

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

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This form is for use in documenting multiple property groups relating to one or several historic contexts. 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. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic and Architectural Resources of Dyersburg, Tennessee

B. Associated Historic Contexts

Development of Domestic Architecture in Dyersburg, 1852-1940

C. Geographical Data

Corporate limits of Dyersburg, Dyer County, Tennessee

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Herbert L. Bayne
Signature of certifying official

3/20/92
Date

Deputy State Historic Preservation Officer, Tennessee Historical Commission
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Ratihel Adams
Signature of the Keeper of the National Register

5/8/92
Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

Development of Domestic Architecture in Dyerburg, Tennessee, 1850-1940

I. INTRODUCTION

The state of Tennessee established Dyer County on October 16, 1803. The county was named in honor of Colonel Robert H. Dyer. John McIver and Joel H. Dyer donated sixty acres of land as the townsite of Dyersburg. Joel Dyer surveyed the land in July, 1825, laying off 86 town lots bounded on the north by McGaughey Street, on the west by Clark Avenue, on the east by J.M. Collins' shop and on the south by the North Forked Deer River. The town of Dyersburg was incorporated on January 10, 1850.

McIver's Bluff, the site of present Dyersburg, was selected as the county seat by the locating commission of the county court. Court was held in Mr. John Warren's home until 1826 when it met in a log house in Dyersburg. A two-story log courthouse was erected on the public square in 1827, replaced by a one-story frame building in 1836. The frame building was followed by a two-story brick building in 1850 which was destroyed by fire in 1864. The walls remained intact and, in 1867, the courthouse was rebuilt and used until 1911, when the present neoclassical courthouse, built by Asa Biggs, became the focal point of the square.

The early growth of Dyersburg was based on the town's river location and abundance of natural resources. Situated at the head of steamboat navigation on the Forked Deer River, Dyersburg became known as a river town. The town grew steadily in size and influence, as the county seat, and center of trade, commerce, and culture. In 1830, the town's population stood at approximately 100, out of 1,904 in the county as a whole. Exact figures for the town's growth over the next two decades are not available. The county's population was 4,484 in 1840 and 6,361 in 1850. Judging by the increased settlement activity (two churches built in 1842 and 1845 respectively) and economic growth (cotton gins, lumber mills and grist mills built in the 1840s and 1850s), it is apparent that the town grew steadily in size and influence, as the county seat, and center of trade, commerce, and culture.

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The key to the economic and population growth of the late antebellum period was the development of steamboat transportation. The first steamboat, the "Grey Eagle," appeared on the river in 1836. Popularity of the river routes was largely due to difficult overland travel by horse or by buggy. The North Forked Deer River was navigable by small steamboats as high up as Dyersburg for about nine months of the year. Settlers and supplies came in as lumber and logs went out by river. Dyersburg also is located in a fertile valley accessible to the surrounding thousands of acres of fine forests of marketable timber. The river streams were largely utilized for floating lumber and saw-logs at all seasons. In 1847, A. M. and Alvin Stevens established the Stevens Brothers Sawmill and Lumber Company.

The fertile soil in West Tennessee made the area around Dyersburg rich farming country. The earliest principal crops in this area were corn and tobacco. According to the 1860 census, the county produced 749,175 bushels of corn, 412,440 pounds of tobacco, and a mere 4,908 bales of cotton. After the Civil War, however, cotton became the most predominant and profitable agricultural product in the region due to the combination of good soil, a warm climate and slave labor. By 1879, West Tennessee ginned eighty-four percent (84%) of all cotton ginned in Tennessee. Dyersburg's location at the head of navigation on the Forked Deer River made the town a busy center of commerce and industry for the cotton economy. Cotton was brought into the town square around the courthouse on wagons, where cotton buyers would write their price on a piece of paper. The farmer would then take this paper to the gin which would weigh the cotton and give the farmer the cotton buyer's price per pound.

