NPS Form 10-900 OMB No. 1024-0018

994

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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: Roanoke River & Railroad Historic District
Other names/site number: VDHR# 128-6393
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Albemarle Avenue, SE; Fourth Street, SE; Jefferson Street, SE; Walnut Avenue, SE; Williamson Road, SE.

City or town: Roanoke State: Virginia County: Independent City
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ 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 _x_ 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 _x_ local

Applicable National Register Criteria:

_x_ A __B _x_ C __D

Signature of certifying official/Title: **Date**

Virginia Department of Historic Resources

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

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:) _____

Carol Edson Beall 12-24-13

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

Private:	X
Public – Local	X
Public – State	
Public – Federal	

Category of Property

Building(s)	
District	X
Site	
Structure	
Object	

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

Contributing	Noncontributing	
13	4	buildings
0	0	sites
3	2	structures
0	1	objects
16	7	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use

Historic Functions

COMMERCE/TRADE: warehouse
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
INDUSTRY/PROCESSING/EXTRACTION: industrial storage
TRANSPORTATION: rail-related
TRANSPORTATION: road-related

Current Functions

COMMERCE/TRADE: business
COMMERCE/TRADE: warehouse
INDUSTRY/PROCESSING/EXTRACTION: industrial storage
TRANSPORTATION: rail-related
TRANSPORTATION: road-related
VACANT/NOT IN USE

7. Description

Architectural Classification

NO STYLE

MODERN MOVEMENT: Art Deco

MIXED

Materials:
Principal exterior materials of the property:

FOUNDATION: CONCRETE
WALLS: BRICK, METAL (tin), METAL (iron)
ROOF: METAL (tin), STONE (slate), TERRACOTTA

Narrative Description

Summary Paragraph

The Roanoke River & Railroad Historic District is located in the southeast section of the City of Roanoke, Virginia. The area is situated on 47 acres between South Jefferson Street to the west and the Roanoke River to the east with railroad tracks running through the middle of the district. The district developed as an industrial center in the late nineteenth and early twentieth centuries with the completion of the Roanoke & Southern Railway and Virginian Railway lines. A number of industrial enterprises emerged along the rail lines as the city grew. The buildings that remain in the district are the Virginian Railway Passenger Station, several warehouses, a few former manufacturing facilities, and a streetcar barn. Of the 23 total resources, 16 (70%) are contributing and 7 (30%) are non-contributing. The resources in the district relate to the railroad tracks rather than the streets. Most of the buildings are located along the former route of Walnut Avenue, which is now bypassed by the Walnut Avenue Bridge. The district boundaries are generally formed by Albemarle Avenue on the north; the Roanoke River on the east; and the east sides of South Jefferson Street and Interstate 581 on the west.

Narrative Description

The Roanoke River & Railroad Historic District is located on 47 acres in Southeast Roanoke. The district, bisected by train tracks, is bounded by the Roanoke River to the east and South Jefferson Street to the west. The area encompasses 23 resources, including the Virginian Railway Passenger Station (128-6461, NRHP 2003) and the Virginia Can Company / S.H. Heironimus Company Warehouse (128-5455, NRHP 2006). The district also includes a former streetcar barn, various warehouses, several former manufacturing facilities, a building related to railroad operations, and two bridges. Almost all of the primary resources within the district were constructed between 1905 and the late 1920s. The majority of the resources are located along the former route of Walnut Avenue, which is now bypassed by the Walnut Avenue Bridge (128-5433, NRHP eligible). These buildings are accessed by a ramp leading from the bridge to the unnamed and unpaved streets below. A large tract of land, once occupied by the expansive Adams, Payne & Gleaves Lumber Company, is located south of the Virginian Railway Passenger Station and the Walnut Avenue Bridge. A long, one-story brick lumber shed stands alone on the parcel. The building was historically surrounded by a livery stable, a warehouse, a water plant, a planing mill, and a coal storage building. The northern end of the district extends to Albemarle Avenue and includes resources along Fourth Street and Williamson Road. The buildings in the district continue to relate more directly to the railroad tracks than to any specific street. The road patterns around the district have changed considerably since the buildings were constructed, particularly with the completion of Interstate 581.

The buildings in the district are functional in design and construction with minimal detailing. The exception is the Virginian Railway Passenger Station, which was designed and constructed by the railroad company in 1909 in an eclectic style. The passenger station features a low-hipped roof of terra cotta tile with dormers and wide overhanging eaves. The yellow brick building consists of two sections - the passenger station and the express baggage and freight station, with a central covered walkway connecting them.

The industrial buildings in the district are predominately steel-frame structures with concrete or brick curtain walls. The buildings are generally one or two stories in height, with either a gabled roof with a monitor or a flat roof with a parapet. Windows extend along the side elevations to provide light, and loading docks and freight doors provide access. Detailing is minimal, usually limited to patterned or corbelled brickwork. The exception is the Dominion Metal Products building (ca. 1912) with its steel frame construction clad in decorative pressed tin that simulates a foundation of coursed stone, brick walls, and window and door trim of dressed stone.

The Walnut Avenue Bridge (1927) and the Jefferson Street Bridge (1928) lend an air of sophistication to the industrial area, as they connect to the early twentieth-century residential subdivisions of Riverland (128-5476, NRHP 2013) to the east and South Roanoke to the south. These ornate metropolitan-style concrete bridges feature "Egyptian Babylonian" style parapets and obelisk-shaped lamp posts. The Walnut Avenue Bridge features a ramp, with the same articulation, that leads from the bridge to the industrial buildings below.

