular architectural form, property size, construction material, and date of construction were evident within local areas, reinforcing the historic record of settlement patterns, movement of small communities, and the historic use of the landscape. Many of the small communities in the northwest portion of the county and along rail lines were affiliated with the mining industry and retained little or no historic resources due to the abandonment of the communities following the closing of the mines.

Buildings were candidates for survey that appeared to date from pre-1966 and retained original materials and design. This could and did include buildings in some state of disrepair. If a building possessed a combination of replacement features (i.e., replacement siding, doors, windows, and roof) it was deemed altered beyond useful survey. In general, buildings that possessed any two replacement elements were usually completely altered. In some cases, buildings with significant alterations were surveyed if the community in which they were located

had few historic resources or if the building illustrated a prominent theme in the county's history or development. Many buildings displayed non-historic roofing materials while still retaining all other original elements, such as doors and windows. These buildings were considered eligible for survey. In addition to replacement elements, alterations and additions were noted. Some buildings were too deteriorated to warrant survey. Many historic dwellings had been razed, evidenced by small stands of large trees and/or house-less outbuildings. This resulted in a decreased sampling of historic architecture in the landscape.

Dates of construction for surveyed buildings were determined in the field, consulting USGS maps and their revised editions. Determination was also guided by familiarity with architectural trends regarding styles, forms, and building materials and their periods of popularity.⁶ Additionally, surveyors questioned available homeowners/occupants, and tax records were consulted. However, most renters had no historical information of the house in question, and very few residents returned questionnaire forms that surveyors left during site visits. Also, tax records do not accurately record nineteenth-century architecture, rounding up to 1900, so these buildings were dated using historical and architectural information.

Every building surveyed was assigned a survey number, beginning with "CP-21" through "CP-401," for individual primary buildings. Each of these resources is represented in an individual file folder containing the associated media (survey form with sketch, an architectural description, and any miscellaneous literature provided by property owner). Additionally, each primary resource was photographed digitally and is included on a CD accompanying this report.

Outbuildings such as barns, sheds, garages, and smokehouses were also photographed as above and noted within the survey form of its primary structure. In most cases vehicle bridges were not surveyed, since a statewide bridge survey has been conducted. Railroad bridges illustrating the scale of the county's mining operations were surveyed. Cemeteries were generally not surveyed as many family cemeteries are prevalent throughout the countryside and are often inaccessible or occasionally over-grown with vegetation. Cemeteries associated with surveyed churches were photographed, and historical information was recorded (e.g., approximate number of headstones, general period, oldest headstone date, family names). A few individual cemeteries were surveyed, as deemed historically or artistically significant.

⁶ A common reference for such information is *A Field Guide to American Houses* by Virginia Savage McAlester.

SECTION III: HISTORICAL BACKGROUND

Prior to European settlement the lands that would become Campbell County were utilized by the Woodland cultures as hunting grounds. Members of the Cherokee tribe settled in the present-day sites of Caryville, LaFollette, and Well Springs in the fertile Powell Valley. The consistent terrain, fertile soil, and numerous tributaries in Powell Valley provided attractive hunting and gathering grounds for the Cherokee tribes, who had established a nation of over 40,000 square miles of land.⁷

The earliest American colonists to arrive in the area were of Scottish descent, these settlers traversed early wagon roads from Pennsylvania through the Carolinas and Virginia. Although Scottish settlers were in the majority, Welsh, English, and German settlers filtered in to the region from nearby settlements. Rugged as the mountains they traversed and settled among, this was a group of independent individuals seeking freedom in the wilderness. They encountered bands of Cherokee, who had previously established settlements in the region.⁸ While history includes peaceful intermingling and even inter-marriage between the two cultures, there were many conflicts with bloodshed. Revolutionary War Veteran, Colonel Arthur Campbell (1743-1811), was the commander of militia at Fort Henry and became known as an “Indian fighter.” Together with John Sevier, Campbell led a group of 700, expelling Cherokee from the area of the future county that would bear his name. By 1780, all Cherokee villages in the area had been burned. Campbell was involved in the writing of a constitution for the short-lived State of Franklin.⁹

Following the Revolutionary War, the U.S. Congress urged states claiming western lands to cede them to the newly formed government and survey the lands for settlement. On May 26, 1790, Congress created the Southwest Territory, which eventually became the state of Tennessee. By 1800, the Southwest Territory, now Tennessee, grew to 105,602 people. Pioneers settled in two main areas: the eastern group lived as far west as Clinch River, and those west of the Cumberland Plateau lived along the Cumberland River. The Cherokee claimed the land between the two groups.¹⁰ The earliest European-American settlement in present-day Campbell County occurred in 1783 when Thomas Henderson secured a land grant of 200,000 acres along the Clinch and Powell Rivers. The forested river valley provided ample timber for buildings and fences and the cleared land was ideal for pasturing livestock. Buffalo and whitetail deer provided food.¹¹

⁷ Dallas Bogan, “Cherokee ‘Mountaineers’ Claim Roughly 40,000 Square Miles Through Eight States,” published in the *LaFollette Press*, no date, available at webpage <http://tngenweb.org/campbell/hist-bogan/mountaineers.html>, Accessed April 8, 2016.

⁸ Dallas Bogan, “Cherokee ‘Mountaineers’ Claim Roughly 40,000 Square Miles Through Eight States,” published in the *LaFollette Press*, no date, available at webpage <http://tngenweb.org/campbell/histbogan/mountaineers.html>, Accessed April 8, 2016.

⁹ Miller McDonald, *Campbell County, Tennessee, USA: A History of Places, Faces, Happenings, Traditions and Things, Volume I*, (LaFollette, TN: County Services Syndicate, 1993), 6.

¹⁰ Stanley J. Folmsbee, Robert E. Corlew, and Enoch L. Mitchell, *Tennessee: A Short History* (Knoxville: University of Tennessee Press, 1976), 106-127.

¹¹ McDonald, *Volume I*, 57.

On September 11, 1806, Campbell County was created from land previously included in Anderson and Claiborne counties, both chartered in 1801. Campbell County was the twenty-sixth of the state and named for Revolutionary War soldier, Colonel Arthur Campbell. The site of the county seat was chosen at the same time. Originally known as Walnut Grove, the town's name was changed to Jacksonboro in 1819 (and later, to Jacksboro) in honor of Andrew Jackson. The county's earliest settlers lived in the southeastern portion of the county, Powell Valley. In contrast to the steep mountain ranges of the Cross and Cumberland Mountains, the valley provided large tracts of open land with winding tributaries that primed the region for both large-scale agricultural endeavors and subsistence farms. Most residents relied on the production of crops including potatoes, apples, and the yields of small garden plots. Small crossroad towns such as Fincastle and Glade Springs were home to general stores and flour mills where yields were processed and sold.

Iron ore was found in Campbell County in a deposit along the south side of the Cumberland Mountains through Powell Valley. Small furnaces called bloomeries were built to smelt the iron ore, contributing significantly to the county's economic base. William Lindsay built the first bloomer on Cedar Creek and continued to build three other sites. Additional bloomeries went into production at lower Cove Creek, Big Creek Gap, and on the Powell River. Their capacity ranged from 300 to 900 pounds of iron per day.¹²

Though no Civil War battles occurred within the boundaries of Campbell County, its residents were divided as families sent members to both the Union and Confederate armies. Most men fought on the side of the Union, however, over the course of the war the county was occupied several times by both the Confederate and Union armies. During these occupations food and income producing resources including cattle and hogs were confiscated. By the end of the war and for several more years, life in Campbell County was marked by starvation and sickness. Some families abandoned their homes and moved further west in search of a better life.¹³

After the Civil War, Campbell County rebounded, netting a ten percent increase in population between 1860 and 1870, from 6,712 to 7,445. The Southern Railroad brought economic diversity in the early 1870s when large timber companies began harvesting in the Cumberland Mountains. In 1882, the K & O Division of the Southern Railroad was extended along a thirty-mile route through Elk Valley to Newcomb and Jellico. Beginning in 1885, coal was extracted and shipped from the mines surrounding Caryville utilizing this railroad. The coal industry quickly developed following the railroad. In the early 1900s, the Louisville & Nashville Railroad completed a spur line from Vasper to Lafollette, lending access to the coal resources in the eastern section of the county.

¹² McDonald, *Volume I*, 14.

¹³ McDonald, *Volume I*, 15.



Figure 3: *Campbell County Coal Miners, ca. 1900. (Photograph courtesy of the Campbell County Historical Society).*

The most dramatic expansion of the coal industry took place in 1895, when Indiana-based educator and entrepreneur, Harvey M. LaFollette, purchased a 30,000-acre tract beginning in the area known as Big Creek Gap. LaFollette planned to create an industrial system utilizing the region's iron and coal deposits that would include multiple iron and coal mines, a blast furnace, coke ovens, and railroads. This venture became known as the LaFollette Coal, Iron, & Railway Company and was officially incorporated in 1901. The success of the company required a city to support related business activities and was the impetus for the development of the city of LaFollette. The significance of LaFollette's vision was illustrated in 1894 when the town of Big Creek Gap was renamed in his honor. The operation was headed by brothers Harvey M. and Grant LaFollette. Iron ore was extracted from a vertical seam situated at the foot of Cumberland Mountain and two coal mines known as Rex #1 and Rex #2 were located in Ivy Dell, north of the city.¹⁴ These mines were operated as slope mines, which utilized a rope to pull mine cars along the railroad extending between each mine. The company constructed approximately 300 coke ovens in Ivy Dell that would convert the Rex slack coal (an impure grade of coal extracted from the mines) into coke, a deposit used in the production of pig iron. The process of converting coal to coke required heating the coal to remove impurities allowing the coke to burn hotter and faster. This operation involved the support of numerous industrial structures including coal washers to clean the coal before converting it to coke and large-scale railroad connections to transfer the product.¹⁵

¹⁴ Van Huss, *A Suggested Restoration of the LaFollette Coal, Iron, & Railway Co. Coke Ovens*, Campbell County Historical Society, 3.

¹⁵ Van Huss, *A Suggested Restoration of the LaFollette Coal, Iron, & Railway Co. Coke Ovens*, 3.



Figure 4: LaFollette Coke Ovens, ca. 1905. (Photograph courtesy of the Campbell County Historical Society).



*Figure 5: View of the Rex 1 Mine, ca. 1910. (Image found in *The Rise and Fall of Ivydell* by John P. Van Huss, Campbell County Historical Society).*

The company had a profound effect on the county and particularly the town of LaFollette. The company supplied most of the town's infrastructure including the town's first bank building. The LaFollette family constructed a large dwelling along S. Indiana Avenue, in the Queen Anne style that is one of the most impressive domestic structures in the county (NR#75001736). The company had multiple full size steam locomotive railroad cars and generated its own electricity, running power lines of 6,600 volts as far as Peabody, northeast of LaFollette.

As the industrial revolution boomed in the northeastern United States, the demand for fuel grew rapidly. Southern coal was more attractive to industrialist than northern coal primarily because of the low cost. Mountain coal was easier to access and the lack of a unionized workforce allowed most operators in the South to pay lower wages or rely on convict labor. Between 1909 and 1919 the number of coal mines the United States increased by 33%.¹⁶ This drastic increase in supply resulted in a decrease in demand. Smaller mines throughout the southeast began to close and large companies reduced their production and labor force. Following this trend, the LaFollette Coal, Iron, & Railway Company closed its iron furnace and all operations in 1924. Jim Sterchi, a Knoxville resident, attained the property and changed the name to Industrial Properties. After this endeavor failed the Francis Brothers of LaFollette, purchased the property at public auction in 1934. Little material evidence of the LaFollette coal dynasty remains, the iron furnace was destroyed when it was capped in 1937 and the remaining metal was salvaged during World War II. The two Rex coal mines have since collapsed and been filled.¹⁷



Figure 6: Pruden Coal Camp, ca. 1910. (Image courtesy of the Campbell County Historical Society).

¹⁶ James B. Jones, Jr., "Coal Mining in the Cumberland Plateau, 1880-1930," *NPS Appalachian Cultural Resources Workshop Papers*, Accessed September 27, 2016, https://www.nps.gov/parkhistory/online_books/sero/appalachian/sec9.htm.

¹⁷ Huss, 3.

