

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name Martin Downtown Commercial Historic District
Other names/site number N/A
Name of related multiple property listing N/A
(Remove "N/A" if property is part of a multiple property listing and add name)

2. Location

Street & Number: District boundary encompasses the main commercial corridor along the 200, 300 and 400 blocks of Lindell Street and the 300 block of Broadway roughly bounded on the north by Church and Fredrick Street, University Street and Main Street on the south, east is bounded by rear property lines associated with buildings along the east side of Broadway, west is bounded by rear property lines associated with buildings along the west side of Lindell.

City or town: Martin State: TN County: Weakley
Not For Publication: N/A Vicinity: N/A Zip: 38237

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria: A B C D

Signature of certifying official/Title: Date

Deputy State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

DRAFT

Signature of Commenting Official:

Date

Title:

**State of Federal agency/bureau or Tribal
Government**

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

 Signature of the Keeper

 Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
45	7	buildings
0	0	sites
0	1	structures
0	1	objects
45	9	Total

Number of contributing resources previously listed in the National Register 1

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6. Function or Use

Historic Functions

(Enter categories from instructions)

- COMMERCE/TRADE: business
- COMMERCE/TRADE: professional
- COMMERCE/TRADE: financial institution
- COMMERCE/TRADE: specialty store
- COMMERCE/TRADE: department store
- COMMERCE/TRADE: restaurant
- GOVERNMENT: post office

Current Functions

(Enter categories from instructions)

- COMMERCE/TRADE: business
- COMMERCE/TRADE: professional
- COMMERCE/TRADE: financial institution
- COMMERCE/TRADE: specialty store
- COMMERCE/TRADE: department store
- COMMERCE/TRADE: restaurant
- GOVERNMENT: post office
- WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions.)

- OTHER: One-part commercial block
- OTHER: Two-part commercial block
- LATE VICTORIAN: Classical Revival
- MODERN MOVEMENT: Post Modern

Materials: (enter categories from instructions.)
Principal exterior materials of the property:

BRICK; CONCRETE; WOOD; STUCCO; METAL;
STONE: Limestone, Marble, Granite; ASPHALT

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Narrative Description:

SUMMARY:

The Martin Commercial Historic District is in Martin, Weakley County, Tennessee and contains fifty-three buildings, objects, and structures. Forty-five are contributing, nine are non-contributing, and one is individually listed on the National Register of Historic Places (Martin U.S. Post Office, NR listed 07/05/1996). There are three vacant lots within the boundary. The town of Martin is positioned at the juncture of the original Louisville & Nashville Railroad established in 1856-57 (currently Illinois Central Gulf Railroad) and the Mississippi Central Railroad, which was completed in 1873. Early development of Martin's commercial district was platted with buildings constructed parallel to the railroad and the freight depot, both of which were the artery for commerce. This arrangement created two separate business streets, with buildings facing each other across approximately three hundred feet of railroad right-of-way. As the town grew and land ownership changed, the east side of Lindell Street began to develop. This development resulted in the construction of buildings with a traditional front façade facing Lindell Street and a rear façade facing the railroad. The 1892 Sanborn Map depicts this latter development with three brick structures at the north end of Lindell on the east side. The proposed National Register District boundary encompasses the main commercial corridor along the 200, 300 and 400 blocks of Lindell Street and the 200 and 300 blocks of Broadway; roughly bounded on the north by Church Street and University Street and Main Street on the south.

The majority of the contributing properties and National Register listed property within the boundary area date to circa 1888 through 1926. Primarily constructed of brick, the buildings are one and two stories in height and support mixed commercial/residential use. Decorative brackets and cornices of the Late Victorian Revival period embellish several of the facades throughout the district. Almost ninety percent of the district's buildings exhibit the Early 19th and Late 20th Century One and Two-Part Commercial Block with vernacular commonalities such as cast-iron storefronts, decorative brick corbeling and patterned inset brick designs. As is to be expected of commercial buildings erected in the early twentieth century, many of the buildings have experienced a variety of lower storefront and interior updates but continue to retain integrity through materials and craftsmanship of the upper facades. The district contains one contributing building of the Mid-Century Modern Design, which was altered during the period of significance and has gained significance as a unique style within the district. The seven non-contributing buildings within the boundary are mostly classified as such due to their age and/or extensive alterations to the façade, altering the original design and materials resulting in a loss of historic integrity. Overall, the Martin Commercial Historic District continues to convey integrity of a cohesive thriving historic commercial district.

NARRATIVE:

Located in northwestern Tennessee, the city of Martin continues to serve Weakley County and the surrounding regions as a regional commercial hub. The city developed around the junction of the Louisville & Nashville Railroad and the Mississippi Central Railroad on original land owned by Captain William Martin and his sons. Thomas I. Little completed the initial plat of the town in 1873 to attract the Mississippi Central Railroad. Martin's design is typical of an early railroad hub. Commercial buildings were placed parallel to the railroad line, with the railroad depot serving as a focal point. This symmetric arrangement created two separate business streets, with buildings facing each other across approximately three hundred

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feet of railroad right-of-way. The plan was also advantageous for the landowners (William Martin's sons) as it divided the commercial development evenly upon their lands and provided equal access to the railroad artery.

The majority of the commercial buildings in the historic district were constructed between 1888 and 1926. They reflect the one-part and two-part commercial architecture popular in the 19th and 20th Century. Lindell Street is the primary two-lane commercial corridor (US 45E) and runs through the historic district. Concrete sidewalks line the two-lane street with parallel parking on either side. Buildings are primarily one and two-stories in height with brick construction and symmetrical facades. (See Photos 2 and 3) Many of the buildings retain their decorative cast iron storefronts produced by foundries in Union City, Paducah, Evansville, and St. Louis. Buildings constructed after 1910 are generally utilitarian in design with vernacular decorative traits such as brick pendant corbeling, basketweave banding, and cornice lines embellished with dentil brickwork. (See Photos 1 and 7) The 200 and 300 Blocks of Broadway represent the earliest commercial development in Martin. Concrete sidewalks in the Broadway blocks feature woodshed awnings that span the length of the blocks. (See Photo 6) Businesses face the railroad on the east side of the tracks, parking lots flank the railroad tracks, and a large wood frame public pavilion is located on the original depot location. Although the depot is no longer extant, the original design concept of Martin continues to be evident. (See Photos 4 and 8)

The enemy of commercial downtowns has always been natural disasters and devastating fires. Martin is no exception to these tragedies. Some of the non-historic infill that has occurred over the years is due to fire-related structure loss. There are a few contributing buildings that are in danger of collapse due to demolition by neglect. The condition and integrity of these structures is elaborated in the following property inventory descriptions. Businesses housed in the commercial district reflect the needs of a thriving town and include functional subcategories such as specialty stores, financial institutions, professional offices, and educational institutions. The overall streetscape and building forms retain their vernacular commonalities and craftsmanship. As such, the district continues to reflect the continuity and growth of the commercial district throughout its Period of Significance, 1873-1971.

PROPERTY INVENTORY:

The resource number to each resource is keyed to the historic district map. Resources constructed during the period of significance that retain integrity are classified as contributing (C). Resources that were constructed after the period of significance or that were substantially altered are classified as non-contributing (NC). Previous National Register designations are indicated in the resource inventory (INDV). Each inventory entry includes property address, construction date, status, and description. Records pertaining to building alterations were limited to dates after 1992 unless found in primary resources such as newspaper articles. Building permits were not required in Martin prior to 1992, and Certificate of Appropriateness applications as part of the Historic Zoning began in 1986. Dates of alterations that fall within this time period are noted in the descriptions.

1. 104 Broadway & 101 Strand, ca. 1892

One-story commercial building with two addresses (104 Broadway and 101 Strand). The structure sits on the corner of Broadway and Strand and originally housed a livery as early as 1892. The 1913 Sanborn map shows brick cladding was added around the original wood framed livery and commercial spaces added to the front. The low-pitch gable roof has a stepped parapet wall across the

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west façade and two bays on the north and south elevation. The roof material is a rubber TPO system. Another parapet wall projects above the roofline behind what is the fourth bay. The modern storefront has two separate entries on each end with half-light two-panel metal doors and single-light transoms. The north end of the façade also has two sets of aluminum double stationary windows with twenty-one simulated divided-lights and shutters. The south end of the façade has four single-pane aluminum stationary windows. The south elevation has a solid metal walk door in the fourth bay and an overhead door in the sixth bay flanked by two recessed solid metal doors. The east elevation contains remnants of the adjacent building that was demolished and is in poor condition structurally. (C)

2 298 Broadway, Ca. 1889

Two-story two-part commercial block red brick building with flat roofline and corbelled parapet. A new storefront has been constructed within the original arch openings of the west façade sometime prior to 1987. It features a centered entry with a single-light wood door, single-pane sidelight, and arched wood transom. The north opening contains a stationary window, transom, and arched wood panel. The south opening mirrors the center entry with a single wood door, single-pane sidelight, and arched wood transom. The second-floor window fenestration features three recessed arches with one-over-one arched wood windows, brick sills and arched brick lintels. The north elevation is the original red brick exterior. There is evidence of possible structural bowing of the foundation. The east elevation has had metal panels applied over the exterior brick with a wood two-level deck and stair. A solid metal entrance door is located on the south end of the second-floor and a solid metal entrance door is centered on the first floor elevation. There are two nine-over-nine metal windows on the second floor. A wood structure awning supported by square posts and a faux slate roof spans the front façade. (C)

3 300 Broadway, Ca. 1888

This two-story, two-part commercial block building features elaborate cast iron pilasters that rise from the ground to the parapet at each end of the west façade. A modern storefront has been constructed with two entrances each featuring a wood half-light door flanked by a tri-part bay wood and glass window on top of a brick knee wall. The transom areas have been covered with decorative wood panels. The second-story features four ribbon windows separated by decorative pilasters with Corinthian capitals. Directly above the windows are recessed geometric pressed-stone panels with a fret course of geometric design. A course of bead and rail ornamentation separate delineate the parapet with is adorned with square floral medallion moldings. The east elevation and the last two bays of the building have had metal panels installed over the entire span of the elevation. There are two nine-over-nine metal windows install on the second level and all mechanical systems are located at the rear. A wood structure awning supported by square posts and a faux slate roof spans the front façade. (C) (Photo 28)

4 302 Broadway, 1898

A two-story, two-part commercial block red brick building with a flat roofline and corbelled parapet. A modern storefront has been constructed within the original cast iron system. It has two entrances at each end of west façade featuring a paneled metal half-light door flanking by an arched wood window in the center bay. The transom area has been filled with decorative wood panels. A wood structure awning supported by square posts and a faux slate roof spans the front façade. Just above the transom, three, one-over-one wood windows with arch transoms are symmetrically spaced. Each

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window is framed with brick arches delineated by brick panels and decorative geometric corbelling. The east elevation has metal panels installed over the entire span. There are two metal windows installed on the second-level and a single metal walk door with shed awning on the north end of the elevation. (C) (Photo 29)

5 304 Broadway, 1898

A two-story, two-part commercial block red brick building with a flat roofline and corbelled parapet. A modern storefront has been constructed within the original cast iron system. The primary entrance is recessed and centered on the west façade with a twelve-light wood door flanked by two single-light sidelights. A nine-light metal entry door to the upper floor is located on the south end of the façade. A large wood picture window is located on the north end of the façade. A wood structure awning supported by square posts and a faux slate roof spans the front façade. Three one-over-one wood windows with arch transoms are symmetrically spaced across the second story. Each window is framed with brick arches delineated by brick panels and decorative corbelling. The east elevation has a one-story block addition with a metal entry door and metal shed awning. The east end of the second floor of the original building is covered in metal panels. There are two metal six-over-six windows installed on the second level and a single metal nine-light walk door with shed awning. (C)

6 306 Broadway, 1896

A two-story, two-part commercial block red brick building with a flat roofline and corbelled parapet. A modern storefront has been constructed within the original cast iron system. A wood picture window is centered on the west facade and sits atop a wood knee wall. The south end of the façade has a full-light metal door leading to the upper floor with a decorative wood panel sidelight and transom. The north end of the façade features a paneled metal nine-light door with a decorative wood panel sidelight and transom. A wood structure awning supported by square posts and a faux slate roof spans the front façade. Just above the awning, three one-over-one wood windows with arch transoms, brick lintels and sills are symmetrically spaced across the facade. Each window is framed with brick arches delineated by recessed brick panels and decorative corbelling. A recessed geometrically shaped brick panel rises from the top of each arched window to just below the parapet. An arched cast iron vent is centered within each panel. The east elevation has a one-story addition with metal panel cladding. The second floor also has metal cladding exterior with two metal six-over-six windows and a single metal walk door with shed awning on the north end of the elevation. (C)

7 308 Broadway, 1896

A two-story, two-part commercial block red brick building with a flat roofline and corbelled parapet and brick dentil molding. A modern storefront has been constructed within the original cast iron system. The primary entry is located at the south end of the west façade. It contains a full-light metal door with two large wood display windows adjacent to it. The transom area has been filled with wood decorative panels. A wood structure awning supported by square posts and a faux slate roof spans the front façade. Just above the awning, three one-over-one wood windows with arch transoms are symmetrically spaced across the facade. Each window is framed with stone sills and four courses of brick arched lintels. Recessed rectangular brick panels and decorative corbelling delineate each window. A recessed geometrically shaped brick panel rises from the top of each arched window to just below the parapet. An arched cast iron vent is centered within each panel. Each vent has a brick lintel and brick dentil molding above it. The east elevation and the north and south elevations are clad with metal panels. A single metal walk door is located on the rear of the building. (C)

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8 310 Broadway, 1896

A seven-bay, two-story, two-part commercial block red brick building with a flat roofline and corbelled parapet. A modern storefront has been constructed within the original cast iron system. The west facade features two commercial entrances each with a wood paneled half-light door flanked by display windows and decorative wood panel bulkhead. A single-entry metal door is centered on the west façade that accesses to the residences on the second floor. The transom area has been filled with decorative wood panels. A wood structure awning supported by square posts and a faux slate roof spans the front façade. Just above the awning, seven nine-over-nine wood windows with a fanlight transom are symmetrically spaced across the facade. Each window is framed with brick arch lintels and brick sills. A continuous brick belt course outlines each window. A recessed square brick panel is located above each arched window just below the parapet. A cast iron vent with brick lintel is centered within each panel. The east elevation is painted brick cladding with three, nine-over-six metal windows. A single metal walk door with a wood deck and stairs is located on the rear of the building. (C)

S. Lindell Street

9 202 S. Lindell, 1912

The construction of this one-story brick commercial building was associated with the rise of automobile and adjacent automotive businesses. The original entry on the west facade has been infilled with wood and an overhead door installed. The structure is brick with a stucco skim coat that is peeling and in poor condition. The roof is flat with a stepped parapet on the north and south elevations and the west façade. The east elevation is open to the elements. The building is used for storage and structurally is deficient. The buildings is non-contributing due to its alterations. (NC)