Statement of Integrity

The Roanoke River & Railroad Historic District retains a relatively high level of integrity. Most of the extant buildings remain relatively intact with minimal alterations and are in relatively good condition. Of the 23 total resources in the district, including 17 buildings, 5 structures, and 1 object, there are 13 contributing buildings and 3 contributing structures. The two rail lines also remain active.

Inventory

The following inventory lists the contributing resources within the Roanoke River & Railroad Historic District. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction, architectural style, current building use, VDHR File number, and the contributing status within the district. Whether a building is considered contributing or non-contributing was determined based on its integrity as it supports Criterion A (Industry and Transportation) and Criterion C (Architecture) during the Period of Significance (1892-1959).

Albemarle Avenue, SE

315 Albemarle Avenue, SE 128-5455 *Other DHR Id #:* **128-6393-0001**
Primary Resource Information: **Factory, Stories 2.00, Style: No Style, 1912**

Individual Resource Status: **Factory** **Contributing** *Total:* 1

Fourth Street, SE

1119 Fourth Street, SE 128-5456 *Other DHR Id #:* **128-6393-0002**
Primary Resource Information: **Ice House, Stories 2.00, Style: No Style, 1915**

Individual Resource Status: **Ice House** **Contributing** *Total:* 1

1131 Fourth Street, SE 128-6393-0003 *Other DHR Id #:*
Primary Resource Information: **Warehouse, Stories 1.00, Style: No Style, 1950**

Individual Resource Status: **Warehouse** **Contributing** *Total:* 1
Individual Resource Status: **Shed** **Non-Contributing** *Total:* 1

Jefferson Street, SE

Jefferson Street, SE 128-5435 *Other DHR Id #:* **128-6393-0004**
Primary Resource Information: **Bridge, Stories 0.00, Style: Art Deco, 1928**

Individual Resource Status: **Bridge** **Contributing Structure** *Total:* 1

1402 Jefferson Street, SE 128-5461 *Other DHR Id #:* **128-6393-0005**
Primary Resource Information: **Depot, Stories 1.00, Style: Mixed, 1909**

Individual Resource Status: **Depot** **Contributing** *Total:* 2

1620 Jefferson Street, SE 128-6393-0006 *Other DHR Id #:*
Primary Resource Information: **Warehouse, Stories 1.00, Style: No Style, 1906**

Individual Resource Status: **Warehouse** **Contributing** *Total:* 1

Walnut Avenue, SE

Walnut Avenue, SE 128-5433 *Other DHR Id #:* **128-6393-0008**
Primary Resource Information: **Bridge, Stories 0.00, Style: Art Deco, 1927**

Individual Resource Status: **Bridge** **Contributing Structure** *Total:* 1

323 Walnut Avenue, SE and 316 Walnut Avenue, SE 128-5458 *Other DHR Id #:* **128-6393-0009**

Primary Resource Information: **Warehouse, Stories 1.00, Style: No Style, 1912**

Individual Resource Status: **Warehouse**	**Contributing**	*Total:*	1
Individual Resource Status: **Garage**	**Contributing**	*Total:*	1

326 Walnut Avenue, SE 128-5459 *Other DHR Id #:* **128-6393-0010**
Primary Resource Information: **Warehouse, Stories 2.00, Style: No Style, 1927**

Individual Resource Status: **Warehouse**	**Contributing**	*Total:*	1
Individual Resource Status: **Dock**	**Contributing Structure**	*Total:*	1

330 Walnut Avenue, SE 128-5460 *Other DHR Id #:* **128-6393-0011**
Primary Resource Information: **Factory, Stories 1.00, Style: No Style, 1912**

Individual Resource Status: **Factory**	**Contributing**	*Total:*	1

338 Walnut Avenue, SE 128-5457 *Other DHR Id #:* **128-6393-0012**
Primary Resource Information: **Factory, Stories 1.00, Style: No Style, 1911**

Individual Resource Status: **Factory**	**Contributing**	*Total:*	1
Individual Resource Status: **Office/Office Building.**	**Non-Contributing**	*Total:*	1
Individual Resource Status: **Shelter**	**Non-Contributing Structure**	*Total:*	1

Williamson Road, SE

1255 Williamson Road, SE 128-5462 *Other DHR Id #:* **128-6393-0013**
Primary Resource Information: **Warehouse, Stories 2.00, Style: No Style, 1910**

Individual Resource Status: **Warehouse**	**Contributing**	*Total:*	1
Individual Resource Status: **Office/Office Building**	**Non-Contributing**	*Total:*	1

1406 Williamson Road, SE 128-6393-0007 *Other DHR Id #:*
Primary Resource Information: **Rail-Related, Stories 1.00, Style: No Style, 1946**

Individual Resource Status: **Rail-Related**	**Contributing**	*Total:*	1
Individual Resource Status: **Rail-Related**	**Non-Contributing Structure**	*Total:*	1
Individual Resource Status: **Rail-Related**	**Non-Contributing Object**	*Total:*	1
Individual Resource Status: **Commercial Building**	**Non-Contributing**	*Total:*	1

8. Statement of Significance

Applicable National Register Criteria

[x] 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.

[x] 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.

