

DATA SHEET

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: TENNESSEE
COUNTY: MONTGOMERY
FOR NPS USE ONLY
ENTRY DATE APR 30 1976

1. NAME

COMMON: * * CLARKSVILLE INDUSTRIAL DISTRICT
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: IN IRREGULAR PATTERN BOUNDED BY WASHINGTON ST., CROSSLAND AVE., THE ICG R.R. AND THE CUMBERLAND RIVER			
CITY OR TOWN: CLARKSVILLE		CONGRESSIONAL DISTRICT: 6TH CONG. DISTRICT	
STATE TENNESSEE	CODE 47	COUNTY: MONTGOMERY	CODE 125

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input checked="" type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
		<input type="checkbox"/> Comments _____ _____	

4. OWNER OF PROPERTY

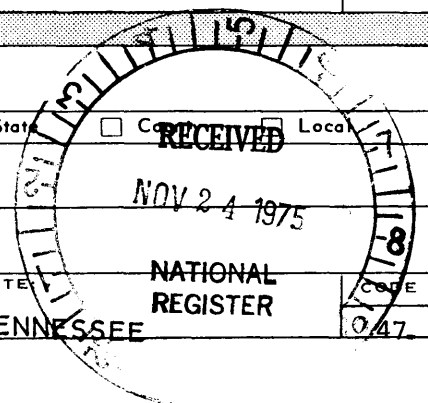
OWNER'S NAME: MULTIPLE OWNERSHIP	Tennessee
STREET AND NUMBER:	
CITY OR TOWN: CLARKSVILLE	
STATE: TENNESSEE	CODE 47

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: CO. REGISTRAR MONTGOMERY CO. COURTHOUSE	
STREET AND NUMBER: 129 NORTH SECOND	
CITY OR TOWN: CLARKSVILLE	STATE: TENNESSEE
CODE 47	

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: TENNESSEE HISTORICAL COMMISSION SURVEY	
DATE OF SURVEY: AUGUST 1974	<input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS: TENNESSEE HISTORICAL COMMISSION	
STREET AND NUMBER: SECOND AVENUE NORTH	
CITY OR TOWN: NASHVILLE	STATE: TENNESSEE
CODE 047	



SEE INSTRUCTIONS

Tennessee	STATE:
Montgomery	COUNTY:
17	ENTRY NUMBER
8	DATE
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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Lying within the Clarksville industrial district are a tobacco warehouse, railroad freight station, a portion of the city's 1870's gas works and two elevated railroad structures. One of the rail lines runs north to south along the district's eastern boundary. The other, running east to west, roughly bisects the district. The designated structures are interesting in and of themselves and when considered together are symbolic of the elements of industry, transportation and agricultural trade which was so important to Clarksville's development.

Red brick is utilized as the predominant building material and designs are utilitarian, but well executed and attractive. The railroad structures are composed of functional but dramatic arrangements of timber, stone and steel. There are several vantage points from which it is possible to view the entire district, due to its compactness and hillside setting. The interrelated functions of the structures, plus their proximity to one another enhances a sense of visual unity. There is only one structure of any significance which intrudes upon the district. Though a large twentieth century warehouse, it is not sufficiently out of scale or character to detract from the overall effect. With the exception of the gas house, which has been abandoned, all structures are still serving the purposes for which they were designed.

Open space characterizes the southern third of the district which is dominated by a timber trestle over a deep valley. The district's center is filled by a railroad switch-yard and the freight station, while the eastern extremity is delineated by a truss bridge over the switch yard. To the west is the most dominant feature of the area, the railroad drawbridge. The northern end of the district is pinned down by the block-long mass of the Grange Warehouse.

The Grange Warehouse (#1) at 301 Riverside, was initially built to house a planing mill in 1859. It was converted to a tobacco warehouse the same year and has served in that function ever since. It was built near the city's river landing and is probably one of the only buildings remaining in Clarksville which was so situated as to take advantage of water-borne transportation. The structure has been altered many times and suffered considerable damage in an 1898 fire. It is in reasonably good condition, however, considering its age and lack of maintenance, and remains a very real link with the city's past.

Though no trace remains of the gas holder, the building (#2) which housed the gas generation equipment for the gas works remains; a one story brick building with a parapet and circular openings for the gas pipes. The structure, built in the 1870's, now stands empty.

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE	TENNESSEE	
COUNTY	MONTGOMERY	
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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

NOV 24 1975

(Continuation Sheet)

NATIONAL REGISTER

Item #7 (Continued)

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Across Adams Street, to the southwest, stands the L & N Railroad freight station (#3).Involved in the same 1898 fire, it is uncertain whether the present structure is a reconstruction of an earlier 1870's station or a new 1898 building. It is characterized by handsome functional brick arches which served as loading portals.