10 208 S. Lindell, 1912

This one-story brick commercial building was originally built in 1912. In 1980, the building was reconstructed leaving only the eastern two-thirds of the building. The west façade has a single slope asphalt shingle roof that abuts to the original brick walls on the north and south elevations. The west façade features a centered, modern aluminum and glass entry with a set of double doors, sidelights, and transom. Bronze metal fixed windows with stone sills flank the main entry. The east façade has a brick exterior with five metal vents spanning the parapet and three window openings are partially visible. A metal shed building has been attached to the north end of the east elevation and an open shed roof storage building has been added to the center of the building. A metal shed awning with overhead door is located at the south end. (NC)

11 214-216 S. Lindell, 1896

Constructed in 1896, the Martin Opera House is one of the most prominent buildings along Lindell Street. The second-floor delighted patrons with musical culture and the first-floor functioned as a retail space for singer sewing machines and buggies. On the Lindell Street façade, this late nineteenth century building features symmetrically spaced recessed brick panels designed in irregular gothic inspired pentagon shapes across the entire upper west façade. This feature draws the eye upward creating a sense of more height. The structure is two-stories, but the height of the second-floor surpasses normal height due to its function as an opera house. The second-floor west façade has six one-over-one wood windows, arched transoms with triple arched brick lintels and stone sills. The

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original cast-iron storefront divides the first floor into six bays with two recessed wood entry doors flanked by wood display windows supported by wood paneled knee wall. A wood three-quarter light entrance door to the upper floors is located in last bay at the north end of the façade. The east façade which faces the railroad, is even more elaborate than the Lindell Street façade. The first floor of the east elevation is hidden by a six-foot brick privacy wall. On the southern of the east elevation, a barrel canvas awning projects from the building to the parking lot and shelters a wood half-light entrance door. The second floor of the east elevation features Queen Ann inspired details including two three-sided two-story bays outlined with brick quoining, pairs of wood windows, arched transoms, double brick lintels with dentil moldings, stone sills. Decorative brick designs separate the window and the parapet in each bay. They highlight rectangular inset panels with dogtooth brick courses and basketweave panels. The parapet has a continuous band of inset brick panels designed in irregular gothic inspired pentagon shapes across the entire upper façade and decorative corbeling at the roofline. A full height brick chimney is located at the northeast corner. (C) (Photos 15 & 16)

12 215 S. Lindell, 1910

This one-story one-part, commercial block building has red brick cladding, flat roof, and stepped parapet on the north elevation. Brick pilasters run the entire height of the east façade at each corner with decorative brick corbeling and a belt course of soldier brick in the parapet directly above two decorative cast iron vents. The storefront features a recessed entry with a wood half-light door. The transom has infilled with wood panels. The entry is flanked by fixed display windows with wood frames. The transoms above have been infilled with the same wood paneling as the entry door. The overall design remains evident. A shed style cloth awning spans the east façade. The north elevation and west elevations are painted brick. The west façade has a metal double entry door centered on the elevation. Although painted and infilled with brick, there is evidence of two window openings and an arched doorway lintel above the metal doors. C (Photo 1)

13 217 and 217 B S. Lindell, Ca. 1910

This one-story painted brick commercial block building features two distinct storefronts. It has a stepped parapet with flat roof and decorative brick patterns symmetrically spaced across the upper parapet. The east façade has modern aluminum display windows on a faux stone knee wall adjacent to a three-quarter light aluminum entry door for each unit. A metal shed awning spans the full east façade. There is a brick chimney located in northwest corner of the roofline. The west façade is unpainted red brick. It has a double solid metal entry door with a wood deck located at the south end of the elevation. There is evidence of four original window openings and brick sills. All of these have been filled with brick. (C)

14 218 S. Lindell, Ca. 1897

The two-story, two-part commercial block building is embellished with Italianate inspired details on the west façade including an ornamental pressed metal cornice supported by brackets and medallions adorned with floral designs. The original window fenestration spaces three openings symmetrically across the façade. New nine-over-nine double-hung wood windows have been installed in the existing openings. Each window features an ornate pressed metal hood and brick sill. The storefront maintains its original cast-iron pilasters with a solid metal entry door with paneled sidelights and transom in the center flanked by fixed metal display windows. The transom area above the windows has raised wood panels covering it and a striped metal shed awning installed over the entry door. The

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east façade has three sides highlighted by brick quoining. The center bay has a set of double full-light metal doors with a divided arch transom and double brick arch lintel. A rectangular cast-iron vent is directly above the doors. A pair of new wood nine-over-nine windows is centered on the second floor within an original opening. A triple arch brick lintel with two recessed brick panels is intact above the window. The north and south bays feature a single wood nine-over-nine window with triple arch brick lintel and recessed brick panel. The parapet is wrapped with decorative pendent corbeling. (C)

15 218-B S. Lindell, 2007

This two-story painted brick commercial building is new construction infill completed in 2007. It has three vinyl nine-over-nine windows across the second-floor. Three brick piers are symmetrically placed across the first-floor west façade. The signage for the building is set within a brick frame. The west façade is void of a first-floor storefront or entrance. The roofline is flat with a metal coping. A soldier brick course and brick corbeling span the parapet. The east elevation of the building includes a set of centered carriage doors flanked by two metal walk doors. The second floor has three nine-over-nine vinyl windows. The building is non-contributing due to its age. (NC)

16 220 S. Lindell, Ca. 1900

This two-story, two-part commercial block painted brick building features a flat roofline and side parapet walls. The main entrance into the building is slightly off center with an aluminum and glass entry door with a sidelight and two aluminum display windows to the north of it. A single-entry wood half-light door to the second floor is located at the south end of the west façade. The original wood six-light transom above the display windows is intact. Three one-over-one double hung vinyl windows are symmetrically spaced on the second floor with soldier brick course delineating the upper parapet which features the dog-tooth vernacular corbelling and dentil molding across the parapet. The brick east façade is undergoing a renovation. Evidence of a historic cast iron storefront and three second-story windows remain. (C)

17 221 S. Lindell, 1921

This one-story commercial block has a metal slipcover over two-thirds of the east façade. It has a flat roof with parapet walls on the north and south elevations. The storefront has been changed to modern aluminum display windows and aluminum doors with a brick knee wall. The west elevation is primarily painted brick with an overhead garage door installed within an original door opening. The triple arch brick lintel is still evident over the door. The garage door is flanked by two original window openings with double arch lintels and stone sills. These openings have been infilled with brick. Due to the slipcover the building is considered non-contributing to the district. (NC)

18 223 S. Lindell, Ca. 1892

One of earliest extant examples on this block, this one-story one-part commercial block features a decorative cast iron storefront that divides the lower storefront into three symmetrical sections. The recessed entry is centered on the east façade with original wood divided light entry door flanked by original wood display windows with a wood knee wall. The transom has a pair of over-sized wood windows above each display window and entrance door. The upper façade is symmetrically divided in half with decorative corbeling, dentil molding and cast-iron vent centered in each section. The roofline is flat. The west façade is unpainted brick with a centered entrance with the original wood posts and transom within a double brick arch lintel. A new fifteen-light metal door has been installed.

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The entry is flanked by two original wood one-over-one double-hung windows with the double arch lintels and brick sills. A skim coat has been applied to bottom third of the brick exterior. (C)

19 224 S. Lindell, Ca. 1907

This two-story, two-part commercial block building has a painted brick exterior with a flat roofline. The storefront displays a three-bay intact ornate cast-iron storefront. Centered on the façade is the recessed entry with a wood full-light door and sidelights. It is flanked by large metal display windows with divided transom and a paneled knee wall. The second floor has three symmetrically spaced one-over-one metal windows with soldier brick lintel and brick belt course. Signage for the building is withing a projected brick panel with basketweave brick pattern. The east façade has a painted brick exterior with an original three-bay cast iron storefront. A recessed entry with a wood full light door is centered on the east façade. It is flanked by large metal display windows with divided transom and a paneled knee wall and metal awning. Three one-over-one wood windows are symmetrically spaced across the second floor. (C) (Photos 17 & 18)

20 225 S. Lindell), Ca. 1904

A two-story, two-part brick commercial block building originally housed Martin Shoe and Harness. The east facade features the original cast-iron storefront and flat roofline. Centered within the original cast-iron posts is a modern full-light metal entry door flanked by metal display windows and a transom that spans the entire east façade with five separate window divisions. The upper façade has three modern metal windows with brick sills symmetrically spaced within the original openings. A soldier belt course separates the windows from upper parapet which highlights an inset basketweave brick bond design. The west façade has a modern metal full-light entry door centered on the façade with a canvas awning. A solid metal door with canvas shed awning is located on the south end of elevation that provides access to the upper floors. Three new metal nine-over-nine windows symmetrically span the second floor. There is evidence of another original door or window opening on the north end of the rear elevation. It has been infilled with brick. (C)

21 226 S. Lindell, 1907

Two-story, two-part commercial block red brick building with flat roofline and corbelled parapet. A new storefront of wood windows, wood transoms and recessed double metal entry door has been constructed within the original cast iron pilasters and columns on the west facade. The second-floor window fenestration features four two-over-two arched wood windows with stone sills and double arched brick lintels. The east façade retains an original three-bay cast iron storefront with a centered entrance with a pair of three-quarter light wood doors and transom flanked by large display windows with single transoms and paneled knee wall. The second-floor window fenestration features four two-over-two arched wood windows with stone sills and double arched brick lintels. (C)

22 228-228A S. Lindell, 1907

Two-story, two-part commercial block painted brick building with two separate storefronts. The north side of the west façade contains an off-center aluminum entry door with a transom flanked by aluminum display windows and a shed awning. The south end of the façade has centered wood entrance half-light door flanked by wood display windows and a shed awning. The upper façade has four symmetrically spaced double-hung wood windows with arch wood header panel, brick sills, and double brick arched lintels. The roofline is flat with a corbelled parapet. The rear façade has two aluminum and glass entry doors. The original cast-iron posts are evident, but brick and wood

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paneling infill the openings. The second floor has a stucco skim coat over the brick and four non-historic wood windows with wood arch header panels. (C)

23 229-231 S. Lindell, 1907

This one-story brick commercial block building has brick cladding with a flat roof and decorative pendant corbeling across the entire parapet, flat roofline, and wood structured awning with round columns. The storefront is divided into two bays and retains the original cast-iron columns. The northern two-thirds of the east façade features an aluminum full-light set of entry doors flanked by aluminum fixed display windows. The windows are supported by a brick knee wall. The south bay has a full-light aluminum entry door with a glass display window that fills the space in its entirety. The transom area is continuous over both bays and contains decorative wood panels covered by a flat roof wood structured awning. Although separate businesses occupied the buildings throughout the period of significance they were owned by James Freeman and known locally as the Freeman Block. The south portion of the building has historically been 11' x 25' in size and was an alley prior to 1907. James Freeman enclosed the alley to add this building to his block of lots sometime between 1900 and 1907. The west elevation depicts the difference in length of the buildings. The west elevation has a brick exterior with a full light metal entry door and one sidelight centered on the northern two-thirds of the west elevation. A set of steps and handicap ramp with wrought iron railing have been constructed to provide ADA access into commercial business. The southern bay of the west facade has a red brick exterior with full-light metal entry door and side light with a canvas shed awning centered on the west façade. A brick post and wall with a wrought iron railing and gate are constructed just outside the entry door. (C)

24 230 S. Lindell, 1910

Two-story, two-part commercial block painted brick building with flat roof and stepped parapet with stone cap. The second-floor windows fenestration is evident even though openings have plywood infill. Each window is framed with a course of soldier brick and stone sill. A brick belt course spans the façade separating the stepped parapet from the second floor. The brick exterior of the lower storefront has been covered with metal panels. A flat roof metal awning spans two-thirds of the façade. The storefront has been covered with wood panels and a wood full-light entry door flanked is centered on the west façade. It is flanked by two rectangular wood windows. The east façade contains the original red brick cladding, a centered entrance with a set of aluminum entry doors and double arch brick lintel still evident over the signage in the transom opening. The entrance is flanked by two window openings with stone sills and double arched brick lintels. The second-floor has five symmetrically spaced window openings with stone sills and double arched brick lintels. All of the window openings are infilled with plywood. (C)

25 232 S. Lindell, 1910

This one story, one-part commercial block building has red brick cladding and a flat roof with metal ridge cap. A projected brick belt course spans the west façade separating the parapet from three inset brick panels with cast-iron vents. The storefront has a centered aluminum and glass entry with sidelights flanked by large aluminum display windows. A continuous shed roof wood structured awning with asphalt shingles and square columns spans the façades of 232 and 234 S. Lindell. The east façade has a centered single-entry metal full-light door with asphalt shingle and wood awning, flanked two small wood windows with a decorative lintel and wood shutters. (C)

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26 233 S. Lindell, Ca. 1900

Two-story two-part commercial block painted red brick building that housed Smith Grocery from 1900 to 1952. The storefront is divided into three bays and retains the original cast-iron columns. The center bay features an aluminum fixed display window flanked by two single-light sidelights. The north and south bays each have a full-light aluminum entry door with small transom and display window. A brick knee wall supports the windows across the façade. The transom area has decorative wood panels covered by a flat roof wood structured awning which is a continuous extension from the buildings at 229-231 S. Lindell. The upper east façade has six symmetrically spaced arch wood windows with brick sills and arched lintels. Above each window is a square inset brick panel with a cast-iron vent. Brick corbeling spans the entire parapet. The roofline is flat. The west façade has two entrances symmetrically spaced on first floor. They each have a half-light metal door with side lights and have been constructed within existing openings. Five wood double-hung windows are asymmetrically spaced on the second floor. A brick pier wall with wrought iron railings provides an outdoor space behind the building. (C) (Photos 11 & 12)

27 234 S. Lindell, 1915

This one and a half-story, one-part commercial block building has painted brick cladding and a flat roof with metal ridge cap. A projected brick belt course spans the façade separating the parapet from two inset brick panels that contain signage. The storefront on the west façade has two bays each with an aluminum and glass entry door flanked by large aluminum display windows. A shed roof wood structured awning with asphalt shingles and square columns spans the façade. The rear façade has a centered entry system with a bronze aluminum single-entry door and sidelights. A decorative wood surround with square posts and header highlights the entrance. The entry is flanked by two wood double-hung windows with brick sills. The half-story floor features three double-hung wood windows with decorative bracketed hoods placed directly above a flat roof wood structure awning with square columns. (C)

28 235 S. Lindell, 1900

The two-story brick commercial red brick building was constructed for the First National Bank (1900-1906). It has been a contributor to many financial institutions for the city of Martin; City National Bank (1908-1920); City State Bank (1920-1968) and is now home to the Weakley Press. The east façade has a recessed double aluminum entry door located on the south end. The entry has a limestone surround and limestone panels rise the full height of the second floor incorporating a twelve -light metal casement window. In 1952, the east façade was modernized to accommodate changing times in the financial industry. A horizontal metal window is located to the north of the entry and the original night depository box is intact on the east façade. A metal shed awning spans the façade. The west elevation has a single full metal walk door located at the south end and symmetrically spaced original six-over-six metal casement windows with stone sills on first floor and three one-over-one new window on second floor in original window openings. (C)