Criteria Considerations

[ ] 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

Areas of Significance

ARCHITECTURE
COMMERCE
INDUSTRY
TRANSPORTATION

Period of Significance

1892-1959

Significant Dates

1892
1899
1906
1907
1909
1911
1912
1927
1928
1959

Significant Person

N/A

Cultural Affiliation

Architect/Builder
Norfolk & Western Railway
Virginian Railway Company
R.C. Churchill Company

Statement of Significance Summary Paragraph

The tract of land along the Roanoke River in Southeast Roanoke developed quickly as an industrial center with the completion of the Roanoke & Southern Railway in 1892 and the Virginian Railway line in 1909. The industries that located along these two rail lines reflected the tremendous growth Roanoke experienced with the construction of the railroads. From lumber yards to iron and bridge works, the industries were directly tied to either the construction of the railroad or the many houses built during the early boom years of Roanoke.

The Roanoke River & Railroad Historic District is eligible for inclusion in the National Register of Historic Places under Criterion A in the areas of commerce, industry, and transportation for its role in the industrial development of the City of Roanoke as it rapidly grew after the construction of the railroad lines. The district is also eligible under Criterion C in the area of architecture as the construction, design, and siting of the various buildings reflects their unique functions and the period in which they were built. The Roanoke River & Railroad Industrial Historic District is significant on the local level for the period from 1892, the completion of the Roanoke & Southern Railway line, to 1959, when the Virginian Railway merged with Norfolk & Western and the station was no longer used for freight or passenger traffic. By this time, the other industries had also ceased to operate in their original capacities.

Narrative Statement of Significance

EXPANSION OF THE RAILROADS

The City of Roanoke blossomed in the late nineteenth century with the rapid expansion of the railroads. An era of tremendous growth and prosperity began after the Norfolk & Western Railroad chose to locate its new headquarters in the city in 1882. Other steam railroad companies followed suit and established in Roanoke in the following decades. A group of local businessmen formed the Roanoke & Southern Railway Company of Virginia in Roanoke in 1887. The company quickly merged with the Roanoke & Southern Railway Company of North Carolina and began to construct a rail line between Roanoke and Salem, North Carolina. The line, completed in January 1892, was immediately leased to Norfolk & Western and was purchased outright by them in 1906.[1]

A year later, an industrial entrepreneur by the name of Henry Huttleston Rogers obtained a charter to create the Virginian Railway by consolidating the Deepwater and Tidewater rail lines. The new line would connect the West Virginia coal fields to the Sewells Point coal pier at Hampton Roads. The final portion of the track was laid in January 1909. Soon after, the rail company invested in a passenger depot in Roanoke, since it stood at the center of the line. The passenger depot was constructed between South Jefferson Street and Walnut Avenue (See Figure 1). The Virginian Railway operated as a successful competitor to the Norfolk & Western Railway for a number of years before it was absorbed by Norfolk & Western in 1959.[2]

INDUSTRIAL GROWTH IN SOUTHEAST ROANOKE

Industrial enterprises began to develop near the rail lines in Southeast Roanoke along the Roanoke River after the completion of the Virginian Railway. Prior to the construction of the new line, industrial development was concentrated along the Norfolk & Western Railroad line on Norfolk Avenue and Shenandoah Avenue in Northwest Roanoke. While both railroads dealt primarily with the transport of

coal, they also shipped other products, as well. The Sanborn Fire Insurance Maps show a number of industries that located on the narrow tract of land between the Roanoke River and the railroad lines in the early twentieth century. These industries largely specialized in the manufacture of building materials, as well as the production and transportation of agricultural products (See Figure 2).

LUMBER MILLS

Many lumber mills located in Southeast Roanoke at the start of the early twentieth century building boom to take advantage of the rail system for transporting their materials. The main companies in the area at the time were Adam, Payne & Gleaves, H.H. Lumber, Exchange Lumber, and Magic City Lumber. The largest lumber yard in the vicinity was Adams, Payne & Gleaves, founded in 1906 (See Figures 3-5). The opportunities in the construction industry first attracted Lynchburg natives L.G. Payne and the Adams Brothers to establish the Roanoke Brick Plant in 1890 in the area west of South Jefferson Street that is known today as South Roanoke Park. The business soon expanded with the addition of Taylor Gleaves as a partner and the establishment of the Adams, Payne & Gleaves Lumber Company in 1906. The sprawling lumber yard, located between the Roanoke River and South Jefferson Street, consisted of numerous lumber sheds, a planing mill, a dressed lumber shed, a warehouse, stables and a coal storage building.[3] After suffering a fire in 1906, a water plant became a prominent feature on the property. The enterprise expanded in 1908 when it bought out the Magic City Lumber Company, which was located along the railroad tracks, between Jefferson Street and the Roanoke River.[4] The successful company advertised in the city directory to have "Everything for a Building, but the Hardware."[5]

Another significant lumber company that located near the rail lines was the Exchange Lumber Company. The enterprise was formed by T.W. Goodwin, S.W. Jamison, B.P. Huff, and James P. Woods in 1899. The founders purchased a parcel on Williamson Road in 1906. The company doubled its yard capacity in the same year. The site included a lumber shed and a building that housed bench work, sawing, and planing functions.[6] The Exchange Lumber Company sold its land and buildings to the Skyline Lumber Company in 1941. By that time, a mill work building was added on to the original saw mill, at the northern end of the lot.[7] The property continued as a lumber yard until 1963.

