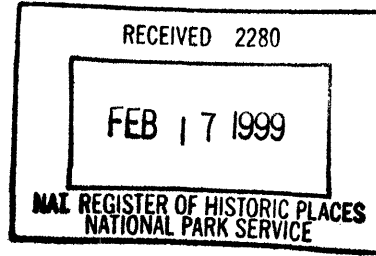


NPS Form 10-900
(Oct. 1990)



Cover

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Union City, (Obion County) Tennessee

B. Associated Historic Contexts

(Name each Associated Historic Context, identifying theme, geographical area, and chronological period for each>)

- I. Development of Economics and Transportation, 1854 to 1947
- II. Development of Domestic Architecture, 1854 - 1947

C. Form Prepared by

name/title Judi M. McIntyre, Kate Carouthers, Carroll Van West
 organization MTSU Center for Historic Preservation date October 1998
 street & number PO Box 80, MTSU telephone 615-898-2947
 city or town Murfreesboro state TN zip code 37132

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 listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set for in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Herbert L. Hays 2/10/99
 Signature of certifying official/ Title 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.

Edson H. Beall 3/18/99
 Signature of the Keeper Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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(If more than one historic context is documented, present them in sequential order.)	
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Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local Government
 University
 Other

Name of repository:

MTSU Center for Historic Preservation

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 120 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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Historical & Architectural Resources of Union City,
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E. Statement of Historic Contexts

I. Development of Economics and Transportation, 1854 to 1947

Obion County was established on October 24, 1823. Obion County is located in the northwestern section of Tennessee and is bound on the north by Fulton County, Kentucky; on the east by Weakley County; on the south by Gibson and Dyer counties; and on the west by Lake County. Obion County consists of 560 square miles, Reelfoot Lake covers thirty-six of these miles. Union City (population 10,436) is the county seat of Obion County and is located in the north-central part of the county about five miles south of the Kentucky border.

Union City originated as a railroad town. In 1829 Martin Armstrong of North Carolina transferred five thousand acres of land in northwest Tennessee to attorney, General George Washington Gibbs, in exchange for his legal services. In 1851 the Nashville and Northwestern Railroad (later to become the Nashville, Chattanooga, & St. Louis Railroad) received a charter to build tracks from Nashville, Tennessee to a terminus on the Mississippi River, possibly at Madrid Bend or Tiptonville. General Gibbs visited Nashville and had the charter amended so that the terminus of the line would end on his property where the Mobile & Ohio Railroad was under construction. When General Gibbs returned, he organized a company to continue the line to the river port of Hickman, Kentucky. In 1853 construction began on this railroad, the Hickman & Obion Railroad, between Hickman, Kentucky and the future site of Union City.

On February 22, 1854, General Gibbs plotted a plan on his property for a township and established the town. He wanted to name the town Junction City because the town was located at the future junction of the Nashville & Northwestern Railroad and the Mobile & Ohio Railroad, but since another town had already claimed the name the town became Union City. In 1855, construction of the Nashville & Northwestern Railroad reached the Mobile & Ohio Railroad and created a crossing. Construction on the Hickman & Obion Railroad continued eastwardly until it met the Nashville & Northwestern Railroad. On November 16, 1855, the Nashville & Northwestern Railroad purchased the Hickman & Obion Railroad and established a route to the Mississippi River.

Historic and Architectural Resources of Union City, Tennessee

In 1855 Union City sold its first lots at public auction. The first lot sold for three hundred dollars to Moss Drug Store on First Street. Pioneering settlers include John White, Wilson Cage, William Scott, Ezekiel Harelson, Major Ury, Richard Baynes, Major Chambers, Dr. Williams, Dr. Chittim, and Dr. Thompson. By April 1861, the Mobile & Ohio was ready for service, and Union City was formally incorporated in the same year.

When General Gibbs laid out the community, he set aside several lots for churches. Union City's earliest churches organized and built their frame houses of worship around the downtown area between 1857 and 1874. In 1857 Reverend H. D. Bantau built Union City's first church, the

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Exchange Street Church of Christ, with community donations. They allowed other denominations to hold services in their building until they could build their own church buildings. The First Christian Church organized in 1848 and built their first building in 1857. In 1858 Reverend Jo McLeskey and C. W. McBride organized the First Cumberland Presbyterian Church. Their original building was a 40' by 65' frame structure constructed in 1867. In 1868 the First Methodist Church built their house of worship on Church Street. They had been meeting in the home of J. C. Foster since 1856. Their membership included prominent Union City families such as the Gibbs, Becks, Bransfords, Naillings, and Curlins. Several other churches formed during this period as well. The First Baptist Church organized in 1867 and constructed their first building in 1870 on Division Street. The Union City Presbyterian Church South organized in 1868 and constructed their first building in 1874. In 1868, Reverend Isaac Caldwell established the First Presbyterian Church, and they held services in their frame building on North First Street.

Union City established its first schools in the 1850s and 1860s in homes and small schoolhouses. Prior to the Civil War, Union City's first school met in the home of Ebby Whipple. In the winter of 1860 the first schoolhouse was erected in Union City at the cost of sixteen hundred dollars. This school (non-extant) was continuously used until the Civil War. During the Civil War it served as a hospital for the troops. In 1865, James Fuzzell opened another school in the law office of C. N. Gibbs.

During the Civil War, Union City was the primary site of Obion County's military action, and Union City's railroads changed hands many times during the war. Obion County "provided more soldiers to the Confederacy than it had registered voters."¹ In the first months of the Civil War, Confederate forces occupied Union City due to its railroads and its location to neutral Kentucky. Confederates established Camp Brown, a training center for recruits, on the Mobile & Ohio Railroad just north of the original Union City depot. During the course of the war, between five thousand and twenty thousand men occupied this camp. After the initial Confederate occupation, Union soldiers captured Union City briefly, and then Confederates led by General Nathan Bedford Forrest recaptured the city in December 1862, and again in March 1864. Forrest destroyed the first railroad depot during the Confederate occupation of 1862. During the raid of December 23, 1862, Forrest destroyed fifteen miles of railroad in the Obion River bottoms, then captured the Federal garrison at Union City and destroyed tracks running northeast, southwest, and east to Dresden. The Civil War destroyed a total of 184 miles of line, bridges, and related outbuildings, including the original depot. By the end of the war, Union City and its railroads were in Union hands. Due to extensive damage, Mobile & Ohio Railroad officials changed their original plans to make the Mobile & Ohio Railroad a major north-south transportation corridor. Instead, the Mobile and Ohio Railroad rebuilt after the war as a local and regional railroad.

¹ R. C. Forrester and Bill Threlkeld, *Roads Less Traveled: Self-Guided Tours to Historic Sites and Scenic Areas in Obion County* (Union City, Tennessee: Lanzer Printing & Office Supply Co., Inc., 1996), 104.

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Union City developed largely because of the railroads, which allowed for the growth of industry in Union City following the Civil War, as the railroads served as convenient links with other towns and states. At the junction of the Mobile & Ohio and Nashville & Northwestern railroads, Union City developed into Obion County's largest city and industrial center. Union City's earliest industries located their two and three-story businesses facing the railroad tracks, where they were assured of a steady stream of customers. Others built their businesses along First Street, the city's primary business street.

One of the city's most significant post Civil War businesses was T. L. Bransford and Sons. After serving in the Confederate Army from 1863 to 1865, Thomas Leroy Bransford moved to Union City in 1867 and became one of the city's leading citizens. In 1868, he established a brick and concrete manufacturing company, later known as T. L. Bransford and Sons. He soon became Union City's leading brick and concrete contractor, making 500,000 bricks per year and employing approximately forty people. In addition to his own home with Queen Anne and Italianate influences located at 815 North Ury Street, Bransford also built Union City's first courthouse (1890). Some of the other buildings he constructed included the two First Methodist Church buildings on Main Street (1884 and 1914), the Pleasant Valley Methodist Church (1914), the city post office (NR 5/31/84), and the Deering Building (NR 11/25/83) to name a few. By the early twentieth century, both of his sons, Ben and Howell Bransford, were working with him. The company continued until 1951.

In the 1870s, Union City was given the opportunity for a new railroad, but it passed on the chance to get the Memphis & Paducah Railroad because the town refused to pay the \$10,000 required to survey the land and establish a right-of-way. General Gibbs did give additional land to the Mobile & Ohio and Nashville & Northwestern railroads for construction of rail yards in the 1870s and 1880s, and an increased amount of track was built along these two lines through Union City. During the 1880s the Nashville, Chattanooga & St. Louis ran some of their trains on the Mobile & Ohio Railroad lines because the Mobile & Ohio Railroad had five-foot gauge, and the Nashville, Chattanooga & St. Louis had four-foot gauge. This practice was discontinued in the late 1880s when standard track gauge was instituted. News of railroad developments like this could be read in the Union City Herald, Union City's first newspaper that was established in 1867.

In the early 1870s, Union City had a population of 1,000 people, but in 1873 the population was decimated to half when an outbreak of Asiatic Cholera occurred. Many residents died and many fled the city. At this time, Union City had no plumbing, and shallow wells supplied the city's water. The shallow wells combined with no sewer system played a major role in the cholera outbreak. As witnessed by the increased amount of railroad track constructed after 1873, Union City bounced back from this outbreak and continued to prosper through the 1870s and 1880s.

