

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Glenwood Historic District
other names/site number Glennwood Park (park site area)

2. Location

street & number 101-109 Glenwood Drive, 110-182 East Glenwood Drive, 111-179 West Glenwood Drive N/A not for publication
city or town Clarksville N/A vicinity
state Tennessee code TN county Montgomery code 125 zip code 37040

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Herbert L. Hays 10/21/96
Signature of certifying official/Title Date
Deputy State Historic Preservation Officer, Tennessee Historical Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)
Signature of certifying official/Title Date
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
 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 Edson H. Ball Date of Action 11-29-96

Glenwood Historic District
Name of Property

Montgomery County, TN
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 67 | 10 | buildings |
| 1 | | sites |
| | | structures |
| | | objects |
| 68 | 10 | Total |

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of Contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

DOMESTIC: secondary structure

LANDSCAPE: park

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

DOMESTIC: secondary structure

LANDSCAPE: park

7. Description

Architectural Classification

(Enter categories from instructions)

Colonial Revival, Bungalow, Tudor Revival, International

Other: Minimal Traditional, English Cottage Revival

Materials

(Enter categories from instructions)

foundation concrete block, poured concrete, limestone, brick

walls brick, weatherboard, vinyl, stucco, asbestos, aluminum

roof asphalt shingles, slate

other metal, copper, wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
 COMMUNITY PLANNING

Period of Significance
1924-1946

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is: N/A

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Speight, Clarence; Horton, Clarence E. Horton;
 Merrit, Henry C.; Manning, Irving W.; Tisdale, (?),
 unknown: multiple

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- 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

Name of repository: Department of History,
 Middle Tennessee State University

Glenwood Historic District
Name of Property

Montgomery County, TN
County and State

10. Geographical Data

Acreage of Property Approx. 26 acres Clarksville, TN 301 SE

UTM References

(Place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|-----------|---------------|----------------|---|-----------|---------------|----------------|
| 1 | <u>16</u> | <u>469660</u> | <u>4042430</u> | 3 | <u>16</u> | <u>469560</u> | <u>4041790</u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u>16</u> | <u>469830</u> | <u>4042400</u> | 4 | <u>16</u> | <u>469460</u> | <u>4041870</u> |

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title D. Lorne McWatters, Chris Hetzel, Marion Lynch, Jaan Sturgis, Bob Sullivan, Brad Wolf
organization Middle Tennessee State University date May 15, 1996
street & number P. O. Box 23, Department of History telephone (615) 898-5805
city or town Murfreesboro state TN zip code 37132

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name See continuation sheets
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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Glenwood Historic District, Montgomery County, TN

VII. ARCHITECTURAL DESCRIPTION

Located in southeast Clarksville on Glenwood Drive at Madison Street, the Glenwood subdivision is an excellent example of an early twentieth century middle class suburban neighborhood. Planned and developed in two primary phases, 1924-1935 and 1936-1946, the subdivision clearly demonstrates the evolution from larger 1920s and early 1930s dwellings, which retain an emphasis on historical detailing, to smaller dwellings of late 1930s-early 1940s, which herald the evolution of ranch-style dwellings. The larger houses all stand on large, irregular lots with detached garages, many with spare rooms above the garages for servant's use. The earlier houses, largely built for middle class families headed by husbands in management, are larger dwellings with sizeable, high-maintenance yards. Such properties were feasible considering the availability of domestic assistance. With the second phase of the subdivision's development, c. 1936-1946, one sees the transformation from homes built with servants in mind to single family homes managed entirely by the wife. These newer homes are typically one to one and a half stories, more compact in plan, situated on a much smaller lot and generally have integral garages.

Although the interpretation of early and mid-twentieth century architectural styles in the Glenwood Historic District is typically vernacular, with few landmark examples, the architectural and historical integrity of the subdivision is impressive. Remarkably, Glenwood retains the stable atmosphere associated with moderately affluent suburbs of the early twentieth century. The combination of bungalows, English Cottage and Colonial revivals situated on large tree-filled lots overlooking a common park in which stands a Colonial Revival mansion (built originally in 1857) accentuates the historical sense of time and place of the district. The gently curving Glenwood Drive splits to form East and West Glenwood Drives which meander around the subdivision in an elongated horseshoe shape reminiscent of late nineteenth century park design. The maturity of the vegetation and wide spacing of the structures in combination with the conservative vernacular adaptation of the architecture contributes to the stable ambiance of the neighborhood. Containing a total of 78 properties (56 houses, 21 garages, 1 site), of which 68 are contributing, Glenwood provides a largely unaltered showcase of individualized popular early twentieth century styles such as Colonial Revival, Cape Code Colonial Revival, Tudor Revival, English Cottage Revival, bungalow and bungalow influenced, and Minimal Traditional.

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The older portion of the subdivision, dating from ca. 1924-1935, begins at the junction of Glenwood Drive and Madison Street and continues half-way up the arms of the split of East and West Glenwood Drives [See Figures 1, 2, 4]. Overlooking the communal park, which is maintained by annual resident contributions, the lots are large and well-landscaped with mature deciduous and evergreen trees, shrubbery and flower beds. The majority of these houses are Colonial Revival and English Cottage Revival with several bungalows and Minimal Traditional with English Cottage Revival influence [See Figure 6]. They have either weatherboarding or brick, and several display random course stone foundations and accents. Although most of these structures represent the prevalent trends in housing styles of the 1920s and 1930s and are well suited to their location, few could be called a landmark representation of a particular style. The one exception is the Craftsman Bungalow house at 105 Glenwood Drive whose purity of interpretation approaches landmark status. Aside from this particular structure, each house or cottage is an easily recognizable individualized interpretation of popular early twentieth housing styles.

Begun in 1924 with the erection of an English Cottage Revival home at 114 East Glenwood Drive in the lawn area of the former Glenn family home at 145 East Glenwood Drive, the Glenwood Subdivision appears to have been planned as a fairly affluent middle class neighborhood centered around the 1857/1934 Colonial Revival mansion. This first subdivision home was built by architect/developer Clarence Speight, who built his own English Cottage Revival influenced home in 1925 at 115 West Glenwood Drive. According to a planning map of the young Glenwood subdivision dated June 15, 1924 [see Figure 2], 113 narrow lots were prepared advancing approximately three-quarters up what is now East Glenwood Drive and half way up what is now West Glenwood Drive, originally called Park Avenue.¹ The narrow lots, averaging only twenty-five feet in width and 150 feet in depth, were so arranged to permit residents to buy as many as they desired in order to customize the size and shape of their lots. Consequently, the lots in this initial portion of Glenwood are not uniform in size or shape, which facilitates the ambiance of an English landscaped park. The center of the horseshoe created by the split of Glenwood Drive was intentionally left open as a communal space to enhance the park-like appearance of the subdivision centered around the elegant Glenn home. The initial settlement period of Glenwood halted in 1935, by which point 6 Colonial Revival (102 and 108 Glenwood, 110 and 122 East Glenwood, 117 and 119), 4 English Cottage Revival (112 and 118 East Glenwood, 113 and

¹ "Glennwood Subdivision, Clarksville, Tenn." 15 June 1924, Tms [Photocopy].

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115 West Glenwood), 2 Tudor Revival (101 and 107 Glenwood), 3 bungalow (104, 105, and 106 Glenwood), and 2 Minimal Traditional with English Cottage Revival influence (114 East Glenwood, 111 West Glenwood) cottages and houses had been built. Figure 6 shows, graphically, the various styles in the Glenwood Historic District.

The Colonial Revival mansion at 145 West Glenwood is an excellent example of the popularity of the Colonial Revival trend of the early twentieth century. Built in 1857 as a Second Empire home, it was remodelled as a Colonial Revival house in 1934. Historic photos from c. 1910 [See Figures 8-13] show the original Second Empire house owned by James Glenn, parts of the original road which wound up to the house from Madison Street, and parts of a water tower and barn located on the property but now destroyed. The 1934 Colonial Revival version of the home can be seen in Photos 14 and 15.

The rear section of the Glenwood subdivision remained undeveloped until c. 1936, when a housing boom influenced by the pre-war relocation of several businesses dramatically increased the population of Clarksville and caused approximately 30 houses to be built between 1936 and 1946 [See Figures 3, 4]. During these years the Glenwood Historic District realized a second housing boom as several businesses and factories moved into or expanded operations in the area, such as the Acme Shoe Company, American Snuff Company, and Austin Peay Normal School. In the late 1930s and early 1940s, large-scale employers such as B.F. Goodrich and Fort Cambell moved into the area creating more jobs and transferring management-level families looking for affordable housing. In the rear portion of Glenwood, new housing was constructed consisting primarily of Minimal Traditional houses utilizing a variety of moderate stylistic influences such as Colonial Revival and Cape Cod Colonial Revival (for example, 161, 164, 168, and 174 East Glenwood, 125, 123, 129, 135 and 173 West Glenwood), English Cottage Revival (172 East Glenwood, 175 West Glenwood), Minimal Traditional (for example, 140, 152, and 166 East Glenwood, 121, 171, and 177 West Glenwood), and bungalow (109 Glenwood). Under the entrepreneurship of several individuals, including Clarence E. Horton and Irving Manning, owner of the Manning and Organ Clarksville Lumber Company, smaller-scale early forms of the ranch house were constructed in the curve at the rear of the Glenwood subdivision during this period. Reflective of the changes in modern housing, these new homes are only vaguely influenced by historical precedent with minimal traditional detailing, generally in the Colonial, Cape Cod Colonial, or English Cottage Revival language. More noticeably, these structures utilize smaller rooms, less formal organization of interior

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Glenwood Historic District, Montgomery County, TN

spaces, smaller yards and integral garages for the young family with children and without any domestic staff. Commonly referred to now as “Minimal Traditional” (175 East Glenwood, 171 West Glenwood), these structures are the immediate forerunners of the modern ranch houses of today and provide an important link between the earlier styles based largely on historical detailing and the most common houses of today [See Figure 6].²

² John A. Jakle, Robert W. Bastian, and Douglas K. Meyer, *Common Houses in America's Small Towns; The Atlantic Seaboard to the Mississippi Valley* (Athens: University of Georgia Press, 1989), 182-184; Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984), 477-481.

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Glenwood Historic District, Montgomery County, TN

INVENTORY

[See Figures 1, 5, 6, 7]

Note on Contributing/Noncontributing Buildings: Buildings in the Glenwood Historic District are listed as contributing (C) if they were built within the period of significance, retain integrity, and add to the historic sense of time and place of the district. Noncontributing buildings (NC) were built within the last fifty years or are historic buildings that have been altered to a degree that has destroyed their historic integrity.

Except where otherwise noted, roofing material on the houses and garages is asphalt shingles. Foundations are concrete block with some poured concrete. The house at 145 East Glenwood has a brick foundation.

GLENWOOD DRIVE

1. 101 Glenwood Drive. c. 1926. Tudor Revival. Brick with some stucco and half timbering, 1-1/2 story, jerkinhead and front gable roofs, L-shape plan, lintels above casement windows with stone sills below, chimney: south side towards the front with corbeling, shed dormer. (C)

Garage. c. 1926. Brick, 1 story, 2 car, L-shaped, cross-gable roof. (C)

2. 102 Glenwood Drive. c. 1930. Colonial Revival. English bond brick, 2 story with 1-story side extensions, irregular plan, side gable orientation, 8 over 8 windows, 2 bay windows flanking front door, three chimneys: (1) on northern gable end between addition, (2) on southern gable end between addition, and (3) on rear addition eave wall, enclosed front porch. (C)
3. 104 Glenwood Drive. c. 1927. Bungalow with Tudor Revival detailing. Flemish bond brick, 1-1/2 story, L-shape plan, gable roof orientation, 6 over 1 windows, front eave wall chimney, northwest corner porch, rafter end tailings and half timbering, gabled dormer, basement garage. (C)

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4. 105 Glenwood Drive. c. 1925. Craftsman Bungalow. Brick on first floor and stucco on second, 1-1/2 story, rectangular plan, side gable roof configuration, 3 over 1 vertical muntin windows, full-width porch with battered columns, triangular knee braces and rafter ends, porte cochere, shed dormer. (This house was moved in the late 1920s from the south side of Madison Drive almost directly across from entrance to Glenwood.) (C)

Garage. c. 1925. Weatherboard, 1 story, 2-car, exposed rafters, attached carport with metal supports, hip roof. (C)

5. 106 Glenwood Drive. c. 1926. Craftsman Bungalow with Colonial Revival detailing. Stretcher bond brick, 1-1/2 story, rectangular plan, side gable jerkinhead roof, 1 over 1 windows, chimney: northern gable end tapering upward, large porch space without roof configuration along entire front of house, front portico with Ionic columns and barrel vault roof, centered jerkinhead dormer, fireproof garage in basement. (C)

Garage. c. 1926. Brick, 1-story, 1-car, gable roof. Converted to storage building with single wood door and paired 2 over 2 windows. (C)

6. 107 Glenwood Drive. c. 1940. Tudor Revival. Stucco with half timbering, 1-1/2 story, T-shape plan, side gable roof configuration with two cross gable extensions, casement windows, exposed chimney on north wall at gable ridge. (C)

Garage. c. 1940. Stucco with half timbering, 1-story, 2-car, gable roof. (C)

7. 108 Glenwood Drive. c. 1929. Colonial Revival. Stretcher bond brick, 2-story, rectangular plan, side gable roof configuration, 6 over 6 windows, gable end chimneys at both ends, 1-story portico with simple square columns. (C)

Garage. c. 1929. Vinyl siding, 1-story, 2-car, two 6 over 6 windows, exposed rafters, gable roof. (C)

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8. 109 Glenwood Drive. c. 1940. Craftsman Bungalow. Brick first floor with vertical board siding on second story, 1-1/2 story, rectangular plan, side gable roof configuration, 1 over 1 windows, chimney on north wall near gable end, knee braces, glass-enclosed full-width porch with battered columns, gable dormer. (C)

Garage. c. 1940. Vertical wood siding, 1-story, 1-car, 16 paneled door with 4 glass lights along top, jerkinhead roof. (C)

EAST GLENWOOD DRIVE

9. 110 East Glenwood Drive. c. 1925. Colonial Revival. Brick, 2-story, rectangular plan, hip roof configuration, stylized Palladian windows with semi-elliptical wooden fans on first floor, south elevation chimney, 1-story barrel vaulted entrance porch supported by three unfluted columns with square pilasters framing the door, 1-story enclosed porch to the north and one-story screened-in porch to the south, modillions in the cornice, 2 semi-elliptical dormers. (C)