Dyersburg was largely spared the worst effects of the Civil War, as no major battles or activities occurred within its borders. Indeed, the town enjoyed some indirect benefits from improvements in transportation to Dyer County. Roads were improved to provide supplies to the Confederacy and these improvements continued into the 1870s, when the state began to participate in road construction.

Economic recovery from the war and reconstruction dates to 1879-1880. The lumber industry was the first local business to begin shipping large amounts of natural resources. The steamboat, "Alf Stevens" travelled between Dyersburg and St. Louis in 1879 shipping lumber for the Stevens Lumber Company of Dyersburg. That same year, the Bank of Dyersburg was chartered and it opened for business in 1880.

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By 1880, the town's riverfront, which occupied the ground from the North Fork bridge to the present site of the Dyersburg Machine Works, was again humming with activity. Four steamboats were shipping products between Dyersburg, St. Louis, and Memphis. Local industries also began to diversify. The new A.M. Stevens sawmill was erected in 1880 and five years later the same company's planing mill was established. This company would remain among the town's most important for the next generation. The Nichols & Co. Wooden Bowl Factory was founded in 1881. Overland transportation also improved in the county. In 1876, the county built a 300 foot wooden bridge over the North Forked Deer at Yellow bluff. Nine years later, an iron bridge was constructed over the river.

The railroad came to Dyersburg in 1884, when the Newport News and Mississippi Valley Railroad brought the first train to Dyersburg. The N.N. and M.V. Railroad ran from Memphis to Louisville and Memphis to Paducah through Dyersburg. The railroad provided additional shipping services to and from Dyersburg, making the city an important rail shipping point, in addition to its river facilities. In that same year, a branch line, the Dyersburg Northern, was built between Dyersburg and Tiptonville. From this time until the middle decades of the twentieth century, the railroad would propel the town's economic development.

The presence of the new railroad link encouraged the establishment of additional industries and commercial services. Cottonseed, second in importance only to lint cotton among the crops of the Dyersburg Oil Company, was purchased chiefly from farmers and ginneries within fifty miles of the city. The cottonseed oil plant was established in 1884 and remains a major industry in Dyersburg, having several expansions in its facilities over the years.

Further evidence of the growing commercial importance of the city during this first period is the 1882 paving of the public square, a ban against frame buildings on the square and the completion of the railroad line to the city. The need for a stronger municipal government also grew so that in 1885, the original charter was almost completely amended. In 1887, the Goodspeed history reported that Dyersburg, the county seat and principal town of the county, had upwards of 2,000 inhabitants and was considered one of the most prosperous little cities in West Tennessee, having a number of manufacturing houses and a large mercantile business center.

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The economic expansion of the 1880s naturally led to a growth in the residential neighborhoods of Dyersburg. Once homes had centered in and around the town square. According to the 1886 Sanborn fire insurance map, residences by this time had begun to move away from the square with most locating in a new neighborhood north of the courthouse, running up the streets of McCaughey, Masonic, Court, and Market. Little residential growth was documented west of the square; apparently the river bluffs blocked major expansion in this area. Only a limited number of homes could be found along Troy, Latta, Sampson, and St. John Avenues and the Sanborn map showed only the streets and did not document any individual properties.

By the next map in 1891, however, this had changed. A handful of new homes were documented along Troy and Latta Avenues as the town's residential neighborhoods began their slow growth up and over the river banks. Also in 1891, the (Dyersburg) State Gazette justifiably boasted that Dyersburg was the commercial, manufacturing, and railroad emporium of a rich and extensive area. Dyersburg then had an opera house, four hotels, four brick churches, a machine shop, three meat markets, two marble yards, one brickyard, two planing mills, a flour mill, twelve dry goods stores, a wooden bowl factory, fourteen family grocery stores, five stave and heading factories, three millinery stores, two funeral undertakers, one hardware store, two farm implement houses, a cotton seed oil mill and three drug stores. The State Gazette further reported that Dyersburg was well supplied in 1891 with blacksmith shops, wagon shops, eating houses, feed and grain dealers, lawyers, doctors, dentists, insurance agents, confectioners, bookstores and everything else that goes into making up a diverse, prosperous town.