The Louisville and Nashville Railroad crosses the Cumberland River on a large swing bridge, (#4) which begins just west of the freight station. The bridge was built originally by the Memphis, Clarksville and Louisville Railroad. This bridge is said to have been completed in 1859, although the Louisville and Nashville Railroad's engineering department records on the structure only go back to 1876. Apparently it was opened not later than 1860 as trains were running as far as Danville, Tennessee that year. The Louisville and Nashville Railroad acquired the entire railroad to Memphis in the early 1870's. As for the bridge, some steel work was added in 1876 and heavier steel was added to the superstructure in 1890 and again in 1903. At that time alterations were made to the original masonry piers to accommodate the heavier steel. The bridge consists of three spans, the center of which is a draw, or swing span that is supported by five piers plus two rest piers for the draw span when it is open, one upstream and one downstream. The main structure of the bridge without approaches is approximately 678 feet long and has a clearance of 50.8 feet above the water at pool stage.

Running at right angles to the L & N Railroad and parallel to the river is the Illinois Central Gulf Railroad, (#5) (formerly Tennessee Central). The fact that the bank slopes down steeply toward the river necessitated the construction of an elaborate and intricate timber trestle when the line was built around the turn of the century. The portion noted here is one of the more spectacular of several such structures in the city. The elevated trackage continues over the main line of the L & N by means of a Pratt truss bridge, once common along rail lines, but now disappearing due to the demands of heavier traffic loads. Both the trestle and the swing bridge are in sound condition due to the fact that they are still used by the railroads which own them.

Inventory of Significant Structures Located Within The Clarksville Industrial District.

1. Grange Warehouse: 301 Riverside Drive, 3 story, brick, exposed interior timber columns.

May be the side of an 1859 bridge, but the bridge in the photo is early 20th c.

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(Continuation Sheet)

STATE	TENNESSEE
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(Number all entries) Item # 7 (Continued)

2. City Gas Works - 1 story abandoned rectangular brick structure. Corner of Union and Washington.
3. L & N Railroad Freight Station: Adams at Riverside, 1 story brick, multiple arch-topped loading portals.
4. L & N Railroad Swing Bridge: Adams at Riverside, three steel truss spans on masonry pier, central span opens to allow river navigation, lengthy timber trestle at western approach.
5. ICG Railroad Trestle and Pratt Truss Bridge: Crossland Avenue to Washington Street, Timber Trestle and Steel Pratt Truss Bridge.



4. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The Clarksville Industrial District contains elements and remnants of several industrial and commercial endeavors which contributed to the growth and development of the city. Two important factors which initiated this growth were Clarksville's position on the navigable Cumberland River and the fact that the surrounding area was blessed with rich soil, abundant timber, iron ore and coal.

The oldest building standing in the district today was erected in 1859 as a lumber planing mill. Within a year, however, it had been converted to a tobacco warehouse, that crop apparently being more profitable than timber. Nearly all tobacco was grown for export, whereas most lumber was used locally. The site near the river landing was therefore more logical for a tobacco warehouse. Tobacco was, at that time, becoming the prime cash crop in the area. The climate was not so suitable for cotton as was the case in the deep South, but tobacco grew nearly as well as in Virginia or North Carolina.

At the same time, a railroad building boom was occurring throughout the South. The Memphis, Clarksville and Louisville Railroad opened the swing span over the Cumberland in 1860. Thus, as the Civil War approached, Clarksville was on the verge of becoming a transportation center for the rich agricultural region that surrounded it. Beginnings had also been made toward the establishment of an iron industry.

The Civil War brought an abrupt halt to all development. For over four years regional growth and trade were at a standstill. After the cessation of hostilities however, recovery was more rapid than in the rest of the South. The railroad bridge had not been damaged, nor had the warehouse. The fertile soil was still present, as was the ever-growing demand for tobacco. A certain amount of credit must also be given to the industrious nature of the citizenry. Without this factor, it is difficult to explain how Clarksville prospered, not only as an agricultural center, but as a wholesale distribution point as well. Nashville, a much larger city, also served by river and rail, was only forty-five miles away.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

ARCHITECTURE OF MIDDLE TENNESSEE Thomas B. Brumbaugh, ED.,
 Vanderbilt University Press, Nashville, Tennessee - 1974
Picturesque Clarksville - Past and Present
 William P. Titus - Clarksville, Tennessee - 1887
 (Facsimilie Reprint 1973)