29 237 S. Lindell, Ca. 1899

Two-story two-part commercial block red brick building that housed a jewelry store until 1918 and then General Merchandising Store from 1918 to 1953. The primary entrance is recessed and centered on the east facade, with a full-light door and transom window. On each side of the doorway, large aluminum and glass display windows fill the entirety of the front elevation with a tiled knee-wall and

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glazed transom windows. The upper east façade has four symmetrically spaced arch wood windows with stone sills and double brick arched lintels. Above each window is a square inset brick panel with a cast-iron vent. Brick corbeling spans the entire parapet. The roofline is flat. The west façade has a one-story brick addition that was added at an unknown time. The addition features a set of full light metal entry doors and a single-slope rubber roof. Evidence of original window openings can be seen underneath the painted brick exterior. The west elevation of the second floor of the two-story portion has four original window openings with stone stills infilled with plywood. A skim coat of was applied at an unknown time to the brick exterior and is deteriorating off the brick. (C) (Photos 13 & 14)

30 239 S. Lindell, Ca. 1899

Two-story, two-part commercial block painted brick building that housed Hunt Brother's Drug Store for fifty-six years. A modern storefront of aluminum windows and doors has been constructed within the original cast-iron pilasters on the east facade. The transom area is covered with plywood and a solid steel walk door is located on the north end of the façade that provides access to the second-floor. A divided transom is located over the walk door. A flat roof wood structured awning supported by square posts is continuous across the east façade. The upper façade has three symmetrically spaced double-hung wood windows with arch transom, stone sill, and double arched lintels. Above each window is a square inset brick panel with an arched cast iron vent. The roofline is flat. The west elevation is painted brick exterior with one glass walk door and a canvas shed awning on the north end. An original window opening is located directly above the walk door. The ledge protrudes from the wall and the opening has been infilled with brick and painted. (C)

31 240-242 S. Lindell, 1926, 1971

This two-and-half-story commercial building is Martin's only Post-Modern Design in the historic downtown. The exterior is covered with light tan blocks of marble with a flat roofline and metal ridge cap. The west façade contains a two-and-half story building with a two-story addition that was added in 1976 as part of an acquisition of the adjacent building. The main entrance to the building is facing Lindell Street on the west facade. The entry features a set of bronze metal entry doors and full glass sidelights and transom. A tri-part metal window is inset into the exterior marble directly above the entrance. A vertical band of bronze metal windows rises from this window to the roofline. Verticality is throughout the exterior building design. The two-story west façade has four bays each with a recessed vertical band of windows from the ground to two-thirds up the elevation. A single metal full-light entry door has been installed in the second bay. The south elevation consists of seven bays. Each bay has a set of the vertical band of bronze metal windows inset into the marble panels from the ground to roofline. The east façade of the two-and-a-half story building features a recess entryway with a set of bronze metal entry doors and full glass sidelights and transom. A two-part metal fixed window with transom is inset into the exterior marble directly above the entrance. A vertical band of bronze metal windows rises from this window to the roofline. A double set of metal doors is located in the on the south end of two-story addition on the west elevation and a bronze and full glass entry door is centered on the east elevation. (C) (Photo 19 & 20)

32 241 S. Lindell, 1987

This two-story brick commercial building is new construction infill completed in 1987. The east façade features a recessed entry on the south end with a metal walk door with oval glass. The north end of the east façade has a pair of metal display windows with decorative brick sill. The second

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story of the east façade has a centered fanlight window flanked by rectangular basketweave bond panels. Decorative pendant corbeling and dentil molding span the east façade. The west façade has a recessed metal walk door on the south end with a canvas awning. A garage door opening has been infilled with faux wood shingles and a four-over-four vinyl window. The second floor has two fixed metal windows symmetrically spaced across the elevation. A decorative brick basketweave bond belt course spans the west façade above the windows. The building is non-contributing due to its age. (NC)

33 243 S. Lindell, Ca. 1883

Two-story, two-part commercial block painted brick building. The east façade features a recessed entry with full-light double metal doors and single wood transom. It is flanked by wood display windows and wood transoms. A metal shed-roof awning is continuous across this east façade. The upper façade is divided into three sections with brick piers and a stone belt course above three symmetrically spaced inset double-hung wood windows. The center window has a decorative brick pattern surrounding it like a picture frame. The windows to either side have brick corbeling with brick sills and stone lintels. The parapet is stepped, and the roofline is flat. The rear elevation has brick exterior with three double-hung vinyl windows on the second-floor. Decorative metal hoods and brick sills and lintels surround the windows. A full-light metal walk door is centered on the west facade. (C)

34 245 S. Lindell, Ca. 1971, 1997, 2011

This two-story commercial building is new construction infill completed in 1971 with updates in 1997 and 2011. The original structure was destroyed due to a fire. The owner rebuilt the new building within the original north and south common walls. It has a red brick exterior with a symmetrical façade with three double hung windows with decorative hoods on the second floor. The storefront has a metal entry door offset of center flanked by one oversized window and a metal full light door on the north end of the façade to provide access to the second floor. The south elevation is a common wall from the adjacent non-extant structure. Structural support stars are still in place and the brick has remnants of a stucco skim coat. The west façade has a brick exterior with three double-hung vinyl windows on the second floor. Decorative metal hoods and brick sills and lintels surround the windows. A full-light metal walk door is centered on the west façade and a full-light metal walk door is located on the north end of the west façade to provide access to the second floor. The building is non-contributing due to its alterations. (NC)

35 301 S. Lindell, Ca. 1882

A prominent two-story, two-part commercial block red brick building located on the corner of Lindell and Oxford. In 2018, the metal slipcover was removed on the building and a new historically compatible storefront was installed on the east façade and first bay of the north elevation. It features a centered entry with a half-glass wood panel door flanked by sidelights and large display windows atop a paneled knee wall. The original cast-iron pilaster is located at the south end of the storefront and a wood transom wraps the northeast corner above a canvas awning. Just above the transom, three one-over-one wood windows are symmetrically spaced. They feature arched brick lintels and sills with recessed brick panels and cast-iron vents directly above each window. A brick dentil molding spans the parapet. The roof is flat with a parapet wall along the north elevation. The north elevation has ten bays. A one-over-one wood window is located in the first five bays and the seventh bay of the second floor and one wood-over-wood window is in the third bay on the first floor. A new wood

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three-quarter light walk door has been installed in the seventh bay. The building has had significant brick repair down the rear third of the building and a wood paneled addition with a shed roof and wooden slider door has been added to the rear of to the building. **(C) (Photo 21)**

36 303 S. Lindell, 1966

Two-story, two-part commercial block with a dryvit panel system installed on the full height of the building in 2012. The roofline is flat with three cast-iron vents installed in parapet section of the dryvit panels. The lower storefront on the east elevation has a centered aluminum and glass entry door flanked by three aluminum and glass windows. Wood square posts have been added to the across the storefront to delineate each window. A canvas shed awning spans the lower east façade. The west elevation has a shed addition added at an unknown time. Dryvit panels cover the exterior of the second story and the west wall of the addition. Mechanical systems are located on the roof the addition. A four-by-four casement window is centered on the second story elevation and the single metal fifteen-light walk door with a canvas shed awning is centered on the addition. It is flanked by one-over-one vinyl window on the southside. **(NC)**

37 305 S. Lindell, Ca. 1878

Two-story, two-part commercial block building with painted brick cladding, an asymmetrical modern brick entry and storefront was completed in 2011. It features a bronze metal full-light entry door on the south end of the east façade with three bronze metal display windows. The second story features three nine-over-nine double hung wood windows with brick arched lintels and sills. A recessed brick panel is centered over each window with a cast iron vent in the center panel. Pendant corbeling spans entire east façade of the parapet. The roofline is flat with a metal ridge cap. The west elevation is covered in dryvit panels with a one-story addition and one aluminum walk door centered on the elevation. **(C)**

38 307 S. Lindell, 1913

This two-story two-part commercial block painted brick building features a flush storefront design with the main entrance centered on the east façade. Bronzed-aluminum display windows flank a full light metal entry door. A band of soldier brick span the east façade directly above the display windows. A decorative brick feature is located above the soldier brick that highlights a band of pendant corbeling and dogtooth brickwork within a brick frame. The second-story consists of four openings: three wood one-over-one double hung windows with a transom and a wood door that provides access to the iron balcony is located on the north end. The decorative iron balcony was added in 2012 and is attached to the exterior façade and is removable. It has decorative iron posts and fillagree details and spans 307 and 309 S. Lindell which operates as one business. Historically, these buildings were not associated. After the 1911 fire that destroyed most of this block, these buildings were all constructed by same builder who utilized the same brick pattern across all the facades. The roofline is flat with a metal ridge cap and vernacular pendant corbelling and dentil molding spanning the parapet. The west elevation is covered in dryvit panels with a pair of metal delivery doors centered on the elevation. **(C) (Photo 22)**

39 309 S. Lindell, 1912

This two-story two-part commercial block painted brick building features a recessed entry on the north end with four bronzed aluminum windows. The entrance features a full-light metal entry door

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and sidelight. A band of soldier brick span the east façade directly above the display windows. A decorative brick feature is located above the soldier brick that highlights a band of pendent corbeling and dogtooth brickwork within a brick frame. The second story consists of three openings: two one-over-one wood double hung windows with a transom and a wood door located at the south end that provides access to the iron balcony. The decorative iron balcony was added in 2012 and is attached to the exterior façade and is removable. It has decorative iron posts and fillagree details and spans 307 and 309 S. Lindell which operates as one business. Historically, these buildings were not associated. After the 1911 fire that destroyed most of this block, these buildings were all constructed by same builder who utilized the same brick pattern across all the facades. The roofline is flat with a metal ridge cap and vernacular pendant corbelling and dogtooth brickwork spanning the parapet. The west façade is covered in dryvit panels with a full-light metal entry door centered on façade accented by brick piers and covered with canvas awning. (C)

40 311 S. Lindell, 1912

This two-story, two-part commercial block painted brick building features a primary entrance centered on the east façade flanked by a set of large wood display windows. The transom area and knee wall are covered with wood decorative panels and a metal shed awning with dentil molding spans the west façade. The second story has three symmetrically spaced nine-over-nine wood double hung wood windows with brick sills and pressed metal hoods. The roofline is flat with a metal ridge cap and vernacular pendant corbelling and dogtooth brickwork spanning the parapet. The west façade has a painted exterior with the three nine-over-nine wood windows symmetrically spaced on the second floor. An aluminum and glass single entry door is centered on the façade. An original sidelight has been infilled with plywood and an original window opening has brick infill. (C)

41 313 S. Lindell, 1912, 2022

In July 2022, the façade of the building began to collapse. The new owners removed carefully the facade in order to save the rest of the building. They are in process of constructing a new façade. The west façade has painted brick exterior with a one-story shed addition. The entrance is centered on the elevation with an aluminum and glass door installed within an original wood opening. A wood sidelight flanks the door on the northside. Two thirty-two light wood fixed windows with shutters flank the entry. The second floor has four thirty-two light wood fixed windows symmetrically spaced across the elevation. A brick chimney is located at the northwest corner. The building is non-contributing due to lack of integrity. (NC)

42 315 S. Lindell, 1912

This two-story, two-part commercial block painted brick building has a wood-panel storefront with the primary entrance recessed and centered on the façade. The entry features a single full-light wood door and arched transom and decorative wood columns with Ionic capitals. A set of aluminum display windows, transoms, and wood knee wall flank the entrance. A metal shed awning spans the façade. The upper façade has three symmetrically spaced one-over-one double hung wood windows with brick sills and simple hoods. The roofline is flat with a metal ridge cap and vernacular corbelling across the parapet. The rear façade has a painted exterior with three vinyl one-over-one windows installed within original openings. Each window has a brick sill and decorative hood. The west façade entrance features a centered metal and full-light entry door flanked by stationary wood windows with brick sills and decorative hoods. The roofline has a metal ridge cap, and the downspouts are contained within decorative wood sleeves. (C)

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43 317 S. Lindell, Ca. 1883

This two-story, two-part commercial block painted brick building has a wood-panel storefront with the primary entrance recessed and centered on the façade. The entry features a pair of full-light wood doors and arched transom and decorative wood columns with Ionic capitals. A set of aluminum display windows and transoms flank the entrance. A metal shed awning spans the façade. Decorative wood pilasters delineate each corner of the east façade. The upper façade has three symmetrically spaced twelve-over-twelve double hung wood windows with brick sills and simple hoods. The roofline is flat with a metal ridge cap and vernacular corbelling across the parapet. The rear façade has a painted exterior with an additional story of vinyl one-over-one windows on a third floor. They are symmetrically spaced across the elevation with brick sills and transoms. The second story features the same windows and fenestration, but each window has a simple hood with dentil molding. The primary entrance is centered on the west elevation with metal full-light entry door flanked by stationary wood windows with brick sills and decorative hoods. (C)

44 319 S. Lindell, 1912

This two-story, two-part commercial block painted brick building has a wood-panel storefront with the primary entrance recessed and centered on the façade. The entry features a single full-light wood door and arched transom and decorative wood columns with Ionic capitals. A set of aluminum display windows, transoms and wood knee-wall flank the entrance. Decorative wood pilasters delineate each corner of the east façade. A metal shed awning spans the façade. The upper façade has three symmetrically spaced one-over-one double hung wood windows with brick sills, transoms and simple hoods. The south façade faces a gated brick courtyard with a single-entry door in the far western bay. The window fenestration on the second-floor features eleven wood windows with brick sills. The parapet is stepped from front to back with a metal ridge cap. The west elevation has a painted exterior with three one-over-one vinyl windows on the second floor. The gutter and downspouts are contained within decorative wood sleeves. (C) (Photo 23)

45 401 S. Lindell, 1904

This is a two-story, two-part commercial block painted brick building with a plaster skim coat on east façade. The storefront features a centered entrance flanked by full height aluminum and glass display windows atop a brick knee wall. Spanning the width of the façade, is a wood frame shed awning with dimensional shingles supported by wood columns with Corinthian capitals. The upper façade has three symmetrically spaced one-over-one double hung wood windows with brick sills, arched lintels, and wood shutters. The roofline is flat with a metal ridge cap. The north elevation has six bays and faces a gated brick courtyard with a single-entry door in the fifth bay. Decorative metal lanterns are spaced along the elevation. The window fenestration on the second floor is evident but all eleven openings have been infilled with brick. The parapet is stepped from front to back with a metal ridge cap. The west façade has a painted exterior with a single aluminum and glass entry door with sidelights in the center. A flat roof wood awning supported by columns projects from the façade. (C) (Photo 25)

46 403 S. Lindell, 1908

This is a two-story, two-part commercial block painted brick building. The primary entrance is centered on the east façade with an aluminum and glass entry door. The entry is flanked by large aluminum and glass display windows that fill the entirety of the east elevation. They are supported by

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a brick knee-wall. Spanning the width of the façade, is a wood frame shed awning with dimensional shingles supported by square wood columns. The upper façade has four symmetrically spaced wood nine-over-nine windows, brick sills and double arched lintels. A dentil molding belt courses connects the window openings. Above each window is a square inset brick panel with an arched cast iron vent. Evidence of vernacular brick corbeling spans the entire parapet. The roofline is flat. The west façade has dryvit panels covering the full exterior. A full-light aluminum entry door is centered on the elevation and provides rear access into the commercial area. (C)