The 1896 Sanborn map documents this new boom in commercial growth by significantly expanding the residential neighborhoods documented in the map. In general, residential growth continued in a more northward direction, facing the railroad tracks and riverfront, rather than in a westward direction over the river bluffs. The town's primary residential area was bounded on the west by Tucker Avenue and the east by the riverfront. It stretched northward from Church Street to Folkes Street.

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At the beginning of the twentieth century, Dyersburg thrived as a center of commerce, manufacturing, and transportation.

In 1900, the town's population stood at 3200, and the major residential area remained hemmed in by the river and its bluffs as it stretched. A new working-class neighborhood of small, densely sited housing also began to appear along Depot Street facing the major industries along the railroad corridor. This new development was a sign of things to come. During the next decade Dyersburg would experience an unparalleled boom, which would see its population increase to 7500 by 1909, a 234% increase in just nine years.

By 1905, for instance, the residential neighborhoods not only moved two blocks farther to the north, extending to Connell Avenue, but Troy Avenue experienced its first significant expansion beyond Tucker Avenue. New businesses dotted the city, increasing the pressure for new housing and neighborhoods. The new companies included the Klyce Grain Elevator and Mill, the Standard Oil Company, Phoenix Cotton Oil Company, Dyersburg Ice and Coal Company, the Merchants Custom and the Planter Gin companies, the Klondike Brick and Till Works as well as the Imperial Wheel Spoke Factory.

In 1900, the Methodists, Presbyterians, Cumberland Presbyterians and Baptists were the predominant denominations in Dyersburg. The Holy Angels Catholic Church, First Christian Church and Church of Christ were also active. In 1904 and 1907, Dyersburg was the scene of two great revivals conducted by George C. Cates, then the nation's leading evangelist. Immensely successful, the 1907 revival converted some 700 people. The revivals greatly affected the community and inspired almost every denomination to expand their programs. Local merchants even voluntarily closed their doors on Sundays.

Four years later, a new urban environment was appearing along the Forked Deer River. The population reached 7500 and while residential growth still moved northward, this older neighborhood was clearly being eclipsed in size and prestige by the rapidly expanding residential area west of the river bluffs. Significant expansion occurred along Troy, Sampson, and St. John avenues. Gordon Street, which connected Troy to Sampson, had been established by 1909.

The primary impetus for the town's sudden boom was its emergence as an important regional railroad hub. Between 1909 and 1914, Dyersburg became the junction for the Illinois Central Railroad, the Gulf, Memphis, and Gulf Railroad, and the Birmingham and Northwestern Railroad. Now only Jackson and Memphis matched its importance as a rail center in West Tennessee.

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Over the next fifteen years, Dyersburg matured as an urban center. In 1911, the county constructed an imposing Classical Revival courthouse. Five years later, the federal government recognized the increased stature of Dyersburg by building a large new post office, designed by James Knox Taylor. The new business and professional classes which crowded into Dyersburg had more than an impact on the town's commercial fortunes. These families also sought new neighborhoods, choosing to live on the west side of town, in urban enclaves above the river bluffs, safely tucked away from the noise, grit, and grime of the industrial railroad corridor and riverfront. Oak and Gordon Streets developed as a middle-class neighborhood, populated by doctors, attorneys, and entrepreneurs. Troy Avenue took on the attributes of the City Beautiful Movement, complete with large spacious lots, a landscaped median strip dividing the avenue, and street lanterns.

The automobile was introduced in Dyersburg in 1902 and city street paving began in 1920. By a 1916 account of the Dyersburg area, more businesses originated there than any city in West Tennessee except Memphis. By 1916, the city's population had grown to more than 10,000. Dyersburg was surrounded by fine farming lands and boasted several cotton mill industries, compress companies, a brick and tile company, milling and grain companies, lumber companies and a grocery company. Over the next few years, the downtown business district would be additionally graced by the Baird-Brewer Hospital (1919), the Mediterranean Revival Methodist Church (1924), and the Classical Revival Baptist Church (1929).

