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United States Department of the Interior National Park Service

JUN 15 1988

National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name North Atlantic Street Historic District
other names/site number N/A

2. Location

street & number 200-500 blocks of North Atlantic Street
city, town Tullahoma
state Tennessee code TN county Coffee code TN 031 zip code 37388

3. Classification

Ownership of Property: [X] private, [] public-local, [] public-State, [] public-Federal
Category of Property: [] building(s), [X] district, [] site, [] structure, [] object
Number of Resources within Property: Contributing 9, Noncontributing 8 buildings, 8 sites, 8 structures, 8 objects, Total 8

Name of related multiple property listing: n/a
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. [] See continuation sheet.
Signature of certifying official: Robert L. Hays
Date: 6/8/88
Deputy State Historic Preservation Officer, Tennessee Historical Commission

In my opinion, the property [] meets [] does not meet the National Register criteria. [] See continuation sheet.
Signature of commenting or other official
Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
[X] entered in the National Register.
[] See continuation sheet.
[] determined eligible for the National Register. [] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register.
[] other, (explain:)
Signature of the Keeper: Robert L. Hays
Date of Action: 7-14-88

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC: Single dwelling

TRANSPORTATION: Rail-related

Current Functions (enter categories from instructions)

DOMESTIC: Single dwelling

COMMERCE/TRADE: Business

Professional

TRANSPORTATION: Rail-related

7. Description

Architectural Classification

(enter categories from instructions)

SECOND EMPIRE

QUEEN ANNE/EASTLAKE

COLONIAL REVIVAL

Materials (enter categories from instructions)

foundation BRICK

walls Weatherboard

roof ASPHALT

other STONE

Describe present and historic physical appearance.

The North Atlantic Street Historic District is located in the town of Tullahoma in southwest Coffee County in Middle Tennessee. The district is situated along the railroad in the oldest section of the town. It includes portions of five blocks, stretching from Hogan Street on the northwest end to Grundy Street on the southeast end. The district is relatively small with all of the contributing buildings located along North Atlantic Street. The railroad divides Atlantic Street down the center and the depot which sits on the median of Atlantic Street is located within the district.

The district is comprised of eleven properties with seventeen buildings, nine contributing and eight non-contributing. Nine of these buildings are residences situated along northeast Atlantic Street. The homes are set back from the street approximately fifteen to forty feet. A sidewalk runs the length of this section of the district and is separated from the street by a row of mature trees. The houses are spaced a comfortable distance from each other, most sitting on one-half to one-and-one-half acre lots. The general elevation for the district is 1,070 feet above sea level, as indicated by a benchmark near the depot.

The former Nashville & Chattanooga Railroad (now CSX Transportation) runs down the center of Atlantic Street, with the depot located between Grizzard and Moore Streets, positioned almost in the center of the district. The depot (#11) is a common example of the "Railway Style" architecture, characterized by a steep hipped roof with overhanging eaves supported by stout wooden brackets, cove weatherboard siding in several bands. The station has a typical arrangement with freight functions at one end and segregated passenger waiting rooms at the other. The depot was originally located several blocks to the southwest. The original site was at the side of a long grade, and long trains could stop at that point only with difficulty. In 1938 the depot was moved up the tracks to the current location, a more level place on the plateau on which the central part of the town is located. At present, the depot is maintained by the railroad as a division office.

The houses within the district range in date from 1883 to 1920 and display characteristics from several architectural styles, the most common from the late Victorian period, primarily Eastlake. Two examples of the Eastlake style are the Raht-Crouch House at 308 North Atlantic Street (#4) and the Raht-Cook House at 312 North Atlantic Street (#5), both two story frame

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North Atlantic Street Historic District

buildings, with irregular plans, bay windows, stained glass windows, and highly detailed wooden porch decoration. Similar elements typically adopted to visually improve the appearance of vernacular dwellings around the turn of the century through the application of stylistic details can be seen on the one-and-one-half story McNutt House, located at 400 North Atlantic Street (#6), which features a one story Eastlake influence wraparound porch with a spindle frieze.

The regionally uncommon Second Empire style is represented by the Archibald Yell Smith House at 214 North Atlantic Street (#1), a two-and-one-half style frame house with a pressed metal mansard roof, arched windows, and a wide cornice with paired Italianate brackets. The remainder of the dwellings are vernacular creations with Classical and Colonial Revival details.