47 405 S. Lindell, 1907

This is a two-story, two-part commercial block painted brick building. The east façade has two entrances located at the north and south end of the elevation. They each contain an aluminum and glass entry door and sidelight with large aluminum and glass display windows that span between the sidelights. They are supported by a brick knee-wall. Spanning the width of the façade, is a wood frame shed awning with dimensional shingles supported by square wood columns. The upper façade has three symmetrically spaced wood one-over-one windows, brick sills and double arched lintels. A dentil molding belt courses connects the window openings. Above each window is a square inset brick panel with an arched cast-iron vent. Evidence of vernacular brick corbeling spans the entire parapet. The roofline is flat. The west façade has dryvit panels covering the full exterior. A full-light aluminum entry door is centered on the elevation and provides rear access into the commercial area. (C)

48 407 S. Lindell, 1907

This is a two-story, two-part commercial block painted brick building. Centered on the front elevation, is an aluminum and glass storefront with a centered double entry door. On each side of the doorway, large aluminum and glass display windows fill the entirety of front elevation with a brick knee-wall. Spanning the width of the façade, is a wood frame shed awning with dimensional shingles supported by wood posts. The upper façade has three symmetrically spaced wood one-over-one windows with stone sills and double arched lintels with dentil molding belt courses between the window openings. Above each window is a rectangular inset brick panel with a cast-iron vent. The center panel features the Masonic Lodge Emblem who built the building in 1907. Evidence of vernacular brick corbeling spans the entire parapet. The roofline is flat with a metal ridge cap. The west façade contains dryvit panels covering the full exterior. A full-light aluminum entry door is centered on the façade. It provides rear access into the commercial area. A shed roof awning spans three-quarters of the elevation and covers a small rear storage addition. (C) (Photo 26)

49 409 S. Lindell, 1907

This one story, one-part commercial block building has painted brick cladding and a flat roof with metal ridge cap. Vernacular pendant corbelling spans the parapet with three inset arched brick panels with cast-iron vents directly below. An aluminum and glass storefront is centered on the east façade with nine-light wood entry door flanked by large aluminum display windows supported by a brick knee wall. The original cast-iron pilasters remain intact at each end of the elevation. A series of three canvas awnings are located above the entry and both display windows. The west façade has a painted brick exterior with a full-light double-entry door with canvas awning centered on the elevation. It is flanked by a wood window with arched lintel. (C) (Photo 27)

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50 411 S. Lindell, 1907

This one story, one-part, commercial block has painted brick cladding and a flat roof with metal ridge cap. Vernacular pendant corbelling spans the parapet with four inset brick panels directly below. The storefront features a bronze metal entry door flanked by sidelights at the north end of the elevation. Bronze metal display windows span the width of the rest of the façade. A wood frame shed awning with dimensional shingles supported by wood posts extends across the storefront. The west façade has a painted brick exterior with a bronze metal entry door with a sidelight centered on the elevation. A canvas awning covers the entry, and it is flanked by a wood window with arched lintels. (C)

51 413 S. Lindell, 1907

This one story, one-part commercial block has painted brick cladding and a flat roof with metal ridge cap. Vernacular pendant corbelling spans the parapet with three inset brick panels with arched cast-iron vents directly below. The storefront features a recessed centered bronze metal entry door flanked by sidelights and a transom. Wood frame display windows atop a paneled knee wall flank the entrance on either side with wood panels in the transom area above. A canvas awning extends across the storefront. The west façade has an aluminum entry door with sidelights covered by a canvas awning centered on the façade. (C)

52 415 S. Lindell, 1907

This one story, one-part commercial block building just recently had the metal slipcover removed from the façade. It is now a contributing building to the district undergoing rehabilitation efforts. The red brick cladding is intact and the stepped parapet on the façade is now revealed. The stone coping is intact. The transom area has been covered with plywood, but investigation of that area is still in progress. The primary entrance is centered on the façade with a set of aluminum walk doors flanked by display windows atop a brick knee wall. The south elevation is undergoing stabilization efforts with new repointing and then painting. The west façade is painted brick with a single-entry metal door in the center. (C) (Photo 30)

Main Street

53 100 Main Street, 1917

The former U.S. Post Office Building is a one and one-half story, five-bay, brick masonry building designed in the Classical Revival Style. The roof features a center gable-roofed portion raised above a clerestory, covered with a standing seam roof. Surrounding the clerestoried section is a flat roof with built-up asphalt roofing. A brick parapet with limestone balusters encircles the roofline and a full limestone architrave wraps the majority of the cornice. The exterior brick is laid in Flemish bond pattern with a limestone belt course above the brick foundation. The south façade features the primary entrance with a pedimented portico supported by limestone columns with Doric capitals and dentil molding. Centered within the portico is a barrel arch with two half-light entry doors, wood paneled transom and decorative fanlight window. It is flanked by four-over-four wood double hung windows topped with embellished panels depicting a shield and garland motif. Symmetrically spaced windows adorn each façade containing nine-over-nine double hung wood sashes, topped with a radiating flat brick arch with a limestone keystone. The east and west elevations mirror each other with four-bays in depth with an off-centered, delineated projecting bay of limestone, detailed with Doric pilasters flanking a modified Palladian window. (C)-INDV (Photo 24)

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Main Street

53 100 Main Street, 1917

The former U.S. Post Office Building is a one and one-half story, five-bay, brick masonry building designed in the Classical Revival Style. The roof features a center gable-roofed portion raised above a clerestory, covered with a standing seam roof. Surrounding the clerestoried section is a flat roof with built-up asphalt roofing. A brick parapet with limestone balusters encircles the roofline and a full limestone architrave wraps the majority of the cornice. The exterior brick is laid in Flemish bond pattern with a limestone belt course above the brick foundation. The south façade features the primary entrance with a pedimented portico supported by limestone columns with Doric capitals and dentil molding. Centered within the portico is a barrel arch with two half-light entry doors, wood paneled transom and decorative fanlight window. It is flanked by four-over-four wood double hung windows topped with embellished panels depicting a shield and garland motif. Symmetrically spaced windows adorn each façade containing nine-over-nine double hung wood sashes, topped with a radiating flat brick arch with a limestone keystone. The east and west elevations mirror each other with four-bays in depth with an off-centered, delineated projecting bay of limestone, detailed with Doric pilasters flanking a modified Palladian window. (C)-INDV (Photo 24)

54 Farmers Market Shelter, 2014 (NC) (Object)

Constructed in 2014, by the City of Martin to house the local Farmer's Market. It is a heavy timbered frame construction with metal roof. It is a non-contributing object to the district due to its age.

54 Railroad Tracks- (C) Structure

The railroad tracks running from Main Street to the north district boundary are a contributing structure to the historic district. Constructed in 1873, by the Mississippi Central Railroad with a standard gauge track.

INTEGRITY

The Martin Downtown Commercial Historic District retains integrity of location, design, setting, materials, workmanship, feeling and association. Still in their original location and setting, the resources as a whole form a cohesive downtown business district with 87% of the resources in the inventory classified as contributing. The street layout, lot characteristics and density of the district remains consistent with its development during the period of significance and its association with the railroad. The design, materials and workmanship of the resources represent the progression of construction technologies and trends that shaped the district as Martin's primary center of commerce. Only seven resources were either constructed after 1971 or altered to the degree where they no longer retain integrity and have been classified as noncontributing.

The most conspicuous alterations reflect the modernization of first-story display windows and entrances. Many of these alterations have left the original openings and spatial relationships of the storefronts intact and the upper story of the facades continue to reflect the original design and materials. Several of the buildings have had awnings added to the storefront. Although some of the awnings are not appropriate material or design, they are removeable and do not detract from the overall form of the buildings. In the 1950s and

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1960s, metal slipcovers became the “modernization” component of Martin’s downtown. Approximately 50% of the storefronts had this application. Since the implementation of the Martin Historic Zoning Commission in 1986, the city has taken great strides in guiding property owners with the removal of the slipcovers and the repair of the facades. To date, only one building remains with the metal slipcover. Overall, the district communicates feelings about and associations with continuum of commercial development in Martin from the late nineteenth century to the present day.

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8. Statement of Significance

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

Areas of Significance
(Enter categories from instructions.)

COMMERCE

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

Period of Significance

1873-1971

Significant Dates

N/A

Criteria Considerations

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

N/A

Property is:

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

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STATEMENT OF SIGNIFICANCE:

The Martin Commercial Historic District is locally significant and meets National Register Criterion A: COMMERCE for its role as a local center of commerce and trade associated directly with the early establishment of the Mississippi Central Railroad, Illinois Central Railroad, and the Nashville, Chattanooga, and St. Louis Railroad during the late 19th and early 20th Centuries. The period of significance for the Martin Commercial Historic District extends from 1873, the date of the establishment of the Mississippi Central Railroad, through 1971, the date of the modernization of the façade of the historic Martin Bank. The district continues to retain its traditional development pattern linked to the railheads with two distinct commercial areas running parallel to the railroad. It also contains resources that mark the transition that was taking place after WWII through 1971, with the modernization of historic facades. The district retains integrity and while alterations have occurred to the district's fabric, as a unit, it successfully conveys the historicity of the nominated area and encompasses the largest intact grouping of historic commercial buildings in the city. The Martin Commercial Historic District's role as the core of commercial activity is significant in the economic history of the city of Martin. The district represents a small commercial town in Western Kentucky that thrived along the railroad but also evolved and transformed through the decades to remain the historic epicenter for the town's commercial businesses.

NARRATIVE:

Early Settlement- 1832-1861

The county of Weakley, TN was created by an act of the General Assembly on October 21, 1823. It is bounded on the north by the State of Kentucky; east, by Henry County; south by Carroll and Gibson, and west by Obion. Rich in water sources and abundant wildlife, settlers flooded the newly created county seeking new futures and fortunes. Many of the early settlers in Weakley County came from agricultural backgrounds in North and South Carolina, Virginia, and Kentucky, bringing with them their immediate family, slaves, and livestock. The settlers soon realized the fertile river soils were prime for the cultivation of cotton and production began almost immediately after settlement. Small communities, grist and sawmills began cropping up along the creeks and the Obion River surrounding what would eventually become the county seat of Dresden in 1825.¹ The development of the town of Martin and the historic commercial district is a direct result of the migration and settlement of these early settlers, specifically the Glass and Martin families.

In 1828, Dudley G. Glass Sr. and his wife, Nancy Carr Glass moved their family and six slaves from Halifax Virginia to Weakly County, TN. They settled on the Middle Fork of the Obion River in District 7 of the new lands of the Jackson Purchase. Prior to their departure to Tennessee, their daughter, Sarah, married William Martin, a young Virginia tobacco farmer with an entrepreneurial spirit. In 1832, the couple left Halifax following her parents to Weakley County, TN. According to family papers, when William arrived in Weakly County in 1832, he brought with him two four-horse teams and wagons, five slaves, two thousand dollars and a precious pouch of tobacco seed.² His parents, Thomas and Drucilla Martin also made the journey to

¹ Goodspeed Publishing Company, *Goodspeed's History of Tennessee* (Nashville: Goodspeed Publishing Company, 1887).
² Agnes Ellis Smith, *Mama's Ancestors*, 1993, Alliene and Jimmie S. Corbitt Special Collections, University of Tennessee Martin. This manuscript was compiled from the family papers of the great-granddaughter of William Martin.

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Weakley County bringing along William’s sisters. William and Sarah Martin initially settled on land about six miles northeast of Dresden where they remained until 1838. By 1840, William and Sarah had purchased additional tracts of land one-half mile from where the historic commercial district of Martin, TN is currently located. According to family records, “the entire tract, with the exception of about twenty acres, was covered by an immense primeval forest.” Although not found on any early maps or records, local history claims that this is where the name Greenbriar Glade originated, a small settlement that developed on Martin’s land.

Raised on a tobacco farm in Virginia, William’s family had produced the crop for generations, so he understood the process and profitability of the cash crop. However, it was a labor-intensive crop to grow and required a workforce. Martin used enslaved labor to harvest the crops and build his wealth. Census records showed that by 1840 he owned ten slaves. The Martin’s farmstead was located between two forks of the navigable Obion River which empties into the Mississippi. The location was ideal for the expansion of tobacco farming, as the soil was rich and water sources provided a way to ship and deliver his crops. ³ He built flatboats from the abundant regional timber and floated tobacco and timber cargoes down the Obion and Mississippi Rivers to New Orleans about three times a year. Other regional farmers soon left the cotton fields for tobacco fields making it one of the leading crops for Weakley County by 1840. Between 1840-1850, he worked as a selling agent for local tobacco growers in Weakley County to sell directly to buyers in New Orleans.⁴ Several times a year, Martin would travel by steamboat to New Orleans “to sell and look after these cargos”. Due to his shipping business, many in the community called him Captain Martin and more affectionately he was known as “Mr. Billy”.⁵ By 1850, Captain Martin’s homestead had developed into a 2,500-acre plantation with one of the finest Antebellum homes (non-extant) in the county prior to the Civil War.⁶ His farm was a self-sustaining community that included blacksmithing and producing corn, wheat, and beans as well as swine, cows, and sheep He had become a successful businessman and the largest producer of tobacco in Weakley County. Martin continued to rely on enslaved labor to harvest his crops and building his wealth, owning twenty-five slaves that produced 36,000 lbs. of the crop in 1850.⁷

The development of the town of Martin and the commercial historic district can be directly attributed to three of the sons of Sarah and William Martin. They had nine children in total. Six were raised on the farm in Weakley County. William felt that hard work and schooling were instrumental to a child’s development and the boys were sent to local schools for education. William Martin died in 1859, leaving his land and assets to be divided among his five surviving children (Thomas, George, Virginia, Marshall, and William Hartwell Martin). Thomas assumed the role of head of household taking over the agricultural duties, slave ownership (which had increased to thirty-eight slaves) and raising the younger children.⁸ George went on to further his education at Bethel College and graduated from Union University in Murfreesboro, Tennessee, in 1860. In May of 1861, George joined the Ninth Tennessee regiment. His term of service expired in May of 1862. George did not reenlist in the Confederate Army but returned home to Weakley County to the farm. In early

³ Virginia C. Vaughn, *The Tennessee County History Series: Weakley County, Tennessee* (Memphis: Memphis State University Press, 1983).

⁴ Vaughn, *The Tennessee County Series: Weakley County*, 1983.

⁵ Ronald Thomas, *The Founding of a Happy Town: Martin, Tennessee*, The West Tennessee Historical Society Papers, 1973, as cited in “Biography of Captain William Martin,” John Marshall Martin Papers.

⁶ Thomas, *The Founding of a Happy Town*.

⁷ “Seventh Census of the United States, 1850, The National Archive, <https://www.census.gov/>.

⁸ Ibid.