Garage. c. 1925. Brick, 1-story, 2-car, hip roof with slate shingles. (C)

10. 112 East Glenwood Drive. c. 1931. English Cottage Revival. Stretcher bond brick, 1 1/2-story, T-shaped plan, cross gable roof configuration, 8-pane casement windows, chimneys: center front gable facade and southern end gable, side screened porch to the south, rear addition, gable dormer. (C)

11. 114 East Glenwood Drive. c. 1924. Minimal Traditional with English Cottage Revival influence. Stretcher bond brick construction, 2-story, rectangular plan, gable roof with projecting front gable, 6 over 6 windows, chimneys: both gable end walls and rear of house, small front porch with large arched opening, screened side porch on south end has segmental arch openings. (C)

Garage. c. 1931. Brick, 1 1/2-story, 2-car, 6 over 6 window on upper floor at gable end, gable roof with slate tiles. (C)

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12. 118 East Glenwood Drive. c. 1926. English Cottage Revival. Stretcher bond brick, 1-1/2 story, rectangular plan, cross gable roof configuration, 1 over 1 windows, chimneys: center front facade and southern gable end, brick portico with arched entry door, gabled dormer, 1-story southern addition built 2 or 3 years after construction. (C)

Garage. c. 1926. Brick, 1 1/2-story, 2-car, 4 over 4 window on upper story, connected to house via breezeway, gable roof. (C)
13. 122 East Glenwood Drive. c. 1927. Colonial Revival. Stretcher bond brick, 2-story (3-story at back), rectangular plan, hipped roof configuration, 1 over 1 windows, chimney on southern end wall, semi-elliptical fanlight and 4-light sidelight under brick segmental arch with keystone at front entry door, stone lintels and oversized keystones over ground floor windows, dentiled cornice, 1-story sunroom to the south. (C)
14. 140 East Glenwood Drive. c. 1937. Minimal Traditional with Colonial Revival details. Weatherboard construction, 1-story, piano box plan developed when original 1937 building extended to north in 1952, gable roof with gable extensions on both ends, 6 over 6 windows, chimneys: located at interior slope at southwest and southeast gable end, carport. (C)
15. 145 East Glenwood Drive. c. 1857/1934. Classical Revival. Stretcher bond brick, 2-story, rectangular plan, hipped slate roof, 6 over 6 and 6 over 9 windows, chimneys: east and west walls, portico features Temple of the Wind capitals and dentiled molding. The first house in what became the Glenwood Subdivision, this Classical Revival structure was built originally as a Second Empire house. In 1934, local architect Clarence Speight renovated the house as a Classical Revival for its then owner, Clarksville Mayor Hudson. The Hudson's resided in the houses until 1993. (C)
16. 152 East Glenwood Drive. c. 1941. Minimal Traditional. Vinyl siding over weatherboard, 1-story, rectangular plan, gable roof configuration, 1 over 1 windows, chimney: side of protruding front gable toward the south side of the house, classical front door surround with architrave and dentils. (C)

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17. 156 East Glenwood Drive. c. 1940. Minimal Traditional. Vinyl siding over weatherboard, 1-story, rectangular plan, 2 bay windows, gable roof configuration, 3 over 1 windows, chimney located at the northeast gable. (C)
18. 157 East Glenwood Drive. c. 1939. International influence. Stretcher bond brick, 2-story, rectangular plan, hipped roof configuration, 1 over 1 and 2 over 2 windows, circular window on second floor above entrance, metal awning roof over entryway. (C)
19. 158 East Glenwood Drive. c. 1940. Minimal Traditional with English Cottage Revival influence. Stretcher bond brick, 1-1/2 story, L-shaped plan, cross gable roof configuration, 8 over 8 windows, front porch extends across about half of facade with brick base and wrought iron columns, attached carport. (C)
20. 161 East Glenwood Drive. c. 1942. Cape Cod Colonial Revival. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, side gable roof configuration, 6 over 6 windows, side porch screened with iron cresting above, gable dormers, front portico with steep pediment. (C)
21. 164 East Glenwood Drive. c. 1941. Cape Cod Colonial Revival. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, side gable roof configuration, 2 front symmetrical bay windows with 25 lights, gable dormers, small entry porch with wrought iron supports, 1-story side extension. (C)
22. 165 East Glenwood Drive. c. 1942. Colonial Revival. Vinyl siding over weatherboard, 2-story, rectangular plan, side gable roof configuration, 8 over 8 windows, pedimented front door with fluted Doric pilasters, original two-story attached garage on north end enclosed for living space. (C)
23. 166 East Glenwood Drive. c. 1940. Minimal Traditional. Stretcher bond brick with vinyl siding on upper story, 1-story, rectangular plan, gable roof configuration, 6 over 6 windows, chimney: north gable end wall, vertical stretchers at water table, brick entry porch with gable roof. (C)

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24. 167 East Glenwood Drive. c. 1938. Colonial Revival. Weatherboard siding, 1-1/2 story, L-shape plan, cross gable roof configuration, 6 over 6 windows, chimney: northeast gable end wall, overhang on front gable end between first and second story, 2 gable dormers, 1/2 length entry porch. (C)
25. 168 East Glenwood Drive. c. 1938. Cape Cod Colonial Revival. Stretcher bond brick (painted, with paint deteriorating), 1-1/2 story, rectangular plan, side gable roof, 3 over 1 windows, chimney: northern gable end wall, portico with square columns over front entrance, 2 gable dormers. (C)
26. 169 East Glenwood Drive. c. 1938. Minimal Traditional with English Cottage Revival influence. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, gable roof configuration, 8 over 8 windows, bay window on front facade, chimney: north wall gable end adjoining one story addition. (C)
27. 172 East Glenwood Drive. c. 1941. English Cottage Revival. Stretcher bond brick, 1-1/2 story, rectangular plan, gable roof configuration, 1 over 1 windows, front eave wall stepped chimney. Port-a-building in rear for storage. (C)
28. 173 East Glenwood Drive. c. 1938. Minimal Traditional. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, side gable roof configuration, 6 over 6 windows, chimney on north gable end between house and screened in 1-story porch, gable dormer. (C)
29. 174 East Glenwood Drive. c. 1938. Cape Cod Colonial Revival. Aluminum siding, 1-1/2 story, rectangular plan, gable roof configuration, 6 over 6 windows, corbelled chimney at the north gable end, gabled dormers at eave level. (C)
30. 175 East Glenwood Drive. c. 1938. Minimal Traditional. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, gable roof configuration with projecting gable extension, 8 over 8 windows with bay window on north end of house, basement garage, portico with simple square columns and dentils, gable dormer. (C)

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31. 178 East Glenwood. c. 1940. Minimal Traditional. Aluminum siding over weatherboard, 1-1/2 story, irregular plan, gable roof configuration, 1 over 1, 2 over 2, and 6 over 6 windows, 3 gable dormers. Additions to both sides of original 1940 building, most recently c. 1980. (NC)

Garage. c. 1940. Vinyl siding over weatherboard, 1 story, square plan, gable roof. Original two-car garage entrance altered to one door. (NC)

Garage. c. 1980. Aluminum, 1-story, 2-car, concrete block foundation, gable roof. (NC)

32. 182 East Glenwood. c. 1948. Minimal Traditional with Tudor Revival influence. Vinyl siding over weatherboard, 1-1/2 story, cross gable roof configuration, 8 over 8 windows, corbelled chimney center of gable ridge, arched front door with Tudor Revival influence. (NC, due to date)

WEST GLENWOOD DRIVE

33. 111 West Glenwood. c. 1938. Minimal Traditional with English Cottage Revival influence. Stretcher bond brick with board and batten gable extension, 1-story, T-plan, side gable roof with gable extension to the south, 6 over 6 windows, chimney: located at north gable ridge, small brick gabled entry porch, screened porch on south. (C)

Garage. c. 1980. Weatherboard, cinder-block walls, 1-story, 3-car with two bays open, one closed with possible original door from another garage, gable roof. (NC)

34. 113 West Glenwood. c. 1936. English Cottage Revival. Stretcher bond brick on first floor and weatherboard on gable ends, 1-1/2 story, irregular plan, dominant front gable roof configuration with additional front-facing gable containing front door, 8 over 12 windows first floor and 6 over 6 second floor, chimney located at center of facade, shed dormers, dentil molding above first floor windows delineating first and second floors, arched entry with keystone. (C)

Garage. c. 1970. Weatherboard, 1-story, 2-car, gable roof. (NC)

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35. 115 West Glenwood. c. 1925. English Cottage Revival Influence. Stretcher bond brick, 1-story, irregular plan, side gabled main house (to the south) with gable roof extension containing a front-facing oriel window, slate roof with copper ridge cap, casement windows with shutters, dominant exposed chimneys located at both north and south gable end, southern 1-story extension added about 1945 blending with original structure. (C)

Garage. c. 1925. Brick, 1-story, 1-car, gable roof. (C)

36. 117 West Glenwood. c. 1925. Cape Code Colonial Revival. Stretcher bond brick with weatherboard in gable ends, 1-1/2 story, rectangular plan, side gable roof configuration, 6 over 6 windows, dominant entry with side lights and pilasters and entablature, two gabled dormers located symmetrically above first floor windows, sun porch on north end of house. (C)

Garage. c. 1980. Weatherboard, 1-story, 2-car, gable roof. (NC)

37. 119 West Glenwood. c. 1928. Colonial Revival. Aluminum siding over weatherboard, 2-story, side gable roof configuration, 8 over 8 windows, exposed chimney centered on the north wall, dominant front entry porch with side lights and transom surrounding the panelled doors and simple square pilasters, Tuscan columns support the portico. (C)

Garage. c. 1940. Weatherboard, 1-story, 2-car, hip roof. (C)

NOTE: Following 119 West Glenwood Drive, the houses at 125, 123, and 121 West Glenwood are not in numerical order.

38. 125 West Glenwood. c. 1939. Cape Cod Colonial Revival. Weatherboard, rectangular plan, 1-1/2 story, side gable roof with front gable extension to the south, side lights and transom surround front door, chimneys: south end near gable ridge and exposed on north wall, roof overhang to form front porch supported by simple square columns, 2 gable dormers. (C)

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39. 123 West Glenwood. c. 1931. Colonial Revival. Weatherboard, 2-story, rectangular plan, side gable roof configuration, 8 over 8 windows first floor and 6 over 6 second floor with smaller 6 over 6 windows on second floor over entry, pedimented entry with wooden fanlight and simple square pilasters, screened-in porch on the south. (C)
- Garage. c. 1931. Weatherboard, 1-story, 2-car, gable roof. (C)
40. 121 West Glenwood. c. 1950. Minimal Traditional. Combination board and batten and brick construction, 1-story, rectangular plan, side gable roof with lower cross gable extension on front facade, 8 over 8, 12 over 12, and 1 over 1 windows, dominant chimney located at eave line at the center of front facade. (NC)
41. 127 West Glenwood. c. 1935. Tudor Revival. Brick with stucco half timbering in gable extension, stone with keystone around arched front door, 1-1/2 story, rectangular plan, steep hipped roof with dominant front gable where chimney is located. (C)
42. 129 West Glenwood. c. 1940. Colonial Revival. Stone on first floor and weatherboard on second, 2-story, rectangular plan, side gable roof configuration, 6 over 9 windows on first floor, casement windows on the northern first floor, 6 over 6 windows on second floor, bay window on facade towards the north, chimney: north gable end wall, simple entablature over front door with square plain pilasters. (C)
43. 131 West Glenwood. c. 1930. Colonial Revival. Aluminum siding over weatherboard, 2-story, rectangular plan, side gable roof configuration, 8 over 8 windows except on 1-story porch where jalousie, chimney: north gable end wall, simple dentiled entablature over front door, 2nd story added above northern porch about 1990, south porch with roof balustrade serves as deck from second story. (C)

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44. 135 West Glenwood. c. 1940. Colonial Revival. Brick first story with second story dormers and gable ends weatherboard, 1-1/2 story, rectangular plan, side gable roof, 8 over 8 windows first floor and 6 over 6 second floor, chimneys: south gable end wall and central ridge, simple entablature over front door with simple square pilasters on either side of door, sunroom on the north. (C)
45. 164 West Glenwood. c. 1941. No Style. Vinyl siding over weatherboard, 1-1/2 story, T-plan, cross gable roof configuration, 6 over 6 windows, stepped chimney on front facade. (C)
- Garage. c. 1941. Vinyl siding, 1 1/2-story, 1 1/2-car, 6 over 6 window on upper floor, gable roof. (C)
46. 166 West Glenwood. c. 1940. English Cottage Revival. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, cross gable roof configuration, narrow 4 over 4 windows flank stepped chimney on facade, other windows 6 over 6, broken pediment over door, 1-story addition. (C)
- Garage. c. 1940. Vinyl siding, 1-story, 1-car, gable roof. (C)
47. 168 West Glenwood. c. 1940. English Cottage Revival. Weatherboard, 1-1/2-story, rectangular plan, cross-gable roof configuration with dominant gabled entry area, front facade stepped chimney, classical door surround with plain entablature and simple square pilasters. (C)
- Garage. c. 1940. Weatherboard, 1-story, 1-car, brick foundation, gable roof. (C)
48. 169 West Glenwood. c. 1951. Minimal Traditional. Brick and weatherboard, rectangular plan, 1-story, side gable roof configuration, 1 over 1 windows, chimney: center gable ridge, gabled front porch covers 2/3 of facade. (NC)