Private schools flourished in Union City during the 1870s. Professor J. W. Hatcher conducted class at the Union City Athenaeum (non-extant) located on South Home Street beginning in 1869. The curriculum included Greek, Latin, astronomy, philosophy, and mathematics. The Union City Training School (non-extant) was the last of the important private schools in Union City. The brick

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structure stood on North First Street and achieved a high reputation as a preparatory school. Its last class graduated in 1923.

Semi-private schools also existed in Union City in the 1870s. For instance, in 1871, Green Kimberlin, W. R. Neblett, and A. J. Wyatt organized the Lile-Curlin School, a graded school, in the old "John Morgan Hall," previously a meeting place for the Masons and Odd Fellows. Tuition was four dollars per month for the higher classes and three dollars for the lower, until the last year of the school's existence when there was no tuition charge for pupils up to the fifth grade.

In 1879 the Union City public school system was instituted. Charles N. Gibbs donations to Union City provided the funding to construct a new brick building (non-extant), during 1878 on East College Street. This school was generally known as "Central School." T. L. Bransford was the contractor and builder. At the time "Central" opened, another building for the African American students known as Miles Junior High School (non-extant), opened in northeastern Union City.

In the 1870s and 1880s, Union City became known as a center for saw mills and furniture making. Lumber was Union City's major export from the 1870s to the 1920s, and the railroad served as the major means of transportation for Union City's booming lumber market. Union City's first industrial enterprise was a saw mill and planing mill located on West Main Street. Dan P. Shoffner was proprietor of the mill, and he later added machinery for making furniture. In a short time, Shoffner associated with two other men, and the operation became Shoffner, Moffett, and Beck. Shortly after, Shoffner sold his part in the business to Ben Bransford, and Shoffner moved to the country to operate a sawmill. In 1885, the company Shoffner had started merged with the Ekdahl Furniture Company. The Beck-Bransford & Ekdahl Furniture Company continued to operate for a number of years at its location on the corner of Washington Avenue and First Street. Other furniture companies and sawmill operations, such as the Tennessee Furniture and Chair Company, operated by W. G. Moss, sprang up in Union City after the success of Shoffner's, and many of the first profitable businesses to appear in the city in the late 1870s and 1880s. The population of Union City jumped to 3,500 in the 1880s, when Union City was at the height of the furniture-making business.

In the 1880s, Union City also became known as a major shopping center in northwestern Tennessee. Union City's reputation as a large furniture-making center lured customers from around the region and created a need for other types of customer-oriented businesses, especially mercantile stores. Herman Dietzel opened a hardware store in 1879 on the corner of Church Street. He relocated to First Street in 1889. In the 1880s, J. P. Verhine started the first department store in Union City at 518 and 520 South First Street. It was the first store of its kind in the region and required 57,000 square feet of floor space and by 1912 employed twenty-nine salespeople. R. T. Curlin established a dry goods store with 12,000 square feet of sales space in 1887. He sold millinery, furnishing goods, and lady's clothing. D. P. Caldwell opened Caldwell's Bookstore in 1891 and sold books, stationery, wallpaper, office supplies, and picture frames.

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Union City's success as a railroad town, furniture-making center, and business center required the construction of hotels to accommodate the influx of people. Union City's earliest hotels include the Southern Hotel (razed in 1896) at Union Station and the Metropolitan Hotel located just northeast of the intersection of the Nashville, Chattanooga, & St. Louis and the Mobile & Ohio railroads. In 1883 John Bracken built a three-story brick hotel, the Bracken House (burned in 1913), at the original site of the Metropolitan Hotel.

Union City's economic growth created a need for banks. Union City had two banks in the 1870s and 1880s. The Bank of Union City opened in 1879 as the town's first bank. Circa 1895 it consolidated with the Commercial Bank and later reorganized as Third National Bank. John T. Walker served as president until 1929. The First National Bank opened in 1888 with T. J. Edwards as president. The First National Bank absorbed the Union City Bank and Trust Company and reorganized in 1910 as the Old National Bank.

With a population of 1,879, Union City formally entered the modern world of telephones and electricity in 1886, when the Cumberland Telephone Company began service with nineteen subscribers. The office was located at the corner of Church and Depot streets. Union City opened the Water and Light Plant of Union City in 1891 to generate electricity and supply water. Electricity was available from sundown until 10:00 p.m. In 1891 the plant opened with one sixty-kilowatt generator. Its increases reflect the sustained growth of the city. A 250-kilowatt generator was added in 1900. In 1916 it installed a 500-kilowatt generator. By 1939 the plant operated with a 2,000-kilowatt generator, and in 1948 it added a second 2,500-kilowatt generator, operating with a total power of 4,500 kilowatts.

The 1880s and 1890s witnessed a second phase of church building in Union City that corresponds with the town's economical and population growth. By 1890 Union City's population reached 3,441. Growing congregations outgrew their original frame church buildings. Or many of the original church buildings were destroyed during the Civil War or by the 1880s burned or deteriorated. Churches replaced their original frame buildings with larger, frame or brick buildings. The First Methodist Church constructed a second building in 1884, the Exchange Street Church of Christ built their second building in 1892, the First Cumberland Presbyterian Church replaced their initial frame building in 1892 with a brick building on the southwest corner of Church and Home streets.

A major force that contributed to Union City's continued growth is the relocation of the county seat in 1890. Troy served as Obion County's first county seat. The county court met at the home of Colonel William Wilson three miles south of Troy until 1825 when the county's first courthouse was complete. The structure was an almost round eighteen by twenty feet log building built by William Hutchinson. The county built a fifty-foot by fifty foot, two-story brick courthouse on the same site in 1831. After an earthquake in 1842, the county used the same materials and reconstructed the building into a one-story courthouse. In 1852, using state tax revenues from 1848, 1849, and 1850, the county built a two-story frame courthouse. Because the railroad lines went to Union City

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and caused economic and population growth, the citizens voted to change the county seat from Troy to Union City in 1890. With donations from Union City citizens, T. L. Bransford constructed Union City's first courthouse in 1890. This building served the county until they built the present courthouse in January 1940 with Public Works Administration funding.

In the 1890s, beginning to exhaust its timber supply, Union City also became a popular location for agricultural businesses. A Union City resident recalls, "The forests disappeared and left an undulating landscape of the finest farming lands in the world, a dark loamy soil from three to six feet deep, and these lands were improved and cultivated with phenomenal harvests of corn, wheat and other cereals, tobacco, clover, grasses, etc."² Some grew crops and raised livestock in the Houser Valley and the low farming country around Union City. In downtown Union City, agriculture-related industries developed around the railroad. The Nailing Mill & Feed Company, a successful business with a block of yards and buildings located along the Mobile & Ohio Railroad that featured ". . . a wide variety of trade and building commodities, including corn, wheat and feed products, lumber and building materials, farm implements, tractors, wagons, building concrete and box tile, brick, lime, cement, fertilizer, etc."³ R. F. Tisdale and Son, Grain, Field Seeds, and Implements established in 1893 at 106 South First Street and became one of the largest dealers in seeds in West Tennessee, as well as carrying a line of harvesting machinery and gasoline engines. Other significant agricultural businesses in the 1890s include the Monroe Flour Milling Company, the Missouri Grain Company, the Warterfield Grain Company, Union City Grain and Feed Company, and Cherr-Moss Grain Company.

Union City's agriculture-based businesses continued to prosper in the early 1900s. Union City's railroads shipped out over 12,000 whole cars and received 3,000 in 1910. The grain business accounted for the majority of the shipments. In the early 1900s the Dahnke-Walker Milling Company located on North First Street served as Union City's largest grain shipper and traded in Tennessee, Mississippi, Alabama, and Georgia. They had a capacity of 1,000 bushels of meal, 200 bushels of flour, 1,000 sacks of chops, and a shelling capacity of 5,000 bushels of corn daily.

In addition to agriculture-based businesses, a variety of commercial businesses found success in the early 1900s with the aid of the railroads for shipping. One of these businesses is the Union City Coca-Cola Bottling Company. From 1908 to 1954, Hugh Smith operated Coca-Cola plants in Union City, Martin, and Dyersburg, Tennessee and Fulton and Hickman, Kentucky. Other early 1900s merchants include Lovelace-Farmer Company Wholesale Grocers that stocked groceries, roofing, rugs, and steel products. In 1904 J. P. Verhine and Jim Morgan established a department store, Morgan-Verhine, on First Street, which operated throughout the 1950s. Red Star Drug Store opened on the corner of Main and Division streets and sold drugs, sundries, soda, and candy. W. G. Clagett & Company opened a clothing store on South First Street in 1907 with 12,000 square

² Obion County Historic Society, Union City, *Tennessee Its Commercial and Industrial Advantages: Past, Present and Future Progress and Prosperity* (Jackson, Tennessee: Field Publishing, 1912), 1.

³ E. H. Marshall, *A History of Obion County* (Union City, Tennessee: The Daily Messenger, 1941), 173.

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feet of sales floor, complete with hats, shoes, and socks. Charles Dietzel established the Dietzel Jewelry Store on First Street in 1909. The J. C. Burdick Reelfoot Lake Fishery located at the corner of East Main and Bank streets also depended on the railroads to ship the fish, oysters, and game from Reelfoot Lake and the Mississippi River. J. C. Burdick handled over two million pounds of fish annually and supplied customers in seventeen states.