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1863, he left for Europe, traveling to several countries and furthering his education. He returned to New York shortly before the end of the Civil War and then made his way back to farmstead in Weakley County after the Civil War ended. He faced several challenges after arriving. The livestock and homestead were both gone. In addition, the defeat of the Confederacy and Emancipation of the enslaved meant that farmers could no longer rely on slave labor to harvest the crops and build their wealth. For two years he tried to make the farm productive but finally decided to rent the property and moved to Gardner Station. Much success was found in Gardner for George Martin. He opened a sawmill with his two brothers, Marshall and William and by 1869, their operations expanded to include a grist mill, and steam cotton gin with a wool-carding machine.⁹

Railroad Development of Weakley County- 1853-1880

American railroading in the 1850s was both an organized and fluid interstate system that connected rural communities with metropolitan areas and ports of trade like Mobile and New Orleans. Politicians and businessmen in Tennessee understood that to capitalize on this transportation revolution, they needed to attract railroads to their towns. As a result, Western Tennessee communities and leaders began canvassing for trunklines in efforts to secure a railroad for the betterment of their towns and to advance their own interests.

The East-West Route

The roots of the east-west railroad in Weakley County began with the Hickman & Obion railroad in 1853. The road was graded from Hickman, Kentucky to Union City, Tennessee to connect with the Mobile & Ohio Railroad (north-south route). After completion of the road in 1855, it was sold to the Nashville & Northwestern Railroad Company, which was chartered by the Tennessee State Legislature in 1852 to extend a line from Nashville, Tennessee to Hickman, Kentucky. The first president of the Nashville & Northwestern railroad was Colonel John Gardner who developed the small community of Gardner Station just three miles northwest of Martin, TN along the rail route. By 1861, a line had been completed from Nashville to Kingston, Springs, Tennessee and a fifty-one mile stretch of track was completed from Union City through Dresden and the Martin Estate forming a junction with the Memphis and Ohio Railroad at McKenzie. This connection became critical to the development of the town of Martin after the Civil War.

During the war, the Union Army continued the work on the Nashville and Northwestern Railroad, connecting Nashville with the Tennessee River at Reynoldsburg to create a reliable and secure supply line between the Ohio River and Nashville. After the war, a bridge was built across the Mississippi River and tracks were extended to Hollow Rock to join the line of the western division from McKenzie. This gave Weakley County a direct route from Hickman on the Mississippi to Nashville.¹⁰ In 1872, the Nashville and Northwestern Railroad and the Hickman and Obion Railroad were purchased by the Nashville, Chattanooga, and St. Louis Railway (NC & STL). Figure one shows the extent of the NC & STL by 1903 across Tennessee and into the town of Martin.

⁹ Albert B. Tavel, *Sketches of Prominent Tennesseans* (London: FB&C LTD, reprinted 2018.)

¹⁰ Vaughn, *The Tennessee County Series: Weakley County*, p. 92.

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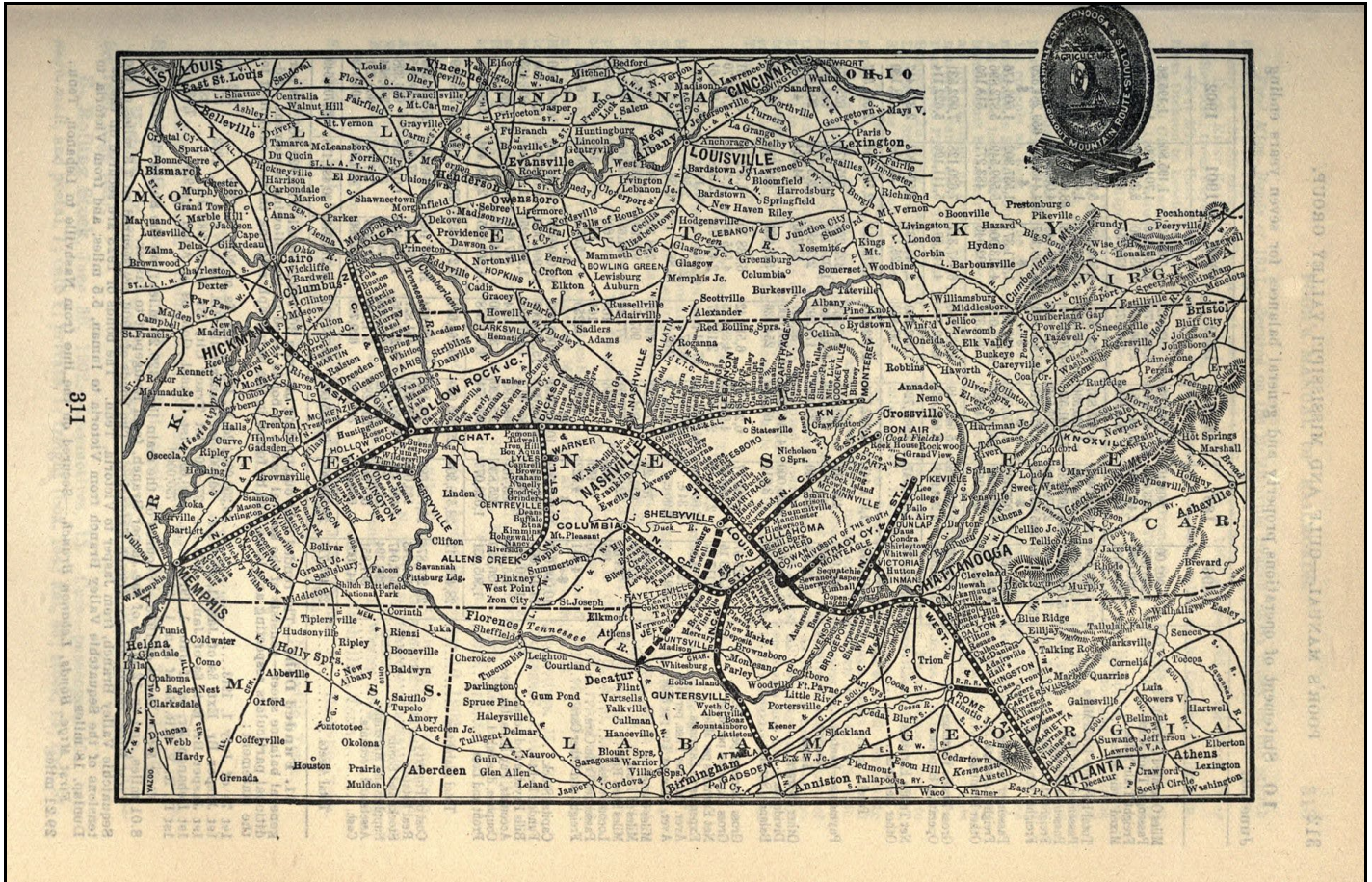


Figure 1: Image from: "Map of the Nashville, Chattanooga and St. Louis Railway," 1903, TSLA Map Collection, 43493, Tennessee State Library and Archives, Tennessee Virtual Archive, <https://teva.contentdm.oclc.org/digital/collection/p15138coll123/id/8403>, accessed 2022-12-15

The North-South Route

In 1850, President Millard Fillmore, (1850-1853) who was a member of the Whig Party, signed into law the first federal land grant act for the purpose of aiding the construction of the railroad.¹¹ The goal was to entice investors to build a continuous rail route from the Great Lakes to the Gulf of Mexico. The Illinois Central was chartered by the State of Illinois in 1851 to construct a line from Chicago to Cairo, Illinois, which was completed in 1856. From Cairo, steamboats and ferries connected the Mobile and Ohio Railroad to Mobile, Alabama. The Illinois Central's rail expansion south of Cairo into Mississippi, Louisiana, Tennessee, and Alabama continued with the acquisition of the New Orleans, Jackson & Great Northern Railroad and Mississippi Railroad after the Panic of 1873.¹²

¹¹ "Local History of Illinois Central R.R.," *Weakley County Press*, Martin, Tennessee, September 14, 1923.

¹² Adam Burn, "Illinois Central Railroad: The Main Line of Mid-America," *American Rails*, November 12, 2022, <https://www.american-rails.com/illinois.htm>.

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A rivalry between the port cities of New Orleans and Mobile, Alabama spurred action from prominent leaders in Louisiana, Mississippi, and Tennessee to meet on April 16, 1851, in New Orleans to coordinate future plans for railroad construction. The group was disgruntled that Mobile was chosen as the southern terminal by the stockholders of the Illinois Central. This meeting became known as the “Railroad

Convention” and as the New Orleans *Picayune* noted, “They talked about ways and means and they decided that a road should be constructed all the way to Jackson, Mississippi and from there to Canton and then to Nashville!” The group also adopted a resolution favoring the construction of a “a great trunk line of railroads from the Gulf of Mexico to the Great Northern Lakes, extending from New Orleans, through Louisiana, Tennessee and Kentucky to a junction with the Illinois Central Railroad at the Ohio River bridge or ferry.”¹³ In 1852, the New Orleans, Jackson and Great Northern Railroad Company was chartered by the states of Louisiana and Mississippi to construct a rail line from New Orleans to Canton to connect with the proposed Mississippi Central Railroad.

Efforts to secure a north-south railroad in Tennessee began in late 1853, with the state legislature incorporating the Mississippi Central Railroad and Tennessee Railroad Company under General Rufus P. Neely “to contract and maintain a north-south railroad from a point where the Mississippi Central may touch or cross the state boundary of Tennessee at Jackson including branches to the Kentucky state line and to Nashville.” The Mississippi Central finished the line from New Orleans to Jackson, Tennessee in 1860. Mississippi Central boasted in 1861 that it had constructed 1,252.6 miles of railroads and created direct connections to the Gulf Coast, the Ohio River, Chicago, and St. Louis. One-third of this railroad mileage was located in West Tennessee.¹⁴ Figure 2

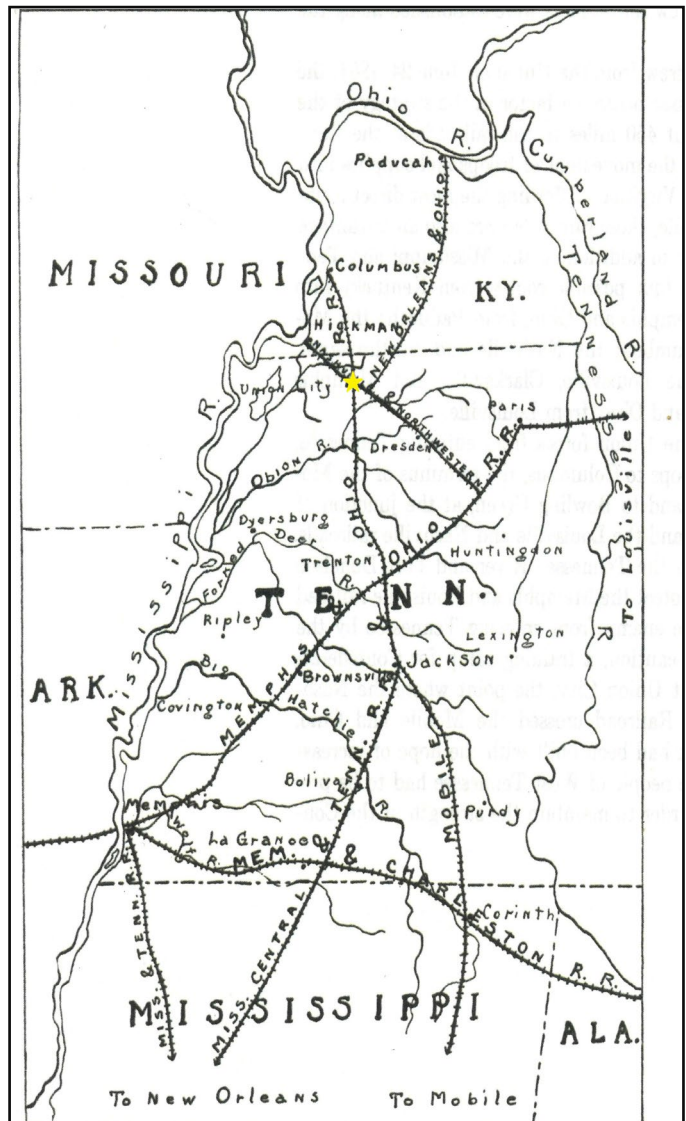


Figure 2: 1861 Railroad Trunk Line Map, *The Building of the Trunk Line Railroads in West Tennessee*.

shows the connectivity of trunk line railroads by 1861. The onset of the Civil War interrupted the northward expansion of the Mississippi Central Railroad into Weakley County.

¹³ “Railroad Meeting in Terrebonne.” *The Times-Picayune*, New Orleans, Louisiana, May 27, 1851.

¹⁴ Addie Lou Brooks, “The Building of the Trunk Line Railroads in West Tennessee, 1852-1861,” *Tennessee Historical Quarterly* vol. 1, no. 2 (June, 1942): pp. 99-124.

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Martin Family Railroad Connection-

William Martin was respected and well-known throughout the area as a successful businessman open to new opportunities for the betterment of his family and community. He was an avid supporter of the Whig political party and was pleased when William Henry Harrison claimed victory in 1840. Martin took notice of the rapidly advancing railroads and, after his travels to New Orleans for his business ventures, recognized the importance of the rising railroad industry to his own agricultural pursuits. As a result, Martin became one of the earliest political activists to rally for the railroad in Weakley County that also crossed through his land.¹⁵

In 1852, the citizens of Weakley County organized a community meeting to discuss raising the necessary funds for the grading of a road by private subscription to attract the Hickman and Obion Railroad to add a connection to the proposed route at Union City, TN. Their initial efforts were to raise the funds through private contributions. Captain William Martin spearheaded the effort personally and subscribed five thousand dollars for the cause and offered to let the railroad build through his land. This offer was important since many smaller railroads had to purchase the land for their lines. However, the citizens were unable to secure enough funds to complete the railroad, so they were asked by the state to levy a tax for the project.

The Hickman and Obion Railroad was then sold to the Nashville and Northwestern Line, and construction resumed on the line from Union City to Dresden, Tennessee. The citizens of Weakley County continued their efforts to obtain a connection to the railroad. A proposition was placed on the ballot in Weakley County to subscribe stock to the Nashville & Northwestern Railroad, to the amount of two and one-fourth per cent of the taxable property in the county. The votes polled were as follows:

“For Subscription- 1,177”

“No Subscription- 1,012”

In 1857, after much debate, the Supreme Court ruled the stock to the amount of \$100,000 was subscribed and the property taxes to pay for the line were collected by the state in three annual installments. The Nashville and Northwestern Railroad completed the line in 1861. Captain Martin’s visionary efforts were foundational for the advancement to bring the railroad to Weakley County and later the area that would become the City of Martin. Unfortunately, he never saw it come to fruition due to his death on January 17, 1859.¹⁶

The Mississippi Central Railroad began to rebuild its antebellum north-south lines in 1866. The company managed to complete the connection with the Mobile and Ohio Railroad at Jackson Tennessee, but was never able to recover financially due to the Civil War and increasing debts. ¹⁷ As a result, Colonel Henry S. McCombs and partners formed the Southern Railroad Association and leased the Mississippi Central Railroad. Under new control, the planned route between Jackson, TN to Cairo, IL was surveyed, including the path through Weakley County.

¹⁵ “Martin’s Pioneer Citizen.” *The Martin Mail*, Martin, Tennessee, December 2, 1904.