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49. 170 West Glenwood. c. 1941. Colonial Revival. Weatherboard, 2-story, rectangular plan, side gable roof configuration, 8 over 8 windows on ground floor and 6 over 6 on second, chimney: on center gable ridge, pedimented entry with fanlight and keystone and pilasters, 1-story side extensions, 2 gable dormers, 2-car carport and one car garage attached to the house. (C)
50. 171 West Glenwood. c. 1940. Minimal Traditional. Weatherboard, 1-story, rectangular plan, 6 over 6 windows with bay and picture window on front facade, chimney: interior slope located on north side, small entry porch. Original porch on north end enclosed as kitchen soon after original construction with identical materials. Multiple-light picture window added in 1970s. (C)
51. 172 West Glenwood. c. 1951. Cape Cod Colonial Revival. Facade stretcher bond brick, side and rear of property weatherboard, 1-story, rectangular plan, 8 over 8 windows, 3-light transom over entryway, chimney: center gable ridge, two gabled dormers. (NC due to date)
52. 173 West Glenwood. c. 1938. Cape Cod Colonial Revival. Aluminum siding over weatherboard, 1-story, rectangular plan, side gable roof configuration, 6 over 6 and 8 over 8 windows, two gabled dormers, enclosed side porch probably originally open, pedimented portico. (C)
53. 174 West Glenwood. c. 1938. Colonial Revival. Aluminum siding over weatherboard, 1-story, rectangular plan, side gable roof configuration, windows predominantly 6 over 6, chimney: south gable end wall, symmetrical facade with two gabled dormers, 1-story brick rear addition. (C)
54. 175 West Glenwood. c. 1938. English Cottage Revival. Brick, 1-1/2 story, rectangular plan, cross gable roof configuration, 6 over 6 windows, stepped chimney on facade, small entry porch with flared copper roof and wrought iron supports. (C)
- Garage. c. 1938. Weatherboard, 1-story, 2-car, exposed rafters, gable roof. (C)

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55. 177 West Glenwood. c. 1938. Minimal Traditional. Weatherboard siding, 1-story, irregular plan, cross gable roof configuration, 8 over 8 windows, chimney: at gable ridge, portico has fluted pilasters. (C)
56. 179 West Glenwood. c. 1938. Colonial Revival. Vinyl siding over weatherboard, 1-1/2 story, rectangular plan, side gable roof configuration, chimney: located on central ridge, classical door surround with entablature and square fluted pilasters, multi-light windows. (C)

PARK AREA

57. Glenwood, East Glenwood and West Glenwood Drives. The Park area begins where Glenwood Drive divides into East and West Glenwood Drives. The area currently owned by the City of Clarksville is bounded by these three streets and the original aggregate road (not maintained currently) that runs between 118 East Glenwood and 119 West Glenwood (See Figure 1). The three drives were all referred to as "Park Avenue" in the 1924 subdivision plan (see Figure 2). Before Park Avenue was laid out in the 1924 plan, a road ran from Madison Street to the large Colonial Revival house at 145 East Glenwood (1857/1934) by following what became Glenwood Drive, then East Glenwood Drive for a short distance, and then through the Park area up to 145 East Glenwood. Part of this original road is also currently used as the driveway for 145 East Glenwood (accessed from West Glenwood). The park-like atmosphere of the Glenwood Historic District is generated, then, not only by the Park area, but also by the open, landscaped space south of the large house at 145 East Glenwood and by the general appearance of the subdivision along its streetscapes (see photos 29-37). (C)

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VIII. STATEMENT OF SIGNIFICANCE

The Glenwood Historic District is eligible for the National Register of Historic Places under Criterion A for its contribution to community planning and development and under Criterion C for its architectural significance to the City of Clarksville and Montgomery County, Tennessee. The district represents the history of Clarksville's residential growth in the early to mid twentieth century and possesses a significant collection of early twentieth century residential designs such as Craftsman Bungalow, Colonial Revival, Tudor Revival, English Cottage Revival, and Minimal Traditional with a variety of influences. The District also includes a substantial Park site, integral to the original design of the subdivision as a suburb with open, landscaped spaces and a typical "country" atmosphere. Glenwood Historic District also exemplifies the transition from rural country estates into suburban neighborhoods, and reflects early twentieth century trends in suburban planning and development. The Glenwood Historic District evolved from a single, country estate established outside the city limits of Clarksville in 1857 into a multi-residence automobile suburb laid out in 1924 and developed over the next twenty years.

Originating as an automobile suburb in the mid-1920s, the Glenwood Historic District experienced a second period of residential construction in the late 1930s and early 1940s. Between 1924 and 1936, Glenwood existed as a semi-exclusive suburban neighborhood beyond the city boundaries. Builders constructed houses in the Colonial, Tudor, and English Cottage Revival styles and bungalow forms and placed residences on large, irregular shaped lots with a landscaped park and winding streets [See Figures 2, 4, 6]. These characteristics reflected efforts to create an ideal living environment separated from the city. After 1938, however, different social conditions necessitated changes in the district's residential form. Developers expanded the neighborhood with houses constructed in the Minimal Traditional, Colonial and English Cottage revivals, and International styles that were much smaller and built quickly. They also constructed the houses on smaller, narrower lots, placing them close together and without concern for landscaping or broad open spaces. The existence of this varied development presents a striking comparison of residential forms from two different periods in American history and illustrates the evolution of Clarksville's suburban development during the early twentieth century [See Figures 3, 4, 6].

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John Montgomery and Martin Armstrong established the town of Clarksville in 1775. In 1788, the North Carolina General Assembly established a tobacco inspection station in the town because of its location along the Cumberland river within the rich tobacco region of northern Tennessee. The establishment of this station caused Clarksville to eventually become a major distribution and manufacturing center for the area. Tobacco remained the town's primary commodity throughout the eighteenth and nineteenth centuries and many planters and merchants came to live in the community. These aspiring entrepreneurs established stores, warehouses, and manufacturers in the town to support the tobacco industry and provide for the regional population. By 1895, the town was the largest tobacco exporter in the country and had the third largest tobacco market in the world. Clarksville's location on the Cumberland River and later railroad connections also fostered a number of other industries, including coal and iron ore.¹ The city likewise experienced significant population growth through the nineteenth and twentieth centuries. Incorporated as a city in 1820, Clarksville's population expanded from 1,754 in 1840 to over 5,000 in 1860.² By 1900, the city's population was 9,431, and it reached 16,246 in 1950 following the post-World War II boom.³

Resulting from its rapid industrial development and significant population growth, Clarksville acquired qualities and problems that characterized many American cities during the late nineteenth and early twentieth centuries. Cities became more congested as people migrated to urban areas looking for jobs, and the increasing numbers of new industries polluted the air and water supplies. Such conditions made urban living increasingly

¹Eleanor S. Williams and Ursula S. Beach, Nineteenth Century Heritage: Clarksville, Tennessee (Oxford, MS: Guild Bindery Press, 1989), 3; Charles Waterfield, "Clarksville Architectural District," National Register Nomination, State Historic Preservation Office, Nashville, TN, 1975; and Carroll Van West, Tennessee's Historic Landscapes (Knoxville, TN: University of Tennessee Press, 1995), 301.

²"Louisville and Nashville Passenger Railroad Depot," National Register Nomination, State Historic Preservation Office, Nashville, TN, 1996.

³U.S. Bureau of Census, Characteristics of the Population Vol. 2, part 42, Seventeenth Census of the United States, 1950. (Washington, D.C.: Government Printing Office, 1952), 52.

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undesirable. Clarksville, for example, did not have a city water or sewage system until after 1879. City residents obtained their water from the old town spring or from cisterns that collected rain water. Similarly, waste materials were hauled off in carts, buried in backyards, or simply dumped in the streets or river.⁴ These practices could create a most undesirable stench and frequently fostered the spread of disease. In fact, disease and sickness were ever present threats to Clarksville residents at the turn-of-the-century. In 1899, for example, Clarksville's City Health Official recorded twenty-three cases of tuberculosis, eight of typhoid fever, eight of pneumonia, eight of meningitis, six of heart disease, and three of malaria. Because the causes of such diseases were only recent discoveries, yellow fever epidemics were common and tuberculosis was widespread. According to sources documenting late nineteenth century Clarksville, 116 out of 618 deaths in a six year period were from the latter disease.⁵

Other conditions also made urban living undesirable. In the late nineteenth century, fire was an ever present danger in urban areas, and every major city had a least one significant fire that wiped out a large portion of its downtown. In 1878, for example, the "Great Fire" destroyed fifteen acres of Clarksville's downtown and caused \$492,000 in damage. A second fire devastated the city in 1887 causing an additional \$250,000 in damage. Fires such as these were a constant threat because the city's volunteer fire departments were handicapped by meager funds and equipment, because frame buildings predominated in the central business district, and because the city possessed insufficient water supplies. House fires from malfunctioning flues were also common, putting residences in the denser portions of downtown Clarksville at further risk. After the fires of 1878 and 1887, many of the city's downtown buildings were replaced with brick structures.⁶ The new construction provided greater protection from fires, but also increased the city's urban appearance. It also did not

⁴Ursula Beach, *Along the Warioto* (Nashville, TN: McQuiddy Press, 1964), 263.

⁵*Ibid.*, 287.

⁶*Ibid.*, 257-257, 260.

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prevent devastating fires from occurring. Other significantly large fires occurred in 1888, 1891, 1892, 1893, 1896, 1898, and 1900.⁷

Although Clarksville was relatively small at the turn-of-the-century and hardly compared to much larger cities, these urban conditions induced many of Clarksville's middle and upper classes citizens to reside in more agreeable locations. For most, rural estates or suburban neighborhoods along the city's periphery provided distance from the urban environment while maintaining necessary connections with it. Whether for employment or supplies, suburban residents still depended upon the city's various stores and industries. As a result, transportation became an important factor in the establishment of suburban neighborhoods in Clarksville and other American cities.⁸

The cost of public or private transportation, and an individual's ability to afford it, determined whether or not one could live away from the urban environment's undesirable conditions. Prior to the 1870s and 1880s, only the wealthy lived in country estates or exclusive neighborhoods separated from the city center because only they could afford the costs of a horse and carriage. Before the invention of public transportation, the distance one could walk defined where an individual lived. Working class citizens and members of the emerging middle classes typically lived within walking distance of their jobs, while the upper classes could live farther away. As a result, a majority of a city's residents clustered around established industries. In nineteenth century Clarksville, for example, these industries and neighborhoods existed along the Cumberland River and close to the city center. Clarksville's more affluent citizens, however, could afford to live in more exclusive locations such as the area now known as "Dog Hill" (NR 5/9/80). This neighborhood sits on a bluff overlooking Clarksville's industrial district (NR 4/30/76) and was developed as an exclusive residential neighborhood for the city's doctors, merchants, bankers, and businessmen in the late nineteenth century.⁹

⁷Ibid., 262.

⁸Julia Hodgson, "A Comparison of Three Tennessee Urban Centers: Goodlettsville, Franklin, and Clarksville," (Master's thesis, George Peabody College for Teachers, 1939), 305.

⁹Shain Terrell, "Dog Hill Architectural District," National Register Nomination, State Historic Preservation Office, Nashville, TN, 1979.

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Although physically removed from the industrial and downtown areas, Dog Hill and Clarksville's other late nineteenth century residential areas still maintained much of the city's urban appearance. Streets were aligned according to a gridiron pattern, and citizens constructed their residences on small lots close to the streets. They consequently had very small front yards and long, narrow rear yards. Some of the architectural styles employed were also more closely associated with urban residences than suburban homes. These included the Italianate and Second Empire styles.¹⁰

The invention of the horsecar and electric streetcar in the late nineteenth century significantly transformed the patterns of residential development in Clarksville just as it did in many other American cities. The City of Clarksville received its first streetcar line in 1885. Originally a horse (or mule) drawn streetcar line, the Clarksville Street Railway Company laid rails on a route extending from the Public Square along Franklin Street to Tenth Street and the Louisville & Nashville Railroad Depot. Electric streetcars replaced the older system in 1896 and additional routes were added on Madison and Greenwood Streets. The streetcars operated from early in the morning until ten in the evening, running each way every half hour. The fare was five cents.¹¹ The establishment of Clarksville's streetcar lines allowed the city to grow westward away from the river. The streetcar provided inexpensive transportation and allowed more middle and working class citizens to move into residential areas developed in the western portion of the city along the streetcar lines. The establishment of Clarksville's streetcar line also paralleled an increase in leisure activities. People sought relief from the burdens of work and urban living at various locations in the country. Two of the more popular resort locations were Dunbar's Cave and Porter's Bluff. Many of the "resort areas" surrounding Clarksville were dependent upon the streetcar lines for their existence.¹²

¹⁰Ibid.

¹¹Beach, Along the Warioto, 247-48; and Charles M. Waters, Historic Clarksville: The Bicentennial Story, 1784-1984 (Clarksville, TN: Historic Clarksville Publishing Company, 1983), 101.

¹²Beach, Along the Warioto, 250-53.

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The appeal of suburban living in turn-of-the-century Clarksville was also the product of American popular culture just as much as it was of real urban conditions. Many late nineteenth century authors, artists, civic leaders, and scholars criticized urban living because it contrasted with idealized notions of an agrarian past. They advocated healthful qualities of nature and promoted pre-industrial artisan crafts as beneficial, both physically and aesthetically. Primarily a response to the uncertainty of industrial capitalism, such beliefs manifested themselves in landscape art, dime novels, romantic literature, the Arts and Crafts Movement, and the City Beautiful Movement. As a result, popular perceptions of the urban environment's dangers and unhealthy qualities became well known to turn-of-the-century Americans, whether or not they really existed in a given locale.¹³

The conscious desire to live in suburban or rural locations away from the urban environment continued into the twentieth century and was furthered by the invention of the automobile. The mass production of inexpensive automobiles freed residents from a dependence upon the streetcar's fixed routes and allowed them to establish suburban residences even further removed from the city center. The first automobile to appear in Clarksville passed through the town in 1902. In subsequent years, the automobile increasingly became an important form of transportation in the city.¹⁴

All of these changes culminated in a new understanding of suburban living in the early twentieth century. In Clarksville, the automobile facilitated the development of several new middle class neighborhoods along Madison Street, then outside the city limits. These neighborhoods were more akin to the natural environment and contrasted with older neighborhoods such as Dog Hill because of their overall form and planned design. Rather

¹³For more information see, Kenneth T. Jackson, Crabgrass Frontier: The Suburbanization of the United States (New York: Oxford University Press, 1985); John R. Stilgoe, Borderland: Origins of the American Suburb, 1820-1939 (New Haven, CT: Yale University Press, 1988); and William H. Wilson, The City Beautiful Movement (Baltimore, MD: The Johns Hopkins University Press, 1989).

¹⁴Beach, Along the Warioto, 298; and Waters, 101.