While the city of LaFollette grew in the southern portion of the county, a second industrial hub was budding in the north. Jellico, founded in 1885, was located near the crossroads of the eastern and western railroad lines, making it a central hub for the coal industry. At the height of the coal boom, Jellico was one of the largest cities in Campbell County. The region was historically known as “Clear Fork,” in reference to the Clear Fork River that ran east of the city. Early settlers in the region were attracted to the region’s fresh water tributaries and abundant game. Josiah and Thomas D. Smith were two of the earliest settlers to the region, moving south from their home in Whitley County, Kentucky. The brothers, their families, and a handful of other settlers created the first permanent settlement in Jellico. This modest settlement included a post office managed by Thomas D. Smith and a small store at the home place of Josiah Smith. It became known as “Smithburg” in October of 1878.¹⁸ By 1883, the town had grown substantially and officially incorporated under the name, Jellico, after Jellico Mountain on the northeast side of the city.¹⁹

By 1900, Jellico had about 2,000 residents and flourished as the demand for coal increased. Investors from the north began funding mining efforts in Campbell County. Coal extracted from the Jellico coal seam was regarded as high quality and was in high demand. Jellico became the terminus of both the Louisville/Nashville and the Southern Railroad lines. Division offices, railroad yards, and storage buildings were constructed in the city by both lines. The city’s designation as a railroad hub made it a prominent trading center for the region. Businesses including banks, saloons, boarding houses, grocery stores, and general stores were built along the city’s Main Street to meet residents’ demand. A number of industrial ventures including a lumber mill and carbonating works were founded in the city that provided further employment opportunities for residents.²⁰

The coal industry in Jellico continued to expand throughout the early twentieth century. Despite the positive development preempted by the coal industry, Jellico did not escape without experiencing some of the negative effects of such a volatile industry. The downtown area of Jellico was severely affected on September 21, 1906 when a car-load of about eleven tons of dynamite exploded while docked at a railroad yard near the state line of Kentucky and Tennessee. A number of railroad employees and residents were killed or seriously injured and a large amount of property was damaged. As a result of the explosion, almost every dwelling on the Kentucky side of Jellico was destroyed and multiple dwellings on the Tennessee side were damaged beyond repair. About 500 residents were left homeless and the explosion was heard upwards of twenty miles away. The cause of the explosion was never determined. Despite the negative effects of the explosion, Jellico soon rehabilitated its Main Street and the population of the city continued to grow steadily until the 1920s.²¹

¹⁸ Miller McDonald, *Campbell County, Tennessee, USA: A History of Places, Faces, Happenings, Traditions, and Things, Volume II*, (LaFollette: County Services Syndicate, 1993): 217.

¹⁹ McDonald, *Volume II*, 218.

²⁰ McDonald, *Volume II*, 219.

²¹ *Ibid*, 226.

The coal industry not only significantly affected commercial hubs of LaFollette and Jellico, but led to the creation of company owned mining towns and coal camps throughout the county. During the period of its prosperity, the LaFollette, Coal, Iron, & Railway Company helped to expand the county's railway lines. In the late nineteenth century, the Louisville & Nashville Railroad completed a line to compete with the Southern Railway that ran between Knoxville and Corbin, Kentucky. This line ran through LaFollette and various coal mining towns or "coal camps" developed along this route on the eastern side of the county; on the western side of the county a similar pattern developed along the route between Caryville and Jellico. Coal camps included Pioneer, Anthras, High Point, Red Ash, Royal Blue, Habersham, Duff, and Cotula-Wynn.

Coal companies constructed houses, schools, churches, shower buildings, and commissaries, and maintained individual power plants to provide electricity to miner's homes. Within these towns the coal companies owned all the resources and maintained their own monetary system with currency known as "scrip." As of 1900, most of the coal camps ranged in size from about 200 to 1200 residents and jobs were created for approximately 4,000 employees.²² The population of these coal camps was in constant ebb and flow depending on the opportunities available and the success of the nearby mine. Modest boarding houses were often found on the main streets to house transient rail workers and miners who traveled from job to job, allowing their families to develop roots in the county's larger cities. Although life in coal camps was not idyllic, companies often provided amenities not often found in the county's average rural residence. As of 1930, the Anthras mine, operated by the Jellico Coal Company at the northeastern edge of the county, employed 165 men and offered sixty-five houses in "fair" condition, sixteen of which had electric power. The camp at the Westbourne Mine, opened by the Blue Diamond Coal Company in 1906, rented 200 houses, 141 of these houses had electric power and eighteen had running water and septic tanks.²³

²² Miller McDonald, *Campbell County, Tennessee, USA: A History of Places, Faces, Happenings, Traditions and Things, Volume I*, (LaFollette, TN: County Services Syndicate, 1993): 15.

²³ Tennessee Valley Authority, eds., *Agricultural-Industrial Survey of Campbell County Tennessee* (United States: Civil Works Administration), 48.

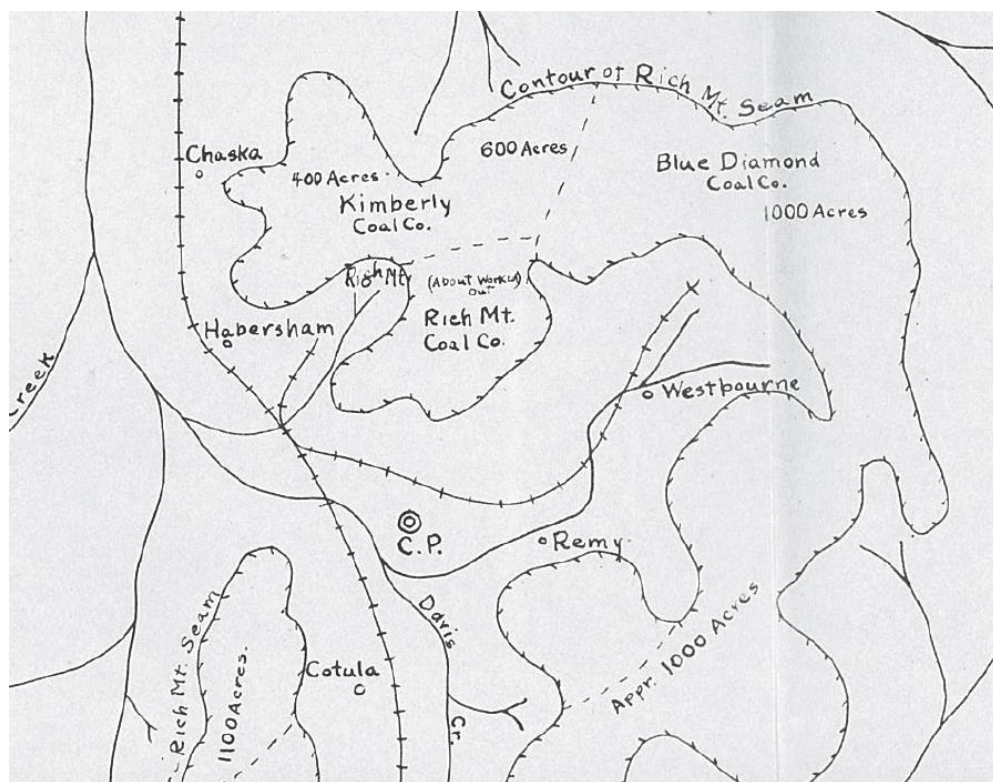


Figure 7: Sketch of mine locations as shown in the Agricultural-Industrial Survey of Campbell County Tennessee, completed for the Tennessee Valley Authority by the Civil Works Administration. (Courtesy of the Tennessee Valley Authority Library).

Mining operations began to decline in Campbell County after World War II and surface mining replaced the historic underground operations. Many of the surface mining efforts began before regulations were put in place, leaving the sections of the county's landscape scarred and polluting groundwater and streams. Most miners lost their jobs during this era and relied on simple subsistence farming or traveled to nearby Knoxville for employment. A large number of Campbell County residents moved northeast to the rust belt towns of Michigan and Ohio searching for work in the booming manufacturing markets.²⁴ Some Campbell County mines experienced a resurgence in 1967 when a power shortage raised the demand for coal, making it lucrative for the mines to reopen. This period of prosperity was short lived when the Federal Mine Safety Act was passed in 1970 imposing a higher standard of safety regulations. As a result, many of the smaller mines in the county closed claiming that the costs associated with maintaining these standards were too high.²⁵

As Campbell County continued its agricultural tradition into the twentieth century, new infrastructure would aid in the transportation of farm products, as well as bring new commercial enterprises. As the railroad had enhanced the growth and prosperity of Campbell County in the mid-nineteenth century, so did automobile transportation beginning in the early twentieth century. As the volume of automobile traffic increased, attention to roads grew, manifesting the Good Roads Movement. The Dixie Highway Association was established in 1915 in

²⁴ McKee, Brittany. Resident interview. July 2016.

²⁵ McDonald, Volume I, 15.

Chattanooga and promoted the development of a major north-south road for the purpose of drawing “snow birds” to sunny Florida. Once completed in the 1920s, the Dixie Highway ran from the Canadian border in Michigan to Miami, Florida.²⁶ The east branch of the Dixie Highway travels south and east from Indianapolis to Cincinnati toward Knoxville and extends through Campbell County. Now known as United States Highway 25W, this section of Dixie Highway, brought tourist to the county and resulted in the construction of a number of roadside attractions including hotels and restaurants. During the 1920s, road conditions across the south improved dramatically. In 1922, Tennessee maintained only 244 miles of road. By 1926, Governor Austin Peay’s emphasis on funding road development resulted in the improvement and maintenance of a 6000-mile system of state roads.²⁷



Figure 8: National Highways Association 1915 map showing route of the eastern branch of the Dixie Highway (in red) through Tennessee from Cumberland Gap at the Kentucky border to Chattanooga where it merges briefly with the western branch before splitting again in Georgia.

In addition to the improvements to the road systems of Campbell County, a second Federal development brought changes to the county. The Norris Hydroelectric Project was constructed between 1933 and 1936 by the Tennessee Valley Authority (TVA). The completion of this project was a central part of the 1933 TVA Act that included a primary mandate to engineer the Tennessee River into a navigable waterway and provide flood control. The TVA Act authorized the construction of a navigation channel adequate for nine-foot draft vessels on the Tennessee

²⁶ Claudette Stager and Martha Carver, eds., *Looking Beyond the Highway: Dixie Roads and Culture*, (Knoxville: University of Tennessee Press, 2006), 18-20.

²⁷ Stager and Carver, *Looking Beyond the Highway*, 18-20.

River from Paducah, Kentucky, to Knoxville, Tennessee, a distance of 652 miles. River levels were made consistent through the construction of a series of dams and reservoirs, which could store and release seasonal rainfall as needed.

Located in Anderson and Campbell Counties, the Norris Hydroelectric Project impounded the Clinch River. The project takes its name from Nebraska Senator George Norris (1861-1944), a prominent advocate for public power facilities and rural electrification. Beyond electrifying the region, the Norris Project helped to diminish the county's reliance on the extraction of natural resources by promoting tourism and new residential construction. With numerous deep coves and cliffs, the reservoir has over 700 miles of shoreline. During the summer of 1937 after closing the dam, more than 600 privately owned boats were counted on the reservoir; that number doubled by the following summer. While TVA was not authorized to develop recreational facilities, the agency worked to guide a unified plan with the National Park Service and the Civilian Conservation Corps. Two demonstration parks were developed, as well as a boat harbor. TVA contributed land it had acquired, as well as design, labor, and construction supervision. The demonstration facilities were to serve as a guide for other shoreline line development ventures. These efforts spurred the Tennessee State Legislature to pass an act creating the State Department of Conservation, including a Division of State Parks.²⁸ This act represented the beginning of a new era of park building and recreational development, boosting commercial tourism in state and local economies.

The Norris Project directly affected the historic architecture of Campbell County. The project required the purchase of approximately 152,000 acres of land in Union, Campbell, Grainger, Anderson, and Claiborne Counties. This area represented thirteen percent of the total land area of these five counties, whose collective population was 95,000 residents in 1930. Some 3,500 families were affected to some degree by the reservoir; of that number, 2,500 relocated within the five-county area, which suffered a net population loss of five percent due to the project.²⁹

At Norris, TVA interviewed the occupants of 2,841 local households during the summer of 1934. Data from detailed questionnaires provided the basis for assisting in the relocation of affected families and for future TVA planning purposes. Compared to the overall demographics of Tennessee, as a group, the residents of the reservoir area had a higher landowner rate, with a ratio of approximately two-thirds owners to one-third tenants. More than one-third of the tenants received some form of welfare or relief in 1933 or 1934. Over fifty-three percent of owned land was valued between \$1,000 and \$3,900, with nearly equal percentages valued at under \$1000 as at \$4,000 or over.³⁰

In addition to the Norris Project, a number of other New Deal efforts had a positive impact on the county's development. In 1936, the Public Works Administration constructed the United States Post Office in LaFollette in the Classical Revival style. They also constructed schools in the rural areas outside of Caryville, allowing formerly isolated populations access to public

²⁸ Tennessee Valley Authority, *The Norris Project: A Comprehensive Report on the Planning, Design, Construction and Initial Operations of the Tennessee Valley Authority's First Water Control Project*, Technical Report No.1, (Washington, D.C.: U.S. Government Printing Office, 1940): 556-57.