MANUFACTURING

Roanoke saw an increase in manufacturing interests at the start of the twentieth century.[8] Many manufacturers located on land proximate to the rail lines to facilitate the shipment of their products. One of these enterprises was Roanoke Iron & Bridge Works, organized in February 1906. The company was founded to construct bridgework for municipalities. The company was originally contracted by the larger, more established Virginia Bridge and Iron Company to erect bridges in the field. The contract was severed in 1911, and the company built its own shops at the intersection of the Virginian and Norfolk & Western railways (See Figure 6). Roanoke Iron & Bridge Works operated throughout the southern states, with branch offices in Georgia, South Carolina, and Florida. The company was contracted locally to build the Wasena Bridge for the Wasena Land Company. By 1912, the company had constructed 600 bridges and employed 350 men.[9]

Another manufacturer that located strategically along the rail lines was the Dominion Metal Products Corporation, which was organized by a group of local businessmen in 1911. The President and General Manager of the operation was James B. Botts and the Vice President was J.W. Hancock. The plant was constructed on the north side of Walnut Avenue, just east of the railroad lines (See Figure 7). A variety of metal products, including corrugated metal culverts and sheet metal building materials, were manufactured inside of the plant. The enterprise specialized in the production of rust-resistant metal and

"Acme and Imperial" riveted culverts. The exterior of the building showcased the products manufactured by the company.[10]

OTHER INDUSTRIES

The Virginia Can Company and the Roanoke City Mills appeared along the rail lines as Roanoke became a major shipping center for the agricultural products cultivated in the surrounding rural areas. The Virginia Can Company, built on Albemarle Avenue in 1912, was the first and largest local manufacturer of tin cans (See Figure 8). The recently demolished Roanoke City Mills were built in 1916, between South Jefferson Street and Adams, Payne & Gleaves. The large complex included grain silos, a flour mill, and a warehouse. Adjacent to the Virginia Can Company was the Citizens Crystal Ice Company, which is now occupied by Roanoke Fruit & Produce. Ice houses were historically located along rail lines to supply ice to railroads for the purpose of preserving perishable freight. The building was constructed adjacent to the tracks to keep the handling of the ice to a minimum.[11]

TRANSPORTATION

The growth and development of Roanoke was influenced by the streetcar lines that opened up new areas for suburban expansion in the first quarter of the twentieth century. The Roanoke Railway & Electric Company (RR & E Co.) organized in 1887 with the first streetcar line to Vinton operating by 1899. The first power station and car house were located on Earnest Avenue (now Norfolk Avenue, SW), on land later occupied by the Norfolk & Western freight station.[12] In 1907, the RR & E Co. located its new power plant on the south side of Walnut Avenue. A car barn and a car repair shop were built next to the power plant in 1912 (See Figure 9). The repair shop was situated behind the car barn and included machine, paint, and woodworking shops.[13]

Within 15 years of laying its initial streetcar line, the RR & E Co. had added eight more lines, including: South Roanoke, West End and Norwich in 1890; Northeast and Franklin Road in 1892; Belmont in 1905; Highland in 1908; Raleigh Court in 1911; and Ninth Street in 1914.[14] As part of this tremendous growth, the RR & E Co. announced plans in 1916 for a $250,000 expansion of the car barns on Walnut Avenue in order to double their capacity.[15] At its peak in 1925, the company operated approximately 50 cars over more than 30 miles of track. The rise of the automobile soon led to the decline of the streetcar. The RR & E Co. began removing its streetcar lines in 1937.[16] Streetcar lines no longer existed in Roanoke by 1948.

A major transportation improvement took place in the district in the late 1920s when the Walnut Avenue and Jefferson Street bridges were constructed to provide easier passage over the railroad tracks. Prior to the construction of the Walnut Avenue Bridge, a smaller bridge existed to traverse the Roanoke River. A plan was in place to construct the Walnut Avenue Bridge across the Virginian Railway tracks to Jefferson Street by 1925. Many property owners in the area feared that their land would be condemned or purchased outright and vehemently opposed the bridge. The main objector was F.W. Kling of the Adams, Payne & Gleaves Lumber Company.[17] The concrete bridge with "Egyptian Babylonian" features was finally completed in 1927 (See Figure 10). The Jefferson Street Bridge was completed a year later and connected the downtown to industries along South Jefferson Street, including Adams, Payne & Gleaves and the Roanoke City Mills. The construction of the Walnut Avenue Bridge and the Jefferson Street Bridge was a combined effort of the City of Roanoke and the railways. The R.C. Churchill Company was contracted as the builder and Benjamin H. Davis and Ambrose R. West were the project engineers for both projects. The bridges are both constructed in the Art Deco style and have similar features.

A NEW ERA

Around the middle of the twentieth century, a few businesses in the district began to downscale or close and their buildings were sold to new industrial enterprises. The Adams, Payne & Gleaves lumber company began to downsize after the Great Depression and the death of the last partner, Taylor Gleaves, in 1936. By 1938, several of its buildings were leased out and used for non-lumber related business. In 1941, the lumber company ceased operating and the property was sold to the Virginia Scrap Iron and Metal Company in 1942. Strategically located near the railroads and the military offices along Reserve Avenue, the Virginia Scrap Iron Company took advantage of the scrap metal and iron market during and after World War II. The company continued to operate at this location until the end of the twentieth century. Similarly, the RR & E Co. buildings on Walnut Avenue were purchased by the Appalachian Power Company after the last of the streetcar lines were removed, circa 1948. The car barns were converted for warehouse and maintenance use. The power plant was eventually demolished in 1977.[18] The Virginia Can Company (later the United States Can Company and the Continental Can Company) building became a clothing factory in 1952 and the warehouse for the local S.H. Heironimus department store chain in 1963. In 1959, the Virginian Railway merged with Norfolk & Western and the depot is no longer used for freight or passenger traffic.

