

The Crump men became early real estate developers. Their partners were Judge F. M. Guthrie and F. E. P. Daniel; together they cut through Crump Avenue and named it for the family. Several clapboard houses on Crump appear to be from the early years of this subdivision. Crump and Guthrie also built a large number of houses for "colored" in the Binghampton area.⁴¹

In the late nineteenth century and early twentieth century this remarkable little community, Terrytown, was a unit to itself. It was out in the country. "When we went to town," remembers Mrs. Barham, "they would say, 'Here come the Terry girls from the country.' Half of the time we would have mud on our shoes."⁴² There were no utilities. The family used lamplight and drew their water from a well until 1923 when the city let them put up a pole and tap into city utilities, since they were just across the street from the city limits. There were woods between the Terry home on Vollintine and the Crump store on Jackson. They were never afraid to walk through the woods in those days. Vollintine was just a dusty trail in which they could draw pictures in the dust. "McLean was such a bad avenue we (they) could hardly get through it with a buggy or wagon. The holes and the rain. . . it didn't have a drain. Of course we had no sewers."⁴³ The Jackson Avenue streetcar ended first at Breedlove, and then it was extended to Watkins. Mrs. Barham at age six or seven would drive the buggy to the stop to meet people.

There was a streetcar accident in 1907 in which Mrs. Claude Crump and her baby daughter, Alice, were involved. They were riding the Jackson Avenue streetcar when it derailed. Mrs. Crump was wearing a long swirling skirt and a merry widow hat. Her skirt was caught and practically torn off. She was bruised as were others of the thirty passengers aboard. The newspaper account described what happened:

Owing to the improvements being made on Jackson the regular car service stops at Manassas Street, and in order to go further on the line it is necessary to transfer to the car which runs on the single track (track) out Jackson Avenue. Two cars stopped at Manassas and let off their passengers about six o'clock Wednesday night. When the open car which runs on the single track reached Manassas and was ready for its return trip about thirty people mostly women and children boarded it. The car went at a fair rate of speed down Jackson Avenue on the single track which is on a narrow embankment five feet above the new roadway. Suddenly as the car was reaching Breedlove it jumped the track and plunged down the embankment.⁴⁴

Word spread to Terrytown, and many of the people ran to the scene of the accident to learn if their families were involved or hurt.

The Terrys like many residents of Terrytown attended the one-room Springdale Methodist Church on Trezevant. Every Sunday the Terry surrey and spring wagon furnished transportation for any who needed a ride.⁴⁵ Other families who attended regularly were the Youngs, the Willises and the DeShazos.

Terrytown had a certain identity. The boys of the village even had a distinctive whistle. One could go to Main Street or anywhere ". . . you'd hear that whistle you'd know there was a boy from out of the country there. They'd hunt each other up, and they would have a good time together."⁴⁶

Terrytown started to break up around 1911 after the Crump brothers moved away. By 1918 developers were buying Terrytown land.⁴⁷ Mr. and Mrs. R. A. Terry continued to live there. As they grew older, they encouraged their youngest child Ethel along with her husband Charles Barham to come back to the Home Place. The Barhams moved in with her parents in 1923 and cared for them during their long lifetime. R. A. Terry, founder of the community, lived to be 95 years of age before he died in 1942.⁴⁸

Charles Barham, whose family also had a dairy, re-opened the Chestnut Grove Dairy, which they ran until the property came into the city and the neighbors complained about it. It was only in 1927 that the family tore down the original home and built the dutch cottage which remains on the property. (See picture) Most durable is the magnolia tree which was there when this pioneer couple moved in.

For almost one hundred years the Terry family owned property in the VECA neighborhood. Later, Charles Barham in cooperation with Harry Dlugach developed two subdivisions, Colonial Place in 1926 and Terry Circle in 1940, on some of the land. He sold off part of his pasture for Vollentine School and Park around 1930.⁴⁹

One of Mr. Terry's sons, W. L. Terry, former captain of the University of Tennessee football team, became a lawyer in the firm, Bell, Terry, Bell. He was also a leading figure in forming the National Guard in Memphis and getting the Armory built. He became a Colonel in World War I. When the property north of Vollintine was annexed into the city in 1929 its taxes increased. In an attempt to pay the taxes, Will Terry built the nine hold Vollintine Golf Course. It cost a quarter to play nine holes, and a caddy could be obtained for another quarter.⁵⁰ Terry converted one of his father's rental houses into a clubhouse with a golf shop and a Coca Cola stand. It was a popular golf course remembered with pleasure by residents of the neighborhood.