²⁹ Tennessee Valley Authority, *The Norris Project*, 59-60.

³⁰ Tennessee Valley Authority, *The Norris Project*, 65.

education. Public education was offered in the county's small communities for students in grades one through eight. Those seeking to continue their education were required to take county buses to secondary schools in Jacksboro, Jellico, and LaFollette. The provided buses regularly canceled service during adverse weather conditions and winding mountain roads resulted in a long commute even on the clearest days. Buses often departed before sunrise and returned late in the evening, isolating students from their home communities. Many students dropped out to fulfill needs at home or relocated to one of the larger cities. Between 1937 and 1952, in smaller communities such as Stony Fork, Clinchmore, Shea, Round Rock, and Pee Wee only about eight to ten students graduated per year because of the difficulties in physically accessing educational facilities.³¹

The completion of Interstate 75 through the county in 1958 strengthened the region's connectivity to surrounding areas and attracted new industries including some small-scale manufacturing and textiles. The new interstate allowed commuters to live in Campbell County but have easy access to jobs in Knoxville and Oak Ridge. There are currently more than forty industries employing over twenty-five percent of the county.³² Many residents are employed by the healthcare industry. The Jellico Community Hospital, founded in 1974, is the city's largest employer and a Tennova Medical Center Clinic is located in LaFollette.

Tourism reigns as the county's primary job creator, employing over fifty percent of the county's workforce.³³ After suffering the negative environmental impacts of the surface mining industry, the county has refocused their efforts on marketing the county's natural beauty. The process began in 1937, when the Civilian Conservation Corps worked to develop Cove Lake State Park, about a mile from Interstate 75. Similarly, Indian Mountain State Park in Jellico has generated tourism in the northern portion of the county. Comprised of 213 acres, the park was initially acquired by the City of Jellico in the late 1960s. Funded through grants from the State of Tennessee, the Appalachian Regional Commission, and the Tennessee Wildlife Resource Agency, the city headed a reclamation project to convert an abandoned strip mine pit to a recreational park and interpretive trail. In 1969 the park was transferred to the State of Tennessee.³⁴ The county also benefits from the Royal Blue Wildlife Management Area that consists of 53,000 miles of forests and wildlife habitats.³⁵ Additionally, the Cumberland Trail founded in 1971, has two trailheads in the county attracting hikers from across the southeast. The Cumberland Trail was a result of the Tennessee Trail Systems Act and was founded as a multi-county resource that meanders along the eastern escarpment of the Cumberland Plateau.

³¹ McDonald, *Volume III*, 278.

³² Adrion Baird, "Campbell County," *The Tennessee Encyclopedia of History and Culture*, Website, Accessed September 20, 2016, <http://tennesseencyclopedia.net/entry.php?rec=184>.

³³ Adrion Baird, "Campbell County," Website, Accessed September 20, 2016, <http://tennesseencyclopedia.net/entry.php?rec=184>.

³⁴ McDonald, *Volume II*, 336.

³⁵ Campbell County Chamber of Commerce, "North Cumberland Wildlife Management Area," Website, Accessed September 27, 2016, http://www.campbellcountychamber.com/tourism/north_cumberland_wma.aspx.

SECTION IV: EVALUATION OF SURVEYED SITES

Domestic Architecture

Vernacular architecture dominates rural Campbell County's extant historic building stock, and there is a small amount of nineteenth century domestic architecture. A majority of the extant rural architecture dates to the early-twentieth century and is of frame construction. While few log dwellings and structures were surveyed, there are likely more than are visible. As seen throughout East Tennessee, log buildings were the predominant method of construction in Campbell County from early frontier settlement to the 1870s. Log dwellings in East Tennessee were of chink wall construction, a form in which logs of the front and rear walls were layered with logs that supported the sidewalls. The corners were joined by a variety of notching styles but the half-dovetail notch was most commonly applied in Campbell County. A half-dovetail notch is comprised of two interlocking tenons, the tenon is flared on the top and squared on the bottom. A majority of log buildings in East Tennessee were constructed with pine, oak, or poplar logs. The spaces between logs were filled with mud or mortar and logs were often hand hewn between ten and twenty inches in diameter. The building was often supported by stone piers or constructed on a flat dirt floor. Chimneys were centered at a gable end and were constructed of stone and brick.³⁶ Most log dwellings in East Tennessee have a front and rear entrance centered on one of the sides and at least one window. Knowledge of log construction was brought to Campbell County by German and Scotch-Irish settlers who came to the region from the Mid-Atlantic or the Carolinas.

Most log dwellings in the county have undergone extensive alterations, including the application of modern or weatherboard siding that conceals the log exterior. A number of log outbuildings remain but few primary buildings were identified. Additionally, log structures were often moved from their original site. This trend can be seen at Rock Creek Lane (CP-318, Figure 10). The log structure at Rock Creek Lane is currently utilized as storage and was likely moved to its current location. Although the chinking has since been removed, the original log exterior, half-dovetail joinery, and original openings are intact.

A log dwelling with a frame exterior was surveyed at 188 Pinecrest Road (CP-165, Figure 9). The two-story log dwelling constructed ca. 1830 has undergone significant alterations including the addition of weatherboard siding and porches in 1880, and the construction of an additional frame wing to house the kitchen in the 1950s. The current owner is in the process of rehabilitating the structure and the logs are currently exposed on the interior and exterior. This pattern is also illustrated at 295 Glade Springs Road (CP-224, Figure 11) where a nineteenth-century, one-story log structure with half dovetail joinery was altered ca. 1930 with the addition of weatherboard siding, sash windows, and wood and glass doors.

Conversely, one log structure found in the county has been restored or maintained near to its original form with the exception of a few material additions: New Liberty Baptist Church (CP-300, Figure 12). New Liberty Baptist Church dates to 1889 and has maintained its log exterior

³⁶ John Morgan, *The Log House in East Tennessee* (Knoxville: University of Tennessee Press, 1990): 20-37.

despite undergoing numerous alterations including the addition of new chinking and windows ca. 1970.



Figures 9 and 10: Left to right, CP-165 at 188 Pinecrest Road and CP-318 at Rock Creek Lane.



Figures 11 and 12: Left to right, CP-224 at 295 Glade Springs Road in Fincastle and CP-300 at 6369 Stinking Creek Road.

In Campbell County, there are a few remaining examples of hall and parlor and central hall one-story, frame dwellings. Due to the vernacular nature of these styles and the history of the county many of these dwelling have likely been added on to or removed when Norris Lake was filled in 1936. However, the Saddlebag form with a central chimney, full-width porch and two exterior doors on the façade are found throughout the county and are particularly prominent in the southeastern section. The Saddlebag form dates the early 1800s to 1930 in East Tennessee.³⁷ Dwelling CP-182, found at 685 Elbow Hollow Lane (Figure 13) and CP-183 at 3988 Cedar Creek Road (Figure 14) exemplify this late-nineteenth and early-twentieth century form. One example surveyed, CP-175 (Figure 15) at 542 Whitman Hollow Road, had an added third pen.

³⁷ James Patrick, *Architecture in Tennessee: 1768-1897* (Knoxville: University of Tennessee Press, 1981): 17.



Figures 13 and 14: Left to right, CP-182 at 685 Elbow Hollow Lane and CP-183 at 3988 Cedar Creek Road.



Figure 15: CP-175 at 542 Whitman Hollow Road.

The Saddlebag form comprised of two rooms with two main entrances on the façade was employed in other double pen variations. Though not true saddlebags, these models are abundant throughout Campbell County, as illustrated at dwelling CP-251. The two-story double pen, frame dwelling at 204 Logan Street in Jellico (Figure 16) is representative of the Saddlebag form with a two-story variation and a one-story shed roof rear addition.



Figure 16: CP-251 at 204 Logan Street in Jellico.

The hall-and-parlor is a predominant form throughout the southeast and is represented in Campbell County. In its basic form, the dwelling is two rooms wide and one room deep with an exterior end chimney. Over the years many of the dwellings found in rural Campbell County that exemplified this style have been altered with the additional rooms and modern materials to the exterior. Dwelling CP-178, at 212 Cove Point Road, exemplifies the simple frame structure with the addition of a small side wing (Figure 17). The form lends itself to rear, shed roof additions.



Figure 17: CP-178 at 212 Cove Point Road.

The pyramid square form is not commonly found in Campbell County, though, in the South, the form “became a popular replacement for the less spacious hall-and-parlor house,” according to McAlester.³⁸ These frame structures were typically built during the early decades of the twentieth century and are usually one-story in height. An example is dwelling CP-195 at 137 Hill Street in Caryville, with a concrete block foundation, a replacement vinyl siding exterior, and a standing seam metal roof (Figure 18). A multi-entrance variation of the pyramid square form is found at 4 Old Stinking Creek Road in the northeast section of the county (CP-302) with a central brick chimney and a wrap-around incised porch (Figure 19).



Figures 18 and 19: From left to right, CP-195 137 at Hill Street in Caryville and CP-302 4 Old Stinking Creek Road.

A common characteristic of vernacular domestic architecture is the inclusion of rear additions. These are usually kitchens or bedrooms and can be one- or two-story. Throughout Campbell County, there are many examples of an added “T” or “L,” as seen at dwelling CP-386 at 131 East Street in Jacksboro (Figure 20) and at dwelling CP-292 at 330 White Lane (Figure 21) in the southeastern portion of the county. The side gable plan lends itself to such additions without disturbing the dwelling’s original plan. Henry Glassie’s analysis of folk housing notes that a rear addition, versus a lateral one, came to be the norm and does not upset a dwelling’s “geometric impact.” A rear addition does not disrupt “one of the great principles of Western folk aesthetic: frontality.”³⁹ These appendages are often original rather than recent additions.

³⁸ Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013): 100.

³⁹ Henry Glassie, *Folk Housing in Middle Virginia* (Knoxville: University of Tennessee Press, 1975): 166.



Figures 20 and 21: From left to right, CP-386 at 131 East Street and CP-292 at 330 White Lane.



Figures 22 and 23: From left to right, CP-37 at 288 Valley Street and CP-179 at 212 Cove Point Road.

Another common rear expansion is the one-story shed roof addition. It is more common to find a shed roof addition on a one-story dwelling, such as a double pen plan. Most often they are frame, as seen at dwelling CP-37 at 288 Valley Street in Jacksboro (Figure 22) and at dwelling CP-179 212 Cove Point Road (Figure 23) in the southeastern section of the county. As you can see in the examples above there is little variation in the construction style and form of additions in the urban and rural sections of the county.

The gabled-ell or Gable-Front-and-Wing is a popular folk form of construction that is predominantly found in the southern United States and is prominent throughout Campbell County. This form became popular during the late-nineteenth and early-twentieth centuries when railroads brought lumber and balloon framing, steering vernacular construction away from log dwellings.⁴⁰ The lateral addition to a simple hall-and-parlor created a complex plan that increased the square footage of a dwelling. There are many examples of one and two-story gabled-ell dwellings in Campbell County. In the rural areas, most gabled-ell dwellings are modest one-story examples.

The gabled-ell form can be found outside of Jacksboro at 675 Island Ford Road (CP-186, Figure 24). This dwelling illustrates a variation where the original section and gabled addition are accessible by separate exterior doors. This variation would have been utilized for the designation of public and private space, allotting one entrance for guests and a second for family use. The dwelling also exemplifies a common fenestration variation of the gabled-ell with the inclusion of a bay window on the main façade of the front-facing gable. This variation is also seen at dwelling CP-261 at 594 Welch Avenue in Jellico (Figure 25), and dwelling CP-328 at 13330 Back Valley Drive in LaFollette (Figure 26). These dwellings are commonly found in the rural sections of Campbell County, most often in valleys. Due to their date of construction in the late-nineteenth and early-twentieth centuries, the dwellings often exemplify details of the Victorian style including turned wood columns, lace-work brackets, stamped metal roofs, and millwork detailing (a sampling of which can be found at CP-186, CP-328, and CP-292). Two-story variations of this design are found throughout the county, one example, is the dwelling at 2051 General Carl Stiner Highway in Powell Valley (CP-329, Figure 28), directly outside the LaFollette city limits. This dwelling is simplistic in design with minimal detailing including a one-story shed roof porch and brackets at the cornice level.