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than implementing a gridiron street plan, developers utilized elements of the natural landscape and placed residences in harmony with an area's natural topography. Consequently, lot sizes were large and irregular, streets were curvilinear and hilly, and new developments frequently incorporated small parks. Developers also implemented the use of deed covenants in order to direct future development and maintain the residential character of their neighborhoods. They likewise desired to create neighborhoods that realized their own conceptions of an "ideal" community.

The Glenwood Historic District exemplifies this transformation of rural country estates into suburban neighborhoods and reflects early twentieth century trends of suburban planning and development. Prior to the establishment of Clarksville's streetcar system and the automobile's arrival, Madison Street possessed a series of rural estates. Dating to the mid nineteenth century, these estates typically consisted of large houses, many acres of land, gardens, outbuildings, and long winding drives. "Tip Top" (15 Trahern Terrace) and "Oak Top" (107 Madison Terrace--NR 7/8/80), two of Clarksville's better known historic homes, are remnants of once large estates in the Glenwood Drive area.¹⁵

The large residence at 145 East Glenwood Drive in the Glenwood Historic District was also the residence of a large estate along Madison Street. Records show that the residence was constructed circa 1857 in the Second Empire style. The builder is unknown. However, Edwin R. W. Thomas and William A. Quarles conveyed the property to James L. Glenn in 1867.¹⁶ Glenn was the founder and cashier of the Northern Bank of Tennessee and a partner in the wholesale grocery house of John Hurst & Company.¹⁷ Named "Glenwood," the estate had a garden at what is now 170 West Glenwood Drive and

¹⁵Evelyn Hunter, oral interview, 7 February 1996; "Clarksville Architectural District" file; "Map of The City of Clarksville, Tennessee"(Nashville, TN: George Peabody College, August 1938); Hudson, 307; and Williams, 65-66.

¹⁶Montgomery County Register's Office, Deed Book 10, pages 119-122.

¹⁷"Clarksville Architectural District"; and W.P. Titus, Picturesque Clarksville: Past and Present, eds. Ann E. Alley and Ursula S. Beach (Clarksville, TN: by Author, 1887; reprint, Clarksville, TN: Privately Printed, 1973), 235-36.

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stables at 158 East Glenwood Drive.¹⁸ It also possessed a winding drive that began at Madison Street and ended in front of the house.¹⁹ Common in the late nineteenth century, a carefully planned and landscaped drive such as this purposely controlled a visitor's experience of the estate and heightened their awareness of the resident's wealth and importance [See Figures 8-13].

James L. Glenn died circa 1915 and his heirs subsequently sold the Glenwood estate to George Fort, then president of the Northern Bank of Tennessee, in 1921.²⁰ Fort hired A.F. Speight & Son to develop the estate into a suburban neighborhood.²¹ The developer of the initial subdivision was Clarence Speight, a self-taught architect and partner in the firm. Speight capitalized upon increased demands for suburban residences in the mid-1920s and subdivided most of the estate into small lots. These lots averaged twenty five feet in width and 150 feet in length, subsequently allowing potential buyers to purchase as little or as much land as they desired.²² Speight also transformed the estate's original driveway into a curvilinear, aggregate-paved road called Park Avenue and centered the neighborhood around a small parcel of landscaped green space designated as "Glenwood Park" [See

¹⁸William D. Hudson, Jr., interview by Jaan Sturgis, 21 February 1996.

¹⁹Parts of this drive were later incorporated into Glenwood Drive and much of it is still extant in the terraces and ruts of the neighborhood park.

²⁰Montgomery County Register's Office, Deed Book 54, page 474; Deed Book 55, page 45; and Deed Book 63, page 527.

²¹In addition to the houses in the Glenwood Avenue Historic District, Speight also constructed one of Austin P's buildings as well as other residences along Madison Avenue: including the "little people's academy" one or two on Porter's Bluff lane, and a modern house on Ashlin City Road (1950s). Hunter; Hudson; and Lawson Mabry, interview by Jaan Sturgis, 10 February 1996.

²²Mrs. Kenneth Averitt, interview by Jaan Sturgis, 2 March 1996; and Map of "Glenwood Subdivision, Clarksville Tennessee," 15 June 1924.

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Figure 2] ²³ He then constructed the neighborhood's first houses starting in 1925, including his own home at 115 West Glenwood Drive. These residences served as demonstration homes to help promote the subdivision's development. Such promotion became a regular practice of developers in the 1920s and 1930s. Speight's attempts to promote the subdivision also reflect the sluggish housing market in the 1920s and the devastating effects of the Great Depression. Speight initially held a public auction to sell the newly subdivided acreage, but only thirteen houses were built by 1931 and no new construction occurred in 1932 and 1933. ²⁴

A significant alteration of the original Glenn estate was the sale and transformation of the estate mansion (145 East Glenwood). In 1929, Clarence Speight also urged William David "Pete" Hudson, Sr. to buy the old estate house and claimed that he would "colonial revitalize" it. Hudson was mayor of Clarksville from 1929 to 1936 and served as Montgomery County judge after the Second World War. Speight created drawings of the proposed project, and Hudson took them home to his wife for review. At first, Mrs. Hudson was unable to "visualize" the changes and rejected the plan. Speight, however, then produced watercolors of the "new" house as it would appear in 1934-35. The Hudsons subsequently approved the plans, bought the property in 1934, and moved into the house in 1936. The Glenn-Hudson house remained in the Hudson family until 1993, when it was sold to Steve Wallace, its present owner. ²⁵ Figures 8-13 show the house and property as it appeared c. 1910.

The subdivision's development was a gradual process. After Speight's initial attempts at large-scale development, residential construction in the district proceeded in a piece-meal fashion until 1937. People purchased lots from George Fort and constructed residences in an individual manner. Many of the subdivision's original residents were owners or managers

²³Map of "Glennwood Subdivision, Clarksville Tennessee," 15 June 1924. The original aggregate paving still exists on the cross road that runs between the park and 145 East Glennwood.

²⁴According to Lawson Mabry, a Shetland pony was given away as a door prize at the original auction of lots.

²⁵ Mabry, Hudson.

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of Clarksville businesses and lived in homes constructed by their employers. For example, the Condon Tobacco Company (later the American Snuff Company) constructed residences at 104 and 106 Glenwood Drive in 1926 and 1927. These houses were the homes of Raymond A. Condon and his brother C. A. Condon, president and vice president of the company.²⁶ Similarly, the wholesale grocery firm of Ragland and Potter built 127 Glenwood Drive circa 1930, and the Acme Shoe Company built 102 Glenwood Drive in 1929 for Sydney Cohn, son of the owner and president of the company.²⁷ The subdivision's middle and upper class character also attracted faculty members of the newly opened Austin Peay Normal School. John Barn and his family erected a house at 123 West Glenwood Drive in 1931.²⁸

The Glenwood Historic District's variety of architectural styles and forms is partly the result of these development patterns. However, it also results from the ideals that middle and upper class citizens maintained in the early twentieth century. The vast majority of the district's residences from the 1920s and 1930s were constructed in the Colonial, English Cottage, and Tudor Revival styles [See Figures 4, 6]. Emerging in popularity at the turn-of-the-century, these styles reflected the perceived order and ideal qualities of the colonial era. They also contrasted with the irregular eclecticism of the earlier Victorian era. For people in the late nineteenth and early twentieth centuries, revival styles represented stability in an otherwise chaotic, industrialized society. These cultural trends also underpinned the construction of bungalows in the Glenwood Historic District. Identified with the early twentieth century Arts and Crafts Movement, bungalow forms represented a desire to return to a simpler, less ornate lifestyle; that is, they contrasted with the ornate qualities of the Victorian and colonial eras and offered repose from the industrialized urban

²⁶The existence of a joint driveway for these properties resulted from the brother's familial relationship. Beach, *Along the Warioto*, 272; and Danny McGregor, interview by Jaan Sturgis, 10 February 1996.

²⁷Hunter; Mabry; Katherine D. Carter, interview by Chris Hetzel and Dr. Lorne McWatters, 21 February 1996; Jacqueline and Ned Crouch, interview by Jaan Sturgis, 2 March 1996; and Katie Rudolph, interview by Jaan Sturgis, 21 February 1996.

²⁸Rudolph.

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environment. The bungalow reflected ideal perceptions of a pre-industrial society that was simpler, healthier, and closely aligned with nature. Similar to establishment of suburban neighborhoods, the construction of both the revival styles and bungalow forms in the Glenwood Historic District resulted from attempts to deal with the realities of modern life.²⁹

To deal with these realities, the Glenwood District's early developers implemented deed restrictions designed to maintain the neighborhood's middle to upper class, suburban character. Declared in individual deeds and transferred to each subsequent owner, the deed restrictions prevented owners from selling their property to "persons of color" and from using them for non-residential purposes. The deed restrictions also established height limits of thirty feet, dictated that all houses fronted Glenwood Drive, and stipulated that new buildings cost at least \$4,000. These requirements reflected Progressive Era notions that people could control their surroundings and establish an ideal middle class lifestyle.³⁰

The building practices and patterns of development established by Speight in the 1920s continued in the Glenwood Historic District until 1937. At this time, several individuals engaged in speculative building by constructing homes in portions of the undeveloped and original estate's previously unplatted sections behind the Glenn residence. Between 1937 and 1938, for example, Clarence E. Horton, a local contractor, built a large number of houses in the rear of the subdivision. Local residents in the area remember that Horton bought several lots at an auction and quickly built inexpensive houses on the acquired

²⁹See Elizabeth Cumming and Wendy Kaplan, The Arts and Crafts Movement (London: Thames and Hudson Ltd., 1991); Clay Lancaster, "The American Bungalow," Common Places: Readings in American Vernacular Architecture, eds. Dell Upton and John Michael Vlach (Athens, GA: University of Georgia Press, 1986); Virginia and Lee McAlester, A Field Guide to American Houses (New York: Alfred A. Knopf, 1994); and Gwendolyn Wright, Building the Dream: A Social History of Housing in America (Cambridge, MA: The MIT Press, 1981).

³⁰Montgomery County Register's Office, Deed Book 74, page 298; and Deed Book 79, page 326

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land.³¹ Other entrepreneurs such as Irving Manning and Henry Merritt developed lots in a manner similar to Horton. Manning was the owner of the Clarksville lumber company of Manning and Organ and constructed several residences in the district after 1937, including 158 Glenwood Drive. Similarly, Henry Merritt was the owner of the Merritt Stave & Lumber Company and built his own residence at 144 East Glenwood, as well as several houses in the subdivision.³²

These developments resulted from the increased housing demand caused by new industries in the Clarksville area at the end of the Depression. Many of the new industries were attracted to Clarksville because the Tennessee Valley Authority began providing inexpensive electricity to the area in 1938.³³ For example, the B. F. Goodrich company entered Clarksville in 1939 and the government established Fort Campbell in 1941. According to the 1942-1943 city directory, employees of the B.F. Goodrich company lived at 158, 161, 173 and 174 East Glenwood Drive and officers at Fort Campbell lived at 101 and 107 Glenwood Drive, 165, 167, 131, 171 East Glenwood Drive, and 175 West Glenwood Drive.³⁴ With the outbreak of World War II, Fort Campbell in particular contributed a large number of people to Clarksville's population and created a increased demand for available housing. As early as March 1942, housing for camp workers was in terribly short supply. When soldiers began to arrive, their dependents almost overwhelmed the city. Health officials cautioned continuously against allowing people to camp in trailers around public buildings and businesses. Moreover, because the army designated Clarksville

³¹Clarence E. Horton is also responsible for housing construction in Maplemere subdivision. It exists adjacent to the Glenwood Historic District and was developed during roughly the same time period. Clarksville Leaf Chronicle (Clarksville, TN), 22 June 1938, 5; and Hunter.

³²C. B. Page Directory Company, Clarksville City Directory: 1942-1943 (Corpus Christi, TX: privately printed, 1942), 182; and Hudson.

³³Hodson, 300.

³⁴C. B. Page Directory Company.

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as a "defense area," construction of rental property boomed, with Federal Housing Administration (FHA) loans providing much of the funding.³⁵

Much of the Glenwood Historic District's housing construction from the late 1930s and early 1940s resulted from the FHA's aggressive promotion of new building attitudes. Since the FHA assumed final repayment of housing loans, it required that builders follow certain standards of construction. For example, the FHA suggested house plans that had simple lines and were designed for middle class families. Commonly referred to as the Minimal Traditional style, these houses were simplified forms loosely based on the Colonial and English Cottage Revival styles of the 1920s and 1930s.³⁶ The cultural ideas engendered in these styles likewise reflected Progressive Era notions of public health and ideal standards of living. The FHA promoted these beliefs through local newspapers and FHA approved house plans appeared in the Clarksville Leaf Chronicle throughout the late 1930s. Several Clarksville developers, including the Manning and Orgain Supply Company and the Merritt Stave & Lumber company, advertised themselves in the Clarksville Leaf Chronicle as capable of meeting the FHA's style and material requirements.³⁷

After World War II, the Glenwood Historic District maintained its character as a middle class suburban neighborhood, although it may now be considered an urban neighborhood. This consistency reflects the early attempts of George Fort and Clarence Speight to create an ideal, controlled environment removed from the undesirable characteristics of the city center. Deed restrictions regulated later development in the 1920s neighborhood, and the placement of a park and other planned features maintained the district's suburban appearance. These qualities create an interesting contrast between the district's earlier period of housing construction and the later developments that did not include stringent deed covenants. Socially, many of the developers' early aspirations are also maintained as current residents consider the neighborhood to be a close community. For example, the

³⁵Waters, 140.

³⁶McAlester, 477.

³⁷Paul Conkin, The New Deal (New York: Crowell, 1975), 22; and Clarksville Leaf Chronicle (Clarksville, TN), 1938).

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neighborhood holds a picnic every September and all residents and former residents of Glenwood are invited. Other community activities include sledding whenever it snows.³⁸ The Glenwood Historic District exists as a significant example of early twentieth century residential architecture and of community planning and development in Clarksville, Tennessee.

³⁸Randolph; and Crouch.