In 1929, the urban environment characteristic of Dyersburg today was in place. The town's population stood at 12,000. This year the town also witnessed the construction of the Dyersburg Cotton Products, Inc. plant which, within a decade prospered as the largest industrial institution in Dyersburg. The plant consumed about 6,000,000 pounds of cotton each year from Dyer County farmers, keeping a large part of the population of Dyer County steadily employed. The plant's importance to the local economy is evident by the donation of the moving expenses of the plant's machinery by local citizens. The State Gazette reported that promoters of the enterprise were particularly attracted to Dyersburg because of its ideal location in the northern part of the cotton belt and in striking distance of the great midwestern trade area, therefore providing the company with the double advantage of ready access to its raw materials and close proximity to the large markets for its products.

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The Great Depression of the 1930s proved difficult for Dyersburg and the surrounding area. However, the Dyersburg Cotton Products, Inc., plant remained open, providing employment during these bleak years. By the close of the Depression, Dyersburg benefited from modern transportation improvements, including the construction of U.S. Highway 51 through the downtown business district. The popularity of automobile travel and the improved highway system spurred construction of the city's Greyhound Bus Station (a striking Art Deco building) which helped to maintain Dyersburg's role as a regional transportation center.

Between 1850 and 1940 Dyersburg experienced progress and growth and established itself as a town of present and future stability and prosperity. Its advantageous river location and its wealth of natural resources sustained the economic growth of the community and became the foundation for the city of Dyersburg to build upon.

II. DOMESTIC ARCHITECTURE IN DYERSBURG, 1850-1940

The architectural styles found in Dyersburg today reflect this sustained period of commercial, industrial, and population growth from 1880 to 1940. In general, the small to medium-sized urban centers of West Tennessee today exhibit little domestic architecture that can be dated as antebellum or pre-Civil War. In this earlier period, West Tennessee towns were small and devoid of many urban services available in the more settled areas of Middle and East Tennessee. Date of settlement is one reason behind the lack of urban development in the region's small and medium-sized towns. Most West Tennessee communities were established in the 1820s. A second reason was the region's dependence on planter-dominated agriculture. The cotton farms and plantations of the region resulted in a scattered population, with some large plantations serving as mini rural communities in their own right. Poor transportation links were another reason. River towns, like Dyersburg, had the best chance of development at this time, but the inland water trade was not large enough to see the development of large towns, with the exception of Memphis on the Mississippi River.

The railroad boom experienced by West Tennessee, beginning in the late 1870s and extending into the early decades of the twentieth century, ended the region's transportation woes and significantly influenced the development of small and medium-sized railroad towns. Dyersburg is no exception to this regional trend. Located on the mainline of the Illinois Central Railroad, Dyersburg became part of an important railroad corridor that stretched from Chicago to Mobile and New Orleans.

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For the period of 1850 to 1880, judging from the few extant dwellings that have survived, Dyersburg's domestic architecture is similar to that found in other southeastern towns where the railroad did not arrive until the 1880s or 1890s. Architectural styles popular from 1850 to 1880, such as the Greek Revival, Gothic Revival, Italianate, Second Empire, and Romanesque, are rarely found except for decorative detailing associated with the styles on more traditional forms. Vernacular architecture of frame construction typically dominates the town's pre-railroad domestic environment.

In Dyersburg, the most common traditional form is the central passage cottage, two roughly equal sized rooms on either side of a central hallway, which usually has an attached L-wing. A few examples of the two-story central passage house, often described as an I-house, also exist. A third vernacular form found in Dyersburg is the wing-gable, or cross-gable plan house. A few African-American derived shotgun houses also exist in Dyersburg. These dwellings historically have housed both black and white working class families. The Latta House (ca. 1852), at 947 Troy Avenue (NR 11/14/1978), is of the rare Piano-Box vernacular style, a building form of two gable-front wings connected by a center section. These traditional vernacular forms dominated Dyersburg's domestic architecture before the coming of the railroad. Considering the town's relative isolation until that time, this pattern in the built environment is not surprising.