Figures 24 and 25: From left to right, CP-186 at 675 Island Ford Road and CP-261 at 594 Welch Street in Jellico

⁴⁰ Ibid.



Figures 26 and 27: From left to right, CP-328 at 13330 Back Valley Drive and CP-292 at 8331 Newcomb Pike.



Figures 28 and 29: From left to right, CP-329 at 2051 General Carl Stiner Highway and CP-362 at 368 Rose Street.

A second variation of this form found in the county includes the addition of a front-facing gable wing to the pyramid square form. This is illustrated by the dwelling at 368 Rose Street in Jellico (CP-262, Figure 29). In this example, a one-room wing with a front-facing gable extends from the main square form. In many cases the form will include a dormer at the roofline. This form is found in urban and rural portions of the county, such as the example at 4192 General Stiner Highway in Fincastle (CP-394, Figure 30).



Figure 30: CP-394 at 4192 General Stiner Highway.

The I-House or central hall plan was popular in East Tennessee throughout the nineteenth century. Finding its roots in the Tidewater and Mid-Atlantic building traditions, this house form was brought to the region from settlers traveling along wagon roads and became more popular with the extension of the railroad between 1880 and 1890 which encouraged the use of new building materials and finished lumber from more distant sawmills.⁴¹ Most of the examples of the I-House in Campbell County are found in the eastern and southern portions, particularly in Powell Valley. The navigable tributaries, consistent topography, and fertile soil made this valley an attractive area for settlement. Most of the county's earliest farmers settled in the region founding large-scale operations that were distinctive from the coal and timber extraction taking place in the more mountainous regions.

This two-story plan can be one or two rooms deep and characteristically features an exterior chimney at each end. The plan lends itself readily for rear additions often including L-shaped and T-shaped rear wings. Dwelling CP-170 at 901 Low Gap Road in Demory (Figure 31), represents the form with a one-story porch and T-shaped rear addition. Other examples have full, double-hung wood sash windows on both floors and central porches. The basic I-House plan also can be updated on the façade with a stylized entrance portico, as seen on the Childress House at 1459 Sam Doaks Road (CP-210, Figure 33). Dwelling CP-229 at 526 Old Middlesboro Highway (Figure 34) in Fincastle is another I-House dating to the 1870s. It has two exterior end chimneys and a one-story hipped roof porch with ca. 1920 tapered brick supports.

⁴¹ McAlester, 138.



Figures 31 and 32: From left to right, CP-170 at 901 Low Gap Road and CP-202 at 330 White Lane.



Figures 33 and 34: From left to right, CP-210 at 1459 Sam Doaks Road and CP-229 at 526 Old Middlesboro Highway.



Figures 35 and 36: CP-229 at 229 Selma Lane.

Most of the examples of I-House dwellings in Campbell County are of frame construction. The dwelling found at 229 Selma Lane (CP-229, Figures 35 and 36) in Powell Valley is one of the few I-Houses or central hall dwellings extant of brick construction. This dwelling has a Flemish bond brick exterior, two exterior end brick chimneys, and an added second floor entrance that lends access to the porch (this trend is also found at dwelling CP-210). This dwelling would have been constructed ca. 1830 with locally sourced brick. In addition to reflecting the I-House and central hall forms, the dwelling illustrates alterations often made to I-Houses over time. A two-story, L-shaped frame wing extends from the rear (north) elevation of the dwelling that was likely added ca. 1890. Although the wing has vinyl replacement windows, the original wood porch supports and lacework brackets illustrate the addition's ca. 1890 construction date.

I-Houses in East Tennessee commonly exhibit additional features from architectural styles popular in the late-nineteenth and early-twentieth centuries. Victorian mill work, Italianate brackets, and Bungalow porches are common additions to the main façade of an I-House. The dwelling at 5666 Old Middlesboro Highway in Fincastle (CP-222, Figure 37), exhibits modest Victorian detailing on the porch of an I-House. The façade features a $\frac{3}{4}$ -width, one-story porch with modest wood columns accented with brackets. The dwelling also features vergeboard, original doors and sidelights, and a rear wing.



Figure 37: CP-222 at 5666 Old Middlesboro Highway.

Other I-House variations are found in Campbell County, including a common double-gable/wall dormer variation found at 4655 Victory Road (CP-214, Figure 38) in the southeastern portion of the county and 147 Mercury Road (CP-208, Figure 39) near Fincastle. Examples of the I-House with double and triple gable wall dormers are found throughout Tennessee. These examples were built between 1880 and 1920, each has an exterior end chimney and a one-story porch later modified with Bungalow style, tapered wood columns resting on brick or stone piers.



Figure 38: CP-214 at 4655 Victory Road.



Figure 39: CP-208 at 147 Mercury Road.

The Queen Anne style in Campbell County is most prominent in the urban areas of the county. This style is often located along rail lines, expressing the wealth of the county's most affluent residents. In Campbell County, dwellings constructed in the Queen Anne style are most often affiliated with the wealth of mine owners or upper level employees of the coal industry. While modest examples of the style can be identified in the rural areas, the style is almost exclusively found in Jellico and LaFollette, the business centers of the mining industry.

Popular throughout the United States between 1880 and 1910 the Queen Anne dwellings in Campbell County reflect the national trends in detail and date of construction.⁴² The popularity of Queen Anne dwellings between 1886 and 1910 can be attributed to two local trends. First, the completion of the eastern and western tracks of the Southern Railroad brought an influx of processed lumber and new materials. Secondly, the foundation of the LaFollette, Coal, Iron and Railway Company in 1901 made both Jellico and LaFollette business hubs for the mining industry. The Queen Anne style became particularly popular in East Tennessee between 1884 and 1889. During this period, Knoxville architect, George Barber, was well known as a designer who distributed Queen Anne designs across the country via the mail. An estimated 10,000 residences were built from Barber's plans although none in Campbell County are known to be Barber plans.⁴³

The most representative examples of the Queen Anne style in Campbell County share a number of common features. All have dominant front-facing gables on the main façade, ornamented wrap-around porches, and varied roof pitches. Each example portrays elements of the various decorative detailing subtypes. The dwelling found at 462 Welch Avenue (CP-258, Figure 40) in Jellico was constructed in 1906 by Philip and Anne Francis. Francis came to Jellico to work as a miner after being employed in the anthracite coal fields in Pennsylvania during his youth. After advancing through the company, Francis became a stockholder in the nearby Jellico mine.⁴⁴ The facade of dwelling CP-258 features a spindled frieze, vergeboard, turned columns and lacework brackets at the second floor. Dwelling CP-266, also located in Jellico, at 169 N 4th Avenue (Figure 41), boasts a similar form with a more muted design that features a wrap-around porch supported by Ionic columns resting on brick piers, with a prominent bell cast tower on the main façade. Dwelling CP-264, at 214 Harlan Street (Figure 42) has fish scale wood shingles in the field of the front-facing gable, a typical gable detail on Queen Anne designs. The dwelling at 1486 Main Street (CP-267, Figure 43) in Jellico illustrates the use of vergeboard at the crest of the front-facing gable on the main façade. This dwelling, as well as the dwelling CP-258, illustrates the common trend of the gables projecting beyond a cutaway bay window on the main façade.

⁴² Virginia Savage McAlester, *A Field Guide to American Houses*, 345.

⁴³ Patrick, *Architecture in Tennessee*, 201.

⁴⁴ McDonald, *Volume III*, 230.



Figures 40 and 41: From left to right, CP-258 at 462 Welch Street and CP-266 at 169 N 4th Avenue.



Figures 42 and 43: From left to right, CP-264 at 214 Harlan Street and CP-267 at 1486 Main Street.

The Classical Revival and Colonial Revival styles were popular in the United States during the first half of the twentieth century. In the Classical Revival style, two-story porticos with classical columns were dominant features of symmetrical facades. This style embraced the symmetry and orders of Greek and Roman architecture. A representative example in Campbell County is found at dwelling CP-233 at 502 Middlesboro Road (Figure 45). The dwelling has a fanlight and classical surround at the main entrance and a two-story portico extends the full-height supporting a gable roof pediment. The Colonial Revival style recalled the simplicity and rectangular forms of early American architecture. This style experienced resurgence in popularity ca. 1930. The dwelling at 909 S. Tennessee Avenue (Figure 44) exemplifies the simplicity of the Colonial Revival style with inset gable roof dormers and a central entry beneath a gabled pediment.



Figures 44 and 45: From left to right, CP-403 at 909 South Tennessee Avenue in LaFollette and CP-233 at 502 Middlesboro Road.

Portraying elements of the Craftsman style, the American Foursquare, was popular in the United States from the turn of the twentieth century until the 1930s. Not commonly found in Campbell County, this house form most often is two and one-half stories and is rectangular in plan, with four large rooms at each corner of the house. The American Foursquare plan was popular throughout the U.S. and was often featured in mail order catalogs.⁴⁵ The few examples of the American Foursquare extant in Campbell County were found in the urban areas of LaFollette and Jellico, as seen at 283 5th Street (CP-236, Figure 46). One outlier was identified in the small town of Newcomb at 486 Whistle Creek Road (Figure 47). Both of these styles exhibit the basic form of the American Foursquare, stretcher bond brick veneers, low-pitched hipped roofs, and one-story flat roof porches.



Figures 46 and 47: From left to right, CP-236 at 283 5th Street and CP-299 at 486 Whistle Creek Road.

⁴⁵ McAlester, *A Field Guide to American Houses*, 555.

The Craftsman style was popular among residential construction in the United States between 1905 and 1930.⁴⁶ Most of the Craftsman style dwellings in Campbell County were constructed during this period. The Craftsman dwelling is usually rectangular in plan with at least one exterior end chimney and a central main entrance. Most of the Craftsman dwellings in Campbell County are of frame or brick construction. Examples found at 292 5th Street (CP-238, Figure 48) in Jellico and 702 E. Central Avenue (CP-280, Figure 49) in LaFollette, have side or front-gabled roofs, a dormer at the roofline, and incised porches supported by tapered wood columns on brick piers. Most feature varied textures and materials on the exterior and the use of decorative wood brackets at the eaves. While the gabled roof form is most prominent in the examples of the Craftsman style in Campbell County, variations are found throughout the county including a jerkinhead roof form at 254 Lake Lane (CP-200, Figure 50) in Caryville and the hipped and gable roof at the Childress House at 933 Old Middlesboro Highway (CP-220, Figure 51). Most of the examples in the county retain their original three-over-one wood sash windows and multi-light, multi-panel glass and wood front doors. Many dwellings have shed roof additions extending from the rear elevation.



Figures 48 and 49: From left to right, CP-238 at 292 5th Street in Jellico and CP-280, 702 E. Central Avenue in LaFollette.



Figures 50 and 51: From left to right, CP-200 at 254 Lake Lane in Caryville and CP-220 at 933 Old Middlesboro Highway.

⁴⁶ McAlester, *A Field Guide to American Houses*, 567.

While most complex examples of the Craftsman style are located in urban areas, a large number of modest front-gabled Bungalows are located in the rural areas of Campbell County. In his “Historic Family Farms in Middle Tennessee: A Multiple Property Nomination to the National Register of Historic Places, 1995,” Carroll Van West identifies the farm Bungalow as “the most important domestic architectural statement” of the early twentieth century. The Bungalow represents the prosperity and “the progressive ideology of farming popular in those decades.”⁴⁷ Even though many have undergone abusive alterations, Campbell County’s landscape retains many examples of this house form. Examples include dwelling CP-173 at Sugar Hollow Road (Figure 52) and dwelling CP-225, 1195 Davis Chapel Road (Figure 53). When TVA electrified rural areas in the 1930s, bungalows were the models of progressive farming. These dwellings are in a sense stripped down versions of their more elaborate urban counterparts with weatherboard siding exteriors, three-over-one wood sash windows set in banks of two or more, and full-width shed or gable roof porches.



Figures 52 and 53: From left to right, CP-173 at 300 Sugar Hollow Road and CP-225 at 1195 Davis Chapel Road.

A common variation of the rural front-gabled Bungalow includes the use of rock faced or smooth finish concrete block. While most Bungalow dwellings in the rural areas are of frame construction there are multiple examples of the same form executed with concrete block construction. Examples of this material variation can be seen at 315 Pleasant Ridge Road (CP-174, Figure 52) and 1123 W Chestnut Street (CP-392, Figure 54). As seen at dwelling CP-174, brick was often used to accents window and door openings and serve as quoins.