Today, a cohesive collection of the original industrial buildings remain in the district. Most of the buildings associated with the former Adams, Payne & Gleaves lumber company and all of the buildings associated with the Roanoke City Mills were demolished circa 2010 as part of the South Jefferson Redevelopment project. The Virginia Can Company / S.H. Heironimus Company Warehouse has been rehabilitated for commercial use. A number of other buildings in the district are slated for rehabilitation, as well. The remaining buildings retain the industrial character of the district.

9. Major Bibliographical References

Bibliography

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Sanborn Insurance Company, Sanborn Fire Insurance Maps: 1898, 1907, 1919, 1951. Roanoke, VA: Virginia Room, Roanoke City Public Library.

Underwood and Underwood Aerial Photography, 1924. Roanoke, VA: Virginia Room, Roanoke City Public Library.

White, Clare. *Roanoke: 1740-1982*. Roanoke, Virginia: Roanoke Valley Historical Society.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

X State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR File No. 128-6393

10. Geographical Data

Acreage of Property: 47 acres (approx.)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 37.263256° Longitude: -79.942722°
2. Latitude: 37.263256° Longitude: -79.935499°
3. Latitude: 37.255407° Longitude: -79.936367°
4. Latitude: 37.255407° Longitude: -79.942722°

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description

The boundary includes all tax parcels indicated within the boundary line on the attached Roanoke River & Railroad Historic District Tax Parcel Map.

Boundary Justification

The boundary encompasses the surviving industrial and railroad-related buildings and structures that were built along the rail lines as the city grew in the late nineteenth and early twentieth centuries. The resources within the district, with their functional design and minimal detailing, represent the industrial heritage of the area.

11. Form Prepared By

name/title: Katherine V. Coffield & Alison S. Blanton
organization: Hill Studio, PC
street & number: 120 Campbell Avenue SW
city or town: Roanoke state: Virginia zip code: 24011
e-mail: ablanton@hillstudio.com
telephone: 540-342-5263
date: May 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Photo Log

Name of Property: Roanoke River & Railroad Historic District

City or Vicinity: Roanoke (City)

County: State: Virginia

Photographer: Phillip Moore

Date Photographed: Spring 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 10: Adams, Payne & Gleaves, looking SE
Photo 2 of 10: Dominion Metal, looking SE
Photo 3 of 10: Dominion Metal, looking SW
Photo 4 of 10: Garage, looking NW
Photo 5 of 10: Streetcar Barn, looking SW
Photo 6 of 10: Virginian Station & Walnut Avenue Bridge, looking NE
Photo 7 of 10: Albemarle Avenue & Fourth Street, looking NE
Photo 8 of 10: Exchange Lumber & Rail Related, looking SW
Photo 9 of 10: Jefferson Street Bridge, looking SW
Photo 10 of 10: Roanoke Iron & Bridge Works, looking NW

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.

End Notes

[1] Jack & Jacobs, 97.
[2] Pulice & Kern.
[3] Sanborn, 1907.
[4] Barnes, 453.
[5] Hill Directory Company, 1920.
[6] Sanborn, 1919.

[7] Sanborn, 1951.
[8] Jacobs, 15.
[9] Jack & Jacobs, 124.
[10] Ibid, 136.
[11] Berg, 60.
[12] Dalmas, 6.
[13] Ibid, 41.
[14] Ibid, 12.
[15] Barnes, 535.
[16] Ibid, 777.
[17] Ibid, 646.
[18] Dalmas, 35-41.

Index of Figures

Figure 1: Virginian Railway Passenger Depot, 1910.
Figure 2: Aerial view of the industrial area between the Roanoke River and the railroad lines, 1924.
Figure 3: Postcard from Adams, Payne & Gleaves Lumber Co, 1907.
Figure 4: "Bird's-Eye View of Plant." Adams, Payne & Gleaves Lumber Co, looking southeast, 1912.
Figure 5: View, looking southwest, of the Adams, Payne & Gleaves Lumber Co, 1922.
Figure 6: Roanoke Iron & Bridge Works, 1922.
Figure 7: Dominion Metal Products Corporation, 1912.
Figure 8: Virginia Can Company, 1922.
Figure 9: Aerial view of the Roanoke Railway & Electric Company complex, 1924.
Figure 10: Postcard with a view of the Walnut Avenue Bridge, undated.