In 1909 R. J., L. H., and W. H. McAdoo founded the McAdoo Construction Company and continued Union City's reputation as a supplier of building materials. The company performed general construction work, manufactured concrete blocks, concrete silos, and bricks, and sold building materials. Circa 1920, the company also built Union City's first concrete sidewalks, curbs, and gutters and many of the town's bridges, overpasses, culverts, concrete silos, and commercial buildings. By 1945 the next generation of McAdoo men operated the same company under the name of McAdoo Builders Supply and added Union City's first ready-mixed concrete plant.

In addition to agriculture-based and commercial businesses, an array of customer-oriented places of enjoyment appeared in Union City around the turn of the century and reflected the town's continued growth. In 1896 the luxurious Palace Hotel replaced the Southern Hotel at Union Station. J. C. Reynolds operated the Palace Hotel that was superior to any other Union City hotel. The three-story building contained fifty rooms, offered private and public baths, and utilized steam heat and electric lights (razed in 1971). Food establishments include Ed Kirkland's streetcar restaurant on First Street and Dahnke's Cafe on South First Street, both established in 1905. In addition to its fine cuisine, Dahnke's Cafe specialized in the manufacture of Velvet Ice Cream, baked goods and confections. By 1912 they baked 3,000 loaves of bread per day. Many saloons were also located on the north end of First Street, but these closed in 1903.

The early twentieth century witnessed the growth of the medical profession in Union City. In the early 1900s, Dr. C. E. Upchurch and Dr. F. W. Walters established and operated medical and dental facilities in downtown Union City. William A. Nailling helped to establish Union City's first hospital on South First Street in 1912.

In 1916 Union City built the Union City Post Office, a Colonial Revival style designed by James Knox Taylor. Union City had rural postal delivery since April 1, 1900. Five carriers traveled one hundred miles to deliver mail. City postal delivery began on March 15, 1907, with three mail carriers traveling by horse and buggy.

In the early twentieth century, wagons, carriages, and buggies were commonly seen around Union City. A Union City merchant recalls, "Salesmen traveled by train from town to town using a pair of horses, buggy and driver as it was necessary to drive inland to service rural stores. This arrangement called for riding early and late trains in order to get over the entire route on schedule. All goods were shipped by freight to all merchants to their nearest railroad town. Merchants hauled

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the goods by wagon and four-horse teams from the railroad station."⁴ Traveling salesmen often made their way through the county by way of horse-drawn wagons, offering their wares for sale. Many Union City residents ordered their respective "rides" from Sears catalogs, although Union City had its share of businessmen dealing in wagons, carriages, horses, and buggies. Fowlkes and Barry Livery Stable was a significant example of the many livery stables located downtown. H. A. Reaves was a prominent example of Union City's buggy and harness dealers. Another successful transportation related business was Semones Foundry and Wagon Factory, which also maintained a blacksmith shop. Most people traveled by horse or simply walked to town. Although horse-drawn transportation and trains were very common mode of transportation by the end of the nineteenth century; the automobile began to appear by the early twentieth century in Union City and Obion County.

In the 1920s, Union City businesses commonly used automobiles in addition to railroads in the work force. Dick Edwards of Union City owned the first automobile reported in Obion County, a 1903 Locomobile, when automobiles were just a status symbol for wealthy gentlemen, downtown Union City was still unpaved, and many back roads were nothing more than dirt paths. Throughout the 1910s and 1920s automobiles increasingly appeared and by 1920 cars were a common sight in Union City.

In 1922, Obion County joined the federal government for the first time to build roads in the county. The Obion County Court voted thirty to six to issue bonds for a highway from Union City to Troy as part of the federal Jefferson Davis Highway. This highway, U. S. Highway 51, originally entered Union City on the southwest from Troy on Fifth Street, then headed east onto East Main Street and out of the city toward Fulton, Kentucky. Shortly thereafter, U. S. Highway 45W entered Union City on the south from Kenton on South First Street, the city's primary business street, then headed east onto East Main Street, and exited the city going to Fulton, Kentucky. Thus, circa 1925, U. S. Highway 45W linked with U. S. Highway 51 at the intersection of First and Main streets, slightly northwest of the intersection of the Mobile & Ohio Railroad and the Nashville, Chattanooga & St. Louis Railroad, making Union City a double-junction city.

In response, in the 1920s, Union City businesses began orienting their buildings to First Street instead of the railroad tracks to attract travelers along the federal highways to their downtown shops. Still today, many businesses in downtown Union City maintain two entrances, one facing the tracks and the other facing First Street. This appearance reflects the double-junction status of the city.

Automobiles and highways created a need for service stations circa 1925 to accommodate downtown customers. The first service station opened in Union City in 1924 on the corner of First

⁴ Union City Centennial Celebration Committee, ed., *A Century on Parade: Union City Centennial Celebration, 1854-1954* (Union City, Tennessee: H. A. Lanzer Company, 1954), 12.

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and Main streets and was owned by T. R. Reynolds. By 1933 "filling stations" were common sites in Union City, especially around the perimeter of the business district. A significant example is the ESSO service station at the southeast corner of First and Jackson streets. Smith Motor Coach Company, predecessor of Dixie Greyhound Lines, also took advantage of the new highways and provided Union City with bus service circa 1925. Smith Motor Coach Company changed their name to Greyhound in 1930.

As Union City moved further into the twentieth century, larger businesses took advantage of the town's railroads and federal highways and located their plants there, creating more job opportunities for the people of Union City and surrounding Obion County communities. Several large businesses came to Union City in the twentieth century, including the Reynolds Packing Company located at 203 Washington Avenue, which began as a grocery and poultry business in 1917. Circa 1925 Reynolds expanded to include a slaughterhouse and meatpacking facility; this became one of the largest facilities in West Tennessee. In its first year of operation it slaughtered 3,180 head of livestock and had \$123,166.00 in sales. Reynolds slaughtered 20,995 head of livestock and had \$1,018,512.00 in sales in 1929. They continued to grow until the death of the founder W. G. Reynolds when the slaughterhouse was sold to Lorenz Neuhoff, Jr. By 1940 the company was shipping roughly half of its livestock by rail and the other half by trucks.

The arrival of the Brown Shoe Company in 1923 particularly boosted Union City's economy. The company built a plant on the Mobile & Ohio Railroad four blocks north of the freight house. The opening of the St. Louis-based Brown Shoe Company ushered in a new era in Union City, as it was the largest employer the city had up to that point, employing over 500 people, and occupying a three-story building with 57,822 square feet of floor space. Railcars carrying unfinished leather products arrived at the plant, and finished shoes were shipped out by railway. Brown Shoe Company grew and provided the city with consistent employment throughout the fifties. A Brown Shoe spokesperson recalls, "Our Union City plant was opened as a stitch-down factory and operated as such for approximately five years. After that time it was converted to a women's welt construction plant and remained as such until the spring of 1946 when it was converted to the manufacture of Buster Brown children's welt shoes."⁵ In 1954, Brown Shoe Company output was 6,624 pairs of shoes per day and was the sixth oldest of Brown Shoe's thirty factories.

Nailling Mill & Lumber Company is another example of a mid-1920s business that served Union City through the 1950s. On October 1, 1926, Nailling Mill and Lumber Company opened on the corner of East College Street and the Mobile & Ohio Railroad. Founder Dr. William A. Nailling purchased several decaying business properties during the Depression. The property extended south to Grove Street and east to Bank Street. The company dealt in all feeds, flour blends, and meal, and maintained a 4,000-egg hatchery. They served Obion and Lake counties and part of Kentucky. Union City had only one lumberyard in the 1930s so Nailling added a lumber and

⁵ Union City Centennial Committee, 58.

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building material business that grew between 1932 to circa 1955. By 1947, with the need for sawmills diminishing, Nailling focused completely on the building material business and dealt with manufacturers including Johns-Manville, Sherwin-Williams, United States Gypsum, Curtis Millwork, and Marquette Cement. In 1949, Nailling added a Ready-Mix concrete business.

Other large industries established in Union City in the 1920s include the Canvas Decoy Company and Dolly Dear Toys. Established by H. A. Beck, Canvas Decoy Company originally manufactured decoy ducks and sold them throughout the United States and Canada. The company later expanded to include the manufacture of waterproof garments. Mrs. R. T. Kirkland established the Dolly Dear Toys Company in 1929. The company manufactured doll house accessories sold to department stores, novelty shops and manufacturers. Dolly Dear Toys received orders from all over the United States, Canada, and Europe. Dolly Dear Toys Company stayed in operation until circa 1943.

Due to the opening of several new, larger businesses in Union City, the railroads experienced increased service and heavy use in the 1920s. Needed improvements during this decade for passenger and freight service along the Mobile & Ohio line helped to better serve Union City's new businesses. In 1923 Union City completed the Mobile and Ohio Railroad Depot in order to compete with the Illinois Central Railroad. The depot served as a joint passenger station for the Mobile & Ohio Railroad and the Nashville, Chattanooga, & St. Louis Railroad.

The opening of larger plants in the early 1920s precipitated the need for more service-oriented and entertainment businesses for Union City's population of 4,412 in 1923. Automobile dealerships, service stations, bakeries, laundry and dry cleaning facilities, beauty shops, grocery stores, and furniture stores proliferated during this period. Some of the most well know include: Union City Bakery, Blue Bell Laundry and Cleaners, Star Furniture Company, Bob Rust's Ford Dealership, Kroger, and Birdie Shop (hairdresser). In 1927, Union City's first radio station was established on First Street, and the Capitol Theater opened on First Street.