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Glenwood Historic District, Montgomery County, TN

VERBAL BOUNDARY DESCRIPTION

The Glenwood Historic District boundary begins at the southwest corner of tax parcel No. 17 and Madison Street [see Figure 7, from Clarksville, Montgomery County, Tennessee Tax Map 66-L] and runs northward along the western boundaries of the tax parcels of the homes along Glenwood and West Glenwood Drives in the Glenwood Subdivision. After crossing Maplemere Drive at tax parcel No. 2, the boundary continues northward along the western boundaries of the West Glenwood homes [see Figure 7, from Tax Map 66-E] until it meets the corner of tax parcels No. 13 and 10 at Commerce Street. The boundary then runs eastward along Commerce Street, crossing Reynolds Street between tax parcels No. 12 and 1, and continuing eastward to the northwest corner of tax parcel No. 2. The boundary then runs southward along the eastern boundaries of the East Glenwood and Glenwood Drive homes [see Figure 7, from Tax Maps 66-E and 66-L] until it reaches Madison Street at the corner of tax parcel No. 23. The boundary then runs westward along Madison Street to meet the starting point at the southwest corner of tax parcel No. 17.

BOUNDARY JUSTIFICATION

The Glenwood Historic District includes all of the houses and garages located in the Glenwood Subdivision along Glenwood, East Glenwood and West Glenwood Drives which retain their integrity in building materials, use, and construction within the period of significance. The district consists of a variety of architectural styles and residential building types as well as a park site integral to the park-like suburban design of the subdivision.

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Glenwood Historic District, Montgomery County, TN

XI. LIST OF PROPERTY OWNERS

Note: The city and zip code for all properties is Clarksville, Tennessee 37040

GLENWOOD DRIVE

John Stevens and Mary King
101 Glenwood Drive

Katherine D. Carter
102 Glenwood Drive

Susan P. Montgomery
104 Glenwood Drive

Mrs. Bernard H. Palmore
105 Glenwood Drive

Daniel B. McGregor
106 Glenwood Drive

Martha J. Elliott
107 Glenwood Drive

Clark G. Nicholson
108 Glenwood Drive

J. W. and Kathleen Parker
109 Glenwood Drive

EAST GLENWOOD DRIVE

Philip V. Evans
110 East Glenwood Drive

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William D. Hadley, Jr.
112 East Glenwood Drive

Ned. P. Crouch
114 East Glenwood Drive

Kenneth R. Averitt
118 East Glenwood Drive

Stephen L. Wallace
122 East Glenwood Drive

Michael W. Hinson
140 East Glenwood Drive

Stephen L. Wallace
145 East Glenwood Drive

Richard H. Swift
152 East Glenwood Drive

Mark Hunter
156 East Glenwood Drive

David Kelland Till
157 East Glenwood Drive

Charles Gale Gibson
158 East Glenwood Drive

Horace Ritter, Jr.
161 East Glenwood Drive

Jeff Burkhart Construction Company
164 East Glenwood Drive

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Glenwood Historic District, Montgomery County, TN

Lynn Ellen Knott
165 East Glenwood Drive

David E. Stanton
166 East Glenwood Drive

Annie Boyd
167 East Glenwood Drive

Robert Hunt and Phyllis Elliott
168 East Glenwood Drive

Paul Hunt
169 East Glenwood Drive

Benjamin P. Howard
172 East Glenwood Drive

Karyl Jean Beauchamp
173 East Glenwood Drive

Rickey and Irma Hinton
174 East Glenwood Drive

Joyce B. Norfleet
175 East Glenwood Drive

Patrick Cain
178 East Glenwood Drive

Alva Paul Vienneau
182 East Glenwood Drive

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Glenwood Historic District, Montgomery County, TN

WEST GLENWOOD DRIVE

Kenneth R. Goble
111 West Glenwood Drive

Tracy H. Jackson
113 West Glenwood Drive

Lawson Mabry
115 West Glenwood Drive

Michael G. Baggett
117 West Glenwood Drive

Judy D. Ledbetter
119 West Glenwood Drive

Barry L. Kullback
123 West Glenwood Drive

Robert R. Crabtree
125 West Glenwood Drive

David M. O'Drobinak
121 West Glenwood Drive

Mrs. Guy Cooper
127 West Glenwood Drive

Mark R. Olson
129 West Glenwood Drive

Betsy L. Nelson
131 West Glenwood Drive

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Glenwood Historic District, Montgomery County, TN

David Young
135 West Glenwood Drive

David T. Holt
164 West Glenwood Drive

David E. Stanton
166 West Glenwood Drive

Albert Jobe
168 West Glenwood Drive

Barry Podell
169 West Glenwood Drive

Carlos B. Brewer
170 West Glenwood Drive

R. Evans Peay
171 West Glenwood Drive

John Lane
172 West Glenwood Drive

Betty Jo Hancock
173 West Glenwood Drive

Keith J. Brown
174 West Glenwood Drive

Riley E. Martin
175 West Glenwood Drive

James G. Gutland
177 West Glenwood Drive

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Glenwood Historic District, Montgomery County, TN

Susan H. Bryant
179 West Glenwood Drive

GLENWOOD PARK

Glenwood Neighborhood Association
c/o R. Evans Peay
171 W. Glenwood Drive

Park Area bounded by Glenwood Drive, East Glenwood Drive, West Glenwood Drive and, on the north, by the remnants of the aggregate road between 118 East Glenwood and 119 West Glenwood.

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Glenwood Historic District, Montgomery County, TN

PHOTOGRAPHS

Glenwood Historic District
Clarksville, Montgomery County, Tennessee
Photos by: D. Lorne McWatters
 Chris Hetzel
Date: February 1996
Negatives: Tennessee Historical Commission
 Nashville, TN

Facing west, view of 101 Glenwood Drive
#1 of 37

Facing east, view of 102 Glenwood Drive
#2 of 37

Facing east, view of 104 Glenwood Drive
#3 of 37

Facing west, view of 105 Glenwood Drive
#5 of 37

Facing east, view of 106 Glenwood Drive
#5 of 37

Facing west, view of 107 Glenwood Drive
#6 of 37

Facing east, view of 108 Glenwood Drive
#7 of 37

Facing west, view of 109 Glenwood Drive
#8 of 37

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Glenwood Historic District, Montgomery County, TN

Facing east, view of 110 East Glenwood Drive
#9 of 37

Facing east, view of 112 East Glenwood Drive
#10 of 37

Facing east, view of 114 East Glenwood Drive
#11 of 37

Facing southeast, view of north elevation and garage at 118 East Glenwood Drive
#12 of 37

Facing east, view of west facade of 122 East Glenwood Drive
#13 of 37

Facing north, view of south facade of 145 East Glenwood Drive
#14 of 37

Facing south, view of north elevation of 145 East Glenwood Drive
#15 of 37

Facing east, view of 164 East Glenwood Drive
#16 of 37

Facing east, view of 166 East Glenwood Drive
#17 of 37

Facing east, view of 172 East Glenwood Drive
#18 of 37

Facing east, view of 174 East Glenwood Drive
#19 of 37

Facing west, view of 113 West Glenwood Drive
#20 of 37

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Facing west, view of 115 West Glenwood Drive
#21 of 37

Facing west, view of 123 West Glenwood Drive
#22 of 37

Facing west, view of 125 West Glenwood Drive
#23 of 37

Facing west, view of 127 West Glenwood Drive
#24 of 37

Facing west, view of 131 West Glenwood Drive
#25 of 37

Facing east, view of 166 West Glenwood Drive
#26 of 37

Facing north, view of 175 West Glenwood Drive, including garage
#27 of 37

Facing north, view of 177 West Glenwood Drive
#28 of 37

Facing northeast, view of East Glenwood Drive
#29 of 37

Facing south, view of East Glenwood Drive and houses on east side
#30 of 37

Facing northeast, view of east side of East Glenwood Drive
#31 of 37

Facing northwest, view along West Glenwood Drive, showing west side of Park
#32 of 37

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Facing north, view along West Glenwood Drive
#33 of 37

Facing north, view of Park at junction of Glenwood Drive, East Glenwood Drive and West
Glenwood Drive
#34 of 37

Facing southeast, view of park and houses along east side of East Glenwood Drive
#35 of 37

Facing south, view of Park (original road from Madison Street to house which became 145
East Glenwood Drive ran through trees on right side of photo)
#36 of 37

Facing north, view of facade of 145 East Glenwood looking uphill from original aggregate
road which ran across the Park area
#37 of 37