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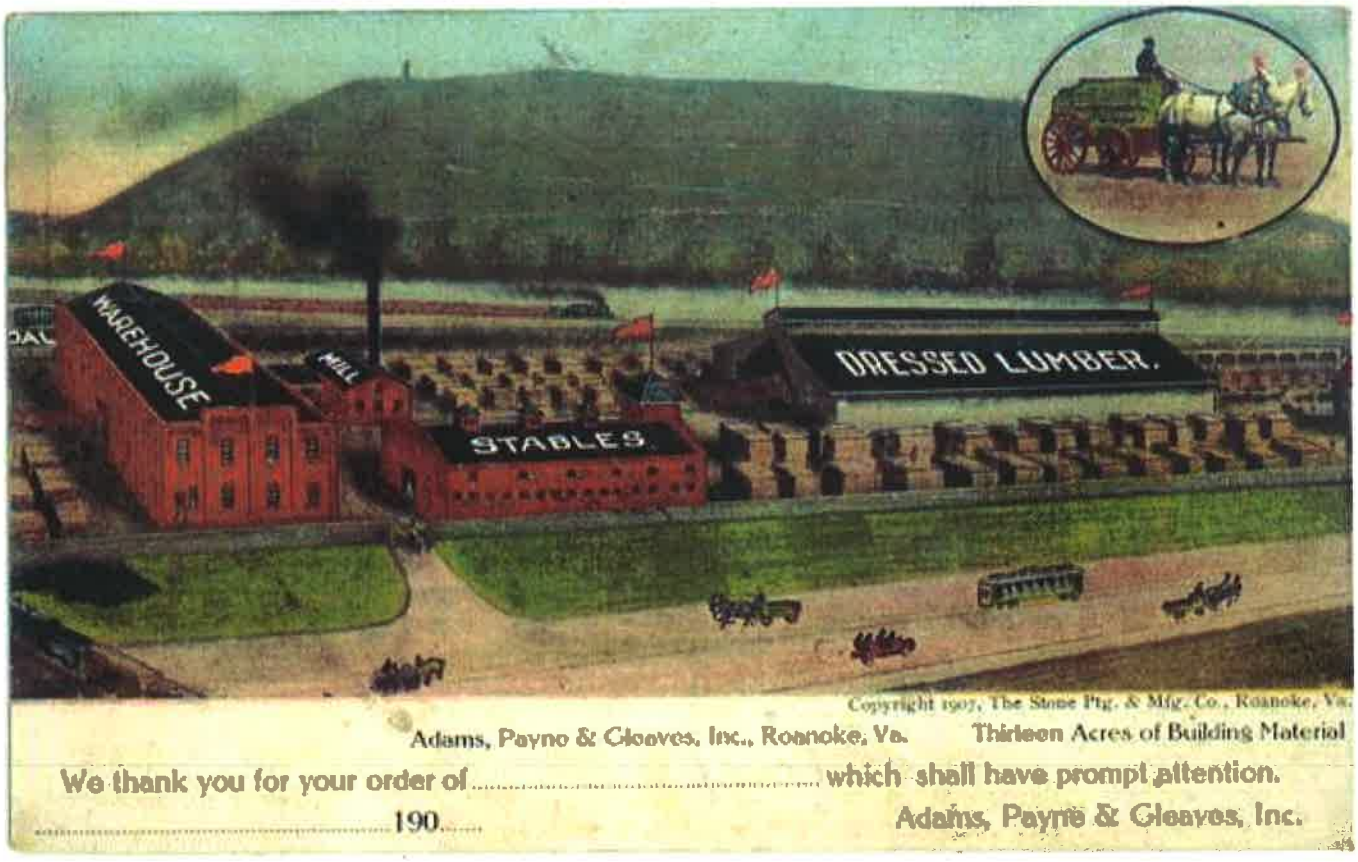


Figure 3: Postcard from Adams, Payne & Gleaves Lumber Co, 1907.
Source: City of Roanoke, Department of Planning & Neighborhood Services. Roanoke, VA.

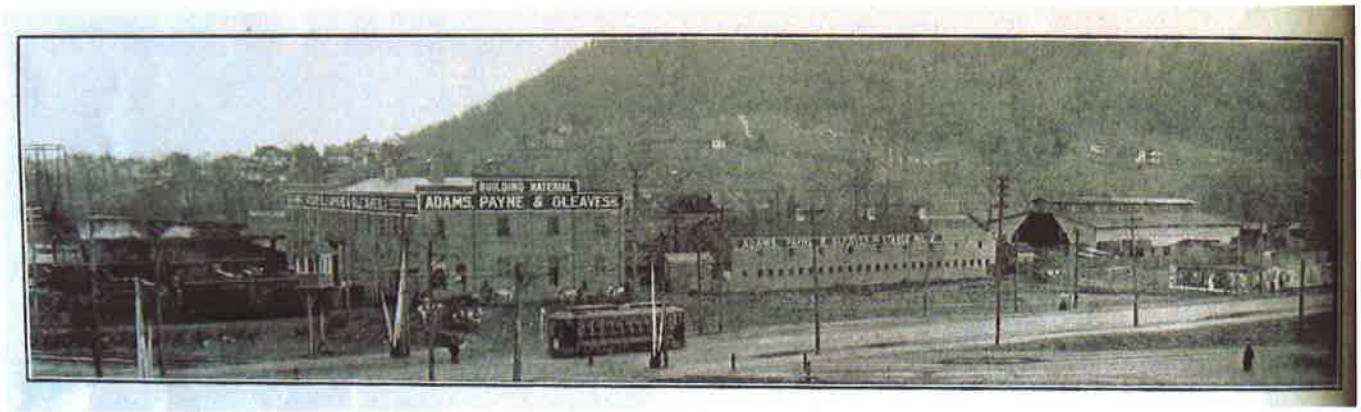
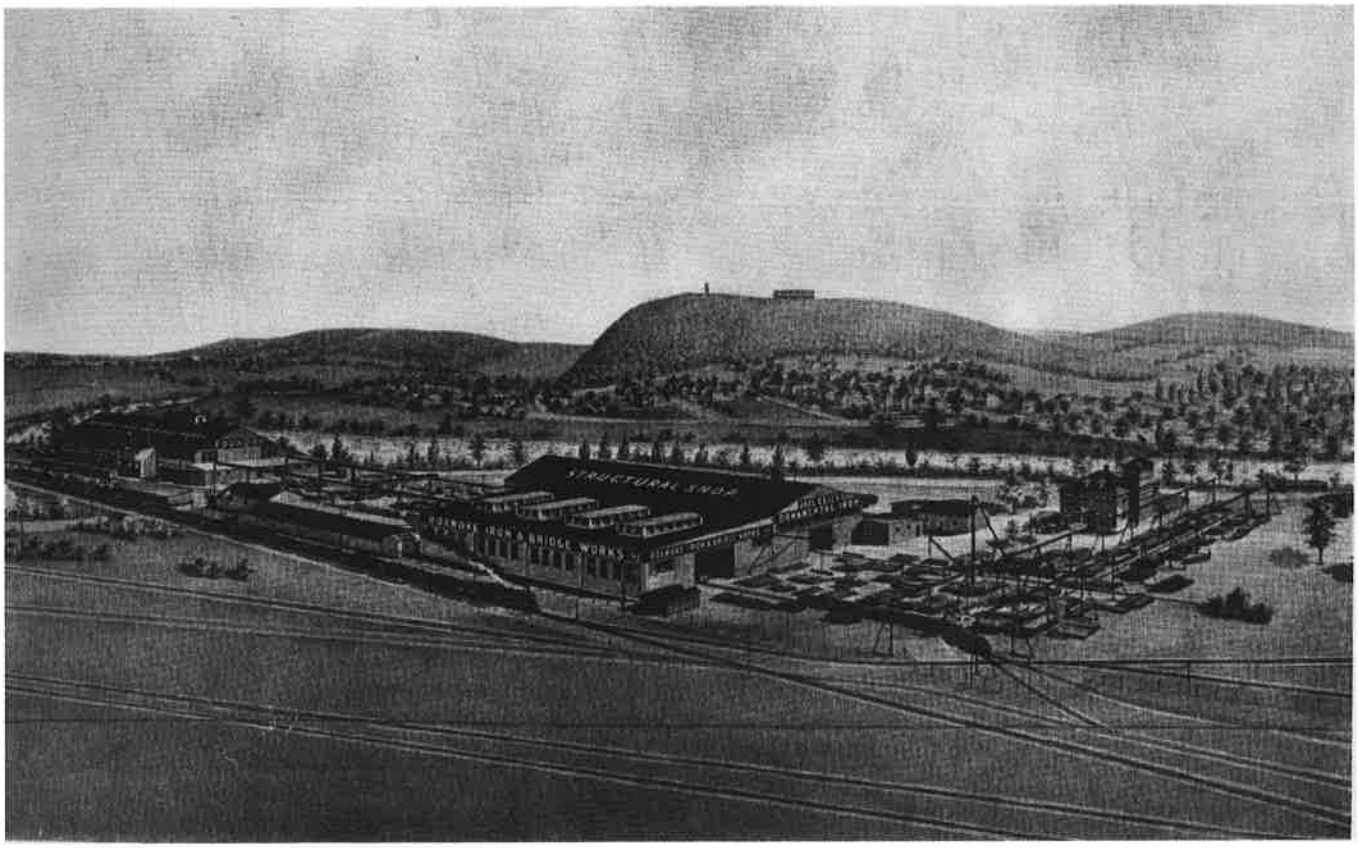