⁴⁷ West, “Historic Family Farms in Middle Tennessee: A Multiple Property Nomination to the National Register of Historic Places, 1995,” no page number available.



Figures 53 and 54: From left to right, CP-174 at 315 Pleasant Ridge Road and CP-392 at 1123 W Chestnut Street in LaFollette.

The Spanish Mission style is not well represented in Campbell County. Only one example was surveyed in the small town of Caryville. This dwelling represents a Spanish Mission variation of the Craftsman style. The dwelling at 202 Lake Lane (CP-198) has an irregular course stone veneer exterior, a gable roof, and an elaborate flat roof portico with crenellation and arched openings (Figure 55).



Figures 55: CP-198, 202 Lake Lane in Caryville.

The Tudor Revival style is prevalent in the urban areas of Campbell County, primarily in the residential areas of LaFollette. The Tudor Revival style is loosely based on early English building traditions often reflected in folk structures. Dwellings often feature diverse roof forms with cross-gables and steep pitches. Various decorative elements including half-timbering, brick and stucco cladding, and cast trim or label molding are applied to the exterior of Tudor Revival

dwelling.⁴⁸ Throughout the early twentieth century the Tudor Revival style was common for suburban construction throughout the United States. The style's characteristically steeply pitched roofs and side porch are well expressed at dwelling CP-311, on 108 5th Street in Jellico (Figure 57). A Tudor Revival style dwelling with an exterior wall chimney is present at 144 Country Club Road (CP-333, Figure 56) outside LaFollette. This dwelling was constructed by Roma and Carey Shelby in 1953. It was one of the first homes built in the area surrounding LaFollette Country Club which was founded ca. 1920.⁴⁹ A dramatically sloped gable side and projecting entry bay is visible at 107 W. Fir Street in LaFollette (CP-149, Figure 58) and the style's quintessential multi-light casement windows and traditional stone veneer are seen at 915 S. Tennessee Avenue (CP-340, Figure 59).



Figures 56 and 57: From left to right, CP-333 at 144 Country Club Road and CP-31 at 108 5th Street in Jellico.



Figures 58 and 59: From left to right, CP-149 at 107 W. Fir Street and CP-340 at Francis 909 S. Tennessee Avenue in LaFollette.

⁴⁸ McAlester, 453.

⁴⁹ McKee, Brittany, Interview with property owner Mark Wells, July 12, 2016.

The Minimal Traditional style is found extensively throughout the urban centers and suburban areas of Campbell County. Minimal Traditional homes were constructed throughout the United States during and after World War II to meet the demand for housing for returning servicemen and manufacturing employees.⁵⁰ Most of the Minimal Traditional dwellings found in Campbell County are modest examples with synthetic replacement materials including vinyl windows and vinyl siding. As seen at dwelling CP-281 (Figure 60) and dwelling CP-163 (Figure 61), the more elaborate examples of the style often had irregular course concrete veneers and simple detailing such as projected or gabled entryways. These examples illustrate the side-gabled (CP-281) and gable-and-wing form (CP-163), common in the Minimal Traditional style.



Figures 60 and 61: From left to right, CP-281 at 706 E. Central Avenue and CP-163 at 452 Park Road.

While not as prevalent as earlier domestic styles, a number of Ranch style dwellings are found in Campbell County. These homes are located in suburban sections outside the downtown cores of LaFollette, Caryville, and Jellico that developed in the 1950s and 1960s. The linear nature and large lots of Ranch style homes reflect the twentieth century reliance and popularity of the automobile. Previously homes were constructed on narrow street-facing lots to accommodate pedestrians and streetcars. With the popularity of the automobile came linear “rambling” designs that were set back from the road on extensive suburban lots, often with attached garages. Ranch dwellings were constructed low to the ground, with asymmetrical facades, and low-pitched roofs. As seen at 106 S 4th Street in LaFollette (Figure 62), many examples of the Ranch style had recessed entries on the main façade and a variation of exterior materials including brick, pressed wood siding, and stone veneer. The low-pitched sweeping gable entry and grouped vertical windows on the main façade of dwelling CP-330 at 2006 General Carl Stiner Highway (Figure 62) are prominent features of the Ranch design.⁵¹

⁵⁰ McAlester, 588.

⁵¹ McAlester, 598.



Figures 62 and 63: From left to right, CP-338 106 at S. 4th Street and CP-330 at 2006 General Carl Stiner Highway.

Outbuildings

Barns and Sheds

Most of the outbuildings found throughout Campbell County are vernacular in form. The prevalence of large barns and utility buildings was dramatically affected by the topography of the county. The rough terrain of the mountainous regions was not conducive to large-scale farming or the construction of large barns and utility structures. Large-scale farming would have taken place in the valleys and while the rural character of these areas is intact, many of the large agricultural tracts in the county have been subdivided into smaller residential lots.

The outbuildings identified were most often situated in small groupings adjacent to or across the street from the main house and were most often found in the valleys or hilltops. Most properties had some form of a “shed row” as seen at CP-165, 188 Pinecrest Road (Figure 64). The shed row outbuilding is a multi-bay, three-side structure used for equipment storage. It can be a highly informal structure with simple pole framing and vertical wood board siding. The spacing of the poles corresponds to the width needed for farm vehicles. Shed rows are found throughout Campbell County, even where farming equipment is no longer present, as the structures are useful for general storage

The most recognizable barn form is the simplified Dutch or “three-portal” barn attributed to German cultural influence. Essentially, it is a transverse frame barn with shed-roof side bays flanking the large main section, which on the interior contains consecutive stalls, or “pens,” to each side. The gambrel roof is its signature feature, which has an opening to a hayloft at its peak. The three-portal barn is prevalent throughout Campbell County. A gambrel roof example with closed side bays can be seen at 1595 Demory Road (CP-172, Figure 65). Many barns have been altered over time with modern materials and additions and no cantilevered barns were surveyed.



Figures 64 and 65: From left to right, CP-165 at 188 Pinecrest Road and CP-172 1595 Demory Road.

Smokehouses

Few surviving smokehouses were found across the county. The example found at dwelling CP-328 on Back Valley Drive dates to 1905, contemporary with the gabled-ell dwelling on the parcel. The smokehouse is often the outbuilding sited most near to the dwelling, as shown in Figure 66. The dimensions of smokehouses do not vary greatly and generally are no larger than 80 square feet, being slightly deeper than they are wide. Invariably, they have a gable roof of turned metal and a single main entrance.



Figure 66: CP-328 at 13330 Back Valley Drive.

Dairy outbuildings

Dairy farming constitutes one facet of Campbell County's agricultural tradition. Few dairy farms are still in operation and are located almost exclusively in the southeastern region in Powell Valley, where gentle rolling hills provide abundant grazing for livestock. These operations are either populated with modern agricultural buildings, or were not surveyed due to loss of a primary resource dwelling. The Childress Farm located at 933 Old Middlesboro Highway in Powell Valley, CF-220, (Figure 67) has a dwelling, barn, and concrete block milk storage outbuilding, and a silo. It was the one of the few examples of this type of outbuilding surveyed. Dairy farming became popular in this region in the 1930s with the introduction of electricity, which allowed for more efficient cooling systems for milk storage. The one-story buildings found in East Tennessee are typically of concrete block construction and house dairy equipment.



Figure 67: CP-220 at Childress Dairy Farm, 933 Old Middlesboro Highway.

Springhouse

Springhouses are small structures that covered a rural family's fresh water source. The examples found in Campbell County were commonly of stacked stone construction, had hipped or gable roofs, and a single access door with no additional fenestration so perishable products could be temporarily stored and kept cool by the water from an underground spring. A springhouse is found at CP-172, 1595 Demory Road (Figure 69). In addition to springhouses, a small number of stone structures constructed around springs were found in the county. These structures were built to allow easy access to a water supply. They include four stacked stone walls surrounding a small retention pool with stone steps leading down to the water collection point. An example of this construction can be seen in Figure 68 at Johnson's Spring in the southeastern portion of the county (CP-165).



Figure 68 and 69: From right to left, CP-167 Johnson's Spring at 464 Towe String Road and CP-172 Sweeten Springs at 1595 Demory Road.

Wells

Where a natural spring did not occur, farm families dug wells in search of a water source. Wells are still in use in rural areas, for home use and livestock watering. Open wells found in Campbell County made use of the indigenous stacked stone, as at CP-360, 103 North Avenue in LaFollette (Figure 70).



Figure 70: CP-360, 103 North Avenue in LaFollette.

Garages

The garage is an early-to-mid-century addition to Campbell County residences. The one-story, frame or concrete block structures are invariably located behind and to the side of the main dwelling. Some twentieth century examples retain their original overhead track door, as seen at CP-360 at 1605 Sharps Ridge Lane (Figure 71). Some still function as housing for vehicles, while others are used for general storage, as seen at CP-394, 4192 General Carl Stiner Highway, where the large bay has been enclosed with pedestrian entrances (Figure 72).



Figures 71 and 72: From left to right, CP-360 at 1605 Sharps Ridge Lane and CP-394 at 4192 General Carl Stiner Highway.

Churches

Churches surveyed for this study date from the late-nineteenth century to the mid-twentieth century. Construction materials vary from frame to brick to concrete block. The style of and construction materials used varies between those constructed in rural environments and those in the urban areas. In the larger and wealthier urban congregations, churches are much larger in scale and are representative of prominent architectural styles. This trend can be seen at Jellico United Methodist Church (CP-254, Figure 73) constructed in 1921 in the Neo-Classical style. This design features an octagonal copper dome and a full-height portico on the main elevation that is supported by concrete Doric columns. Additionally, the Jellico Baptist Church (CP-247, Figure 74), constructed in 1913, exhibits features of the Gothic Revival style including three crenellated towers at the main entrance and prominent corners, and arched Gothic windows with brick surrounds. This church has strong ties to the foundation of Jellico as the land for its construction was donated by Thomas Smith, commonly known as the “Father of Jellico” and member of the city’s founding family.



Figures 73 and 74: From left to right CP-254 Jellico United Methodist Church and CP-247 Jellico Baptist Church

Churches constructed in the rural areas of Campbell County often served a dual purpose of a church and a community school. The Methodist denomination was particularly popular in this region as many early circuit riders came to the county shortly after its founding. Early Methodist services were often held in resident's homes and were led by these traveling ministers.⁵² Most of the rural church buildings are constructed with a gable roof, a rectangular plan, and a central tower or spire on the main elevation. This form can be seen at both Mount Zion Church, erected 1898, (CP-166, Figure 75) and Fincastle United Methodist Church, erected 1924, (CP-217, Figure 76) found in the southeastern portion of the county. Both of these buildings illustrate the common rectangular form with four to six bays of stained glass windows along the supporting elevations. Both have central towers and spires as well as a gabled portico (as seen at CP-217) or vestibule (as seen at CP-166).



Figures 75 and 76: From left to right, CP-166 Mount Zion Church at 131 Mount Zion Lane and CP-217 Fincastle United Methodist Church on Old Middlesboro Highway.

⁵² Fincastle United Methodist Informational Pamphlet acquired onsite.



Figures 77 and 78: From left to right, CP-300 New Liberty Baptist Church and CP-288 Clinchmore Baptist Church.

Rural churches in Campbell County from the late-nineteenth and early-twentieth centuries are typically of frame or log construction, as noted above at New Liberty Baptist Church (CP-300, Figure 77), located at 6369 Stinking Creek in Pioneer. This church dates to 1889 and is the oldest established church in the Stinking Creek area.⁵³ Although it has undergone a number of alterations, the original log and dovetail joints are visible and the main entrance has a pair of ca. 1880 two-panel wood doors. The simplistic rectangular form with little fenestration is common among Campbell County's rural churches. The form was often utilized in the numerous mining communities that dotted the rail lines connecting Caryville and LaFollette to Jellico. This can be seen at building CP-288, Clinchmore Baptist Church, established in 1934 by the Clinchmore Mining Company which operated a nearby mine from 1929 until the 1940s. The church was one of the few buildings to survive the flood on July 24, 1965, which took the lives of five people and damaged the property of many in the community.⁵⁴ As common in coal camps and mining towns, the church building served as the community's school prior to the construction of the nearby Stony Fork School. The Clinchmore Baptist Church is an example of the modest gable front churches found throughout the county. It has a simple gable roof with a small, hipped roof tower, a weatherboard siding exterior, and original nine-over-nine and sixteen-over-sixteen sash windows. Unlike the high style examples seen in the urban areas, most rural and coal camp churches had simple sash windows with no stained glass panes (Figure 78).