The majority of the buildings in the district are of frame construction with weatherboard siding and are two stories in height. Two of the homes are covered with stucco. All of the roofs are of composition shingles except one, which is pressed metal (A. Y. Smith House, #1). Roof shapes include plain gable, cross gable, mansard, pyramid, and hipped, several pierced with both gable and shed roof dormers. All of the residences have prominent porches with supports ranging from spindle-like Eastlake posts with highly detailed accompanying decoration to heavy Colonial Revival porches with massive columns.

There are only two non-contributing residences located in the district, one the Campbell House at 412 North Atlantic Street (#9), a small vernacular building with aluminum siding. The other is 304 North Atlantic Street (#3), which is a circa 1910 dwelling that has been heavily altered.

The general character of the district is residential, although businesses have located in several houses within the district. However, as of yet no changes have been made to any exterior to accommodate these enterprises. The majority of buildings are large single family dwellings. About half of these have garages, which differ somewhat in character. There are three modern garages of concrete block which are set back far enough so that they do not visibly intrude on the district and one circa 1920 garage. There are three other frame outbuildings built circa 1900, circa 1920, and circa 1980. All outbuildings of relatively crude construction or intrusive appearance and are listed in the inventory as non-contributing.

The district is bounded on the southwest by the A. Y. Smith House at 214 North Atlantic Street (#1) and on the northeast by the Thoma House at 500

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North Atlantic Street Historic District

Listed below by street address are the principal resources in the district. Contributing resources (C) are significant to the historic and architectural development of the district, possess compatible design elements, and maintain the scale, use, and texture of the district. Non-contributing resources (NC) have little or no architectural significance or do not fall within the period of significance of the district. Of the seventeen resources in the district, nine are listed in the inventory as contributing, and include eight residences and the Tullahoma railroad depot. The remaining eight resources are non-contributing and include two residences, four garages, and two small outbuildings.

INVENTORY

1. 214 North Atlantic Street. Archibald Yell Smith House (Haynes, Hull, Smoot, & Reider). circa 1885. Second Empire. Metal siding, two-and-one-half stories, pressed metal mansard roof, continuous brick foundation, irregular plan, gable roof dormers, wide cornice with Italianate brackets, 1/1 double hung sash windows (some paired and some single), arched hood molds, main entrance has single light sidelights and transom and is sheltered with a one story portico added circa 1930, two side porches added circa 1930. (C)

Garage. circa 1920. Shiplap siding, hipped roof of pressed metal. (NC)

2. 300 North Atlantic Street. G. D. Hicks House (Classic Interiors). 1907. Classical Revival/Colonial Revival influence. Weatherboard, two-and-one-half stories, composition gable roof, concrete foundation, rectangular plan with rear addition, gable roof dormer with Palladian window, 12/1 double hung sash windows, Palladian windows in attic gable fields, one story porch with Doric inspired fluted columns, molded eave brackets, multi-light entrance door with multi-light sidelights. (C)

Outbuilding. circa 1920. Board and batten, gable roof. (NC)

3. 304 North Atlantic Street. circa 1910. No Style. Stucco, one-and-one-half stories, composition gable roof, rectangular plan, hipped porch roof with flared eaves, stucco porte-cochere both sides, extensively altered. (NC)

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4. 308 North Atlantic Street. Raht-Couch House. circa 1891. Queen Anne with Eastlake details. Weatherboard, two-and-one-half stories, asphalt gable roof, continuous brick foundation, irregular plan, gable dormer, 1/1 double hung sash windows with stained glass borders, one story Eastlake porch with pedimented entry, paired entrance door with molded wood and single light pane and a two light transom, rectangular stained glass window on porch, imbricated shingles in gable fields, interior and interior end corbeled brick chimneys. (C)

Garage. circa 1960. Concrete block, flat roof. (NC)

5. 312 North Atlantic Street. Raht-Cook House. circa 1891. Queen Anne with Eastlake details. Weatherboard, two-and-one-half stories, asphalt gable roof, continuous brick foundation, irregular plan, gable roof dormer with sun-burst motifs, 1/1 double hung sash windows with stained glass borders, one story Eastlake porch with decorative sawn frieze, milled posts, frame entrance door with leaded glass sidelights and curved fanlight transom, molded eave brackets, interior brick chimneys. (C)

6. 400 North Atlantic Street. McNutt House. circa 1900. Vernacular Queen Anne/Eastlake. Weatherboard, one-and-one-half stories, composition pyramid roof with two gable roof extensions, brick pier foundation with concrete infill, irregular plan, three shed roof dormers, 1/1 double hung sash windows, (multi-light in dormers and extensions), wrap around Eastlake style porch, interior brick chimney, imbricated shingles in gable fields, two glass and frame doors on porch with single light transoms. (C)