10. GEOGRAPHICAL DATA see continuation sheet for UTM references

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	36°	31'	30"	87°	22'	23"			
NE	36°	31'	30"	87°	21'	37"			
SE	36°	31'	11"	87°	21'	37"			
SW	36°	31'	11"	87°	22'	23"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **21.3**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
CHARLES W. WARTERFIELD

ORGANIZATION: **ARCHITECT - ENGINEER ASSOCIATES** DATE: **31 Jan 75**

STREET AND NUMBER:
2000 GLEN ECHO ROAD

CITY OR TOWN: **NASHVILLE** STATE: **TENNESSEE** CODE: **47**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input type="checkbox"/> Local <input checked="" type="checkbox"/></p> <p>Name <u>Herbert E. Hays</u></p> <p>Title <u>Executive Director,</u> <u>Tennessee Historical Commission</u></p> <p>Date <u>11/17/75</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><i>John R. ...</i> Director, Office of Archaeology and Historic Preservation</p> <p>Date <u>4/30/76</u></p> <p>ATTEST:</p> <p><i>Charles W. Warterfield</i> Keeper of The National Register</p> <p>Date <u>4/29/76</u></p>
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SEE INSTRUCTIONS

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(Continuation Sheet)

STATE TENNESSEE	
COUNTY MONTGOMERY	
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ENTRY NUMBER	DATE APR 30 1976

(Number all entries) Item # 8 (Continued)

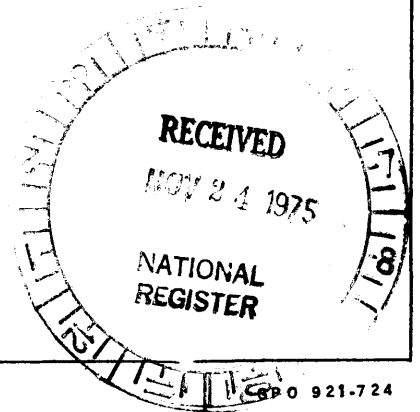
As the city grew and prospered in the 70's and eighties, it, like the rest of the nation, came to depend more on the railroads and less on the rivers. The M C & L was purchased by the L & N in the 1870's. Clarksville's position as a wholesale center was reinforced by the construction of a railroad freight station at the site of the present one.

By the 1870's, like many larger, forward-looking cities of its day, Clarksville also had a centralized plant for the production of illuminating gas. The plant was located at the northern end of the district and consisted of a gas generation building and a gas holding tank. Also contributing to the public good was a large fire hydrant and hose reel at the L & N freight depot, which provided at least nominal protection to much of the district.

The construction of the Tennessee Central Railroad in 1901 was a result of monopolistic pricing policies by the two railroads then serving Nashville (one owned controlling interest in the other). A group of Nashville businessmen built the railroad to connect with the Southern at Harriman, Tennessee and the Illinois Central at Hopkinsville, Kentucky. Despite vigorous opposition from the dominant railroads, the line was built. Geography presented as many obstacles as the opposing rail companies and the trestle in the district is one of dozens which were necessary.

As they once replaced the riverboat, the railroads have today been largely supplanted by trucks. The Grange Warehouse still serves as a tobacco auctioning facility, but the product enters and leaves the building on trucks. The railroad freight station sits idle, with almost no local goods being shipped or received by rail. The Tennessee Central is now a part of the Illinois Central Gulf, a victim of its own smallness in a world of big business.

The district has thus witnessed three eras of transportation and trade, the river, the rail, and the road. During this, the latter, it lies largely dormant and unused, but a highly visible reminder of the way it once was.