Once the railroad was constructed, however, new, more stylishly up-to-date homes were constructed along Dyersburg's streets. Queen Anne style dominates homes built in the 1880s and 1890s. The one and two hundred blocks of St. John Avenue, scattered houses along King Avenue, and the one through four hundred blocks of Sampson Avenue contain some of the town's best expressions of late nineteenth and turn of the century Queen Anne style. Even some early twentieth century dwellings along Troy Avenue exhibit the style's influence. Queen Anne houses in Dyersburg typically are not the playful and colorful asymmetrical examples, complete with turrets and towers, found in larger cities. More often, they are two-story cross-gable frame houses with Eastlake detailing, fish-scale shingles, and other decorative woodwork. This architectural tendency is probably due to the style's enormous popularity in the architectural pattern books of the late nineteenth century. The Stevens Lumber Company in Dyersburg is a likely local source for these patterned designs. In addition, many Queen Anne and Eastlake decorative details were pre-fabricated and available from a variety of mail order firms. With Dyersburg's excellent rail connections, especially by the turn of the century, the latest in architectural style could be shipped to the town for an affordable price.

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During the initial commercial boom and population increase of the twentieth century, from 1900 to 1914, the revival craze in American architecture swept through Dyersburg. Most important was the Classical Revival, which reached its most significant statements in the Dyer County Courthouse (NR 2/28/1991 in Dyersburg Courthouse Square Historic District) and the King House (NR 10/25/1990), both built in 1911. Characterized by massive two-story porticos with classical columns, the style was immediately popular in the South. Catherine Bishir, an architectural historian from North Carolina, argued in a 1987 paper at the Organization of American Historians' annual meeting that this new tendency to built massive classically inspired dwellings reflected the resurgence in Jim Crow laws throughout the region. Bishir hypothesized that at that time in southern domestic architecture white columns equaled white supremacy. Considering the town's dependence on the cotton market at this time, this hypothesis may well be true for Dyersburg. Certainly grand porticoed mansions along the major east-west arteries, like Sampson Avenue and Troy Avenue, became popular in the early decades of the century. Indeed, when Hollywood decided in 1967 to portray the last stand of Southern white supremacy in the award-winning movie, "In the Heat of the Night," they chose a Classical Revival mansion on the outskirts of Dyersburg as the fictional "plantation seat" of the rich cotton-producing landowner.

The Classical and the Georgian styles were not the only revivals found in early twentieth century Dyersburg. The Tudor Revival was popular as well. The house at 933 Troy Avenue is the best expression of the style, but along streets like Gordon, Oak, St. John, and Sampson, homeowners in the 1930s and 1940s also built smaller, less ornate Tudor cottages. Troy Avenue even has an exquisite ca. 1925 Mediterranean Revival house at 1031 Troy, which is perhaps the most architecturally distinctive home in the city.

The most popular style of the 1920s through 1940, however, was the bungalow. Distinctive bungalow-dominated neighborhoods developed particularly along Oak and Gordon Streets and the 300-600 blocks of St. John Avenue. Middle-class residents of Dyersburg chose the Craftsman bungalow style over the revivals because of its cheaper cost but also because the homes were considered "modern" and "progressive" in their time. However, this progressivism could apparently go only so far. In Dyersburg, we do not find the more flamboyant Prairie-style influenced bungalow--the stark expression of materials, the horizontal orientation, Japanese-influenced capitals, shingle-covered exterior walls. Instead, we find bungalows with a definite classical influence, through columns and capitals, especially on dwellings along Oak Street.