Garage. circa 1970. Concrete block, two stories,
gable roof, 4/4 double hung sash windows. (NC)

Outbuilding. circa 1900. Weatherboard, 1 story, gable
roof. (NC)

7. 406 North Atlantic Street. Wilkins Rental. circa 1920. No Style. Brick, two story, composition hipped roof, concrete foundation, square plan with rear addition, 2/2 and 4/4 double hung sash windows, two interior corbeled brick chimneys, one exterior end brick chimney on addition, one story porch with Doric inspired frame supports, glass and frame entry door with decorative molding. (C)

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8. 409 North Atlantic Street. Captain Benjamin Harrison Wilkins House. circa 1905. Pyramid Vernacular with Queen Anne influence. Stucco, one-and-one-half stories, asphalt and pressed metal pyramid roof, rusticated concrete block pier foundation with concrete infill, square plan, 1/1 double hung sash windows, three gable roof dormers with 2/2 double hung sash windows and cast iron finials, interior end corbeled brick chimney, two replacement multi-pane doors on main facade, wrap around porch with curved corner, square concrete supports with capitals, concrete porch wall, pedimented porch entry with decorative pressed metal in gable field with a finial. (C)
- Garage. circa 1970. Aluminum siding, gable roof.
(NC)
9. 412 North Atlantic Street. Campbell House. circa 1900. No Style. Aluminum siding, one story, composition gable roof, T-shaped plan. Severely altered and no longer retains integrity. (NC)
10. 500 North Atlantic Street. Thoma House. circa 1915. No Style. Weatherboard, two-and-one-half stories, composition gable roof, rusticated concrete block foundation, rectangular plan, shed roof dormer, 2/2 double hung sash windows, porch with tapered frame square posts on rusticated concrete block piers with a rusticated concrete block porch wall. (C)
11. North Atlantic Street. Tullahoma Depot. 1889. "Railway Style." Weatherboard, one story frame, cove weatherboard siding, composition hipped roof with bracketed eaves, rectangular plan, 1/1 double hung sash windows, replacement metal doors, tall corbeled brick chimney, cinderblock foundation. Moved here in 1938 from several blocks to the southeast.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
ARCHITECTURE

Period of Significance
1883-1938

Significant Dates
N/A

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Various

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The North Atlantic Street Historic District in Tullahoma, Coffee County, Tennessee, is being nominated to the National Register of Historic Places under criterion C because it contains an intact collection of buildings that represent several architectural styles being adopted by the town leaders during the period from 1883 to 1938.

The district is situated along the northeast side of the old Nashville, Chattanooga, & St. Louis Railway/Louisville & Nashville Railroad (now CSX Transportation) tracks in the heart of the city of Tullahoma. The location of the depot serves as a focal point in the district, reminding the viewer that the railroad was the major impetus for the establishment of this area as an attractive residential neighborhood.

Tullahoma was established in 1851 and 1852 as the Nashville & Chattanooga Railroad was under construction. The railroad selected the city site as a labor camp, the place being located at the crest of a long grade which climbs from Normandy on Duck River in Bedford County to the northwest and from Estill Springs on the Elk River in Franklin County to the southeast. Soon after railroad construction contracts were let out, the "Town Company," owned by General William Moore, Volney Stevenson, Benjamin Decherd, Dr. Thomas Anderson, and Pierce B. Anderson, surveyed the town and offered lots for sale. This original town center of Tullahoma was some distance to the southeast of the North Atlantic Street Historic District.

The Nashville & Chattanooga (afterwards Nashville, Chattanooga & St. Louis Railway, later Louisville & Nashville, then Seaboard, now CSX Transportation) main line opened in 1854. A year later, the McMinnville, and Manchester Railroad (now Caney Fork & Western Rail Road) was constructed, linking its named cities with the N&C main line at Tullahoma. The new town (Tullahoma was incorporated in 1852) became an important railroad junction and transfer point. Many train crews and railway personnel settled here. In the 1850s, the town saw the opening of the Lincoln Hotel; the first store, established by James Grizzard, for whom one of the side streets in the district is named; and the first newspaper, the

See continuation sheet

9. Major Bibliographical References

Collier, Marjorie and Coreen Martinez. From Arrowheads to Rockets. Tullahoma: Historic Preservation Society of Tullahoma, n.d.