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CONTINUATION SHEET

ITEM NUMBER 10

PAGE 1

CLARKSVILLE INDUSTRIAL DISTRICT

CLARKSVILLE, TENNESSEE

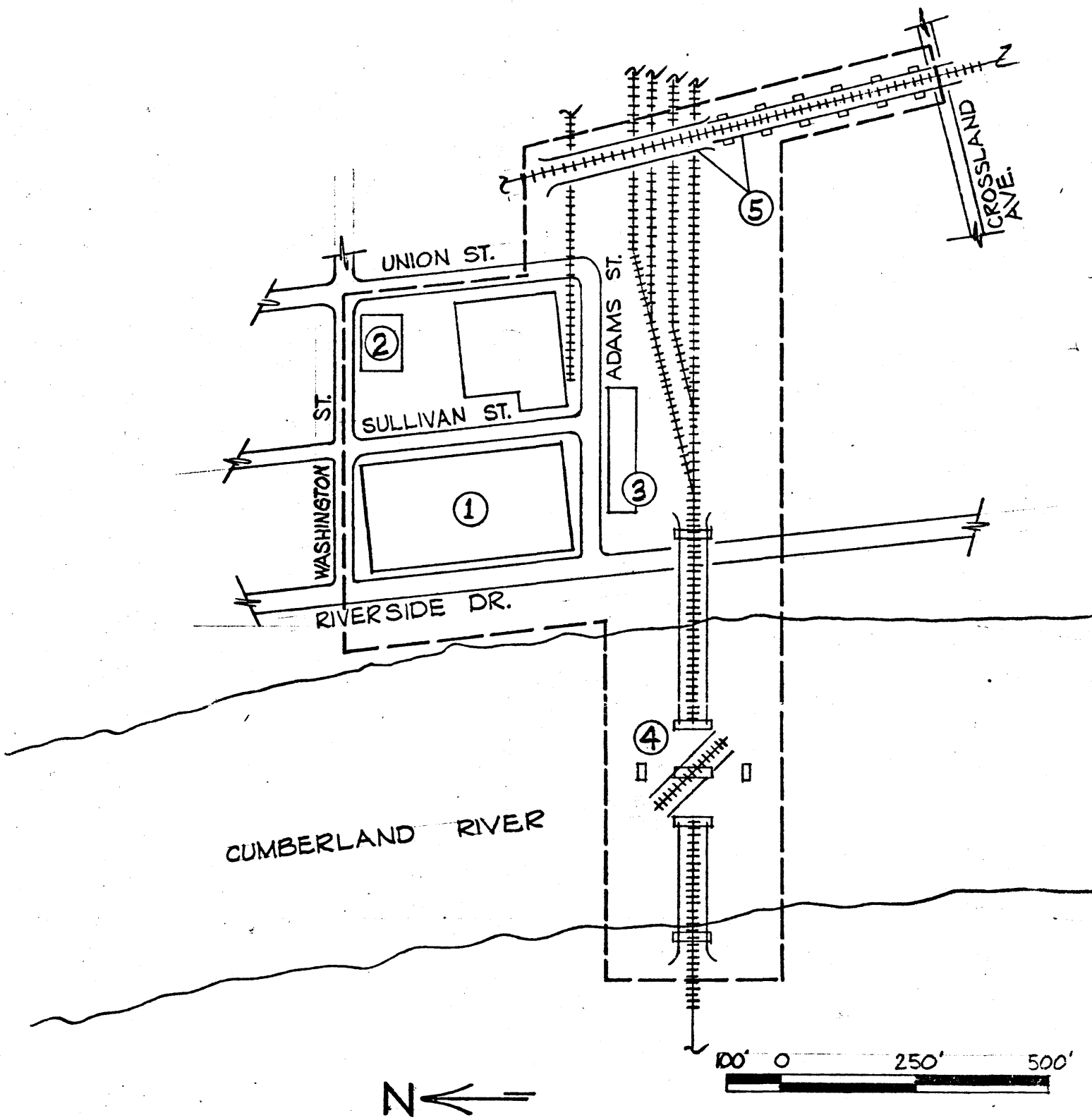
A 16/467620/4041880
UTM REFERENCES:

- B 16/467620/4041760
- C ~~A.~~ 16/467700/4041740
- D ~~B.~~ 16/467720/4041480
- E ~~C.~~ 16/467670/4041480
- F ~~D.~~ 16/467650/4041680
- G ~~E.~~ 16/466610/4041950
- H ~~F.~~ 16/466650/4042040
- I 16/467440/4041800
- J 16/467440/4041900

CLARKSVILLE INDUSTRIAL DISTRICT
NATIONAL REGISTER NOMINATION
BOUNDARY NARRATIVE

Beginning at the center of the intersection of Washington and Union Streets, the line proceeds in a south-easterly direction for approximately 350 feet at which point it turns East and runs 225 feet. From there (approximately 50 feet East of the trestle) the line extends 775 feet, parallel to the trestle, then turning West-Southwest for 150 feet to the other side of the trestle. Parallel to the trestle, the line runs North-Northwest along its west side for a distance of 300 feet. At that point, the line extends all the way across the river in a westerly direction to the beginning of the trestle approach, paralleling the track and staying 150 to the south. At the trestle beginning point, the line crosses the tracks in a northwesterly direction, then 150 feet to the north of the tracks, the line turns East-Northeast and parallels the tracks back to the Clarksville (east) side of the river. At the riverbank, it turns to the North-northwest and runs along the riverbank 500 feet to Washington Street, then back East along Washington Street to the beginning point





CLARKSVILLE INDUSTRIAL DISTRICT