Figure 4: "Bird's-Eye View of Plant." Adams, Payne & Gleaves Lumber Co, looking southeast, 1912.
Source: Jack, George S. and E.B. Jacobs. History of Roanoke County. Roanoke, Virginia: Stone Printing and Manufacturing Co., 1912.

Adams, Payne and Gleaves, Inc.—"Everything for Building, but Hardware."

Figure 5: View, looking southwest, of the Adams, Payne & Gleaves Lumber Co, 1922.
Source: Roanoke, Virginia: A City of Enterprise, Energy and Progress. Roanoke, VA: Published for Roanoke Booster Club under the auspices of the Association of Commerce, 1922.



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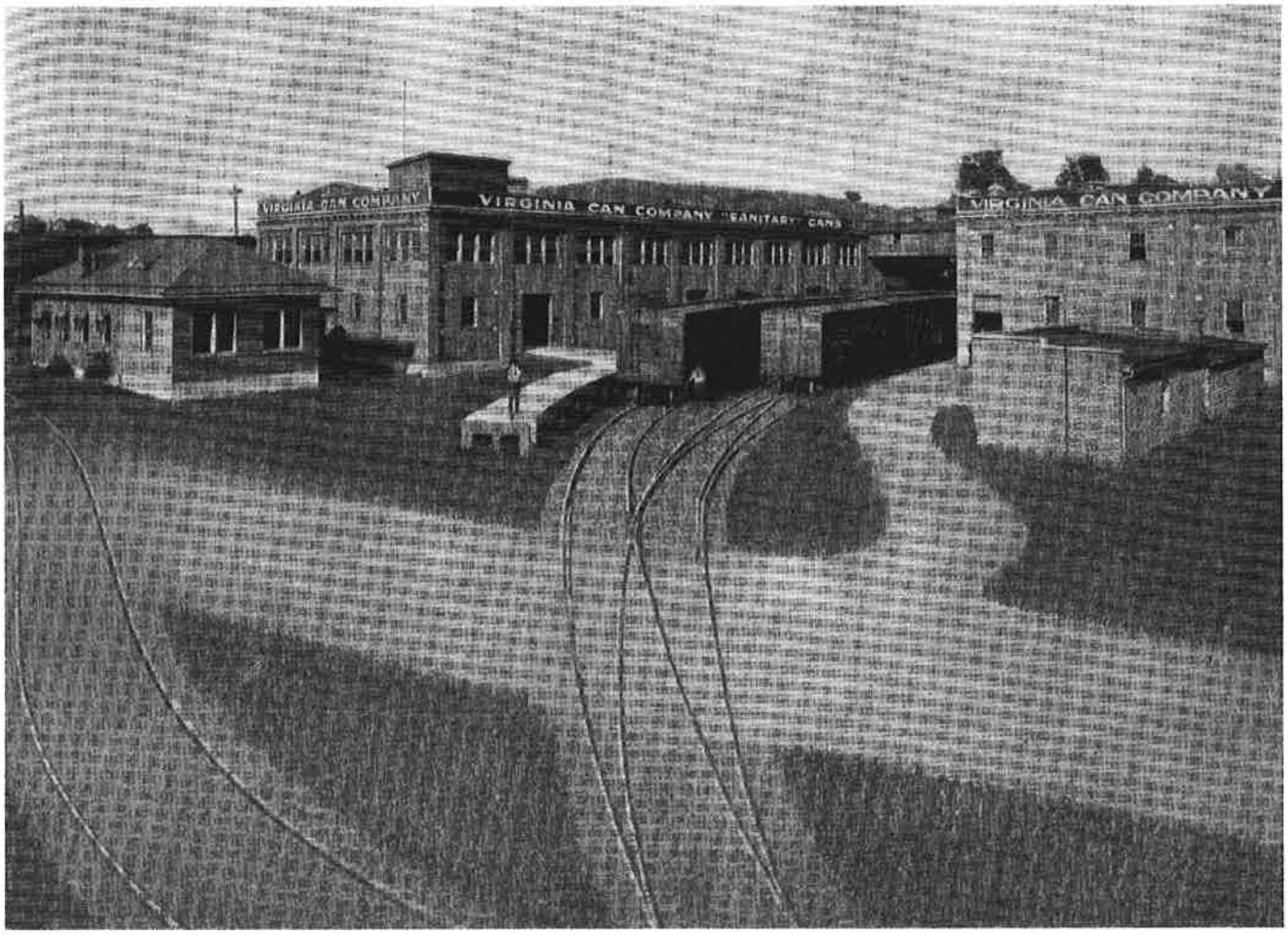