Historic Preservation Society of Tullahoma/Tennessee Historical Commission. Comprehensive architectural and historical survey of Tullahoma, 1982.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property eleven acres

UTM References

A

1	6
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5	7	1	5	2	0
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3	9	1	3	9	5	0
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Zone Easting Northing

C

1	6
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5	7	1	6	4	0
---	---	---	---	---	---

3	9	1	3	5	4	0
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B

1	6
---	---

5	7	1	7	6	0
---	---	---	---	---	---

3	9	1	3	6	2	0
---	---	---	---	---	---	---

Zone Easting Northing

D

1	6
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5	7	1	4	4	0
---	---	---	---	---	---

3	9	1	3	8	0	0
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See continuation sheet

Verbal Boundary Description

The district contains portions of five blocks in a row along North Atlantic Street, from 214 North Atlantic Street on the southwest to 500 North Atlantic Street on the northeast, inclusive, and the Tullahoma Railroad Depot between North Atlantic Street and the CSX Transportation Railroad. The district boundaries are shown on the accompanying Coffee County tax map.

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Boundary Justification

The North Atlantic Street Historic District runs along the northeast side of North Atlantic Street, generally between Grundy Street and Hogan Street. Boundaries follow city streets and alleys, property lines, and the railroad. The district boundaries are drawn to include sufficient land to protect the historic setting and integrity of the resources.

See continuation sheet

11. Form Prepared By

name/title Miranda T. Roche & Richard Quin, Historic Preservation Planners
organization South Central Tennessee Development District date April 1988
street & number Post Office Box 1346 telephone 615-381-2040
city or town Columbia state Tennessee zip code 38402-1346

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Tullahoma Courier. No buildings in the North Atlantic Street Historic District date from this period; the center of town remained to the southeast.

As freight and passenger service on the rail lines grew over these years, train crews, owners, and dispatchers took residence in the attractive town, building large, impressive homes along the railroad, close to the downtown core. The railroad was a major attraction for some of the new families moving to the area, as was the appealing countryside surrounding it. The town rests in a large valley surrounded by the hills of the Eastern Highland Rim with tributary streams of the Elk and Duck Rivers flowing all about.

Following the Civil War and its accompanying destruction, and a prolonged local period of martial law which followed, Tullahoma again began to grow and soon rivaled Manchester, the Coffee County seat, in size and influence. The 1870 Census showed Tullahoma as having a variety of workers and laborers, including one architect (John Davidson), ten carpenters, fifteen merchants, nineteen railroad laborers, five blacksmiths, four milliners, two each: cabinet makers, seamstresses, saddlers, surveyors, and teachers, and one each: attorney, barber, brickmason, insurance agent, land agent, tinsmith, and plasterer. Real estate in the town was valued at \$147,153. By the 1890s, the town had several industries, including a flour mill, the Campbell & McLemore Hub and Spoke Factory, the Tullahoma File Works, G. W. Stegall's Tullahoma Planing and Sawmill Company, several distilleries, and a laundry.

The oldest houses in the district were not constructed until about this point. In 1891, the Raht houses, at 308 North Atlantic Street (#4) and 312 North Atlantic Street (#5), were constructed side by side for two sisters who married the Raht brothers, large commercial tobacco buyers. Both of these houses are classified as Queen Anne with Eastlake details. The Raht brothers were obviously concerned with the appearance of their homes, which is evident in the generous use of applied decoration, such as stained glass windows, delicate millwork on the porches, turned posts, imbricated shingles in gables, corbeled chimneys, and much more.

Deviating from the Eastlake style is the A. Y. Smith House at 214 North Atlantic Street (#1), an imposing circa 1885 Second Empire House, located on the south east boundary of the district. Built by Archibald Yell Smith twelve years after he began serving as Station Agent for the Nashville and Chattanooga Railroad, this house again reflects the prosperity enjoyed during the early railroad years through its imposing three story size, its mansard roof of pressed metal shading a cornice lined with paired

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North Atlantic Street Historic District

Italianate brackets above arched windows. Smith also served as Director of the First National Bank and was, incidentally, the grandson of Archibald Yell, the first Governor of Arkansas.