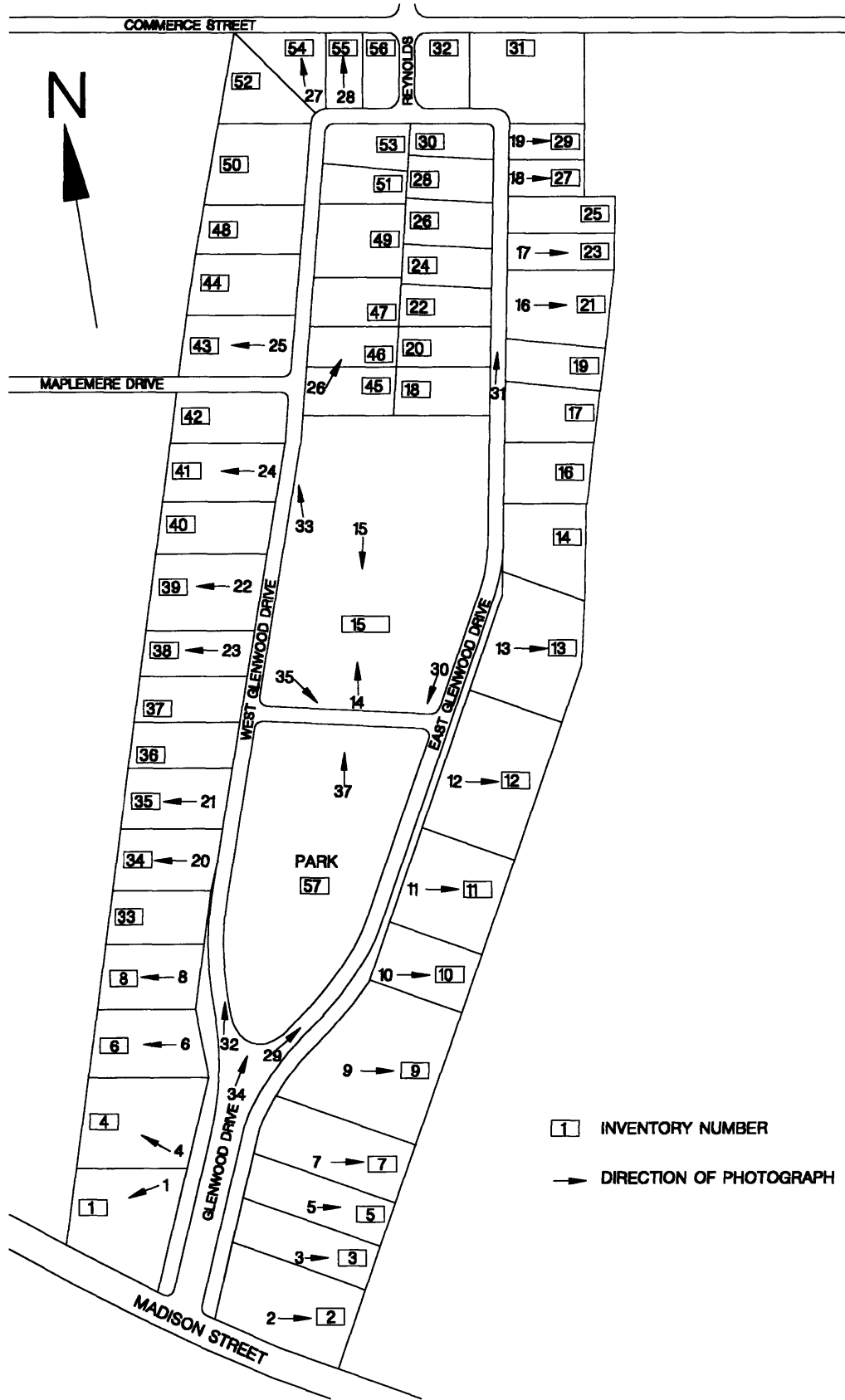


FIGURE 1 - Photo Key Map,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

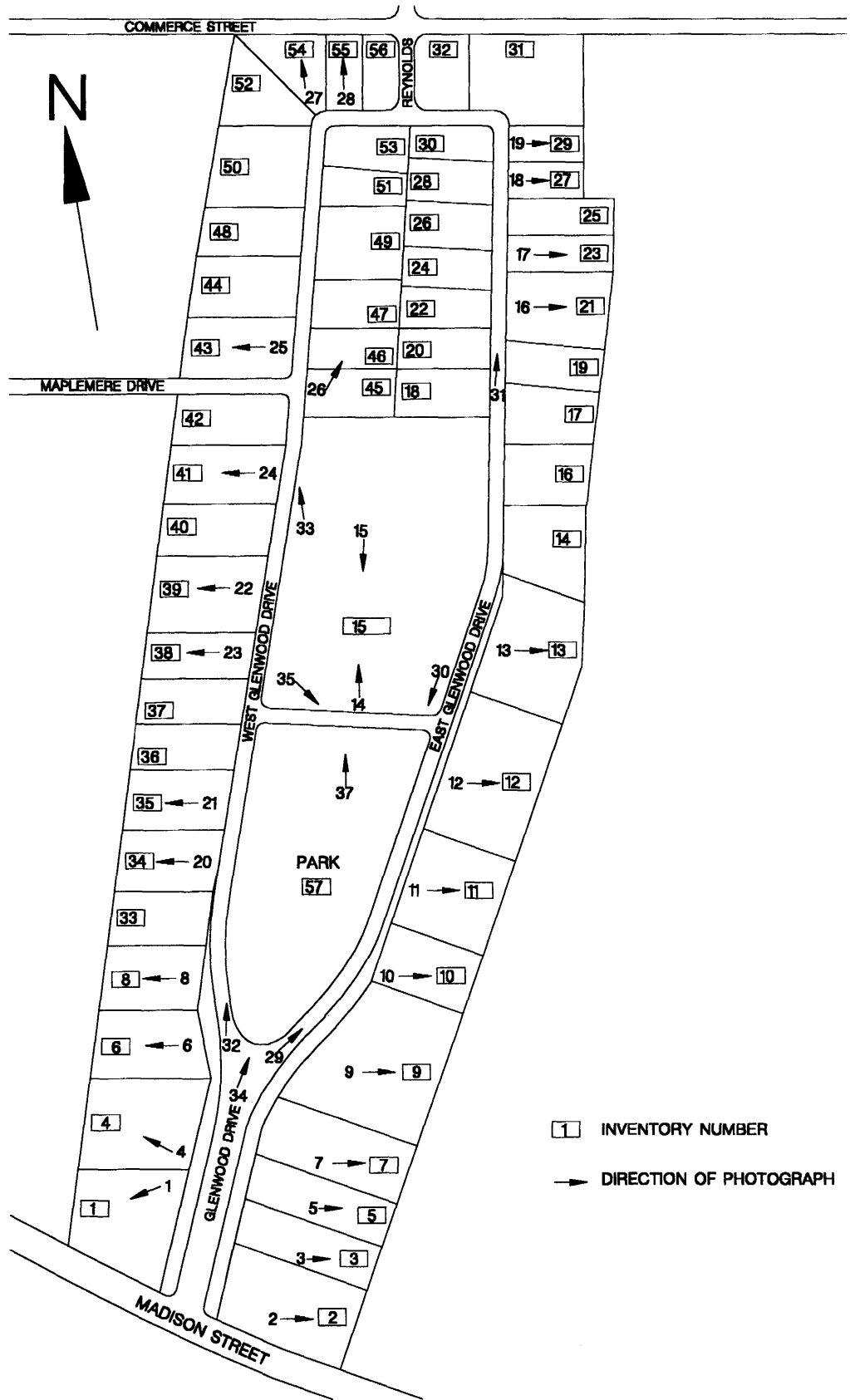
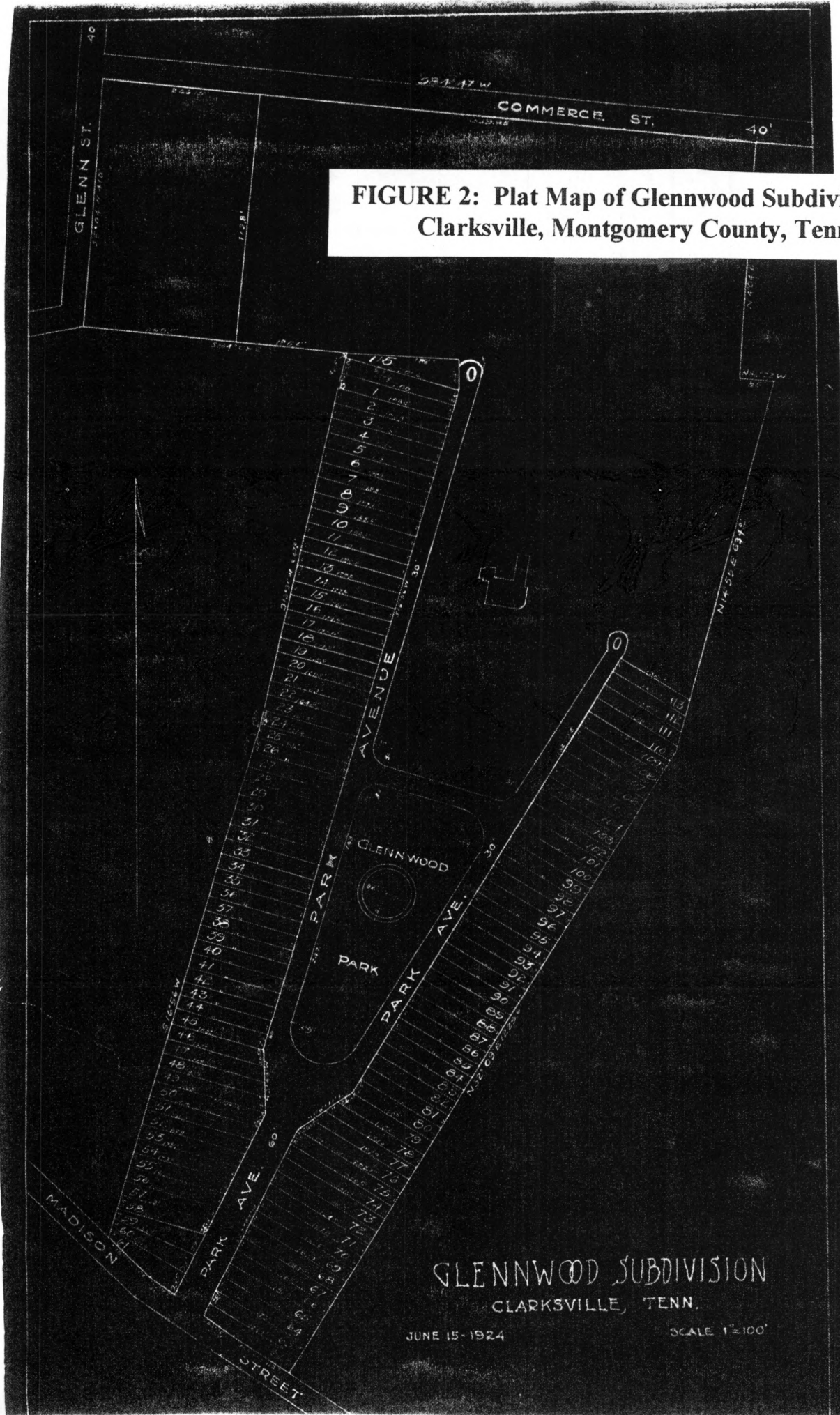


FIGURE 1A - Photo Key Map,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

**FIGURE 2: Plat Map of Glennwood Subdivision, 1924
Clarksville, Montgomery County, Tennessee**



GLENNWOOD SUBDIVISION
CLARKSVILLE, TENN.

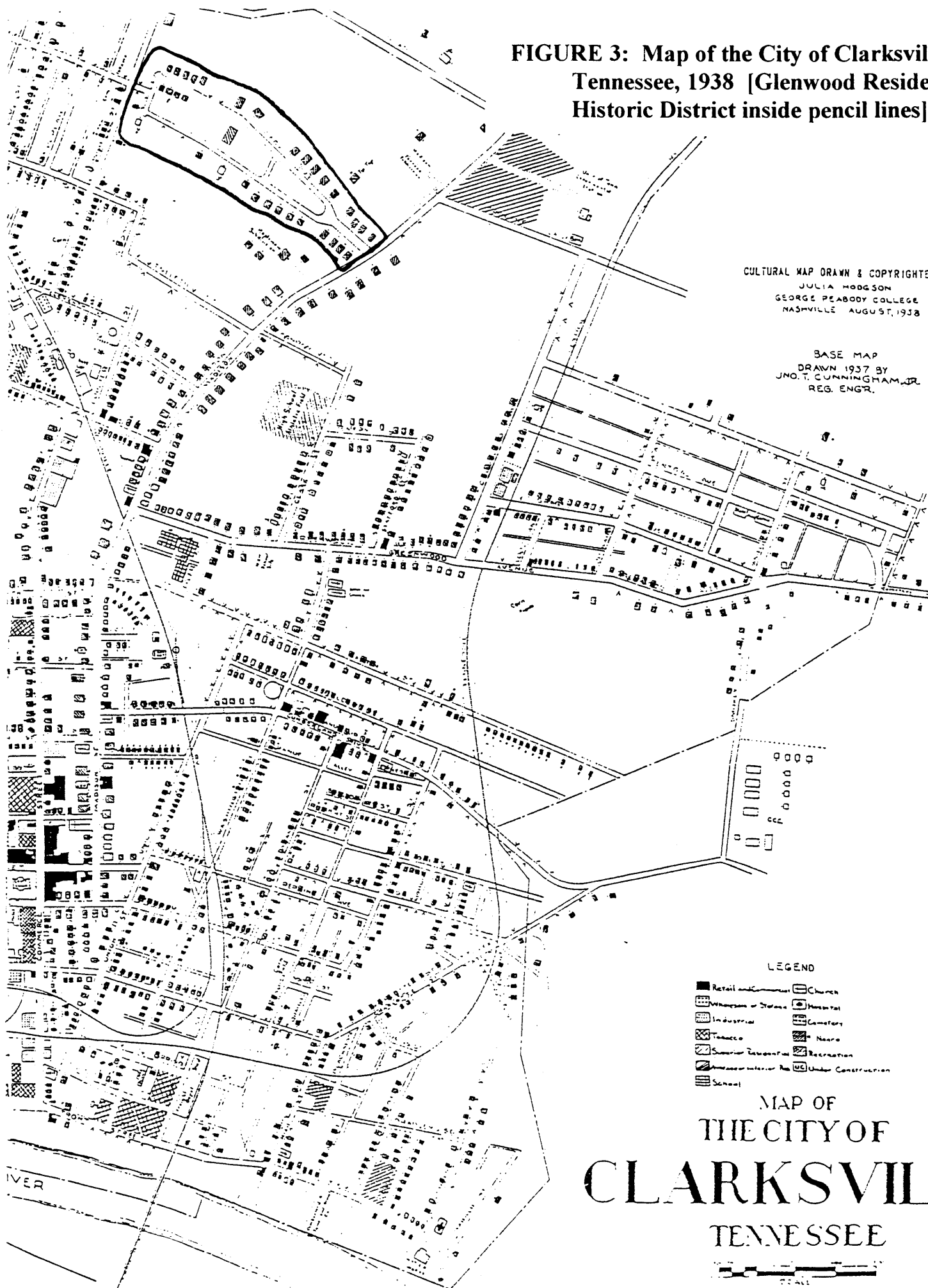
JUNE 15, 1924

SCALE 1"=100'

**FIGURE 3: Map of the City of Clarksville,
Tennessee, 1938 [Glenwood Residential
Historic District inside pencil lines]**

CULTURAL MAP DRAWN & COPYRIGHTED BY
JULIA HODGSON
GEORGE PEABODY COLLEGE
NASHVILLE AUGUST, 1938

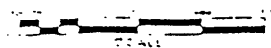
BASE MAP
DRAWN 1937 BY
JNO. T. CUNNINGHAM, JR.
REG. ENGR.



LEGEND

- | | |
|---------------------------|----------------------|
| ■ Retail and Commercial | ⊞ Churches |
| ▨ Warehouse or Storage | ⊞ Hospital |
| ▧ Industrial | ⊞ Cemetery |
| ▩ Tobacco | ▩ Negro |
| ▧ Summer Residential | ▧ Recreation |
| ▨ Amusement Interior Park | ⊞ Under Construction |
| ▩ School | |

MAP OF
THE CITY OF
CLARKSVILLE
TENNESSEE



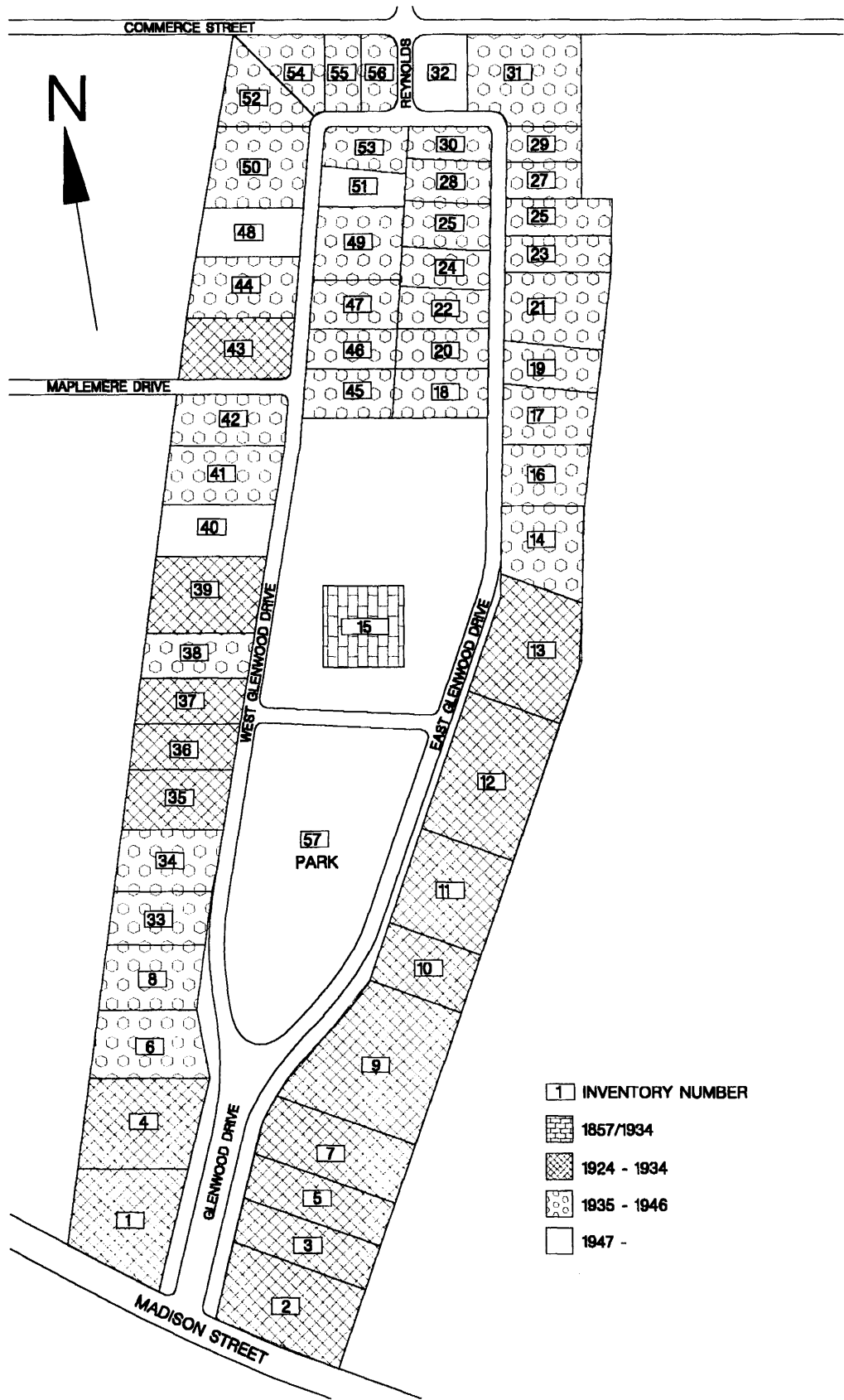


FIGURE 4 - Dates of Construction of Houses,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