¹⁶ Goodspeed Publishing Company, *Goodspeed’s History of Tennessee* (Nashville: Goodspeed Publishing Company, 1887).

¹⁷ “Local History of Illinois Central R.R.,” *Weakley County Press*, Martin, Tennessee, September 14, 1923.

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The first survey revealed that the small town of Gardner Station was the ideal route. Many of the residents were not in favor of the railroad coming to their small town. However, George Martin and his brothers were interested in the railroad. They operated a sawmill in Gardner at the time of the survey. Hearing of the railroad's interest to pass through the little town, George Martin decided to continue his father's efforts to secure their land as the center of a railroad hub and thriving center for commerce for the region.

In 1872, George Martin journeyed by horse to Jackson to meet with the railroad officials. He proposed two offers for the new railroad. The first option was an offer for every lot in a newly laid out town. The second offer was a continuous strip of land for railroad right-of-way a parcel of land west of the proposed route for a park that would become the town center. George's offer was a much better deal for the railroad since the railroad was being charged for the land in Gardner Station. The railroad conducted a second survey and determined that the Martin land was the most advantageous for the route. The railroad accepted the Martin's offer, eager to intersect the line with an already established connection, the Nashville and Northwestern.¹⁸ The new route included the small village of Green Briar Glade which was later renamed Frost by the Mississippi Central Railroad to honor general superintendent E.D. Frost. On February 11, 1874, George, Marshall, and W. H. Martin sold the agreed upon land to the Mississippi Central Railroad for five dollars. By year's end each railroad company had built a freight depot and telegraph office in the Martin Historic District.¹⁹ Figure 3 shows the route of the ICCR (former Mississippi Central) through Mississippi, Tennessee, Kentucky, and Illinois in 1892.

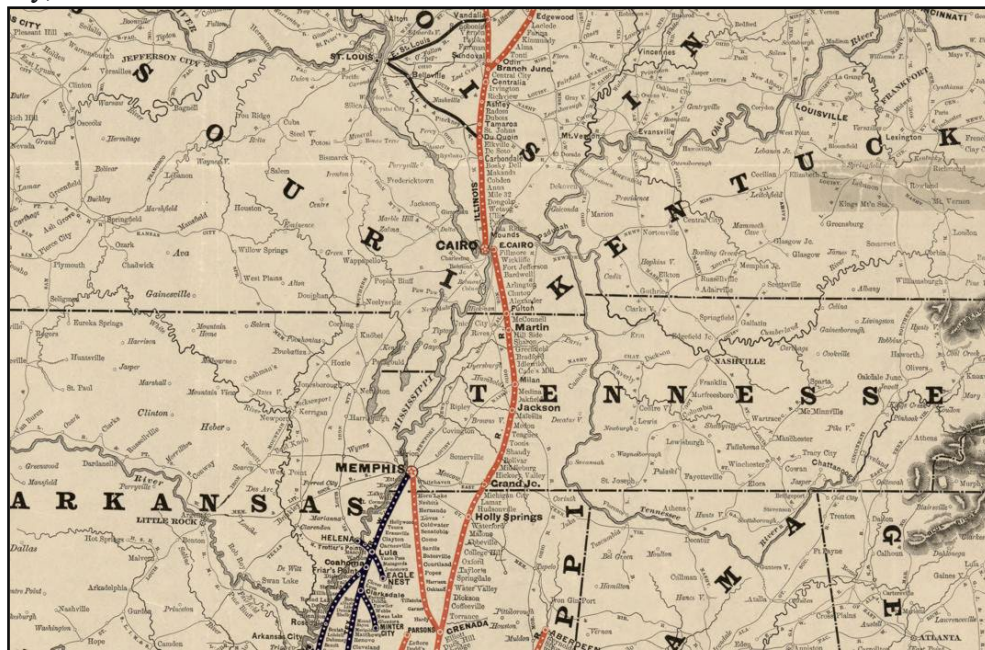


Figure 3: 1892 Map of the ICCR Railroad, Courtesy of the Library of Congress

¹⁸ Thomas, *The Founding of a Happy Town*.

¹⁹ Vaughn, *The Tennessee County Series: Weakley County*, p. 42.

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Development of Martin as a Center of Commerce- 1871-1900

Once the deal with the Mississippi Central was verbally settled, the Martin brothers began to clear timber and erected a sawmill about three-hundred yards from where the new railroad intersection was planned. The original plat of the new town was completed in 1873 by civil engineer Thomas I. Little, to entice interested prospects to the up-and-coming town.²⁰ The earliest businesses to develop were east of the proposed railroad and consisted of one-story wood frame structures.²¹ T.A. Blake, A.M. Clemons, and Marshall P. Martin started dry goods stores. Dr. T.H. Bailey and Smith and Brooks began grocery stores, and the first drug store was opened by Dr. W.G. Trent.²²

On September 22, 1874, the town of Martin was officially laid out by surveyor H.C. Draughn, and on September 24, 1874, incorporation was filed and a city government formed with George W. Martin, H.C. Draughn, and A.M. Clemmons as commissioners. Marshall Presley Martin served as City Treasurer. In honor of Captain William Martin and his contributions to the town, the name was officially changed from Frost to Martin at incorporation. Early development of Martin’s commercial district was platted with buildings constructed parallel to the railroad and the freight depot, which was the artery for commerce. This arrangement created two separate business streets, with buildings facing each other across approximately three hundred feet of railroad

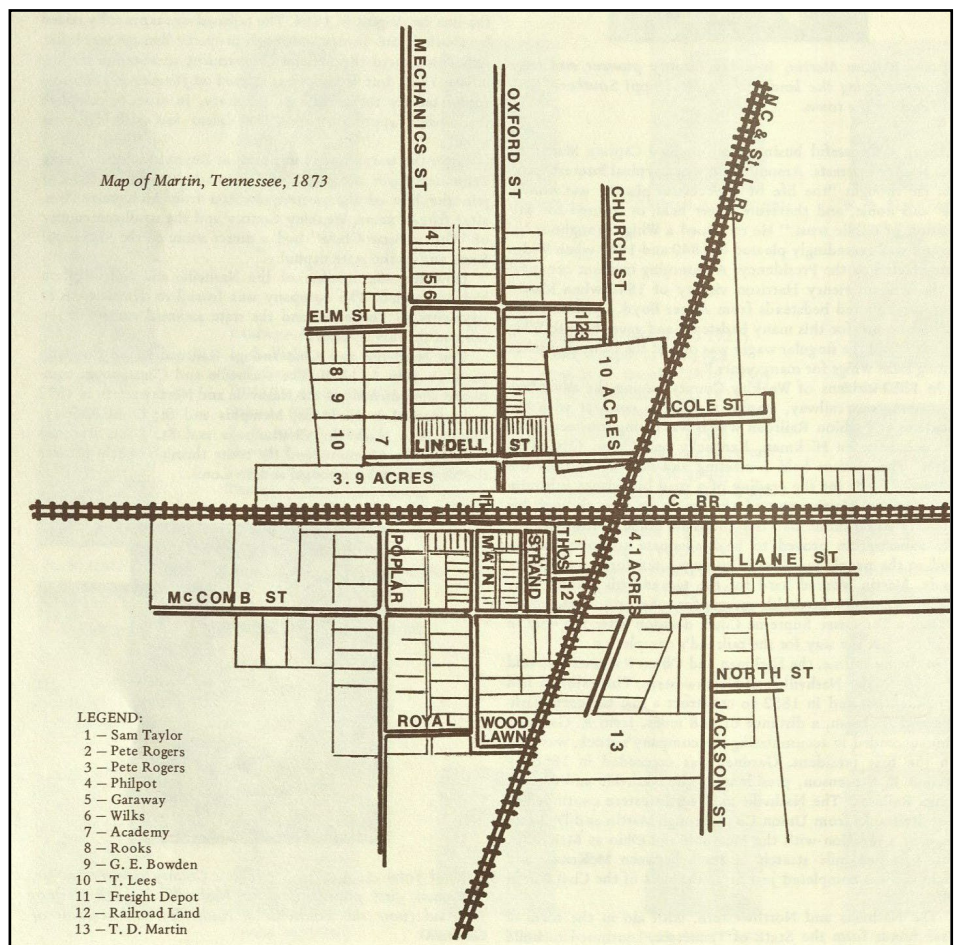


Figure 4: 1873 Town Plat Martin TN, Courtesy of Martin Centennial

right-of-way.

²⁰ Martin Centennial Committee., *Martin Centennial 1873-1973 Martin, TN.* (Martin: Tennessee Centennial Company, Inc., 1973)p. 18.

²¹ *Ibid*, p. 77.

²² Thomas, *The Founding of a Happy Town*, p.10.

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The Martin brothers constructed the Martin House Hotel at the junction of the railheads and also donated land for a public school, the Martin Academy. The academy was located on the corner of Lindell and Mechanic (University) Streets. Churches began to organize by 1874, and the first sermon was delivered inside the freight depot. Land to the east of Martin was donated by the Martin brothers for the construction of the Primitive Baptist Church and Methodist Church buildings. By 1878, the city of Martin had grown to 710 citizens.

This population increased to 1,200 citizens by 1883. The commercial district boasted two drug stores, eight dry goods stores, six saloons, a livery stable, ten groceries and an undertaker. Several important businesses emerged in 1883, including the Martin Roller Mill Company under the direction of F.M. Kennedy, a flour mill operated by the Martin brothers, and Dr. T.W. Lawler's Martin Planing Mill Company.²³ A devastating fire in 1884 burned both depots. The community rallied together and jointly built a Union Station for freight and passengers. The station also contained a telegraph office that served the region until 1960.²⁴

The Evolution of the District 1886-1972

The Martin Historic Commercial District continued to see construction of new buildings in the wake of several fires that destroyed multiple buildings between the years of 1884-1904. The community always rebounded coming together to rebuild the structures with new business owners eager to provide the needed amenities to the citizens. By 1890, the town's population had grown to 1800 citizens and the historic commercial district included three drug stores, eight dry goods stores, ten groceries, two hardware stores, two- barbers, five saloons, a bookstore, a tin shop, a marble works business, two print shops, a



Figure 5: 300 Block of Broadway - 1884 G.B. Scarce Variety Store and Bob Nowlin Drug Store, Courtesy of Martin Business Photos at UT Martin Special Collections

²³ "Seventh Census of the United States, 1880," The National Archive, Washington, D.C., <https://www.census.gov/>.

²⁴ Goodspeed Publishing Company, *Goodspeed's History of Tennessee*, p. 839.

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livery stable and several boarding homes. The commercial district was fully developed along the blocks of Broadway, Lindell, and Main Street by 1892. By 1897, Martin had forty-

s

seven one and two-part commercial brick buildings and twenty-three wood frame commercial buildings.²⁵ Figure 5 shows the 300 Block of Broadway and extant buildings in the Martin Historic Commercial District.

It became imperative that Martin needed a financial institution to serve the growing commercial district. The citizens of Martin traveled to Trenton prior to 1886 to bank with a branch of the Bank of Tennessee. George Martin and Thomas Farmer encouraged the bank to move to Martin. The Bank did move to Martin, making it the first bank in Weakley County with George Martin as President. The Bank of Martin opened in 1886 at the rear of Charlie Blakes Dry Goods Store at 301 Lindell and operated at this location until 1906 when it was reorganized as the Martin Bank and relocated to 225 Main Street. In 1923, the bank relocated for a short period of time to 243 Lindell Street while a new building was being constructed across the street at 240-242 Lindell. The new Martin Bank opened its doors on January 29, 1926. The stock market crash of 1927 and the Great Depression took a toll on the economy. The Martin Bank was the last bank to close their doors in town on September 25, 1931. The Weakley County Press published a notice on November 13, 1931, that the bank might reopen soon. A plan was laid out by the bank that if all depositors were to agree to accept a 25% loss on all of their deposits and the stockholders were to raise \$25,000 additional capital, it would reopen, which it did on April 14, 1932.²⁶ The institution remained at this location until 2006 when it was bought by Regions Bank who relocated the branch to University Street.

On December 3, 1900 the First National Bank purchased the building at 235 Lindell and opened for business the following year.²⁷ In 1908,

the institution and building were sold to the City National Bank, which was very successful for twelve years until it was sold to the City State Bank in 1920.²⁸ During the Great Depression, the bank was forced to close their doors like the other institutions in town but reopened in a short time frame and continued operations. In 1952, the façade was modernized to address the new needs of customers and the changing times in banking.



²⁵ Vaughn, *The Tennessee County Series: Weakley County*, p. 79

²⁶ "Local History of Illinois Central R.R.," *Weakley County Press* Martin Tennessee, September 14, 1931

²⁷ Weakley County Deed Book 24, page 31.

²⁸ Weakley County Deed Book 55, page 747.

Figure 6: 1909 Lindell Street and Main Looking North at Bank of Martin, Courtesy of Martin Business Photographs at UT Martin Special Collections

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A night deposit slot and new door and windows updated the facade. In December of 1968, the bank relocated to 109 University Drive. The building was immediately occupied by Financial Planners, Inc. until 1975 when the Weakley Press purchased the building.²⁹

Martin rapidly grew into a regional center of commerce. The city attracted many professionals in the fields of medicine, dentistry, education, journalism, and finance. The first newspaper in the town of Martin was the *Martin Exchanges* which was established in 1879 but closed just two years later. The *Martin Star* was began publishing in 1884 and was renamed the *Martin Mail* in 1885. The newspapers was started by J.B. Gilbert and operated until the 1920s, at which point it became known as the *Weakley Press*. The *Press* has been a part of the historic commercial district since its inception in the late 1920s and has occupied 311 Lindell since 1975.³⁰



Figure 7: 1950 Beard Chevrolet at 207 Lindell, Courtesy of Martin Business Photographs UT Martin Special Collections and Archives

²⁹ Weakley County Deed Book 169, page 217.

³⁰ Virginia C. Vaughn, *People & Places of Downtown Martin* (Paducah: Turner Publishing Company, 1997) p. 77.

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Martin's commercial district continued to evolve as it faced both challenges and modernization. Fires in 1884 and 1904 destroyed many commercial blocks and businesses. Despite the destruction the fires caused, it was also an opportunity for change as businesses modernized the facades with the district's characteristic vernacular brick designs when they rebuilt. The arrival of the automobile in American society further contributed to the district's evolution. Between the years of 1918-1957, the district had three auto dealerships- Ford, Plymouth, an auto service garage, and an automobile rental business at 217 Lindell. By the 1970s, two automobile parts stores and Pearce's Goodrich Tire Store had also opened within the commercial district.

The mechanization of farm equipment, industrialization of the South, and progressive farming techniques presented both new markets for farmers and their products, and new opportunities for the town of Martin. Large manufacturers located factories in Martin to take advantage of the area's rich timber and agricultural resources.³¹ Several of the long-standing businesses are Wood and Priestley Farm Implement Business, Vowel and Sons Lumber Company and Martin Hardware and Furniture Company. By 1923, the town also saw the arrival of many manufacturing businesses within the city limits such as the Tennessee Cigar Factory, the American Cigar Company, Martin Hardware and Furniture Company and Chambers-Godfrey Company who invented and patented a ham preservative.