⁵³ Miller McDonald, *A History of Faces, Places, Happening, Traditions, and Things: Campbell County Tennessee*, (LaFollette: County Services Syndicate, 1993): 99.

⁵⁴ Flood Memorial on grounds of Clinchmore Baptist Church.



Figure 79: Clinchmore Baptist Church after the 1965 flood. (Photograph Courtesy of the Campbell County Historical Society).

Cemeteries

Cemeteries across Campbell County range from small, private family plots to church-associated cemeteries to public cemeteries. While this survey included the documentation of church cemeteries, in these cases, the church is considered the primary resource. In this survey, a handful of “free-standing” cemeteries were identified as primary resources if they included substantial or artistic examples of mortuary art or if they were particularly representative of their community. The Carey Cemetery (CP-162, Figure 80) and the Murrayville Cemetery (CP-176, Figure 83) display early examples of box tombs dating to 1851 and 1846. The Well Springs Cemetery (CP-205, Figure 81) and Newcomb Cemetery (CP-294, Figure 82) were surveyed due to their ties with two of the oldest and most prominent communities in the county. Additionally, each cemetery has representations of high style mortuary art including raised box tombs and Victorian obelisks. None of the surveyed cemeteries possess sufficient artistic merit or notable mortuary art to meet National Register criteria.



Figure 80 and 81: From left to right, CP-162 Carey Cemetery in Jacksboro and CP-205 Well Spring Cemetery.



Figure 82 and 83: From left to right, CP-294 Newcomb Cemetery and CP-176 Murrayville Cemetery.

Schools

Few historic school buildings are extant in Campbell County. The lack of extant school buildings can be attributed in part to the nature of their construction. Many were small frame designs constructed to provide a small community with the opportunity to send children to school for grades one through eight. Many of these schools were affiliated with small coals camps and as the mines closed the camps and schools were slowly abandoned. In the 1970s, these smaller schools were consolidated by the county Board of Education and students were bussed to institutions in the large cities.

Likely one of the oldest and most intact school buildings in the county is the Davis Chapel School located in Demory (CP-226, Figure 84). The Davis Chapel School was constructed in 1938 on land donated by the P.P. Davis family.⁵⁵ The school is representative of the traditional frame buildings constructed throughout the county to house public schools with a concrete block foundation, a weatherboard siding exterior, and a gable roof. The building features a number of Craftsman style elements including exposed rafter ends at the roofline and multi-light sash windows set in banks of three.

Mining communities would have also constructed schools to accommodate the children of their employees. Few examples of these schools are extant as most of the smaller coal camps have been deserted. One example of such schools is found at Terry Creek School in Pioneer, CP-275 (Figure 85). This school is of concrete block construction with a gable roof. A gable pediment was located over the main entry but only the knee brackets remain.



Figures 84 and 85: From left to right, CP-275 Terry Creek School in Pioneer and CP-226 Davis Chapel School in LaFollette.

The Stony Fork High School (CP-287) off of Clinchmore Road is representative of the county's effort to offer reliable access to public education in the rural areas. Constructed between 1951 and 1952, Stony Fork High School replaced half a dozen smaller schoolhouses in the Clinchmore, Shea, Round Rock, and Pee Wee communities. In 1952, the school served about 1,500 residents of the 6th District in some capacity. Prior to 1937, students in these communities were only offered public education up to the eighth grade. After graduating from the eighth grade

⁵⁵ Campbell County Information Files at the Tennessee Historical Commission.

if students chose to continue their education, they were required to attend high schools in Jacksboro and Caryville that required traveling across Cross Mountain or relocating to one of these larger communities. In 1937, the county provided a bus system to transport students to the secondary schools. Stony Fork School was constructed in 1952 and during its first year enrolled 275 students in grades one through twelve. The school experienced a huge drop in enrollment after 1965 when a devastating flash flood ripped through the Clinchmore community. By 2005, the Stony Fork School only served thirty-two students and closed its doors later that year.⁵⁶

The architecture of the school is representative of many educational and government buildings constructed in rural Tennessee throughout the 1950s and 1960s. The school has a long linear plan, a stretcher bond brick exterior, and a low-pitched hipped roof of asphalt shingles (Figure 86).



Figure 86: CP-287 Stony Fork School in Clinchmore.

Rural Commercial Architecture

Numerous rural commercial buildings dot the landscape of Campbell County. Extant examples of rural general stores illustrate that it was common for the proprietor to live on the second floor of their store or in an attached building. This pattern can be seen at 440 Demory Road (CP-168,

⁵⁶ McDonald, *Volume III*, 278.

Figure 87) and at Pembley's Grocery at 2154 Highway 116 in Caryville (CP-161, Figure 88). Both of these examples are of concrete block construction and have a second floor entrance to an upstairs living quarters. Commercial buildings were regularly expanded, reflecting the prosperity of the business. In building CP-168, the oldest section of the building is two-stories with a gable roof and multiple flat roof sections were added to house a garage or automobile repair shop.



Figures 87 and 88: From left to right, CP-168 at 440 Demory Road and CP-161 at 2154 Highway 116.



Figures 89 and 90: From left to right, CP-308 Jimmie's Grocery at 6822 Cotula Road and CP-306 at Davis Creek Road.

A second important commercial enterprise in rural Campbell County are crossroads stores. There are several across the county in various states of alteration or vacancy. Building CP-306 (Figure 90) is located at the intersection of Cotula Road and Davis Creek Road, between the mining towns of Cotula-Wynn and Duff. Similar to the examples above, the second floor of the Flemish bond brick building would have been utilized as a residence. The display windows on the first floor would have allowed shoppers to view the merchandise before entering and have since been enclosed.

Less than five miles from the crossroad store at Cotula and Davis Creek Roads is Jimmie's Grocery located at 6822 Cotula Road (CP-308, Figure 89). Although sparsely populated today, this small grocery store served the once bustling mining town of Cotula-Wynn for over forty

years. The grocery store is located in an added wing of a central hall dwelling. A separate commercial entrance is located on the main façade and the central entrance was reserved for private use.

In the mid-twentieth century, the widespread use of the automobile and the improvement of roads in the county brought new types of commercial buildings; filling stations and automobile repairs shops. Building CP-169 at 302 N. Tennessee Avenue (Figure 91) is representative of the early filling stations that were built along U.S. Highway 25W or Dixie Highway. Like most examples throughout the county, this filling station is one-story with an incised drive-through bay that is supported by square brick columns. The original gas pumps are located beneath the drive-through bay. Filling stations often had eye-catching exteriors to attract passing travelers. This trend is visible at the Art Moderne influenced filling station, building CP-138, on Jacksboro Highway that features a yellow brick cornice, door and window surrounds, and a projecting curved bay (Figure 93).

Automobile repair shops are located in almost every small town in Campbell County. As seen in Figure 92 at 2905 Newcomb Pike (CP-295), almost all of these buildings were one-story, of concrete block construction, and had a low-pitched gable or flat roof with a stepped parapet. A large garage bay was often located on the main façade (the bays have been enclosed on building CP-295) as well as multiple display windows and a pedestrian entrance. Building CP-295 was constructed in 1947 in Newcomb.



Figures 91 and 92: From left to right, CP-169 at N. Tennessee Avenue in LaFollette and CP-295 Sack's Garage at 2905 Newcomb Pike.



Figure 93: CP-138, 1508 Jacksboro Highway.



Figures 94 and 95: From left to right, CP-104 at 115 Mill Street and CP-108 and 116 N. First Street.

Examples of Midcentury Modern and Art Moderne architecture are rare in Campbell County. The few extant examples are located in urban areas and are related to the transportation industry. These modern designs have one-story linear plans, varied exterior materials, and large fixed display windows. The building found at 115 Mill Street in LaFollette (CP-104, Figure 94) has a form-stone exterior, a commonly used cast concrete veneer that mimics the appearance of stone. The building also has a stepped parapet, fixed steel display windows, and pilasters delineating the bays. At one time, this building housed LaFollette's Chrysler dealership. The one-story, Art Moderne building CP-108, at 116 N. First Street in LaFollette (Figure 95) was home to the city's Greyhound Bus Station. Buses would have docked under the flat roof awning on the south elevation and passengers would have entered the station through the pedestrian entrance on the main (west) elevation. Structural glass blocks and fixed display windows flank the pedestrian entrance on the main façade.



Figures 96 and 97: From left to right, CP-375 at 516 W Central Avenue and breezeblock panel detail.

Building CP-375, at 516 W. Central Avenue in LaFollette (Figures 96 and 97) has a large projecting bay with fixed display windows. This bay served as a showroom when the building was constructed to house a Cadillac dealership. The roof of this bay has multiple low-pitched gables and is flanked by a breezeblock panel.

Coal Structures

Unique elements of Campbell County's architectural landscape are the remnants of the once booming mining industry. As manufacturing increased across the country in the nineteenth-century, the rich coal reserves found in the county brought residents, jobs, railroads, and unique industrial infrastructure. Since the closure of the mines, the small communities and coal camps have all but disappeared. Many of the modest, frame coal camp houses have been demolished and replaced with mobile homes or significantly altered with synthetic materials. Due to lack of use, the institutional architecture in the camps, including commissaries and bathhouses, stand as ruins. Few remains of the coal industry are extant.



Figure 98: CP-289 Royal Blue Commissary.

The shell of the commissary building found at CP-289 (Figure 98) was part of the Blue Diamond Coal Company, named for the Royal Blue coal seam. Royal Blue is located about six miles north of Caryville off of State Highway 63. The coal mining operation began in the early 1940s and a full-scale mining town operated on site that was supported by the nearby branch of the Southern Railroad. The mine closed in the 1950s and, as evident in Figure 98 the area is all but deserted.⁵⁷ The quintessential utilitarian design of coal camp structures is visible in the remains of the commissary building. The building's concrete block exterior and a few steel design windows are still extant.



Figures 99 and 100: From left to right, CP-269 High Point Mine Commissary and CP-270 High Point Mine Shower House.

⁵⁷ McDonald, *Volume III*, 108.

The industrial nature of these structures is also visible at the High Point Mine Commissary (CP-269, Figure 99) and mine's shower house (CP-270, Figure 100) in Caryville. Both of these buildings were constructed ca. 1925 of concrete block with steel design windows and minimal architectural detail.



Figures 101 and 102: From left to right, CP-272 Silica Mine Structures and CP-274 Mining Camp at 182 Old Pioneer Lane.

A modest coal camp dwelling, CP-274 at 182 Old Pioneer Lane (Figure 102) has a simple rectangular plan, a board and batten exterior, and a concrete block foundation (with an added veneer). This dwelling would have been part of the larger Pioneer camp associated with the Francis Jellico Coal Company that operated the Pioneer mine (active between 1910 and the late 1920s).⁵⁸

⁵⁸ McDonald, *Volume II*, 91.



Figure 103: CP-317 Chaska Coal Loading Tower.

Many of the mine entrances in the county have been enclosed and beyond the railroads, there are few material remnants of the large-scale industrial architecture that supported the mines. A few large components such as the coal loading tower (CP-317, Figure 103) at Chaska along U.S. Highway 25W and the Silica Mine Structure (CP-272, Figure 101) remain. These structures shed light on the scale of the mining industry in Campbell County. This cylindrical cast concrete tower would have been used to load coal for fuel onto steam locomotives (Figure 103).

Due to the abandoned nature of coal camps it is difficult to imagine the bustling communities that would have supported the mining operations of Campbell County. The main rail arteries along the eastern and western portions of the county would have been dotted with company-supported camps with modest frame structures, utilitarian community services, and large-scale industrial structures.



Figure 104: CP-305 Gennett Camp Structures.

While the mining industry was the primary economic driving force of the county, the remaining architectural fabric illustrates the importance of the timber industry. Similar to the camps associated with mining, timber camps dotted the western portion of the county. As seen at Gennett Camp (CP-305, Figure 104) near Clinchmore, logging camps, were populated with similar modest frame structures with streamlined rectangular plans, brick foundations and weatherboard siding exteriors.