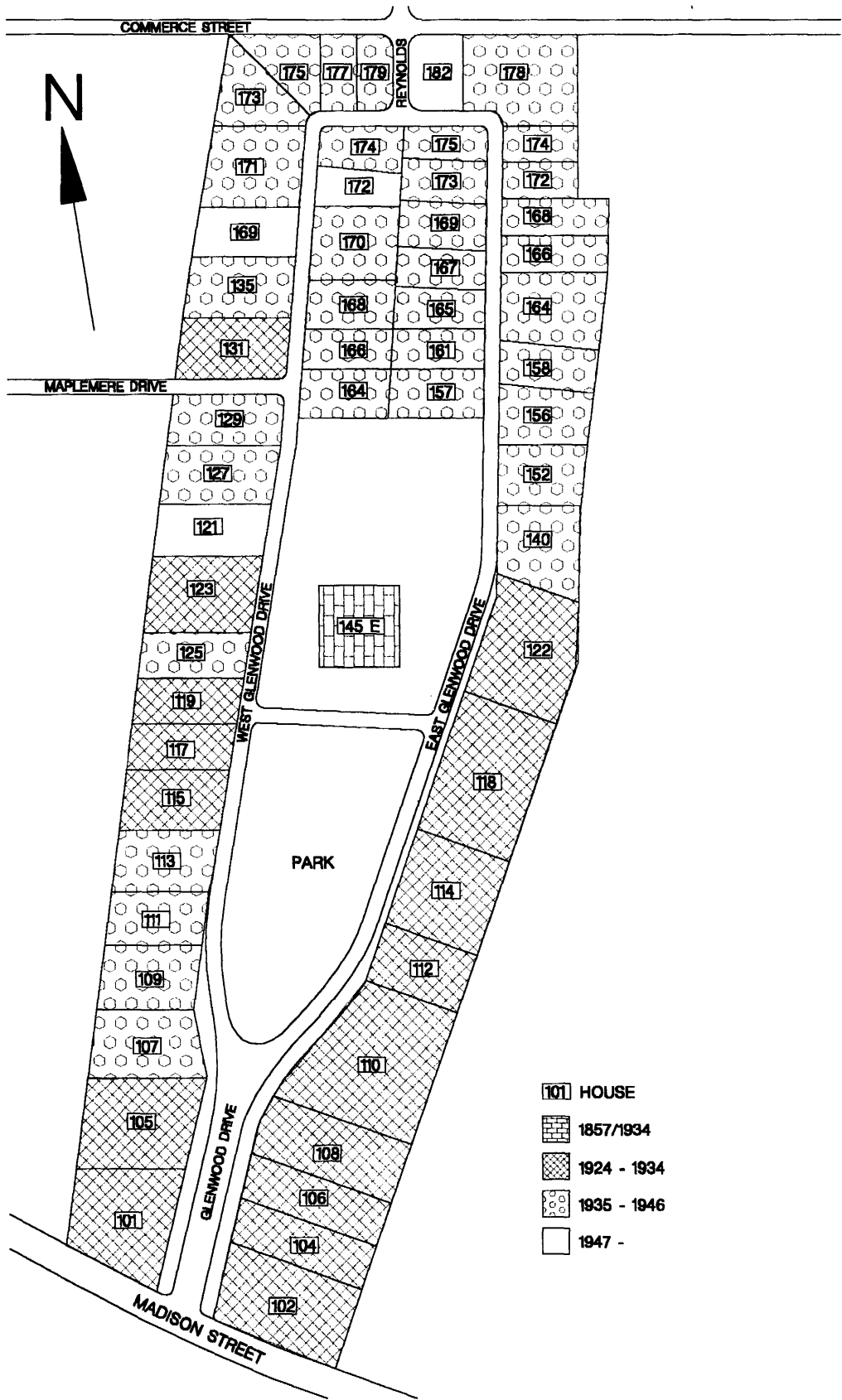


FIGURE 4A - Dates of Construction of Houses,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

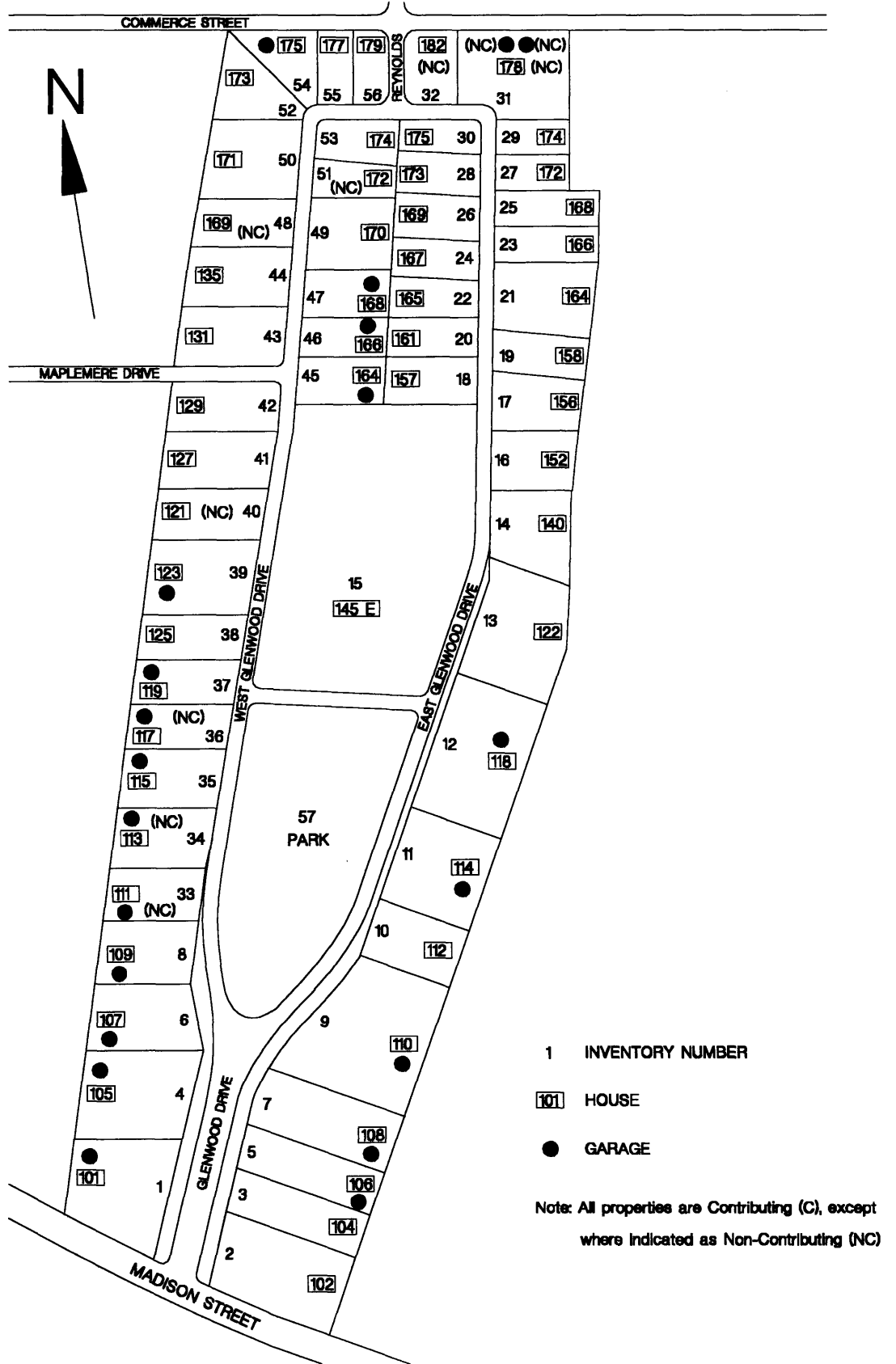


FIGURE 5 - Contributing (C) and Non-Contributing (NC) Properties,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

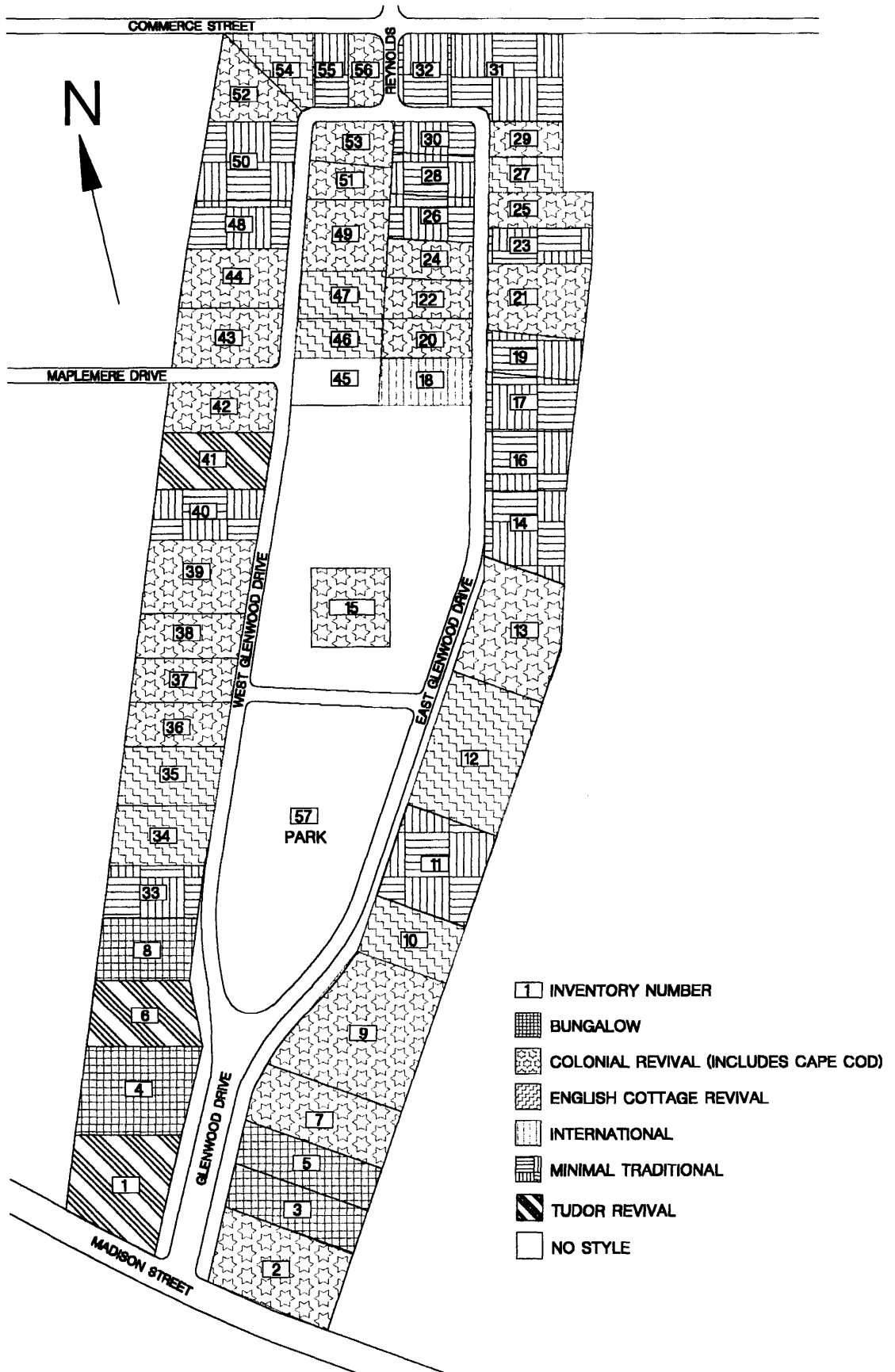


FIGURE 6 - Distribution of Architectural Styles,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

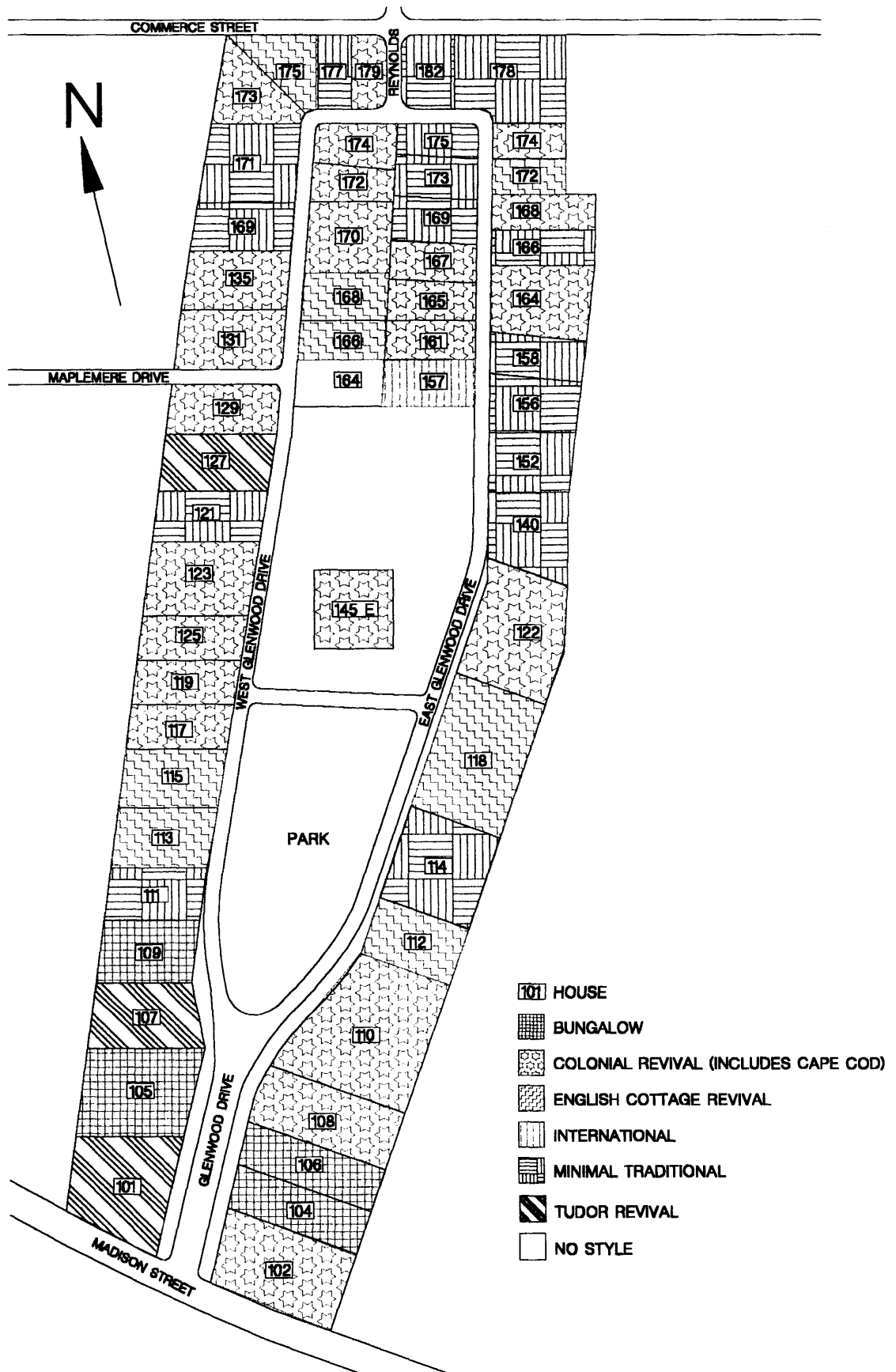


FIGURE 6A - Distribution of Architectural Styles,
 Glenwood Residential Historic District,
 Clarksville, Montgomery County, Tennessee