Consistent with the renewed prosperity of the 1920s and 1930s due to the opening of larger plants, Union City's churches constructed new, high-style buildings. These buildings are primarily Classical Revival, brick buildings. On April 17, 1927, the First Baptist Church completed their current building on Church and Ury streets. The First Baptist Church added an education building in 1948 and established a Mission in 1948 that grew to become the Second Baptist Church. Fire destroyed the First Cumberland Presbyterian Church building in 1927, and the present building was completed in 1928. The Exchange Street Church of Christ built an addition in 1928, and constructed their second building in 1938 on Exchange Street. The building burned in 1948, and the present building was built from 1948 to 1950. The congregation held its services at the Capitol Theatre while the building was under construction.

In 1930 Union City's population reached 5,865. To serve its growing population, in early 1930 the Tennessee Gas Company first offered butane-air gas to Union City residents. The Tennessee Gas

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Company brought natural gas from the Texas Gas Transmission Company line. In December 1930 they served twenty-five customers who cooked with gas. To provide the growing numbers of downtown residents with medical service, the Union City Clinic was constructed in circa 1932.

The opening of Salant & Salant Company on First Street in January 1934 greatly aided Union City during the Depression by employing five hundred people. The textile plant used the freight house to ship its work shirts and work pants out and to receive incoming products, as it did not have its own plant along the rails. Salant & Salant expanded throughout Obion County in the 1930s and 1940s, opening a plant in Obion in 1942, Troy in 1947, and at the Tom Stewart Airport in 1949. In 1954, they had nine plants in Tennessee.

Union City opened a variety of other smaller businesses throughout the 1930s that grew during the 1940s and 1950s. Automobile dealers and related businesses began to appear more in the 1930s. Obion County Motor Company, a Ford plant, organized in Union City in 1931 and added a tractor division in 1939. Union City also built a six-story hotel, the Davy Crockett Hotel, located on First Street, in 1931. Evans Drug Company opened for business on the corner of First Street and Washington Avenue on April 4, 1935. In 1937, Draper & Darwin Stores opened and sold dry goods, shoes, and clothing. Joe Moore opened Moore Fruit Company in 1938. The owner drove his one truck to Nashville and Memphis and purchased produce to sell in Union City. At first, he sold the produce directly from the truck to the buyer. His business steadily grew until 1951 when he built a 10,000 square foot warehouse on South First Street and operated ten trucks to serve 500 merchants. On June 10, 1939 the dime store, Ben Franklin Store, opened with only two employees. They continued to grow and by 1954 had sixty employees and grew from a 25' by 90' sales floor to 50' by 120' sales floor.

Obion County farmers were assisted during the Depression when the Farm Bureau organized the Obion County Farmers Cooperative in 1937 to supply local farmers. It grew continually and in 1954 distributed a quarter of a million dollars in feeds, seeds, fertilizer, insecticides, and other farm supplies from its 80' by 80' warehouse on Palmer Street. Farmers Cooperative representative comments, "Beginning with a handful of farmers and a few hundred dollars its membership now [1954] numbers over a thousand with a net worth of approximately \$75,000."⁶

By 1938, the population of Union City had grown to 5,865 people and required larger schools. In 1936-1937, a Federal P.W.A. project constructed Central Elementary School on East College Street at a cost of \$105,000 to replace the original public school building known as "Central" that was built in 1878. The modernist blending of Art Deco and Classicism was very different from the more conservative public and commercial architecture in the town and reflected the reform impulse of the New Deal.

⁶ Union City Centennial Committee, 21.

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Obion County benefited from other New Deal projects. Between 1935 and 1938, the Civilian Conservation Corps ran a camp at Blue Bank Park on Reelfoot Lake. The camp employed 175 young men in the construction of docks and lodges, fencing in a game reserve, grading, and landscaping. The National Youth Administration, established in 1935 to financially assist young people of school age to stay in school or receive vocational training, also set up a training center where 125 to 250 students could learn metal and wood working. The products the students made were used to furnish schools and offices. The Public Works Administration supplied a grant for \$4,500 in order for Obion County to build a health department and awarded Obion County a grant to improve its sanitation system. With this grant, in 1940, the county built the Obion County Health Department on Church Street. In 1940 the Public Works Administration constructed the Obion County Courthouse at the intersection of Third Street and Washington Avenue at the cost of \$200,000. Nashville architects Marr and Holman designed this public building in the P.W.A. Modern style.

The 1940s were a period of expansion in Obion County. In 1940 Union City's population was 7,256, and the city experienced growth in a variety of areas. The State Highway Department and the town of Union City completed a general contract that paved the streets of Union City in 1940, including curbs, gutters, and sidewalks. According to historian E. H. Marshall, the paved area came ". . . out of Fulton entering [Union City] on Main Street and crossing the Gulf Mobile & Ohio Railroad tracks to First Street, thence south crossing the Nashville, Chattanooga & Saint Louis Railroad tracks, proceeding south on First Street, crossing Church Street, then Washington Avenue, passing through the main business thoroughfare, continuing to Harrison Street, then connecting with pavement on First Street heretofore constructed to Highway 22, which intersects with Highway 45W and 51W beginning with the southwestern city limits."⁷

Union City grew in other areas in the 1940s as well. In 1940 the Union City Daily Messenger began printing the city's daily news and continues as Union City's newspaper in the 1990s. In 1942 the Old National Bank consolidated with the Third National Bank and became the Old & Third National Bank. The day the two banks consolidated in 1942, the newly formed bank had a capital structure of \$258,000.00 and total deposits of \$2,510,000.00. By 1954, its capital structure grew to \$600,000.00 and total deposits equaled \$6,000,000.00. On October 27, 1946, the radio station WENK aired in Union City for the first time. WENK was one of the original members of the Dixie Broadcasting Company and is still operating today. The Waldron Hotel opened in 1947.

During World War II, Company K was organized on May 1, 1938, in Union City. In September 1940, Company K boarded a train to Camp Jackson, South Carolina. On February 22, 1944, the company served in England and participated in combat as part of the Thirtieth Infantry Division at Vire River in July 1944. From March 1942 to April 1944, Embry-Riddle Airfield, an 863-acre flying school located seven miles east of Union City, trained 2,196 army cadets from all over the country.

⁷ Marshall, 195.

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Riddle-McKay Aviation School of Florida owned and operated the aviation-training field. The aviators provided additional customers to Union City's varied businesses.

In 1940, negotiations to merge the Mobile & Ohio Railroad with other southern railroads resulted in the Gulf, Mobile & Ohio Railroad. The transition from steam to diesel engines also occurred during the 1940s. The years 1941-1945 were ones of especially heavy use for the Gulf, Mobile & Ohio and the Nashville, Chattanooga & St. Louis railroads. World War II's demand for materials and the location of the Embry-Riddle Airfield in Obion County precipitated heavy passenger and freight traffic. Before this time, two local trains had run through Union City, but the increased traffic and tonnage forced the railroads to revise operations and switch schedules. Instead of acting as a pass-through, two local trains originated from Union City and traveled south to Iselin, Tennessee.

Union City continued as a successful shopping center and dealer of building materials throughout the 1940s. In 1940 John T. Tayloe and Chester Simmons established Tayloe-Simmons Paint & Glass Company at 122 South First Street. They were dealers for Pittsburgh and DuPont paints, Imperial wallpaper, and did commercial and residential glazing. In March 1941 Bennett's Inc. opened as a fine men's shop that carried famous brands of men's sports wear and suits. In early 1946 Alexander-Jones Company opened on 106 South First Street and provided retail merchants in seven counties in West Tennessee and West Kentucky with wholesale tobacco, candy, paper, and other specialties. The Youth Center, and exclusive children's shop opened in spring 1946 and relocated to 306 South First Street in September 1952.

In the 1940s, automobile related businesses flourished in Union City. W. Eugene Wade and Inman W. Freeman opened the Kenton, Tennessee-based Freeman-Wade Motor & Implement Company in Union City on 203 North First Street in 1943. The company sold John Deere farm equipment and Chrysler and Plymouth automobiles and offered mechanical services to Chrysler built cars and trucks. In 1945 Motor Parts Company opened at 409 East Church Street. It was a member of National Automotive Parts Association (NAPA) and sold automotive parts. Another significant example is American Metals Company, a maker of automobile products that built a factory along the Gulf, Mobile & Ohio Railroad on the south end of town in 1949. The Union City Tire company, Inc., a B. F. Goodrich dealer, opened at 107 East Church Street. It relocated to 221 South Second Street in May 1952.

Many livestock dealers were active in Union City during the 1940s and relied on the railroads for shipping. The major plant to open in Union City during the 1940s was Reelfoot Packing Company, established in 1947 on Union City's circa 1950 truck by-pass, Reelfoot Avenue, located south of the downtown area. In 1953, the company purchased over 100,000 head of livestock to slaughter at the price of \$6,000,000.00. Their products were sold in eight states in 1954. The company was a continuous force in Union City's economy until it closed in the early 1990s. Other significant livestock dealers in the 1940s include W. Y. Pickard and W. L. Bryan.