Architecture Relates to Tourism

As the mining and lumber industries began to decline in the 1920s and 1930s, the eastern branch of the Dixie Highway (now known as United States Highway 25W) entered the county. Serving as one of the main routes for automobile travelers from Chicago to Florida, the highway brought a renewed focus on hospitality and tourism to the county. The new influx of travelers resulted in the founding of locally owned motels and restaurants that catered to the automobile traveler. Many of these small roadside motels and restaurants have since closed with the extension of Interstate 75 through the county in 1958 and none were surveyed. Travelers utilizing, I-75 were less likely to venture into the county on their way to and from the south's larger cities.⁵⁹ While many of the successful hotels and motels along in the Interstate are large national chains, one example of a ca. 1960 tourist motor court remains, the Jellico Motel at 131 Douglas Lane (CP-315, Figure 105). The Jellico Motel was constructed in 1965 as a linear plan roadside motel with an accompanying restaurant. An additional two-story section was added in 1974. At the time of the motel's construction it was associated with the national Quality Motel chain. Like most hotels of the era, it is characterized by a streamlined linear design with a stretcher bond brick

⁵⁹ McDonald, *Volume I*, 15.

exterior and a low-pitched gable roof. The windows are large, fixed picture windows flanked by solid metal doors. This motel is now closed and its future is uncertain.



Figure 105: A ca. 1965 postcard depicting the Jellico Motel (Image courtesy of: cardcow.com).



Figures 106 and 107: From left to right, CP-315 Jellico Motel Restaurant and ca. 1974 addition.



Figures 108 and 109: From left to right, CP-315 original ca. 1965 wing and original sign.



Figure 110: CP-211 Powell Valley Resort and Campground at Powell Valley Marina Drive.

A second wave of the tourism industry hit Campbell County in 1936 with the creation of the Norris Reservoir and Norris Dam State Park. The creation of the dam and park enhanced the county's tourism potential and brought seasonal residences, tourists' camps, boat access, and recreational areas. One example of the recreational architecture inspired by the creation of the reservoir is found at the Powell Valley Resort (CP-211, Figure 110) at Powell Valley Marina Drive. This two-story, A-frame building of concrete block construction served as the bathhouse and camp store for the recreational area. The A-frame style was popular among roadside and recreational attractions from the 1950s to the 1970s.

SECTION V: CURRENT NATIONAL REGISTER SITES

Only seven properties in Campbell County have been listed in the National Register of Historic Places. There is one commercial historic district and six individually listed National Register sites. A seventh individually listed site, the LaFollette Coke Ovens, is expected to be listed in 2016. Most of Campbell County's properties currently listed on the National Register are located in one of the county's three main cities: Jacksboro, LaFollette, and Jellico. Two of the properties are located in smaller communities in Powell Valley including Speedwell and Fincastle. The county's only historic district is located in the northern portion of the county near the Kentucky border in Jellico.

The Jellico Commercial Historic District (NR# 19991112) was listed in October of 1999 under Criterion A in the areas of commerce and history. Jellico, which straddles the Tennessee and Kentucky state line, is representative of a bustling Cumberland Mountain commercial and industrial mining hub. The district extends along North and South Main Streets and has thirty contributing buildings, one contributing structure, and one contributing object. Although Jellico was founded prior to this era, the town did not boom until the Southern and L&N railroads extended into Campbell County and the coal mines opened. Jellico became known as a hub for the mining industry, in the center of surrounding mines in Campbell County, Tennessee and Whitely County, Kentucky. The buildings in the district date to the peak years of Campbell County's coal production between 1890 and 1949. This collection of early-and mid-twentieth century commercial structures retain a substantial amount of historic fabric including original decorative brick and iron facades, as well as the feeling and association of a mid-twentieth century coal town.



Figures 111 and 112: From left to right, Jellico Commercial Historic District, N. Main Street, view northeast, and S. Main Street, view southeast.

Also in Jellico, the U.S. Post Office and Mine Rescue Station (NR# 19840210) located at 300 North Main Street was listed in the National Register in 1983 under Criterion C for its significance in architecture. The building is representative of the institutional architecture of its era. It was constructed between 1915 and 1916 in the Classical Revival style with a five-bay façade with engaged pilasters separating the central bays. In addition to its architectural significance, the building relates to the city's coal industry. This building was home to the region's mine rescue station, the entity tasked with promoting and conducting health and safety plans at the nearby mines. This building retains a majority of its historic exterior. The interior of the building was modernized in 1964.



Figure 113: U.S. Post Office and Mine Rescue Station, view northeast.

The A.E. Perkins House also known as the James Williams House (NR# 19971208) is located at 130 Valley Street within the city limits of Jacksboro. The A.E. Perkins House was listed in the National Register in 1997 under Criterion C as a local example of the Colonial Revival style and as a representation of domestic architecture in early twentieth-century Campbell County. Originally an I-House, it was constructed ca. 1850 by James Williams. The house was remodeled into its present design ca. 1930 under the ownership of A.E. Perkins. Perkins relocated to East Tennessee from Williamsburg, Kentucky to work as a logging contractor for Vestal Lumber Company in Knoxville. After the Depression closed the company, Perkins moved to Campbell County to begin a farming and livestock operation. In 1930, Perkins began extensive renovations including the addition of various exterior and interior details such as the two-story portico and gabled pediment on the main faced. These features reflect the Neo-classical style popular in this period.



Figure 114 and 115: From left to right, A.E. Perkins House view to the northeast and view to the southeast.

LaFollette's only listed resource is found on Indiana Avenue within the city limits. The LaFollette House (NR# 75001736) was listed in the National Register in 1975 for its significance in architecture and its affiliation with Harvey M. LaFollette, the founder of LaFollette Coal, Iron, and Railway Company and the town itself. The LaFollette House is exemplary of the Queen Anne style with numerous steeply pitched and irregular roof peaks, an intricate spindle work frieze, turned wood porch supports, and lacework brackets accenting the one-story wrap-around porch. The dwelling was constructed by Harvey M. LaFollette who moved Tennessee from Indiana in 1892. LaFollette was essential in the actions that lead to the connection of the railroad tracks to Vasper, Tennessee, which linked LaFollette to the Southern Railway Line.



Figures 116 and 117: From left to right, The LaFollette House view to the southeast and view to the northeast.

The Kincaid-Howard House (NR #76001766) is located on State Route 63 in Fincastle. The Kincaid-Howard House was listed in the National Register on March 16, 1976 under Criterion C, as one of the few remaining examples of Federal style architecture in the county and under Criterion B for its association with John Kincaid II, one of the most prominent leaders living in the Powell Valley prior to the Civil War. The house was constructed in 1845 of brick kilned onsite and laid in a Flemish bond. Lintels of local limestone are located over the doors and windows. The rooms retain their original wood paneling and wainscoting. In 1928, an additional wing was added to the west side of the house to house the third owner, Dr. P.T Howard's law practice. At that time, the full-height porch was added to the main (north) elevation. The front two rooms of the first and second story were damaged by a fire in March of 2016 and the dwelling is now undergoing restoration.



Figures 118 and 119: From left to right: The Kincaid-Howard House, view to the southwest and southeast.

The Smith-Little-Mars House (NR# 76001767) is located west of Speedwell along State Route 63 and was listed in the National Register of Historic Places on November 7, 1976. The dwelling is significant under Criterion C as one of the few remaining antebellum houses in the county and it maintains its historic setting surrounded by farmland. The house was constructed in 1840 for Frank Smith. After the Civil War, Joshua Little, a circuit preacher traveling through Powell Valley, purchased the property and sold the home and acreage to his son Silas. The Smith-Little-Mars House represents two periods of construction; the two-story brick section reflects the symmetrical central hall plan typical of the Federal style. Under the ownership of Silas Little, a columned portico and cantilevered balcony were added to the main façade, as well as a large frame addition. Substantial interior alterations were made at this time to reflect the Victorian style. In 1919, Little added a stone barn about 250 feet to the northeast of the house (Figure 121), as well as a number of outbuildings and a frame cottage.



Figures 120 and 121: From right to left, Smith-Little-Mars House, view southwest and stable, view to the east.

The Norris Hydroelectric Project (NR# 16000165) is located at 300 Powerhouse Way and was listed in the National Register on April 12, 2016. The National Register boundary extends into Anderson County. It is nationally significant under Criterion A, as an integral part of the Tennessee Valley Authority Hydroelectric Project and is significant in the expansion of the World War II manufacturing in the area. The dam is also significant under Criterion C as an example of the Streamline Moderne style. The Norris Hydroelectric Project was one of twenty-five dam sites constructed by the TVA to generate electric power, control seasonal flooding, and improve navigation of the region's river systems. The Norris Dam is a gravity concrete structure which connects to the hillside by an earth embankment. The complex includes the powerhouse and switchyard (constructed in 1933), a visitor building (constructed 1950), a grounds and picnic area (constructed 1955), and multiple storage and office buildings.



Figure 122: The Norris Dam.

As of September 2016, the LaFollette Coke Ovens have been nominated for listing in the National Register of Historic Places. The LaFollette Coke Ovens are located off of Ivy Dell and Water Plant Roads north of the LaFollette city center. The Coke Ovens were nominated under Criterion A for significance at the local level for their association with the LaFollette, Coal, Iron, and Railway Company and the broad patterns of the coal industry in East Tennessee. The site features the ruins of two large coke oven batteries that were a part of a larger industrial complex. The LaFollette Coke Ovens are representative of Beehive ovens, named for their domed shape. Coke ovens alter bituminous coal extracted from the mines to coke, a deposit used in the production of pig iron. The round opening at the top of the ovens was used for loading coal into the unit and allowed exhaust to release. The semi-circular opening was for the removal of the finished coke.



Figures 123 and 124: From left to right, east battery of the coke ovens and a detail of the coke oven interior.

SECTION VI: POTENTIALLY ELIGIBLE SITES

Several historic buildings in Campbell County appear to be eligible for listing in the National Register. All of the identified buildings are eligible for listing under Criterion C, at the local level for their architectural significance. Two of the buildings are examples of religious architecture that served as hubs for the smaller communities in the county.



Figures 125 and 126: Rodeheavor Chapel (CP-296).

Rodeheavor Chapel, a Neo-classical building on Newcomb Highway (CP-296), dates to the 1940s. The building is named for Newcomb resident, prominent gospel musician, and evangelist, Homer Alvan Rodeheavor. Rodeheavor was the son of T.H. Rodeheavor who moved his family from Morgansville, VA to Newcomb, just outside Jellico, in 1883 where he operated a saw and planing mill. Homer Alvan Rodeheavor was a “prolific recorder of gospel songs” and traveled with famed evangelist Billy Sunday from 1909 to 1931.⁶⁰ The Rodeheavor Chapel, named in his honor, is one of the few examples of the Neo-classical style in rural Campbell County. The chapel retains its original standing seam metal roof and octagonal copper dome. Tapered wood columns with Doric capitals support the full-height portico and molded frieze. Minimal alterations have been made to the chapel since the time of its construction.

⁶⁰ Homer Rodeheavor Vertical File, Campbell County Historical Society.



Figures 127 and 128: Well Springs United Methodist Church (CP-204).

In the southeastern portion of the county, Well Springs United Methodist Church stands as one of the few examples of the Gothic Revival style in rural Campbell County. The Well Springs United Methodist Church replaced an older brick structure built on site in the early nineteenth century. The current building was constructed in 1893, designed by Albert Miller on land donated by John Hogan Claiborne. Throughout the late 1800s, the church was associated with the Well Springs School, founded in the 1870s by the Friends of the Methodist Episcopal Church. The school operated for nine months as a private school and as a public school for three months each summer. In later years, the school evolved to become a private seminary that prepared students for college entrance exams. By 1962, compulsory public education came to the rural areas of Campbell County and the Well Springs School was phased out. Since that time the school building has been demolished. In 1991 the church was restored to celebrate the church's one hundredth anniversary in 1993.⁶¹

The Well Springs United Methodist Church is a one-story frame, Gothic Revival church with a brick foundation, weatherboard siding exterior, and a standing seam metal roof. The windows are original Gothic Revival designs of four-over-six wood sash with arched three-light transoms, flanked by arched paneled wood shutters. The main entrance is set within a two-story projecting tower with an original six panel wood door and a three-light arched transom above. An incised gable metal roof is located directly above the main entrance accented by jigsaw cross bracing. A bell tower caps the two-story tower with a conical metal roof and metal cross with four octagonal openings on each side of the belfry. There are four bays of windows on each side of the church. A one-story frame apse extends from the rear (north) elevation.

⁶¹ Campbell County Information Files, Tennessee Historical Commission.



Figures 128 and 129: Davis Chapel School (CP-226).