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There is no evidence of a Dyersburg-based architect or architectural firm during the early decades of the twentieth century. But the town's proximity to Memphis meant that architects in that large urban center were available for building projects in Dyersburg. The federal architect James Knox Taylor designed the U.S. Post Office (now the public library) in 1915. Yet in general Dyersburg's domestic architecture is the work of builder/contractors who used the latest in mail-order architecture and pre-fabricated plans to develop an urban environment of architectural diversity.

The most popular form during the late 1930s and early 1940s was the Minimal Traditional house, which has been described as a transitional style between the Tudor or Colonial Revival cottage and the later Ranch style house. This popular style features a low roof pitch, a prominent chimney, and usually one front-facing gable. They were constructed in a variety of materials, including stone, brick, and wood.

F. Associated Property Types

I. Name of Property Type Residential Historic Districts

II. Description

See continuation sheets

III. Significance

See continuation sheets

IV. Registration Requirements

See continuation sheets

☒ See continuation sheet

☐ See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

Partial architectural surveys of Dyersburg were conducted for the City of Dyersburg and the Dyersburg Chamber of Commerce in the spring of 1990 and 1991 by historic preservation graduate students under the direction of Dr. Carroll Van West of the MTSU Center for Historic Preservation. The group surveyed the central business district as well as historic residential neighborhoods that had been assessed as potential districts or individual sites, the fieldwork and later documentary research has produced enough information to indicate the development of domestic architecture in the city from the mid-nineteenth century to the mid-twentieth century. The research also has produced the nomination of the Dyersburg Courthouse Square to the National Register in 1991. The survey, along with additional documentary research completed by Jennifer Martin and Carroll Van West of the MTSU Center for Historic Preservation, has been used to determine the boundaries and significance of the nominated districts and has the parameters for potential districts.

☐ See continuation sheet

H. Major Bibliographical References

☒ See continuation sheet

Primary location of additional documentation:

☒ State historic preservation office
☐ Other State agency
☐ Federal agency

☐ Local government
☒ University
☐ Other

Specify repository: MTSU Center for Historic Preservation, Box 80, MTSU, Murfreesboro
Tennessee 37132

I. Form Prepared By

name/title Carroll Van West and Jennifer Martin
organization MTSU Center for Historic Preservation date March 12, 1992
street & number Box 80, MTSU telephone (615) 898-2947
city or town Murfreesboro state TN zip code 37132

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F-II Description -- Residential Historic Districts

From 1850 to 1880 Dyersburg was like other West Tennessee towns which lacked a railroad link. Its urban built environment was small, largely clustered around the courthouse square and the riverfront. Its architecture reflected vernacular traditions more than the latest in academic architectural styles. Vernacular forms such as the central passage house, the wing-gable house, and the I-house were common.

The size and character of the town's residential neighborhoods began to change once the railroad arrived in 1884. Dyersburg experienced significant population growth in the late 19th and early 20th centuries after the Illinois Central Railroad solidified its corporate position as a leading national carrier. With the corporate takeover of the regional Newport News and Mississippi Valley Railroad by the Illinois Central in the late 1890s, Dyersburg began a remarkable period of growth in its residential neighborhoods. The majority of the town's current appearance reflects the economic boom of 1895 to 1930. Dwellings constructed in Dyersburg include most of the architectural styles associated with American domestic architecture during this period, including Tudor Revival, Mediterranean Revival, Classical Revival, Colonial Revival, Bungalow, American Four-Square, Minimal Traditional, and Queen Anne.

While formal architectural styles flourish in post-1900 residential neighborhoods in Dyersburg, earlier pre-1900 residential neighborhoods reflect a more vernacular architectural influence. A few scattered Italianate and Second Empire dwellings exist, but most houses belong to the category of Folk Victorian. Folk Victorian houses are those which have Victorian era architectural detailing grafted onto traditional folk housing forms such as the wing-gable house (or the cross-gable), the central hall house, and the I-house. In general, this architectural detailing is less elaborate in its decoration than the styles they were attempting to emulate. Details are usually of Italianate, Eastlake, Queen Anne, or Classical Revival influence. Some Gothic Revival tracery is also utilized. Porches are often supported by turned or chamfered posts and have decorative spandrels, brackets, and friezes. Window surrounds are simple with either plain architraves or hooded or pedimented lintels. A second category found in 1930s neighborhoods is Cottage Revival. These brick houses are characterized by mock Tudor Revival decorations, especially applied half-timbering, stone trim, and large elaborate chimneys.