During the 1950s, the railroad experienced little growth. By the 1950s, automobiles had become a

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part of everyday life, as they were affordable for most people, and many businesses began to rely on trucks to haul their products, thus making the railroad obsolete for traveling short distances. In 1952, fifty-two businesses were still shipping by rail including Reelfoot Packing Company, Brown Shoe Company, and American Metals Products. The Nashville, Chattanooga & St. Louis Railroad discontinued passenger service in the early 1950s, abandoned their depot, and conducted all business at their freight station. In the 1950s, the Gulf, Mobile & Ohio Railroad discontinued some of its local train routes, including the Jackson to Union City and the Union City to Humboldt local routes. The Gulf, Mobile & Ohio Railroad moved out of the passenger depot in 1958 and centralized business at their freight house. After 1958, passenger traffic was relatively light as the automobile became the dominant form of transportation for the vast majority of people in Union City. The era of passenger train travel through Union City, begun in the late 1860s, was effectively over by circa 1955, but freight traffic continued. The trains were vital to the development of Union City and helped to make the city a thriving business center in northwestern Tennessee in the late nineteenth century and early-to mid-twentieth century.

Union City attained several major achievements in the 1950s. In July 1950 the Tennessee Gas Company brought natural gas, instead of butane-air gas, to Union City. In March 1954 the gas company serviced 2,268 customers. The Union City Electric System opened under contract with the Tennessee Valley Authority in September 1952. Through the New Deal's Rural Electrification program and the establishment of the TVA, access to electricity increased to about 900 families. Rates were dramatically lowered from one dollar for the first eleven-kilowatt hours per month to three cents for the first fifty-kilowatt hours per month. In the 1950s, the city also established the Union City Housing Authority that provided an area of low-income housing on East Church Street, East Main Street, and Miles Avenue. The city also built Union City High School in the 1950s on Miles Avenue, making the previous high school Union City Middle School. The city also constructed the truck by-pass called Reelfoot Avenue, added new street markers, and improved the city's highways and drainage system.

In the 1950s, as automobiles began to equal the railroad in economic importance, Reelfoot Avenue began to eclipse First Street in importance, and businesses began to appear along Reelfoot Avenue. Union City was entering the initial stages of a shift away from the downtown area and towards Reelfoot Avenue, which by the 1960s would become the route of U. S. Highway 51. Reelfoot Packing Company had already located its large plant along Reelfoot Avenue as early as 1947. The construction of the Obion County Hospital on Reelfoot Avenue in 1952 is another early example of the shift, as is Dixie Gun Works, a nationwide supplier of antique guns and gun parts, which opened on Reelfoot Avenue in 1954.

Union City has experienced sustained growth since its establishment in 1854. Because of its location at the intersection of the Mobile & Ohio Railroad and the Nashville & Northwestern Railroad, Union City developed a booming lumber and furniture-making industry in the 1870s, 1880s, and 1890s and began its long-standing reputation as the major Obion County shopping center. After the county seat was relocated from Troy to Union City in 1890, the city continued to

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prosper and shifted its economic emphasis to agriculture-based industries by the early 1900s. In the 1920s Union City became a double-junction city when U. S. Highway 51 and U. S. Highway 45W intersections at the city's main business street. Improvements to the railroad in the 1920s combined with the opening of large industries like Brown Shoe Company in 1923 and Salant and Salant in 1934 enabled Union City to continue to prosper through the Depression era. In 1947 livestock dealers such as Reelfoot Packing Company shipped large amounts of livestock by railroad. With the advent of the automobile, Union City established automobile-related businesses in the 1940s and 1950s that contributed to the city's sustained growth. Although after the 1950s, Union City's business center began to shift from downtown to Reelfoot Avenue, the city continued to entice industries and bring employment opportunities throughout the twentieth century. Its major industries since the 1950s are Sterling Kinkead Industries, manufacturer of bath fixtures (1967); Good Year Tire and Rubber, the world's largest radial tire plant at that time (1968); and the Tyson Chicken Plant (1996).

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II. Development of Domestic Architecture, 1854-1947

The architectural styles found in Union City today reflect the sustained period of commercial, industrial, and population growth from 1854 to 1947. In general, small West Tennessee urban centers exhibit little domestic architecture that pre-dates the Civil War. In the ante-bellum period, West Tennessee towns, like Union City, were small and devoid of many urban services available in the more settled areas of Middle and East Tennessee because they lacked transportation links to other cities and states. Even though the Mobile & Ohio and the Nashville & Northwestern railroads were ready for service in Union City in 1861, the Civil War destroyed the railroads and required reconstruction.

The railroad boom experienced by West Tennessee after the Civil War and extending into the early decades of the twentieth century provided transportation links that promoted urban development and influenced the growth of small West Tennessee railroad towns such as Union City. Located at the intersection of the Mobile & Ohio and Nashville and Northwestern railroads, Union City became an important regional, commercial and industrial center in northwest Tennessee.

For the period of 1854 to 1870, judging from the few extant dwellings that have survived, Union City's domestic architecture consisted of frame construction buildings. Particularly the I-house or the cross-gable plan house. Architectural styles popular from 1850 to 1870, such as Greek Revival, Gothic Revival, Italianate, Second Empire, and Romanesque, are rarely found except for decorative detailing associated with the styles on more traditional forms.

The majority of the earliest extant houses in Union City date after the Civil War in the 1870s and 1880s and correspond to the period when the railroads were being rebuilt after the Civil War and when Union City was experiencing a saw mill and furniture-making boom. During this period, Folk Victorian style architecture dominates in Union City. Upper class citizens built their fine homes along East Main, Exchange, and Church streets near their businesses on First Street. The finest expression of Folk Victorian homes is scattered along East Main, Exchange, Church, and Ury streets. Local brick and concrete manufacturer and contractor, Thomas Leroy Bransford, constructed many of Union City's Folk Victorian homes including 817 Exchange Street, 827 Exchange Street and his own home at 815 North Ury Street. Union City contains both frame and brick examples of one to two and one half-story houses. The most common subtypes that appear in the city are Gable Front and Wing and Up-right and Wing. The houses usually have an inset porch decorated with lace-like brackets and a spindlework balustrade. Folk Victorian architecture was common for railroad towns in the late nineteenth century as the railroads transported woodworking equipment to regional centers for the first time. The regional centers manufactured prefabricated, Folk Victorian spindlework and jigsaw detailing and shipped them by railroads to smaller towns so the homeowners could apply the decorations to their vernacular houses and give the appearance of high-style Victorian architecture. Union City residents also built a few Folk Victorian homes around the courthouse on Washington and Third streets between 1890 and 1910 after Union City became the county seat and before the city built the City Beautiful Movement-

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inspired, middle and working class, planned neighborhood in that area in the 1920s. As railroads transported Union City's products from its thriving sawmill and furniture-making industries out of town, the latest architectural styles were shipped into town for an affordable price.

After Obion County moved the county seat from Troy to Union City in 1890, and Union City became a popular location for agriculture businesses, the revival craze in American architecture swept through the city from 1890 to 1940. Most important is the Classical Revival style that reached its most significant domestic statements at 704 and 804 East Main Street. The commanding Classical Revival porticoes of these houses make the houses two of the city's finest architectural expressions. Other fine examples of Classical Revival architecture include the churches scattered throughout Union City's domestic landscape. These include the First Christian Church (1912) on South Second Street, the First Methodist Church (1914) on East Main Street, and the Cumberland Presbyterian Church (1927) located at 631 Church Street. At the 1987 annual meeting of the Organization of American Historians, architectural historian, Catherine Bishir, argued that the tendency to build massive classically inspired dwellings reflected the resurgence in Jim Crow laws throughout the South in the early twentieth century, and that the white columns represented white supremacy. This argument is consistent with Union City's shift in the early twentieth century from a timber-based economy to an agriculture-based economy.

Other revivals were also popular in Union City in the early twentieth century, including Tudor Revival and Colonial Revival. Union City contains numerous examples of Tudor Revival architecture of brick, stucco, wood, or stone construction and featuring steeply pitched roofs and decorative half-timbering in the gables. Some of the finer expressions are found on the 900 block of East Main Street, such as 900 and 905 East Main Street. Along streets such as Exchange and Church, homeowners built smaller, less ornate Tudor cottages. Union City also contains several examples of Colonial Revival domestic architecture, which is characterized by large entry porches with accentuated front door surrounds, such as pediments, sidelights, and transoms. The best expression of Colonial Revival architecture is the Union City Post Office (1916), designed by James Knox Taylor. Examples of Colonial Revival domestic architecture can be found on East Main, Exchange, Fourth, and Fifth streets, but a superior example is located at 822 East Main Street. Church Street also has a fine circa 1925 Spanish Revival house at 716 Church Street. The one-story stucco house features a ceramic tile shed roof and an arched enclosed porch.

In the 1920s several significant factors affected Union City's domestic landscape. Union City became a double-junction city with the intersection of U. S. Highways 51 and 45W at First and Main streets. Union City also experienced upgrades to passenger and freight service along the Mobile & Ohio Railroad in the 1920s. Benefiting from improved rail service and new federal highways, Union City opened new, larger plants, particularly Brown Shoe Company in 1923, followed by Salant & Salant, Inc. in 1934, that provided downtown employment for middle and working class families. Just as Union City's elite had built their homes on East Main, Exchange, and Church streets near their downtown businesses on First Street from 1870 to 1900, Union City's emerging middle and working classes built their homes near their downtown employment from the

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1920s to the 1940s. Middle and working class citizens lived in a planned neighborhood around the courthouse. A fine example of a City Beautiful Movement model community developed along Washington and Florida avenues, Second, Third, Fourth, Fifth, and Church streets.