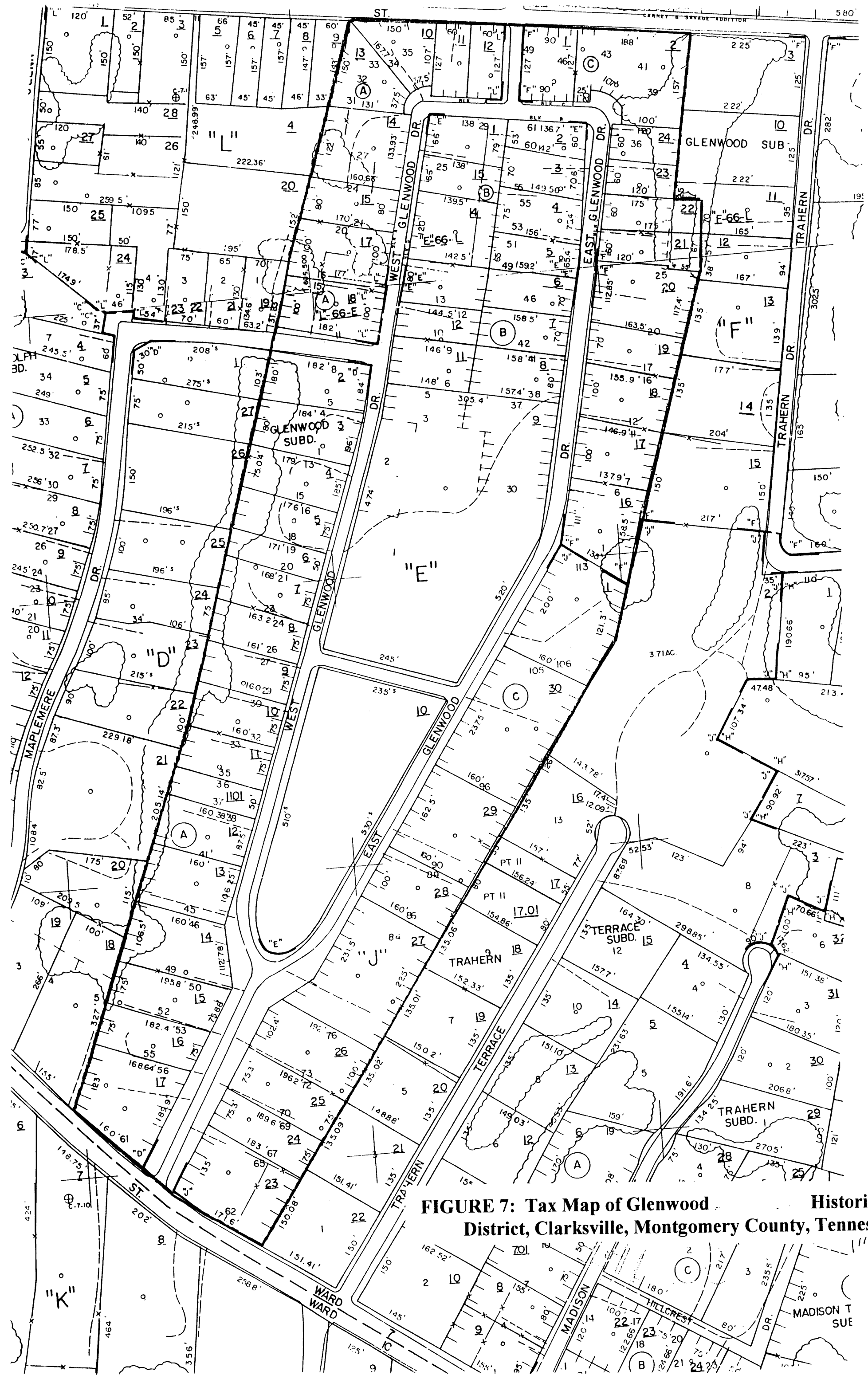


FIGURE 7: Tax Map of Glenwood Historic District, Clarksville, Montgomery County, Tennessee

1" = 150'
 ↑ N

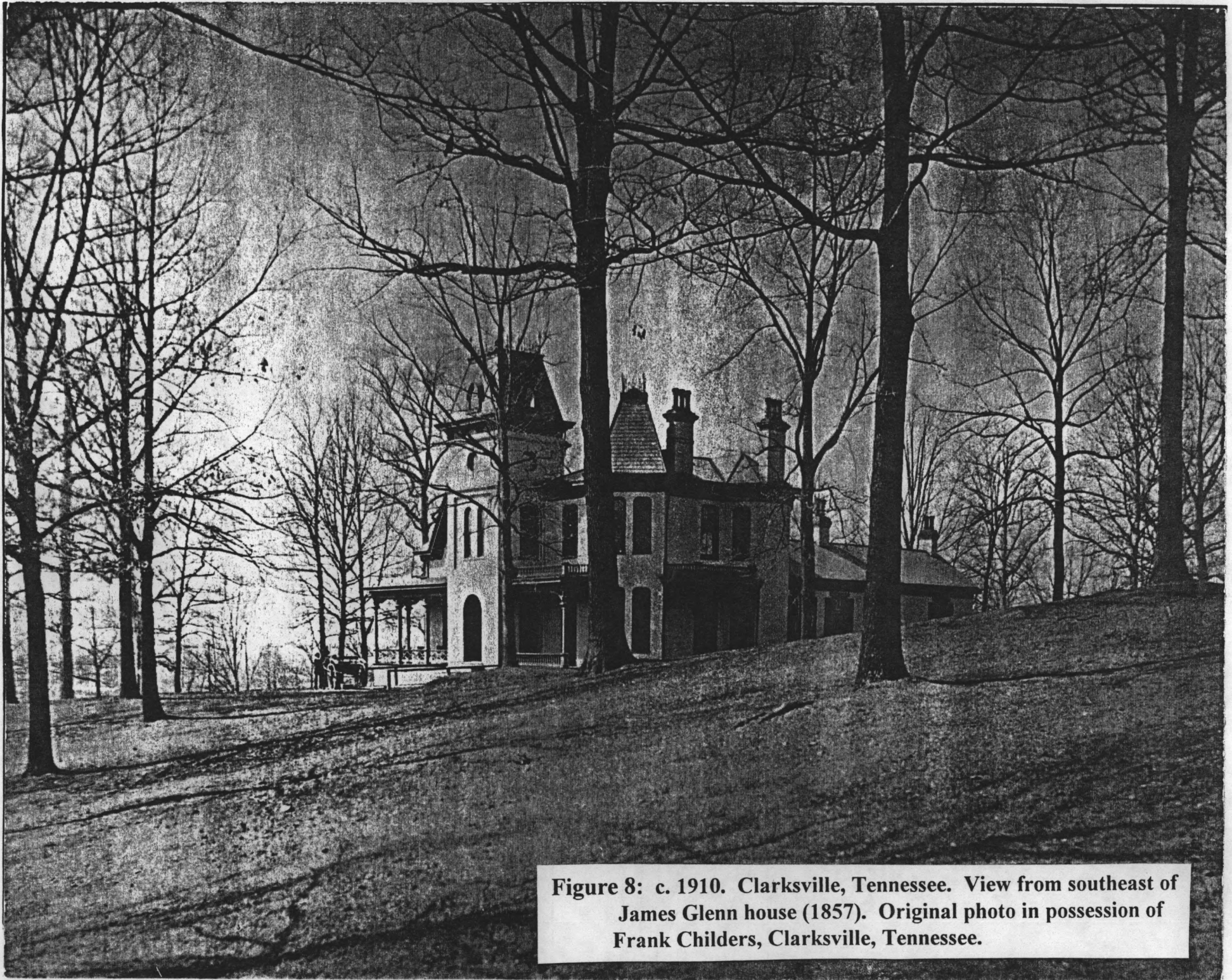


Figure 8: c. 1910. Clarksville, Tennessee. View from southeast of James Glenn house (1857). Original photo in possession of Frank Childers, Clarksville, Tennessee.



Figure 9: c. 1910. Clarksville, Tennessee. View from southwest of James Glenn house (1857). Original photo in possession of Frank Childers, Clarksville, Tennessee.



Figure 10: c. 1910. Clarksville, Tennessee. View from south of road from Madison street to James Glenn house (1857). Fence at right of photo is for Elwyn Trahern house, known as "Tip-Top." Original photo in possession of Frank Childers, Clarksville, Tennessee.

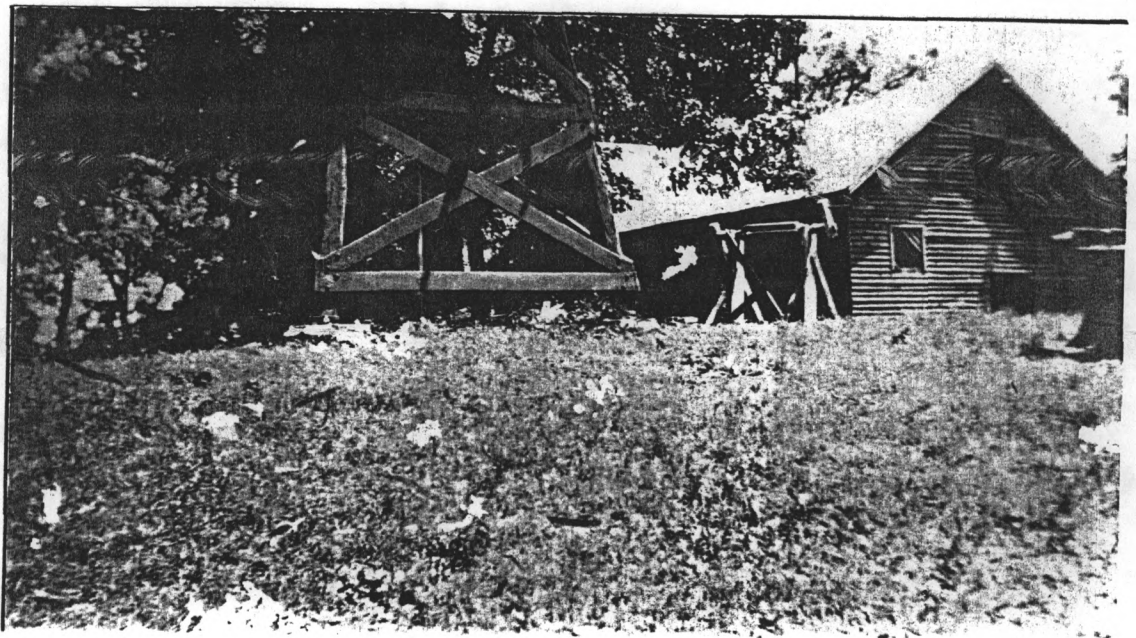


Figure 11: c. 1910. Clarksville, Tennessee. (Top) View of James Glenn house (1857) from road south of house. Granddaughter Susan Glenn standing on road. (Bottom) View of base of watertower and barn located on James Glenn property. Original photos in possession of Frank Childers, Clarksville, Tennessee.

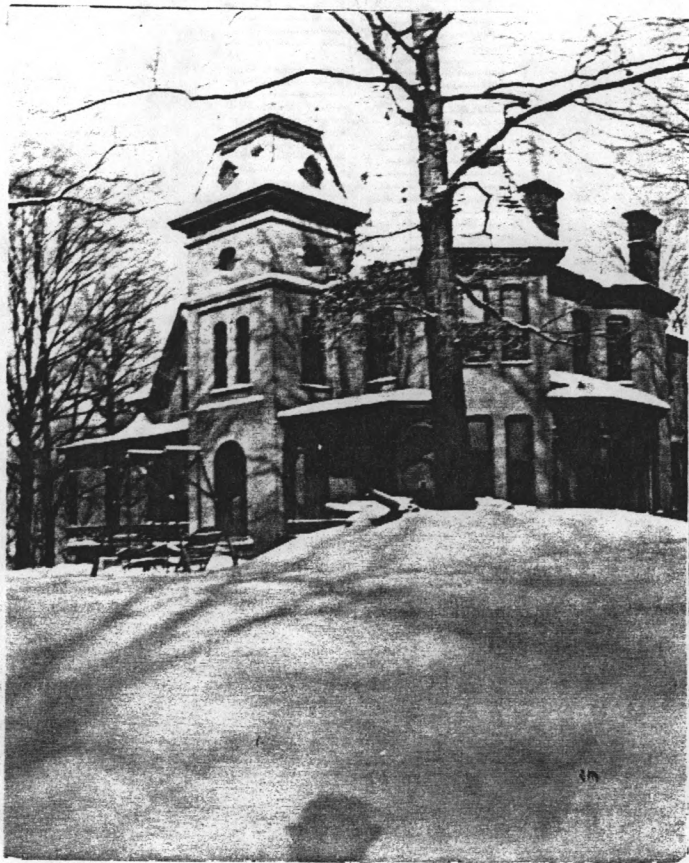


Figure 12: c. 1910. Clarksville, Tennessee. (Top) View of James Glenn house (1857) from southeast, with snow on ground. (Bottom) View of James Glenn house from south, looking up road from Madison Street. Original photo in possession of Frank Childers, Clarksville, Tennessee.



Figure 13: c. 1910. Clarksville, Tennessee. (Above) James Glenn and grand-daughter, Susan Glenn. (Right) James Glenn. Original photo in possession of Frank Childers, Clarksville, Tennessee.