The Davis Chapel School, located at 1203 Davis Chapel Road is one of the only intact historic schoolhouses in the county. It was constructed in 1938 on land donated by the P. P. Davis family, who specified that the tract be developed for public use. It is the second public school building on the site and is likely constructed on the foundation of the first building built ca. 1910. The Davis Chapel School provided public education for students in grades one through eight. The frame cafeteria wing was added in 1947 and mimics the style of the original section. The school operated until 1973 when it was consolidated into the county school system and was converted to the Pine Mountain Rehabilitation Center for handicapped students. The center closed in 1981 and the following year the Board of Education leased the building to the Disabled Veterans of America who returned it to the Board of Education in 1996. The building is currently used as a voting precinct.⁶²

The school is of frame construction and many of the original interior and exterior materials are intact. The building has a concrete block foundation, weatherboard siding, and a gable roof of asphalt shingles with exposed rafter ends. The windows are arranged in banks of three and six with nine-over-nine and six-over-six original wood sash. A central gable roof porch is located on the south (main) façade that is supported by original square wood posts resting on concrete block piers. The entrance is recessed and has an original, five-light transom and replacement nine-light two-panel double doors.

⁶² Campbell County Information Files, Tennessee Historical Commission.



Figures 130 and 131: Steel and Lebbly Bridge (CP-304).

The final structures identified as individually eligible for National Register listing are a pair of double filled spandrel concrete bridges that extend over Stinking Creek in the northeastern section of the county. These structures were inventoried as bridge number 07-A0080-00.49 in Tennessee's Survey Report for Historic Highway Bridges prepared by Martha Carver in 2008. Each bridge has a plaque reading 'Designed and Built by STEEL & LEBBY Engineers and Constructors Knoxville-Tennessee.' In *Tennessee's Survey Report for Historic Highway Bridges*, these bridges have been determined eligible for listing in the National Register of Historic Places.

This pair of bridges was constructed in 1929 by the Smith and Lebbly Bridge Company of Knoxville, TN. This company began as the Steel and Roehl Bridge Company in the late 1910s as a collaboration between Otto Roehl and John Steel. Born in Fayetteville, North Carolina in 1892, John Steel began his career in the bridge building industry at the age of seventeen when he accepted an apprenticeship with the American Bridge Company. During this era, he worked on a crew constructing the Florida East Coast Railroad. Steel attended Trinity College (Duke University) and the University of Minnesota where he earned a degree in civil engineering. He fostered his interests in concrete arch bridges while studying for a brief period at France's Ecoles Pont et Chausses (School of Bridges and Causeways). Steel came to Knoxville and partnered with Otto Roehl in 1920 before partnering with Thomas D. Lebbly in 1924. The pair maintained offices in Knoxville and worked throughout the southeast in Tennessee, Mississippi, North Carolina, Kentucky, and West Virginia. The firm closed in 1933 after losing their operating capital. Their firm employed up to several hundred people a year and their work reached a maximum of \$500,000 in the late 1920s.⁶³

⁶³ Martha Carver, *Survey Report for Historic Highway Bridges* (Nashville: Ambrose Printing Company, 2008): 205.

Potentially Eligible Historic Districts

An important goal of the survey project was the evaluation of potential districts eligible for listing in the National Register of Historic Places. The city of LaFollette contains many one-part and two-part commercial block buildings that could comprise the LaFollette Commercial Historic District. This district would be eligible at the local level under Criterion A, for community development and industry; and under Criterion C for architectural significance.

LaFollette Commercial Historic District



Figures 132 and 133: From left to right, E. Central Avenue, view northeast and E. Central Avenue, view southeast.



Figures 134 and 135: From left to right, N. 1st Street, view northeast and CP-109 at 119 S. Tennessee Avenue, view northeast.

LaFollette's main corridor, E. Central Avenue retains a majority of its original architectural fabric including seventeen one- and two-part commercial block buildings between Tennessee Avenue and Ollis Creek. This section is characterized by commercial buildings primarily of brick construction with modest Victorian and Romanesque detailing in the upper facades. This entire street was included as part of the survey as well as the eligible one-story warehouses

located on N. First and Mill Streets. This proposed district would contain approximately forty properties on the east side of N. Tennessee Avenue, south of Aspen Street, west of Ollis Creek, and north of E. Beech Street. The ca. 1936, Works Progress Administration LaFollette Post Office located at 119 S. Tennessee Avenue (CP-109, Figure 135) would be included in the proposed district and has been determined individually eligible for listing in the National Register of Historic Places.



Figure 136: Proposed boundary of the LaFollette Commercial Historic District.

Welch Street Residential Historic District

The proposed Welch Street Residential Historic District is eligible under Criterion C for architectural significance. The district is entirely located on Welch Street and consists of seven contributing buildings and one noncontributing building. The district is distinctive as one of the few condensed samplings of high-style domestic architecture in the county. The dwellings are situated on lots of a similar size and are comparable in scale. Early examples of the Craftsman style (CP-259, Figure 138) and American Foursquare designs (CP-260, Figure 137) are identified and a concentration of Victorian architecture is found, including dwelling CP-258 at 462 Welch Street and dwelling CP-261 at 594 Welch Street (Figures 139 and 140). The district is also eligible under Criterion B for its association with Philip Francis, resident and partial owner of the Jellico mines. Phillip Francis constructed the Queen Anne dwelling at 462 Welch Street (CP-258) in December of 1906 and it remained in the Francis family until 1937.⁶⁴



Figures 137 and 138: From left to right, CP-260 at 514 Welch Street and CP-259 at 418 Welch Street.



Figures 139 and 140: CP-261 at 594 Welch Street and CP-258 at 462 Welch Street.

⁶⁴ McDonald, *Volume II*, 230.

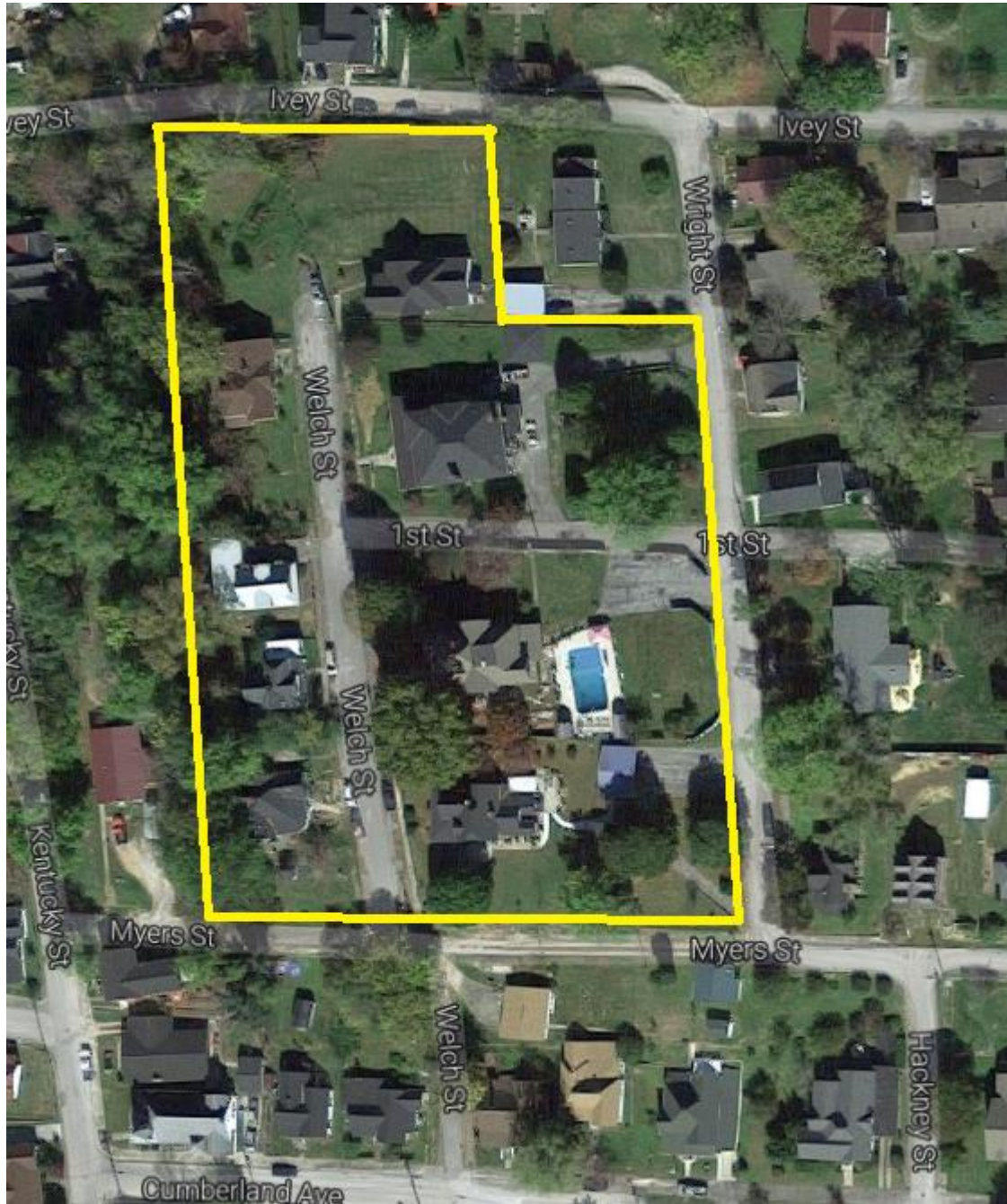


Figure 141: The proposed Welch Street Historic District Boundary, roughly following the rear property lines.

SECTION VII: SUMMARY AND RECOMMENDATIONS

The Tennessee Historical Commission (THC) and the Campbell County Government funded this project in 2016. The Campbell County Government contracted with Thomason and Associates (Contractor) to conduct a county-wide historic properties survey. No previous survey of this nature had ever been undertaken in Campbell County. Prior to initiating fieldwork, the Contractor reviewed USGS quad maps, previously published histories, National Register-listed resources, and historic photographs of Campbell County.

Field survey began on March 14, 2016 and was completed September 8, 2016. Work included interviewing available residents, filling out SHPO survey forms, and completing digital photography. The project area included the geographical boundary of the county. Survey work commenced in the southeastern section of the county and progressed north and west. Buildings constructed pre-1966 that retained original material and design were candidates for survey. Outbuildings such as barns, shed, and garages were photographed and noted on the form of its associated primary structure. A sampling of railroad bridges that illustrated the scale of the county's coal mining industry were surveyed along with related industrial architecture. Cemeteries associated with surveyed churches were photographed and a few individual cemeteries were surveyed that were deemed historically or artistically significant.

The Contractor identified 401 resources eligible for survey within the county and concluded that four of these sites are potentially eligible for listing in the National Register of Historic Places. Sites identified as potentially eligible include the Rodeheavor Chapel in Newcomb, the Well Springs United Methodist Church in Well Springs, the Davis Chapel School in LaFollette, and a pair of spandrel concrete bridges in Pioneer. In addition, the Contractor identified two districts potentially eligible for listing in the National Register, the Welch Street Historic District in Jellico and the LaFollette Commercial Historic District.

Campbell County retains much of its rural character as evidenced in the survey results. Due to twentieth century suburban growth, many of the large agricultural tracts have been subdivided into residential lots. Few remnants of the once booming mining industry are extant in Campbell County and many of the coal camps have been abandoned. Many of the modest camp dwellings have been demolished or extensively altered. The coal industry's success is evident in the architecture of the county's commercial hubs, Jellico and LaFollette.

Recommendations:

1. As a result of this survey, the Contractor identified four individual sites and two districts that appear to meet the criteria for listing in the National Register of Historic Places. The Contractor recommends that a multiple property documentation form for the individually eligible properties be completed on a county-wide basis. Additionally, the potentially eligible districts should be nominated.

2. Heritage Tourism Potential:

- a. The Coal Creek Mining Motor Discovery Trail in Anderson County is a self-guided motor tour that begins at the Coal Creek Miners Museum and features twenty-two coal mining related sites. The Contractor recommends that the LaFollette Coke Ovens be featured on this trail or on a similar trail, allowing visitors to gain a better understanding of the scale and impact of the coal industry in Campbell County.
- b. The High Point Mine Commissary and Shower House (CP-269 and CP-270) located north of Caryville on Old Highway 63 present an opportunity for the preservation and interpretation of life in a Campbell County “coal camp.” Preservation efforts including interpretive signage and connectivity with the existing Coal Creek Mining Motor Discovery Trail should be considered.
- c. Additionally, the Contractor recommends that the county implement a driving or walking tour in Jellico that features the Jellico Commercial Historic District, the U.S. Post Office and Mine Rescue Station, and the potentially eligible Welch Street Historic District identified in this survey.

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