The town grew rapidly, to more than 4,000 people, in the early part of the twentieth century. Although land around the town was considered almost worthless, selling for about \$5 an acre, the town itself took advantage of its important railroad location and attracted more businesses. The Parker-Finney Furniture Company opened in 1903, followed by the Campbell Lumber Company and Tullahoma Ice & Coal. The Nashville, Chattanooga, & St. Louis Railway (which now owned the rail lines) installed radio telegraph equipment at its central Tullahoma division point; on October 31, 1923, a message was sent from the Tullahoma depot to Guntersville, Alabama, and was the first use of radio telegraphy for the dispatch of trains. At about this time, W. J. Crouch, who now owned the Raht House at 308 North Atlantic Street (#4), began unauthorized regular radio broadcasts from his attic; these broadcasts predated Tennessee commercial stations like WSM at Nashville, and may have been the first radio station in Tennessee. Crouch was a hardware store owner who began the broadcasts in order to sell radios at his store; the equipment is still present in the attic.

As Tullahoma expanded and new, more modern, and practical architectural styles emerged, the Wilkins House at 409 North Atlantic Street (#8), the old Thoma House at 500 North Atlantic Street (#10), and the Hicks House at 300 North Atlantic Street (#2), were built by men who served as mayors of Tullahoma during the period from 1900 to 1920. The Wilkins House (#8), a pyramid vernacular house with Queen Anne influences, was constructed about 1905 by Captain Benjamin Harrison Wilkins who was voted the most prominent citizen of Tullahoma by the Exchange Club in 1926. He served as Mayor from 1920 until 1921. Captain B. H. Wilkins also built the house at 406 North Atlantic Street (#7), during his term as Mayor to be used as rental property. The Hicks House at 300 North Atlantic Street (#2), a simple Colonial or Classical Revival style home characterized by a Palladian window dormer and a deep shed roof porch supported with massive fluted columns, was built by Mr. G. D. Hicks who was associated with the railroad, serving as the Railroad Superintendent from 1887 until 1940.

Other contributing buildings located within the district include the McNutt House at 400 North Atlantic Street (#6), a vernacular Queen Anne frame house with Eastlake detailing, and the old Thoma place at 500 North Atlantic Street (#10), a two story house constructed about 1885 and remodeled in 1917 to its present appearance. (It was previously a Shotgun style house of which no trace can be seen from the exterior.)

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The remaining building is the railroad depot (#11), constructed in the popular bracketed railroad style of the late nineteenth century. This building was originally located in the old town center between Grundy and Lincoln streets two blocks southeast of its present location. In 1938, the depot was moved to the present location because of grade problems at the original site. (The first depot, a small board-and-batten frame structure located across the tracks from the original depot location, was itself moved two blocks further southeast at the same time; it was razed in 1969.) Residential properties in the district with associations related to the railroad include the aforementioned homes of station agent Archibald Y. Smith and railroad superintendent G. D. Hicks.

The North Atlantic Street Historic District is one of the best remaining collection of late nineteenth and early twentieth century homes that remain in a group in a relatively unaltered state in Coffee County. In 1949, the United States Air Force established the Arnold Engineering Development Center which now occupies a forty square mile area in south central Coffee County. The impact of this center on Coffee County has been substantial -- the population has risen from less than 4,000 prior to World War II to almost 75,000 today.

This growth has been rapid and has resulted in the destruction of much of the historic fabric the majority of the built environment today has developed as a result of the Center and related industries. A preliminary analysis of survey records compiled by the Tennessee Historical Commission and the Historic Preservation Society of Tullahoma indicates only one other section of Tullahoma, a neighborhood along South Jackson Street, as containing a substantial concentration of historic properties that might merit nomination to the National Register. Other portions of the town have been severely altered by modern construction. The North Atlantic Street Historic District, though small in size, preserves the spirit and feeling of life during the days when Tullahoma was a small, but very prosperous, railroad town.

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Photographs
Section number _____ Page 1

North Atlantic Street Historic District

North Atlantic Street Historic District
Tullahoma, Coffee County, Tennessee
Photo By: Miranda T. Roche
Date: August, 1987
Neg: Tennessee Historical Commission
Nashville, Tennessee

Facing north, view of northeast side of 200 block of North Atlantic Street.
#1 of 11

Facing north, view of northeast side of 300 block of North Atlantic Street.
#2 of 11

Facing north, view of northeast side of 300 block of North Atlantic Street.
#3 of 11

Facing north, view of northeast side of 400 block of North Atlantic Street.
#4 of 11

Facing east, view of northeast side of 400 block of North Atlantic Street.
#5 of 11

Facing north, view of northeast side of 500 block of North Atlantic Street.
#6 of 11