Mrs. Ethel Barham was the last Terry to live in the area. She listed 1634 Vollintine with a real estate firm in 1971, and it stayed on the market for a long time. It finally sold to "a colored gentleman, Earl Gregory, for \$28,500."⁵¹

An earlier settlement east of Terrytown was Springdale, its name derived from the many springs in the neighborhood, according to Mrs. Emmie Lee Wadlington. Its first importance came as a stop and station on the Memphis and Ohio Railroad (predecessor of the L & N). At that time

"Springdale was a long way from Memphis, and the tracks were laid through timberland."⁵² J. T. Trezevant, the second mayor of South Memphis, was a prominent figure in building this railroad. "His eloquence brought \$100,000 of City of Memphis tax money into the railroad building."⁵³

By 1857 the Brownsville Accommodation train made two trips daily.⁵⁴ A few years later the Memphis and Ohio completed its route to Nashville, so one could go to Nashville in fifteen hours, and there make connections for travel to Louisville.⁵⁵ These accommodation trains also served the residents of the rural communities until streetcars were available.

Due to financial difficulties the M & O line was absorbed by the L & N, and the first L & N train rolled into Memphis April 1, 1861, making it one of Memphis' oldest railroads.⁵⁶ It was described in this manner:

Memphis was just emerging from the Civil War days and the trains (L & N) entered the city through miles of wooded territory to the north. Its freight and passenger depot was on North Main Street and its roundhouse and repair shops on Jackson Avenue.⁵⁷

By 1887 Springdale was an important station. "It was not unusual for us (the L & N Railroad) to pick up four cars (loads) of Irish potatoes there."⁵⁸ Today the L & N tracks cut the same path diagonally through the VECA neighborhood, but it has carried no passengers since February 28, 1968.⁵⁹

Springdale also attracted travelers going by road to the north. There was once a toll gate there on Raleigh Road (Jackson), and the crossroad. Springdale was the only way to get northward for many blocks.⁶⁰

It was in 1881, a few years after the Terrys settled on their farm, that his sister and her husband, Georgianna and J. B. Vicory moved their family to Springdale to a small truck farm on which the L & N Railroad Station was located. They purchased the property and house, a portion of which was a log cabin dating far back in time. Additions had been made so that it formed a court-like arrangement of several buildings. The drive came in from Springdale, a narrow dirt road, between a long row of cedars.

This continued to be a stop on the L & N. Passengers disembarked to enjoy the beauty of the Vicory's garden and the "Cloth of Gold" running roses which were splendid to see, recalls their granddaughter, Ruby Cardwell. Vicory grew vegetables which he sold along with butter and milk to a small grocery on Main called Seessel's. Albert Seessel became a good friend, and he rode a tandem bicycle on the railroad right of way every Sunday to visit Mr. Vicory.

J. B. Vicory who had joined the Army of Mississippi at age seventeen had been an ardent member of the Confederacy. He was captured and imprisoned at Helena, Arkansas, for almost the duration of the war. His sentiments were so strong he never forgave his father for being a Yankee. To disassociate himself he changed his family name from Vickery to Vicory.⁶¹

Vicory played the fiddle, and the Vicory home was the scene of Saturday night dances for his daughters, their cousins and friends from the nearby communities. Some of those remembered as being regulars were the Barbees, the Youngs, the Palms, the Courts and the Fergusons. For years Mr. Ferguson served as the mounted policeman in Overton Park.⁶²

One of the springs, named Dale Springs, continued as a center of recreation. It had an artesian well, baseball diamond, dance pavillion, night club and gambling spot.⁶³ It was located very near the present site of the Springdale Church of Christ.