The dominant architectural styles that appear in the planned community are bungalows and Craftsman-style cottages, popular from 1920 to 1940. Urban planners desired a uniform appearance, so the neighborhood is bungalow dominated. Broad gabled roofs and lower gabled roof porches supported by large, tapered porch piers characterize bungalows. Bungalows often have exposed rafters and ridge beams and sometimes have intersecting cross gables. Union City's bungalows frequently have shed and gabled dormers and are constructed of stucco, stone, or brick. Middle and working class residents commonly chose the Craftsman or bungalow style over the revivals because it was less expensive and because the style was considered modern and progressive at the time. Along East Main, Exchange, and Church streets, larger, more ornate examples are found. In Union City a variety of styles of Bungalows exists. A distinctive example is the Craftsman Bungalow with a Japanese-influenced roof built circa 1930 located at 706 Exchange Street. A Prairie-style influenced bungalow is found at 617 Fourth Street and provides a good example of horizontal orientation commonly associated with Prairie style. Main Street contains a 1909 Craftsman Bungalow with an Oriental flared roof at 515 East Main Street, and a Tudor Bungalow, circa 1940, is found at 920 East Main Street.

By the late 1930s and 1940s, a few Minimal Traditional houses appeared in Union City. These one-story, frame or brick houses are commonly referred to as tract houses and was a dominant form of housing immediately following World War II. A few examples are scattered throughout Union City, such as 305 Church Street and 622 South Fifth Street. Modern styles of domestic architecture were never popular in Union City, with the exception of the Lustron House.

A Lustron House is located at 1020 East Church Street and was built circa 1950. Through the Veterans Emergency Housing Act of 1946, the federal government provided millions of dollars in loans to prefab companies like the Lustron Corporation of Columbus, Ohio, to combat postwar housing shortages. The Lustron Corporation introduced the Lustron house, a one-story, mass-produced, prefabricated enameled steel home. The typical Lustron house contains one or two bedrooms and has one thousand square feet of living space. The foundation is concrete, the exterior walls are composed of interconnected square steel panels covered in porcelain enamel, and the gabled roof is metal. The Lustron Corporation managed to produce only 2,500 homes in its two years of production.

Union City's domestic architecture is the work of local builders and contractors such as T. L. Bransford (1868), McAdoo Construction (1909), and Nailling Mill & Lumber Company (1926). Union City began as a lumber town and continued to maintain an abundance of local building materials used in domestic construction for its consistently increasing population from 1854 to 1947.

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F. Associated Property Types

FI. Residential Historic Districts

FII. Description

From 1855 to 1870 Union City was beginning to develop around the intersection of the Mobile & Ohio and Nashville & Northwestern railroads. Its urban built environment was small and largely clustered around the railroad tracks. Its domestic 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. From its founding in 1854, the city experience sustained growth.

The size and character of the town's residential neighborhoods began to change after the railroad tracks were rebuilt following the Civil War. Union City gained an increased amount of track in the 1870s and the Mobile & Ohio Railroad became a local and regional railroad that enabled Union City to develop into a booming lumber and furniture-making industry from the 1870s to the 1890s. Union City experienced significant population growth in the late nineteenth and twentieth centuries and began a remarkable period of growth in its residential neighborhoods. Much of the town's current appearance reflects this economic boom from 1870 to 1890. Dwellings constructed in Union City during this period are primarily Folk Victorian style. Folk Victorian houses are those which have Victorian era architectural detailing grafted on traditional folk housing forms such as the *wing-gable* house, the central hall house, and the I-house. This architectural detailing is less elaborate in its decoration than the styles they were attempting to emulate. Details are typically of Italianate, Eastlake, Queen Anne, or Classical Revival influence. 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.

Other dwellings constructed in Union City reflect a second phase of growth following the relocation of the county seat to Union City in 1890. These dwellings include most of the architectural revival styles associated with American domestic architecture during the period from 1890 to 1930, including Tudor Revival, Classical Revival, Colonial Revival, and Spanish Revival.

Other post-1900 dwellings correspond to a third period of development triggered by the construction of U. S. Highways 45W and 51, improvements to the railroad, and the coming of large plants, especially Brown Shoe Company in 1923 and Salant & Salant, Inc. in 1934. The period from 1920 to 1940 witnessed the development of a planned community for working and middle class citizens working downtown at the new, larger plants. Bungalows and Craftsman dwellings dominate this City Beautiful Movement inspired neighborhood and stand scattered along the city's finer communities as well.

Residential Historic Districts are 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. Union City contains both extant examples of upper class and middle and lower class

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dwellings. The East Main and Exchange Street District exhibits housing associated with upper-class incomes, and the Washington and Florida Avenue District reflects housing associated with middle and lower classes. Both districts contain one to two and one half-story construction. For the town in general, houses are constructed in a variety of materials including wood, brick, stone, glass 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.

FIII. Significance

Residential Historic Districts are eligible under criterion A for their contribution or role in the growth and development of Union City. Residential neighborhoods may be associated with significant settlement patterns, transportation trends, or commercial and industrial expansion. Residential historic districts may also be planned subdivisions that are significant for their association with urban planning in Union City.

Residential 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 Union City from the mid-nineteenth to the mid-twentieth centuries. Houses may include examples of specific architectural styles such as Folk Victorian, Classical Revival, Colonial Revival, Tudor Revival, Spanish Revival, Bungalow, Craftsman, Prairie and Minimal Traditional. Vernacular interpretations of these styles may also be included as well as folk housing forms such as the cross-gable or central passage.

FIV. Registration Requirements

Residential Historic Districts in Union City 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 city's sustained periods of economic and population growth from the mid nineteenth century to the twentieth century. Residential historic districts are also eligible if they contain significant examples of architectural styles.

Districts are eligible under criterion A if they are associated with significant patterns, trends, or developmental stages of commercial or industrial growth in Union City that reflect or are relevant to the historic context. They are also eligible if they are good examples of the history of urban

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planning in Union City. Districts are eligible under criterion C if they are good examples of architectural styles, types, of methods of construction in the period of significance and are relevant to the historical context. The districts should depict the types of housing constructed during the town's settlement and development from the mid-nineteenth to mid-twentieth centuries. These districts must maintain architectural integrity of design, materials, and workmanship to a point that does not alter 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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F. Associated Property Types

FI. Churches

FII. Description

General Gibbs set aside several lots specifically for churches when he laid out the town plan in 1854. From the mid 1850s until the late 1870s Union City residents organized a variety of denominational churches and constructed frame buildings in which to hold their services. As the city developed around the railroad intersection, frame churches sprung up around the downtown residential area. Just as Union City's early domestic architecture was vernacular and frame, the city's mid-nineteenth century churches were simple frame buildings. Many of these original frame churches burned or were destroyed during the Civil War. Other congregations outgrew their original, small church buildings.

After the Civil War, many congregations replaced their original church buildings with primarily functional, vernacular, frame or brick buildings. Thomas Leroy Bransford relocated to Union City after the Civil War and established a brick manufacturing company that is associated with several of the churches built in Union City in the late nineteenth century. Economics were also favorable for constructing new buildings from the 1870s to 1890s because Union City was experiencing a boom in sawmill and furniture-making industries.

The Mt. Zion Methodist Episcopal Church, located on the corner of North Greenwood and East College streets, is representative of Union City's African American churches in the late nineteenth century. The congregation built the brick vernacular church with gothic window frames in 1896. The building is of the gable-end basilica design and has a steeply pitched asphalt-shingled roof with a jerkinhead and a bell tower.

It was not until the early 1900s that Union City began to build church buildings in high architectural styles. The high-style architecture reflected Union City's new status as the Obion County seat since 1890. The architecture is also associated with Union City's economic prosperity as a result of the intersection of U. S. Highways 45W and 51 and the establishment of new larger plants in the city in the 1920s and 1930s.

Churches are generally integral components of residential districts and reflect the date of construction and the commercial development of the town. Churches along East Main, Exchange, and Church streets reflect the upper-class incomes of the early twentieth century. For the town in general, one and one half to three story churches are constructed in brick and stone.

Architectural Styles of Union City Churches:

Beaux-Arts - Because of its grandiose composition, Beaux-Arts American architecture was most commonly used in public buildings. Popular from 1890 to 1925, the style is characterized by colossal porticoes supported by monumental columns, often in pairs; imposing stairways; smooth,

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stone finishes; an attic story, parapet, or balustrade; and decorative swag and medallion detailing or statues along the roofline. The First Christian Church (1924), designed by architect, Reuben A. Heavner, on 601 South Second Street is a fine example of Beaux-Arts architecture in Union City.

Classical Revival - While Union City contains at least one Beaux-Arts church; Classical Revival architecture dominates church construction in Union City from 1900 to 1930. By 1900 Classical Revival became popular as a more subdued expression of the Beaux-Arts style. The Classical Revival style retains the colossal porticoes and columns found in Beaux-Arts architecture, but statuary and exuberant detailing are not found along the roofline. The First Methodist Church (1915) at 420 East Main Street, the Cumberland Presbyterian Church (1927) at 631 Church Street, and the First Baptist Church (1927) on the corner of East Church and Ury streets provide fine examples of Union City's Classical Revival architecture.

Gothic Revival - Union City contains at least one Gothic Revival style church, the St. James Episcopal Church (1905), on Church Street. Gothic Revival architecture was popular in the last half of the nineteenth century and is characterized by a steep gabled roof, pointed arches, towers and battlements, and leaded stained glass.