Figure 8: Looking South on Lindell Street 1923, Courtesy of Martin Business Photographs UT Martin Special Collections

³¹ John L. Hopkins, "Architectural and Historic Resources of Martin, TN," National Register Nomination, 1995.

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The Depression years (1929-1939) had a severe negative economic impact on the district businesses. Twenty percent of district's businesses closed between the years of 1937 and 1938. All of the banks closed their doors after the Stock Market Crash of 1927, with Martin Bank holding out till 1931. Despite these hard times, there were a few businesses that continued operating throughout the Great Depression. Martin Bottling Works opened in 1924 at 227-229 Lindell and remained at that location until 1938 when they expanded operations and moved around the corner to Lindell and Friedrich Streets, seemingly unimpacted by the economic downfall. Hugh Smith opened a Coca-Cola bottling works at 298 Broadway and operated it from 1925 to 1942. Although several of the businesses did close their doors within the historic district, the expediency of a new one opening was impressive. For example, the City Drug Store located at 319 Lindell had to file bankruptcy in 1931 because the business allowed customers to use credit to buy medicines. Almost immediately after he closed, Marion Segerson and Worth Powers bought the business and reopened the drugstore. Silbers Department store at 307 Lindell and Smith's Cash Grocery remained open through the Depression and remained in the historic district until the owners retired.³²

Martin's population growth slowed during the Great Depression, but it did not decline. This stability was due in part to the town of Martin becoming a safe haven for flood victims after the devastating 1937 Flood on the Ohio River. It was late January of 1937 and the Ohio River Valley had over sixteen inches of rain fall along the Ohio River for over eleven days in conjunction with heavy snow in the upper Ohio River Valley. Water moved rapidly downstream to Paducah, Kentucky causing the river to crest February 2, 1937 at 60.8 feet. It was the greatest natural disaster in the history of the U.S. and drove over 27, 000 people from their homes in Paducah to surrounding communities such as Martin

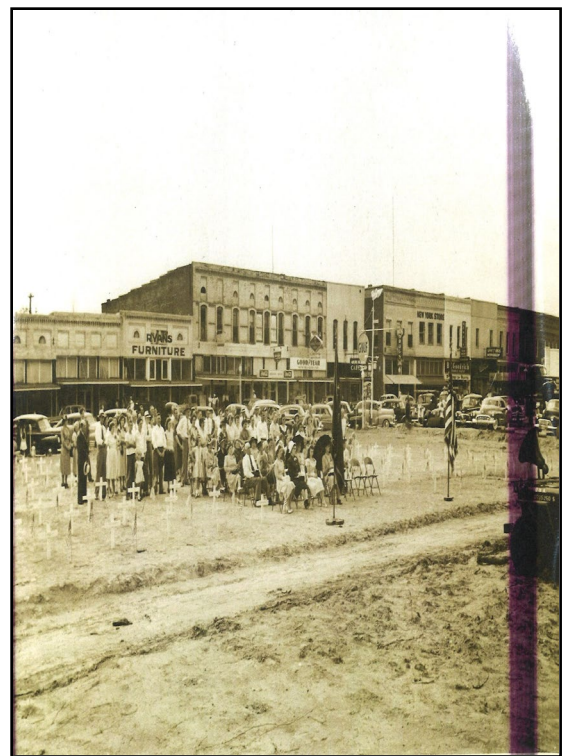


Figure 9: 1954 Memorial Day Celebration, Courtesy of Martin Business Photographs at UT Martin Special Collections

The commercial district remained the center of activity even during the WWII years. Residents Mrs. S.C. Atkinson and Mrs. George Walling recall hardships tied to the scarcity and rationing of products like sugar, tires, and gasoline. The college also suffered low enrollment rates due to the young men who were either drafted or enlisted into service. The people of Martin rallied behind President Roosevelt and his policies supporting his Lend-Lease legislation which gave aid to England. On Armistice Day of 1941, the people of Martin and Weakley County united with a parade throughout the historic district.³³ The commercial district was home to several patriotic activities, including Memorial Day Celebrations, such as that depicted in Figure 9.

³² Vaughn, *People & Places of Downtown Martin*, pp. 77-110.

³³ Lonnie E. Maness, "Martin, Tennessee, and World War II," *Jackson Purchase Historical Society* vol. 23, no. 1 (1995), <https://digitalcommons.murraystate.edu/jphs/vol23/iss1/17>

Martin Downtown Commercial Historic District

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Martin's commercial district grew along with the city throughout the Post WWII years. The city boasted a population of 4082 by 1950, and the region attracted new manufacturing companies through the 1960s and 1970s, bringing hundreds of jobs to the community.³⁴ The 1950s and 1960s saw the arrival of several commercial dry cleaners in the 400 block of Lindell in addition to the opening of beauty shops, children clothing stores, pharmacies, and professional services such as attorneys, architects, and financial institutions.³⁵ Change arrived in the mid to late 1970s for downtown Martin with the construction of a new shopping center strip on the northern part of town and on University Street. Wal-Mart's arrival in 1986 fueled the growth of the University Plaza development and caused an exodus of businesses from the downtown commercial district.

Many citizens were concerned about the fate of their historic commercial district and some of the alterations

that had occurred to the buildings over the years. In the fall of 1983, the Martin Regional Planning Commission requested a historic survey of the cultural heritage resources of Martin to be completed. In April of 1986, the Martin Planning Commission authorized State Planner Stan Harrison to prepare a sample ordinance for the creation of historical zoning based on the survey results. The Martin Historic Zoning Commission was established by an ordinance passed in October of 1986, and in 1987 the first Design Guidelines were established for the



Figure 10: Birds Eye View of Lindell Street, Courtesy of Martin Business Photographs UT Martin Special Collections

downtown commercial district. The goal of the commission was to encourage new development and assist property owners with appropriate alterations to their buildings. To date only one storefront continues to retain the metal slipcover on the façade and approximately eighty percent of the buildings have been stabilized and contain thriving businesses.

The Martin Commercial Historic District is a physical reflection of any early railroad town whose influence shaped the formation of the town and the development patterns of the district. The commercial district was an economic driver for steadfast growth throughout the period of significance and continues to serve the community as an important commercial hub.

³⁴ Martin Brothers Container and Timber Products opened a wire-bound manufacturing plant in 1964 and Miller-Hubbell Company started production in 1966 as a lighting equipment manufacturer providing 150 jobs. Other manufacturers during this time were Maness, Inc manufacturers of special machines, tools and dies and Leland Powell Screw Company

³⁵ General Telephone Company of the Southeast Directory, Martin/Latham, 1959 & 1969.

Martin Downtown Commercial Historic District

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<https://tngenweb.org/weakley/martin>

Previous documentation on file (NPS):		Primary location of additional data:	
<input type="checkbox"/>	preliminary determination of individual listing (36 CFR 67 has been requested)	X	State Historic Preservation Office
X	previously listed in the National Register	<input type="checkbox"/>	Other State agency
<input type="checkbox"/>	previously determined eligible by the National Register	<input type="checkbox"/>	Federal agency
<input type="checkbox"/>	designated a National Historic Landmark	<input type="checkbox"/>	Local government
<input type="checkbox"/>	recorded by Historic American Buildings Survey #	<input type="checkbox"/>	University
<input type="checkbox"/>	recorded by Historic American Engineering Record #	<input type="checkbox"/>	Other
<input type="checkbox"/>	recorded by Historic American Landscape Survey #	Name of repository:	
Historic Resources Survey Number (if assigned): WK514-515, WK 1824-1853, WK 1862-1876, WK 1880-1886			

Martin Downtown Commercial Historic District
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10. Geographical Data

Acreage of Property	Approximately <u>12 acres</u>	USGS Quadrangle	<u>Martin 435-SE (1983)</u>
----------------------------	-------------------------------	------------------------	-----------------------------

Latitude/Longitude Coordinates

Datum if other than WGS84:

- | | |
|-------------------------|-----------------------|
| 1. Latitude: 36.345121 | Longitude: -88.850129 |
| 2. Latitude: 36.344786 | Longitude: -88.850185 |
| 3. Latitude: 36.344827 | Longitude: -88.850623 |
| 4. Latitude: 36.343613 | Longitude: -88.850826 |
| 5. Latitude: 36.343615 | Longitude: -88.850867 |
| 6. Latitude: 36.342917 | Longitude: -88.850987 |
| 7. Latitude: 36.342913 | Longitude: -88.850939 |
| 8. Latitude: 36.342375 | Longitude: -88.851033 |
| 9. Latitude: 36.342308 | Longitude: -88.850628 |
| 10. Latitude: 36.343237 | Longitude: -88.850499 |
| 11. Latitude: 36.343088 | Longitude: -88.848911 |
| 12. Latitude: 36.343211 | Longitude: -88.848885 |
| 13. Latitude: 36.343157 | Longitude: -88.848412 |
| 14. Latitude: 36.343783 | Longitude: -88.848284 |
| 15. Latitude: 36.34377 | Longitude: -88.848158 |
| 16. Latitude: 36.343974 | Longitude: -88.84812 |
| 17. Latitude: 36.344043 | Longitude: -88.848707 |
| 18. Latitude: 36.343833 | Longitude: -88.848756 |
| 19. Latitude: 36.34395 | Longitude: -88.849861 |
| 20. Latitude: 36.345075 | Longitude: -88.849662 |

Verbal Boundary Description

The Martin Downtown Commercial Historic District encompasses the main commercial corridor along the 200, 300 and 400 blocks of S. Lindell Street and the 300 block of Broadway. The boundaries follow the lot lines of these properties. It is roughly bounded by Fredrick Street on the north, to the South by University and Main Streets, east by Broadway and west by the alley behind the 200, 300, and 400 blocks of Lindell Street as shown on the accompanying boundary map, entitled "Martin Downtown Commercial Historic District." The boundary begins at the north side of the property line of 215 S. Lindell running approximately 78 feet across S. Lindell to the front property line of 208 S. Lindell. It continues north to Frederick Street. The north boundary continues along Frederick Street approximately 561 feet to Broadway Street. Continuing south to the north property line of 104 Broadway. The east boundary begins at the rear property line of 104 Broadway and follows the rear property lines of the

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buildings along the east side of Broadway Street approximately 310 feet to the south property line of 310 Broadway. It continues east 469 feet along Main Street to the midline of S. Lindell. The boundary continues south to University Street which is the South boundary. From University it continues west to the east side of the alley and the rear property lines associated with the buildings along the west side of S. Lindell Street running north approximately 996.5 feet to the northwest corner of 215 S. Lindell Street's rear property line.

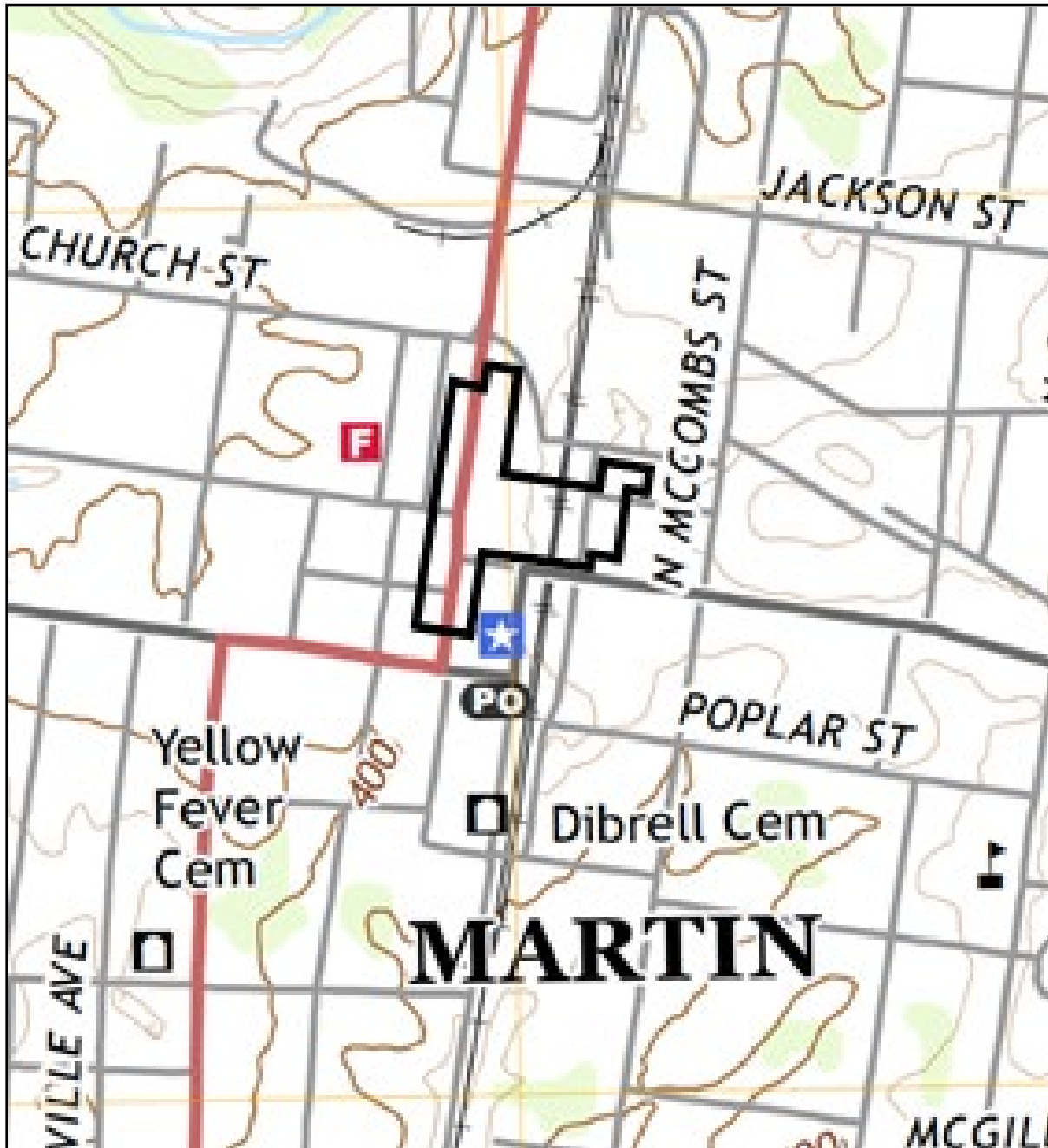
Boundary Justification

These boundaries contain properties that were historically associated with the historic downtown commercial district of Martin, TN.