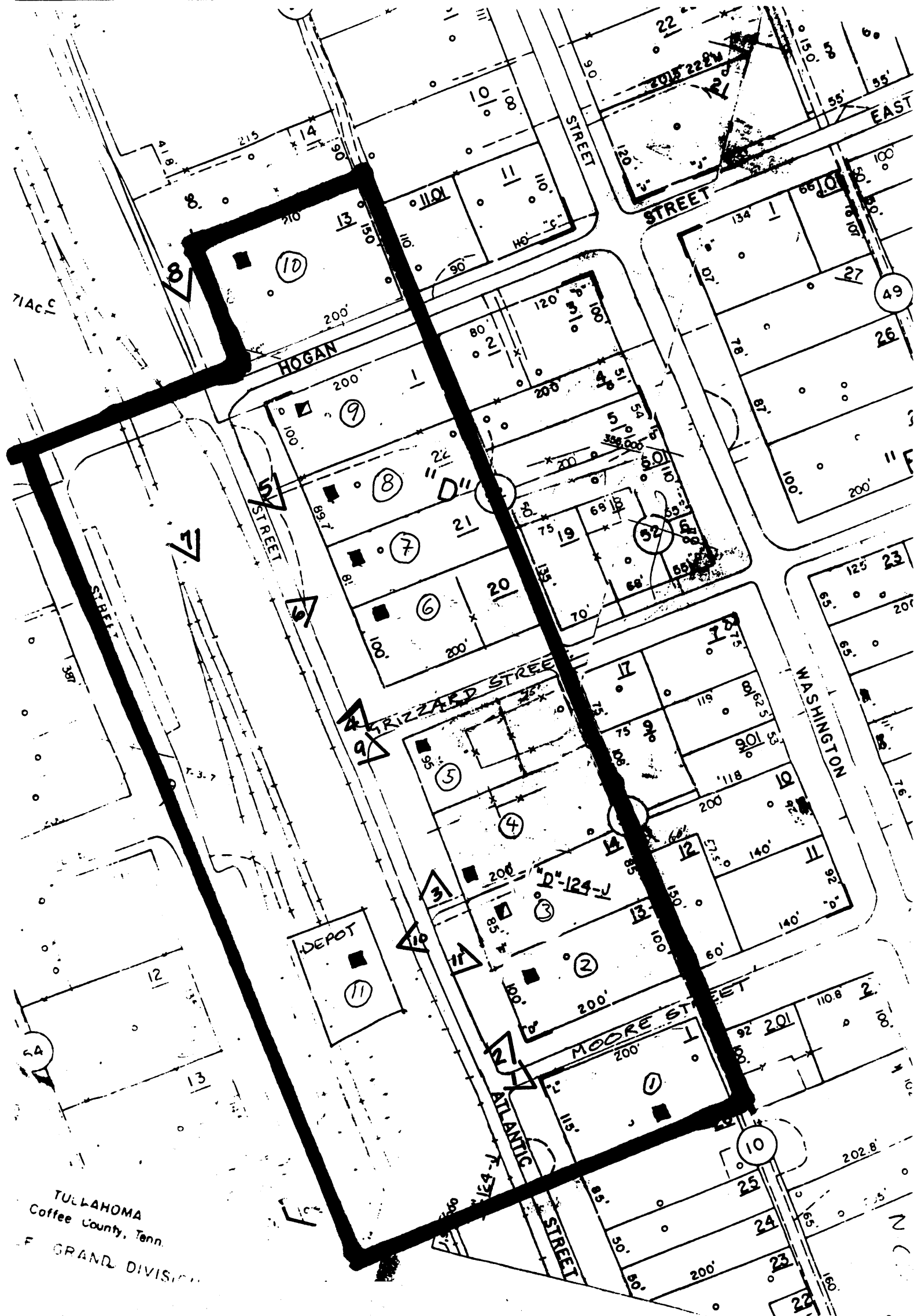
Facing southeast, view of North Atlantic Street and railroad.
#7 of 11

Facing southeast, view of northeast side of 400 block of North Atlantic
Street.
#8 of 11

Facing southeast, view of northeast side of 300 block of North Atlantic
Street.
#9 of 11

Facing southwest, view of southwest side of 200 and 300 blocks of North
Atlantic Street.
#10 of 11

Facing southeast, view of northeast side of 200 and 300 blocks of North
Atlantic Street.
#11 of 11



North Atlantic Street Historic District
Tullahoma, Coffee County, Tennessee

Tax Map: 1" = 200'

- contributing Principal Resources
- non-contributing Principal Resources
- photographs

PREPARED FOR
TENNESSEE STATE BOARD OF EQUALIZATION
BY
ENGINEERING AND ENGINEERING SURVEYING