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Residential Historic Districts are generally composed of a cohesive collection of houses that include a variety of architectural styles, which reflect the date of construction and the commercial development of the town. Although Troy Avenue exhibits housing associated with upper-class incomes, most of the extant historic neighborhoods in Dyersburg reflect middle-class incomes of the early twentieth century such as the dwellings found along Sampson and St. John Avenues. These houses are usually of one or one and a half story construction, although several two-story houses exist as well. Frame construction predominates, but some neighborhoods, such as Oak and Gordon Streets, feature mostly brick homes. For the town in general, houses are sheathed in a variety of materials including weatherboard, brick, stone, and stucco.

Residential Historic Districts are cohesive collections of residential structures that possess a significant concentration, linkage, or continuity of buildings and structures united either historically or aesthetically by plan or physical development. Residential Historic Districts may consist of a planned subdivision. However, a district does not necessarily need to follow the original boundaries of the subdivision, it may include either a smaller or larger area. Residential Historic Districts are composed primarily of dwellings and their support structures. Although Residential Historic Districts are primarily residential in nature, they may contain some commercial, public, or religious use buildings.

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F-III Significance -- Residential Historic Districts

Historic Districts are eligible under criterion A for their contribution or role in the growth and development of Dyersburg. Residential neighborhoods may be associated with significant periods of commercial and industrial expansion or with significant cultural groups. They may also be planned subdivisions that are significant for their association with urban planning in Dyersburg.

Historic districts are eligible under criterion B if the neighborhoods are associated with prominent or influential commercial and political leaders who lived there during their period of commercial or political significance.

Historic Districts are eligible under criterion C for architecture as representative examples of a cohesive collection of architectural styles built during the settlement and development of Dyersburg from the mid-nineteenth to the mid-twentieth centuries. Houses may include examples of specific architectural styles such as Classical Revival, Second Empire, Colonial Revival, Mediterranean Revival, Tudor Revival, Bungalow, American Four-Square, and Queen Anne. Vernacular interpretations of these styles may also be included as well as folk housing forms such as the cross-gable, central passage, and shotgun.

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F-IV Registration Requirements -- Residential Historic Districts

Residential Historic Districts in Dyersburg are eligible for the National Register of Historic Places if they possess a cohesive collection of residential properties that reflect the development of residential neighborhoods during the commercial and industrial boom of the late nineteenth and early twentieth centuries and that are of architectural significance. Residences constructed before the late nineteenth century can be considered as contributing resources in Residential Historic Districts since they help to define the evolution of the neighborhood.

Districts are eligible under Criteria A and B if they are associated with significant patterns or developments in the commercial and industrial growth of Dyersburg, if they are associated with significant cultural groups, and if they are good examples of the history of urban planning in Dyersburg. Districts are eligible under criterion C if they are good examples of architectural styles, type, or period of construction. The districts should depict the types of housing constructed during the town's settlement and development from the mid-nineteenth to mid-twentieth century. These districts must maintain architectural integrity. Integrity of design, materials, and workmanship may be compromised but not enough to significantly change the historic architectural appearance of the district. Individual residences and their support buildings will be considered contributing to the district if they retain integrity of association, design, materials, workmanship, setting and feeling.

Individual residences and their associated outbuildings will be considered contributing resources (C) in the district if they 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. Properties will be considered as non-contributing resources (NC) to the district if they fall outside of the period of significance, are not fifty years old, or if they do not retain integrity of association, design, materials, workmanship, setting, or feeling.

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Citizens of Dyer County. Dyersburg, Tennessee Dyer County
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