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USGS Topographic

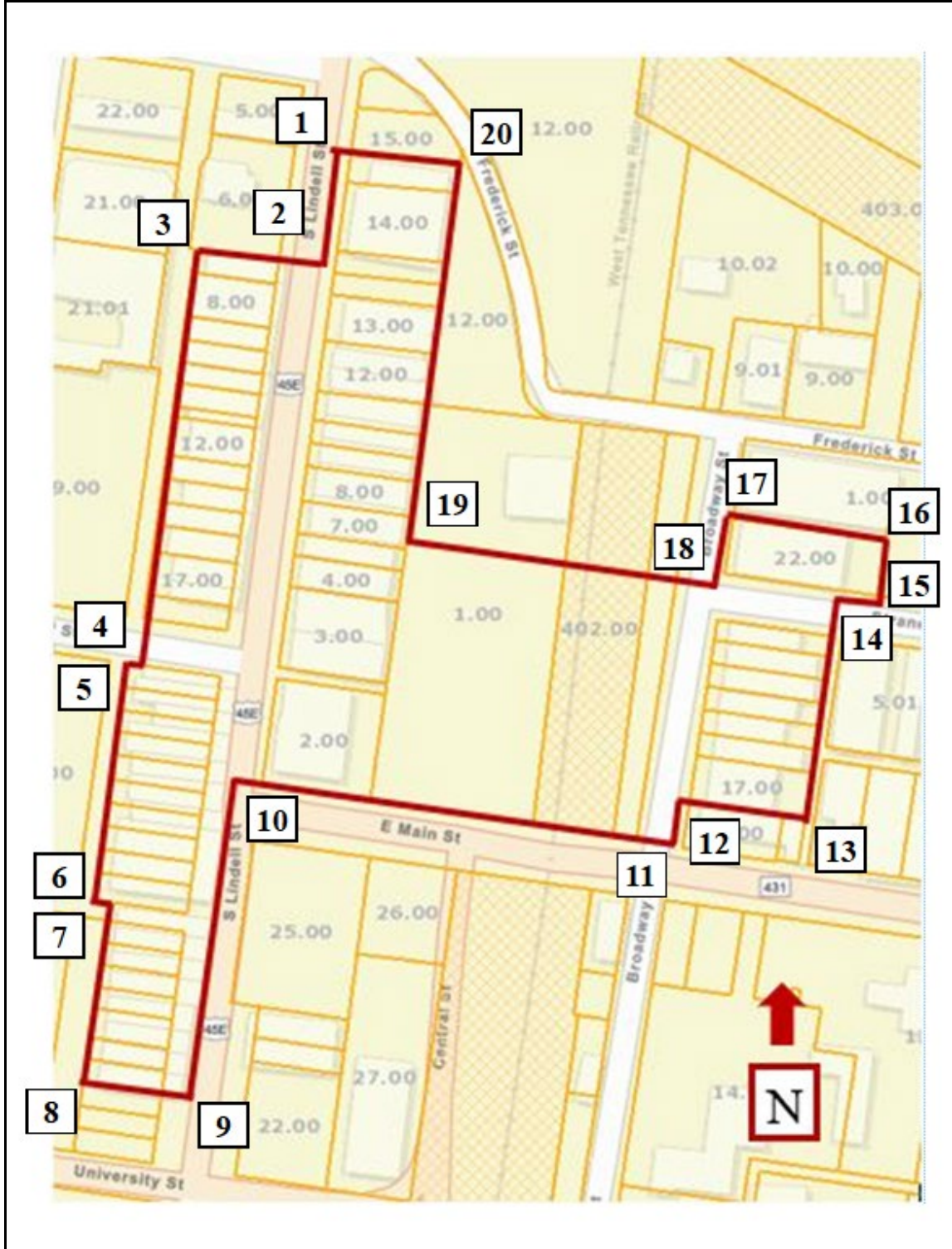


Martin 435-SE Quadrangle Map, 2019. The location of the Martin Downtown Commercial Historic District is indicated by the black lines.

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Tax Map



Tax Map with Latitude and Longitude Vertices Indicated. Map Courtesy of Tennessee Property Viewer.

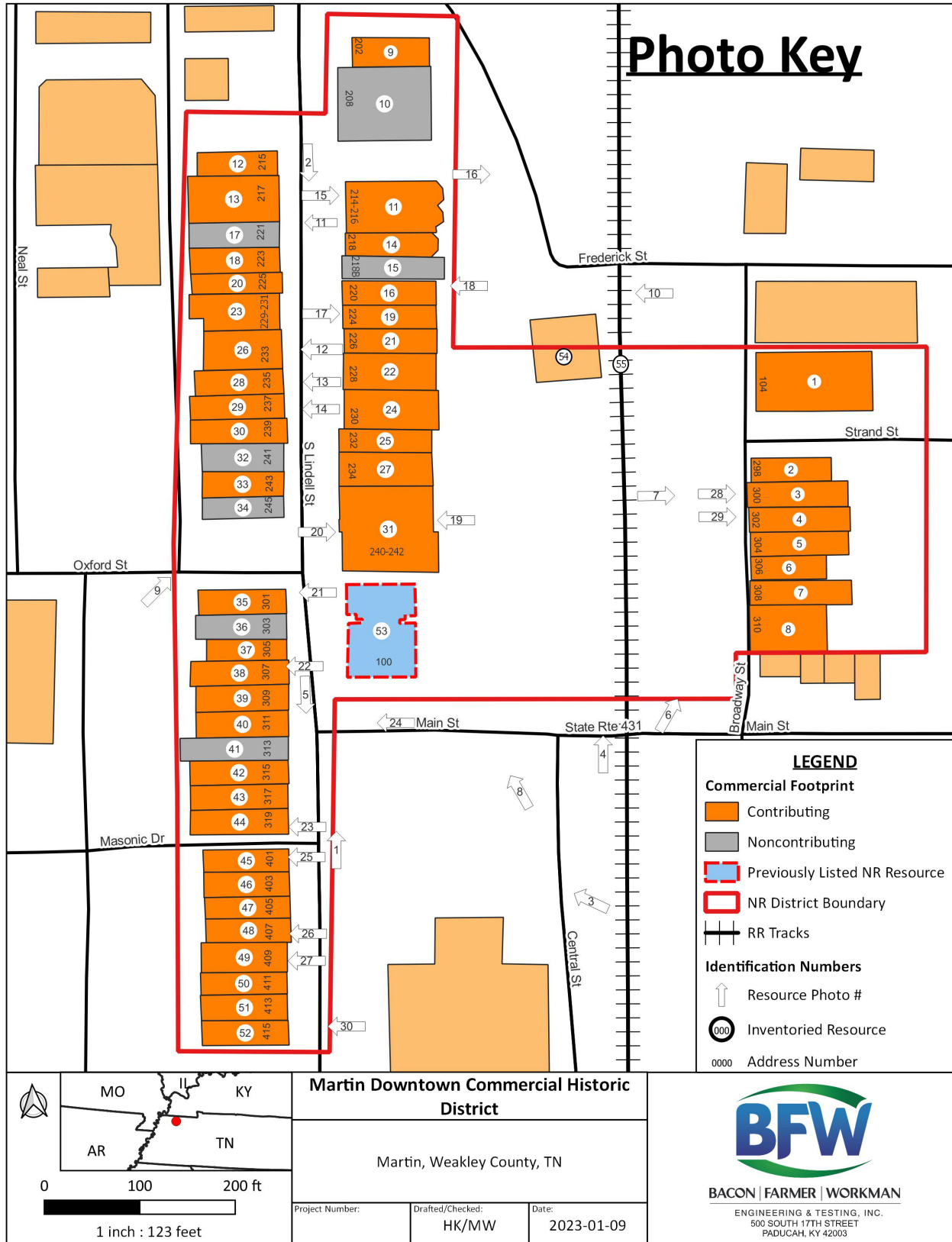
Martin Downtown Commercial Historic District

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District Map and Photo Key



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11. Form Prepared By

Name Melinda Winchester

Organization Bacon, Farmer, Workman Engineering

Street & Number 500 South 17th Street Date 9/9/2022

City or Town Paducah Telephone 270-443-1995

E-mail mwinchester@bfwengineers.com State KY Zip Code 42001

Additional Documentation

Submit the following items with the completed form:

- **Photographs** (refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints. Photos should be submitted separately in a JPEG or TIFF format. Do not embed these photographs into the form)
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. can be included on a Continuation Sheet following the photographic log and sketch maps. They can also be embedded in the Section 7 or 8 narratives)

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 listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Photo Log:

Name of Property: Martin Downtown Commercial Historic District

City or Vicinity: Martin

County: Weakley State: TN

Photographer: Melinda Winchester

Date Photographed: February 2022

- 1 of 30 Street Scene 400 Block of S. Lindell. Photographer facing north.
- 2 of 30 Street Scene 200 block S. Lindell. Photographer facing south.
- 3 of 30 Street Scene 300 and 400 Blocks S. Lindell, 100 Main Street. Photographer facing northwest.
- 4 of 30 Street Scene of Railroad Association with District, 300 Block of Broadway & East facades of 200 Block of Lindell. Photographer facing north.
- 5 of 30 Street Scene 300 and 400 Blocks of S. Lindell. Photographer facing south.
- 6 of 30 Street Scene 300 Block of Broadway. Photographer facing northeast.
- 7 of 30 300 Block of Broadway. Photographer facing east.
- 8 of 30 Street Scene 100 Main and East facades of 300 block of S. Lindell. Photographer facing northwest.
- 9 of 30 Street Scene of west facades of 300 Block of S. Lindell. Photographer facing east.
- 10 of 30 East facades of 200 Block of S. Lindell. Photographer facing west.
- 11 of 30 East Façade of 223. S. Lindell. Photographer facing west.
- 12 of 30 East Façade of 233 S. Lindell. Photographer facing west.
- 13 of 30 East Façade of 235 S. Lindell. Photographer facing west.
- 14 of 30 East Façade of 237 S. Lindell. Photographer facing west.
- 15 of 30 West Façade of 214-216 S. Lindell. Photographer facing east
- 16 of 30 East Facade of 214-216 S. Lindell. Photographer facing west
- 17 of 30 West Façade of 224 S. Lindell. Photographer facing east
- 18 of 30 East Façade of 224 S. Lindell. Photographer facing west.

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- 19 of 30 East Façade of 240-242 Lindell. Photographer facing west.
- 20 of 30 West Façade of 240-242 S. Lindell. Photographer facing east.
- 21 of 30 East Façade of 301 S. Lindell. Photographer facing west
- 22 of 30 East Façade of 307 S. Lindell. Photographer facing west.
- 23 of 30 West Façade of 319 S. Lindell. Photographer facing east.
- 24 of 30 South Façade of 100 Main Street. Photographer facing north.
- 25 of 30 East Façade of 401 S. Lindell. Photographer facing west.
- 26 of 30 East Façade of 407 S. Lindell. Photographer facing west
- 27 of 30 East Façade of 409 S. Lindell. Photographer facing west.
- 28 of 30 West Façade of 300 Broadway. Photographer facing east.
- 29 of 30 West Façade of 302 Broadway. Photographer facing east.
- 30 of 30 East Façade of 415 S. Lindell. Photographer facing west.

Owner(s):

(This information will not be submitted to the National Park Service, but will remain on file at the Tennessee Historical Commission)

Name _____ **Multiple Property Owners** _____

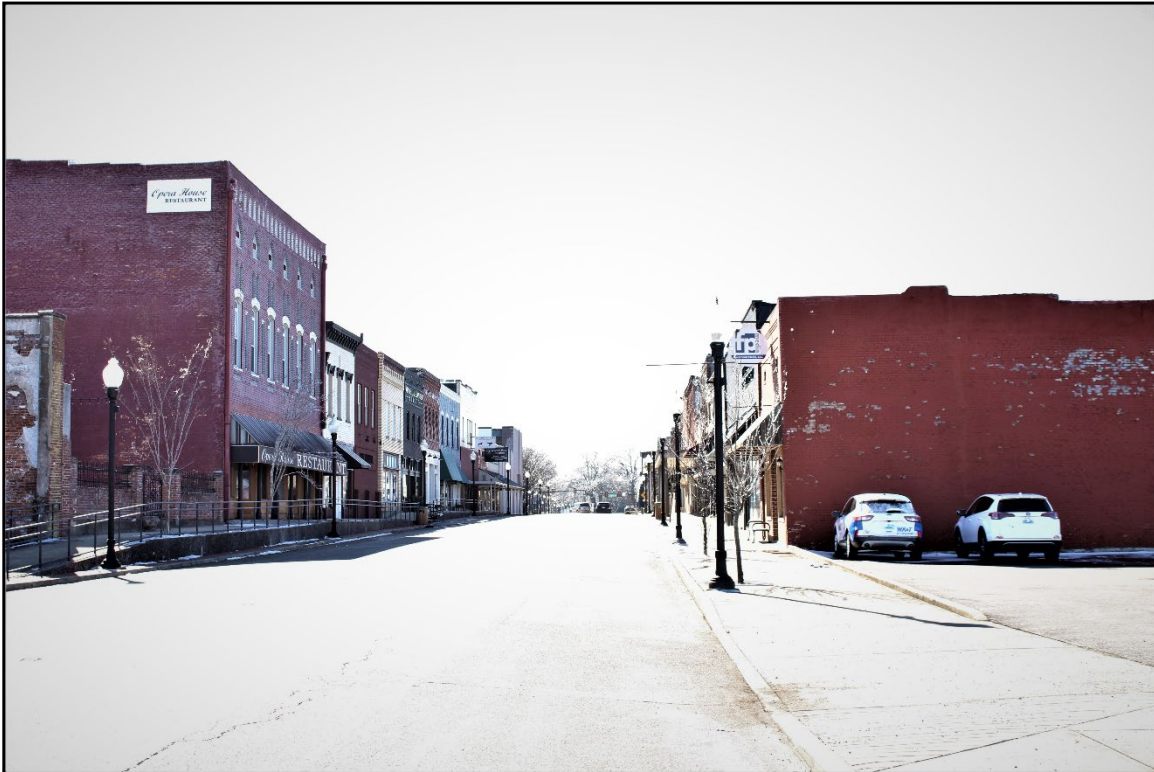
Street & _____

Number _____ Telephone _____

City or Town _____ State/Zip _____



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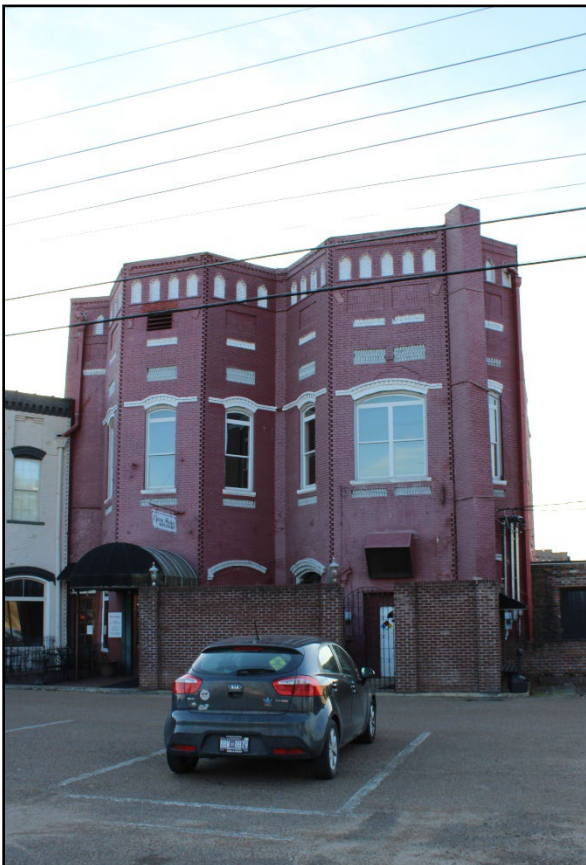
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