Colonial Revival - Colonial Revival churches, popular from 1900 to 1940, are also found in Union City. This style employs elements from the Colonial styles, particularly Georgian (1700-1800). Colonial Revival architecture is characterized by symmetrical facades, one-story entry porches and accentuated door surrounds with sidelights and transoms. Doors and dormer windows may have a swan's neck pediment. Single-light or stained glass windows are common.

III. Significance

Religious properties are ordinarily not eligible simply as religious institutions. They are eligible, however, if they are essential parts of districts and derive their significance from architecture, art, or historical importance.

Churches are eligible under criterion A for their association with the economic and transportation patterns and trends associated with Union City's development. Churches are significant to Union City's local history and reflect Union City's stages of growth.

Churches are eligible under criterion C for architecture and provide representative examples of architectural styles built during the settlement and development of Union City from the mid-nineteenth to the mid-twentieth centuries. Churches in Union City are predominantly Classical Revival but may also include styles such as Beaux-Arts, Gothic Revival, and Colonial Revival.

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FIV. Registration Requirements

Churches in Union City are eligible for the National Register of Historic Places if they reflect the economic and transportation trends during the development Union City in the late nineteenth and early to mid twentieth centuries. Churches constructed before the late nineteenth century can be considered as contributing resources since they help define the evolution of the city.

In general religious properties are not eligible for the National Register of Historic Places simply because they were the site where a community's religious services were held. Religious properties can be eligible under architecture, art or history. Churches can also be eligible if the building is associated with an important religious leader or secular person or a specific event or broad pattern in the history of religion or another historic context.

Churches are eligible under criterion A if they retain the essential physical features that reflect the period of its association with Union City's development as a commercial and industrial center. Churches must maintain architectural integrity of design, materials, workmanship, setting, and feeling. Integrity must not be compromised to prevent the church from conveying its historic identity. Churches are eligible under criterion C if they illustrate a particular architectural style and retain most of the physical features that define that style, such as pattern of windows and doors, texture of materials, and ornamentation.

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F. ASSOCIATED PROPERTY TYPES

FI. PUBLIC BUILDINGS AND PARKS

FII. DESCRIPTION

Union City had few public buildings and parks during its initial development from 1855 to 1890. Union City's extant public buildings and parks date to the turn of the twentieth century after Union City became the Obion County seat in 1890. Local builder, T. L. Bransford, constructed Union City's first courthouse in 1890 (non-extant). The courthouse became the focal point around which a planned community was developed from the 1920s to 1940s, a period of prosperity triggered by the construction of federal highways, the opening of new, large plants, and improved rail service. Union City built its next public building, the Union City Post Office in 1916. The post office is associated with an earlier period of local economic prosperity experienced at the turn of the century as a result of lumber and agriculture-related businesses.

Union City's public buildings are typically two stories and constructed of brick and concrete. They are not arranged on a town square plan, like many Southern West Tennessee towns. The public buildings are located primarily on Washington Avenue that evolved into a type of civic plaza connecting the courthouse to the railroad and the main business street, First Street.

Architectural Styles of Union City's Public Buildings:

Colonial Revival - James Knox Taylor designed the Union City Post Office (1916) in the Colonial Revival style. The conservative style of the Union City Post Office is consistent with the predominantly conservative commercial, domestic, and religious architecture in Union City. Colonial Revival architecture employs a combination of Colonial styles, such as symmetry and large entry porches accentuated with pediments, sidelights, and transoms.

Public Works Administration Modern Style - Nashville architects Marr and Holman designed the Obion County Courthouse (1939-1940) located at the intersection of Third Street and Washington Avenue. The courthouse serves as a fine example of the Public Works Administration Modern or Classical Modern style. P.W.A. Modern architecture is characterized by vertical emphasis; steel framing; and concrete, brick, and stone walls.

Works Progress Administration Modern Style - W.P.A. Modern architecture represents President Roosevelt efforts to provide employment and stimulate the private sector during the Depression. The Union City Armory (1941) located at 415 West Main Street is the city's only example of W.P.A. Modern architecture. The Union City Armory is a blend of classicism and Art Deco so it provides a fine example of the W.P.A. Modern style that characteristically blends elements of the old and new to create a functional building with a modern, distinctive style. The Union City Armory served as the Union City headquarters for the National Guard of Tennessee, Company K, 117th Infantry, who served as part of the Thirtieth Infantry Division at Vire River in England during World War II.

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Both the P.W.A. Modern and W.P.A. Modern styles reflect the reform impulse of the New Deal and how federal reformers hoped to lead southern communities like Union City into the modern age. The modernist blend of Art Deco and Classicism of the Obion County courthouse and the Union City Armory starkly contrasts the more conservative public and commercial architecture, as well as the prominent Classical Revival residences and churches in Union City.

The public parks of Union include the landscaped grounds of the Obion County Courthouse, Kiwanis Park, and the public school playgrounds and athletic fields. Kiwanis Park is the most important urban park and serves as an example of the late nineteenth and early twentieth century architectural landscape generally known as the railroad garden or railroad park. The park dates to 1899 and is located southwest and across the railroad tracks from the 1923 Mobile & Ohio Railroad depot. The simple plan of the park consists of three asymmetrically arranged paths running from different boundaries of the park and connecting near the center of the park, forming a circular space. *Victorian-era* benches are placed along the paths. The circular space contains a restored tri-level fountain featuring two figures from Greek mythology, "Leda and the Swan."

FIII. SIGNIFICANCE

Public buildings and parks can be eligible under criterion A for their association with Union City's patterns of development related to the relocation of the county seat or economic and transportation expansion. They are also eligible for their local association with the military during World War II or with the federal Works Progress Administration and the Public Works Administration, which were implemented during the New Deal reform period of the 1930s and 1940s.

Public buildings can be eligible under criterion C for architecture and provide representative examples of Colonial Revival, Works Progress Administration Modern, and Public Works Administration Modern architectural styles built during the development of Union City in the first half of the twentieth century. Parks can be eligible under criterion C for landscape architecture and provide representative examples of railroad parks or railroad gardens.

FIV. REGISTRATION REQUIREMENTS

Public buildings and parks in Union City are eligible for the National Register of Historic Places if they reflect Union City's patterns of development related to the relocation of the county seat or economic and transportation trends during the first half of the twentieth century. Public buildings are also eligible if they reflect their local association with the military during World War II or the New Deal reform programs, Works Progress Administration and Public Works Administration.

Public buildings and parks are eligible under criterion A if they retain the essential physical features that reflect the period of its association with Union City's development as a commercial and industrial center. Public buildings and parks must maintain architectural integrity of design, materials, workmanship, setting, and feeling. Integrity must not be compromised to prevent the

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public building or park from conveying its historic identity. Public buildings are eligible under criterion C if they illustrate a particular architectural style and retain most of the physical features that define that style, such as pattern of windows and doors, texture of materials, and ornamentation. Parks are eligible under criterion C if they retain most of the physical features of the landscape, if the original layout is intact, and if the original intent and purpose remain clearly visible.

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F. ASSOCIATED PROPERTY TYPES

FI. COMMERCIAL BUILDINGS

FII. DESCRIPTION

Union City's earliest extant commercial buildings are clustered around the railroad. The oldest commercial buildings face the railroad tracks with their rears facing Division Street. Other early commercial buildings face the railroad tracks with their original backs facing First Street. These early buildings are predominantly two-story, functional brick buildings, dating from the 1860s to the 1890s that reflect the town's early development as a lumber and furniture-making town due to the surrounding timberland and its location at a railroad intersection.

After U. S. Highways 45W and 51 intersects at Union City's commercial district in the 1920s, businessmen built their buildings facing First Street to attract travelers along the federal highways. Buildings already constructed along First Street, spruced up their rear facades, reorienting their store fronts to First Street. Many still maintain rear and front entrances, facing both the tracks and the federal highway, and reflecting Union City's status as a double-junction city.

Union City's commercial buildings are primarily one and two story buildings constructed of brick, stone, and concrete. They appear in diverse styles and commercial building types and have assorted kinds of windows and decorative treatment, particularly detailing at the cornice line. Decorative brickwork is common, as is arched brick window surrounds. The streetscape is varied and reflects the various stages of Union City's commercial and industrial development.

Types of Union City's Commercial Buildings:

Two-Part Commercial Block

The primary composition of Union City's commercial area is the two-part commercial block, which is the dominant form of commercial buildings in small towns and cities. Two-part commercial blocks make up the heart of the downtown business district on First Street between West Main Street and Washington Avenue. Buildings horizontally divided into two clearly separate areas characterize the two-part commercial block, popular from 1850 to 1950. This division indicates different use of interior space. Two-part commercial blocks are typically two to four stories. The first floor is public and used for services such as retail stores, banks, hotel lobbies, or insurance sales. The upper floor or floors are used for private purposes like offices, hotel rooms, or meeting rooms. Buildings generally abut the sidewalk and the buildings next door, and side walls are party walls. Lots are rectangular, deeper than they are wide, approximately 25 by 100 feet in size. Several modifications of the two-part commercial block exist.

Early two-part commercial blocks dating to the 1850s and 1860s are functional and have little ornamentation. Brick or stone piers divide storefront picture windows on the first floor and support masonry or brick walls above. During Union City's initial development stages from 1854 to 1870,

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functional two-part buildings were common.

Victorian two-part commercial blocks date from the 1870s to the 1890s. These are more ornate and commonly have accentuated cornices along the roofline or between floors, stringcourses, and windows with decorative surrounds or caps. When the railroad was reconstructed after the Civil War, wood and stone adornments became more readily available in Union City. Stone and woodcutting became mechanized by the mid-nineteenth century, and improved manufacturing techniques caused plate glass to become more affordable, lending itself to larger display windows on the first floor.