The Early Communities Terrytown and Springdale



Original Home Place
of Terry Family
May 1906

Courtesy of Mrs. Ethel Terry Barham



1634 Vollintine
Second Terry Home, built 1927
on site of original home



Front yard of Crump Bros.
Store on Jackson Avenue
c 1908

Courtesy of Miss Alice Crump



Early Springdale
Methodist Church
built c 1870

Courtesy of Springdale
Methodist Church

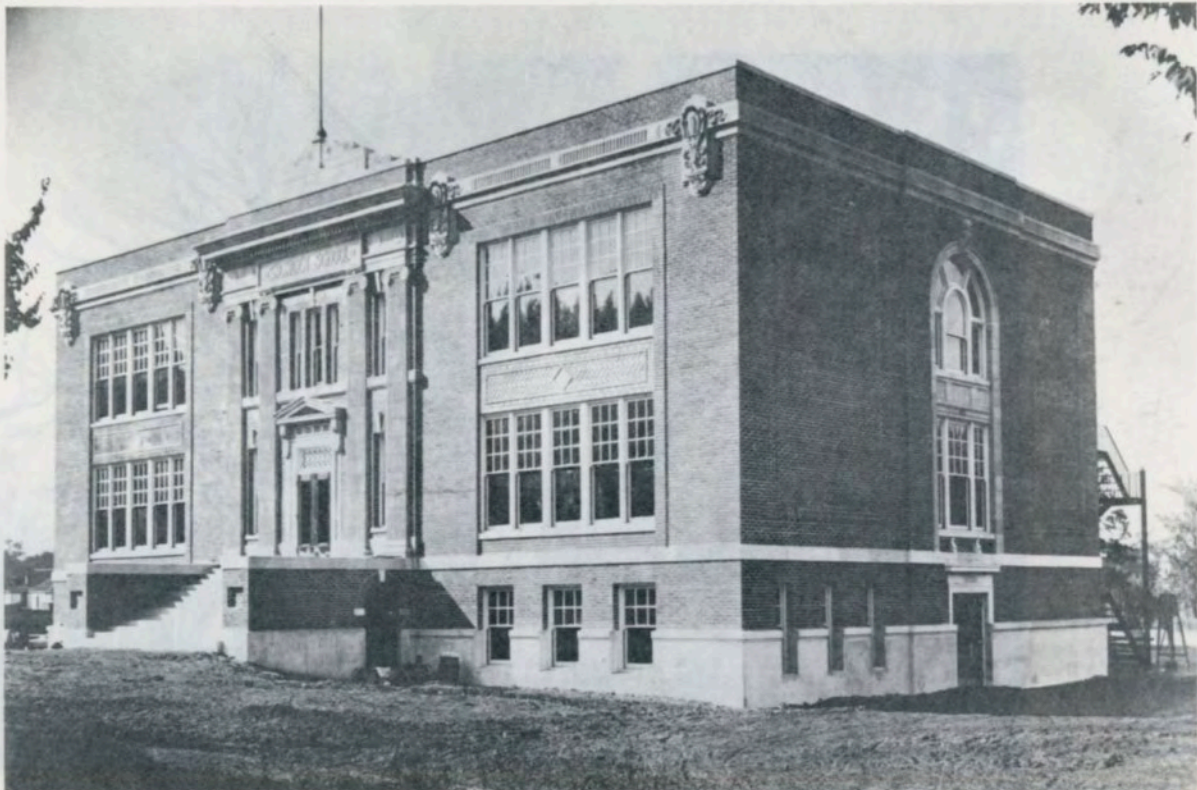


McLean Boulevard Baptist Church

(Insert) First Building of Cypress "The Dugout," c 1926

Second Church Building 1932-54

Pictures Courtesy of McLean Baptist Church



Snowden School built 1909

Picture courtesy of Snowden School

At the time Memphis was making a comeback from the knockout punches of the Yellow Fever epidemics, bankruptcy, and loss of charter, the northeastern outlying settlements were rural communities of small farms and dairies, which maintained their identity.

Even into the twentieth century Springdale was regarded as being so far out ". . . it was like it was a different town,"⁶⁴ said Nell Sanders Aspero, who remembered riding a streetcar that ran on the present day bus lane through Overton Park to visit her friend who lived in Springdale. She rode the bus out through the zoo and got off at North Parkway and Trezevant and would walk all the way up to Jackson.⁶⁵

Finally the city began to move in their direction. The area south of Vollintine was annexed by the city in the expansion of 1899, which was the greatest one the city had made. It added 12.13 square miles, bringing the total area of the city to 16.8 square miles.⁶⁶ The eastern boundary was then May, present day University. Six new rail lines entered the city, and there was a growing confidence in the city's future. By 1909 the eastern boundary of the city was extended to Trezevant (East Parkway). The area north of Vollintine was annexed in 1929 which was another large expansion for Memphis.⁶⁷