High Victorian two-part commercial buildings became popular around the turn of the century and are characterized by increased ornamentation and variety of materials, including wood, stone, brick, or cast iron. Union City also contains some examples of the more restrained classical commercial forms, popular from the 1890s to the 1920s. This style is characterized by unity, order, and balance and can appear plain. Brick in a variety of colors, thin stone facing, and concrete blocks are the dominant building materials.

By the 1920s and 1930s the Art Deco style of the two-part commercial block appeared in Union City, such as the Capitol Theatre and the six-story Davy Crockett Hotel, both on First Street. Business owners often applied Art Deco motifs to their functional or restrained commercial forms. Vertical stripes or horizontal banding in bright colors, carrara glass, and geometric or streamlined forms characterizes Art Deco.

One-Part Commercial Block

Union City also contains several examples of the one-part commercial block, located primarily on First Street, south of the two-part commercial blocks, and on South Second Street. The one-part commercial block originated in mid-nineteenth century America, consists of only one story, and is shaped like a box. It is considered the same as the first story of the two-part commercial block and appears in the same styles, with its ornamentation found primarily along the cornice line. The one-part commercial block provided businessmen an avenue for income with a small investment. First Street contains several of these simple brick or concrete buildings that consist of large plate glass storefront windows and a parapet roof or cornice. They are found in single units or in groups with party walls in between and date from 1854 to 1930.

Enframed Window Wall

From 1900 through the 1940s, small towns constructed commercial buildings in the enframed window wall type. This type was intended to provide order to the facades of small and mid-sized buildings by enframing the large center section with a wide border. The width of these buildings is at least twice that of the one and two-part commercial blocks. While this type does appear in one story form or with specific architectural motifs, Union City's enframed window wall buildings are

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typically two story and tend to have modest decorative elements and little or no separation between the first floor and the upper floor.

Temple Front

Union City's most distinctive commercial building is the Third National Bank on First Street in the Classical Revival style. This bank is representative of Union City's economic prosperity in the 1920s due to the construction of federal highways, new large plants, and improved rail service. With Beaux-Arts swags and pilasters with Corinthian capitals, this building provides a fine expression of the temple front commercial building.

FIII. SIGNIFICANCE

Commercial Buildings are eligible under criterion A for their contribution or role in the growth and development of Union City. Commercial buildings may be associated with significant periods of commercial and industrial expansion.

Commercial Buildings are eligible under criterion C for architecture as representative examples of commercial building types built during the settlement and development of Union City from 1854 to 1947. Commercial buildings may include examples of commercial building types such as Two-Part Commercial Block, One-Part Commercial Block, Enframed Window Wall, Temple Front, or Arcaded Block and may include examples of commercial architectural styles such as Victorian, High Victorian, Classical Revival, or Art Deco.

FIV. REGISTRATION REQUIREMENTS

Commercial Buildings in Union City are eligible for the National Register of Historic Places if they reflect Union City's patterns of commercial and industrial development or transportation and economic trends from 1854 to 1947.

Commercial Buildings are eligible under criterion A if they retain the essential physical features that reflect the period of its association with Union City's development as a commercial and industrial center. Commercial buildings must maintain architectural integrity of design, materials, workmanship, setting, and feeling. Integrity must not be compromised to prevent the commercial building from conveying its historic identity. Commercial buildings are eligible under criterion C if they illustrate a particular architectural style and retain most of the physical features that define that style, such as pattern of windows and doors, texture of materials, and ornamentation.

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F. ASSOCIATED PROPERTY TYPES

FI. TRANSPORTATION RELATED RESOURCES

FII. DESCRIPTION

Union City developed as the commercial, industrial, and political center of Obion County because it was located at the junction of the Mobile & Ohio and Nashville & Northwestern railroads. The city's most obvious representation of this economic and political prosperity is the Union City Mobile and Ohio Railroad Depot (1923) located at 214 East Church Street. After the Mobile & Ohio Railroad came under the control of the powerful Southern Railway in 1901, the railroad was able to invest in improvements along the main line. Construction of the Union City Mobile and Ohio Railroad Depot was part of this period of improvements. The depot served as a joint passenger station, for use by both the Mobile & Ohio and the Nashville, Chattanooga, & St. Louis railroads. This type of rural "Union" station was commonly built and shared by the major railroad lines in small southern towns during the early twentieth century.

The depot is locally associated to the architectural traditions of Union City. The station provides an example of Mediterranean Revival style with Craftsman influences, two popular architectural statements throughout the 1920s. It is constructed of stucco and has a clay tile roof. Architect Charles A. Hayes, of the Chief Engineer's office of the Mobile & Ohio, designed the one story building to face the tracks, just as Union City's early commercial buildings were oriented.

FIII. SIGNIFICANCE

Transportation-related buildings, such as the Mobile and Ohio Railroad Station, are significant under criterion A for their association with the transportation and economic history of Union City. Transportation-related buildings may be associated with significant periods of railroad, commercial, and industrial expansion.

Transportation-related buildings are eligible under criterion C for architecture as representative examples of architectural styles constructed during the development of Union City from the mid-nineteenth to the mid-twentieth centuries. Buildings may include examples of specific architectural styles such as Mediterranean Revival and Craftsman.

FIV. REGISTRATION REQUIREMENTS

Transportation-related buildings in Union City are eligible for the National Register of Historic Places if they reflect the development of Union City during the mid-nineteenth to mid-twentieth centuries. They are also eligible if they possess architectural significance.

Transportation-related buildings are eligible under criterion A if they are associated with significant patterns or developments in the transportation, commercial, and industrial expansion of Union City. They are eligible under criterion C if they are good examples of architectural styles, types, or

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periods of construction. Transportation-related buildings should depict the types of buildings constructed during the town's settlement and development from the mid-nineteenth to mid-twentieth centuries. These buildings 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 building.

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F. ASSOCIATED PROPERTY TYPES

FI. SCHOOLS

FII. DESCRIPTION

Union City established its first schools in the 1850s and 1860s in homes and small schoolhouses during the town's early stages of development. Private schools flourished in the 1870s, but none of these school buildings are extant. The Union City public school system was instituted in 1879 and corresponds to the initial stages of Union City's lumber and furniture-making boom. In 1878 local builder T. L. Bransford constructed a new brick building (not extant) on East College Street named Central. The opening of "Central School" mirrored the opening of another building for the African American students known as Miles Junior High School (non-extant) that was built in northeastern Union City.

Union City's extant school buildings date to the first half of the twentieth century. Westover School on Florida Avenue is one of the city's earliest extant schools and dates to 1917. Colonial Revival architecture was popular from 1890 to 1920 and combined various Colonial styles such as Federal and Georgian. Its compound arched entrance, keystones, and pair of double, wood and pane glass doors with transom characterize Westover School. The one story brick, Colonial Revival building has a circa 1940 Art Deco wing characterized by a thin concrete belt course running above and beneath its windows. Art Deco was a popular style in the 1930s and 1940s.

In 1936-1937, a federal Public Works Administration project constructed Central Elementary School on East College Street at a cost of \$105,000 to replace the original public school building known as "Central" that was built in 1878. The modernistic blending of Art Deco and Classicism was very different from the more conservative public and commercial architecture in the town and reflected the reform impulse of the New Deal. Central is a two-story building in a rectangular shape with several recessed and projected areas. Designed to be fireproof, it is constructed of brick, concrete, and metal. P.W.A. Modern is characterized by vertical emphasis; steel framing; and concrete, brick, and stone walls.

FIII. SIGNIFICANCE

Schools are eligible under criterion A for their contribution or role in the growth and development of Union City. Schools may be associated with significant periods of commercial, industrial, and population growth. They also may be associated with federal New Deal programs popular in the 1930s and 1940s such as Public Works Administration.

Schools are eligible under criterion C for architecture as representative examples of common architectural styles built during the settlement and development of Union City. Schools may include specific architectural styles such as Colonial Revival, Art Deco, or Public Works Administration Modern.

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FIV. REGISTRATION REQUIREMENTS

Schools in Union City are eligible for the National Register of Historic Places if they reflect the commercial, industrial, and population growth during the sustained period of expansion from the mid-nineteenth to mid-twentieth centuries. Schools are also eligible if they represent federal New Deal programs of the 1930s and 1940s or possess architectural significance.

Schools are eligible under Criteria A if they are associated with significant patterns or developments in the commercial, industrial, and population expansion of Union City. They are eligible under criterion C if they are good examples of architectural styles, types, or periods of construction. Schools should depict the types of buildings constructed during the town's settlement and development from the mid-nineteenth to mid-twentieth centuries. These buildings 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 building.

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G. GEOGRAPHICAL DATA

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H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

Beginning in the early 1990s, students of Middle Tennessee State University (MTSU) under the direction of Dr. Carroll Van West of the MTSU Center for Historic Preservation, nominated an individual property, the Thomas Leroy Bransford House, to the National Register of Historic Places. After nominating this single dwelling domestic property, students nominated the Obion County Courthouse in 1994 and the Union City Mobile and Ohio Railroad Depot in 1995. In fall 1996 historic preservation graduate students under the direction of Dr. West conducted partial architectural surveys of the central business district as well as historic residential neighborhoods surrounding the business district. Dr. West and graduate students completed additional fieldwork in spring 1997.

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