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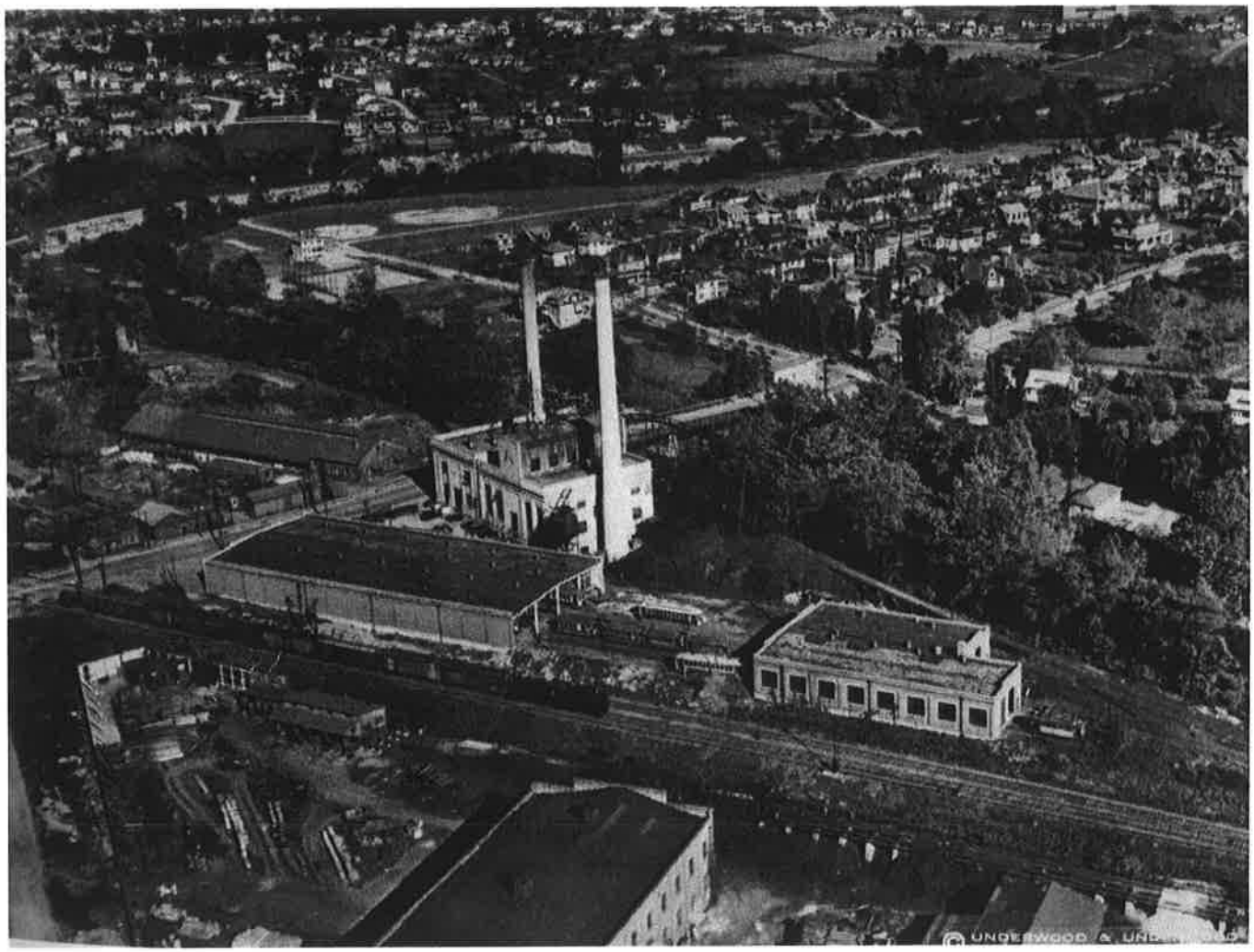

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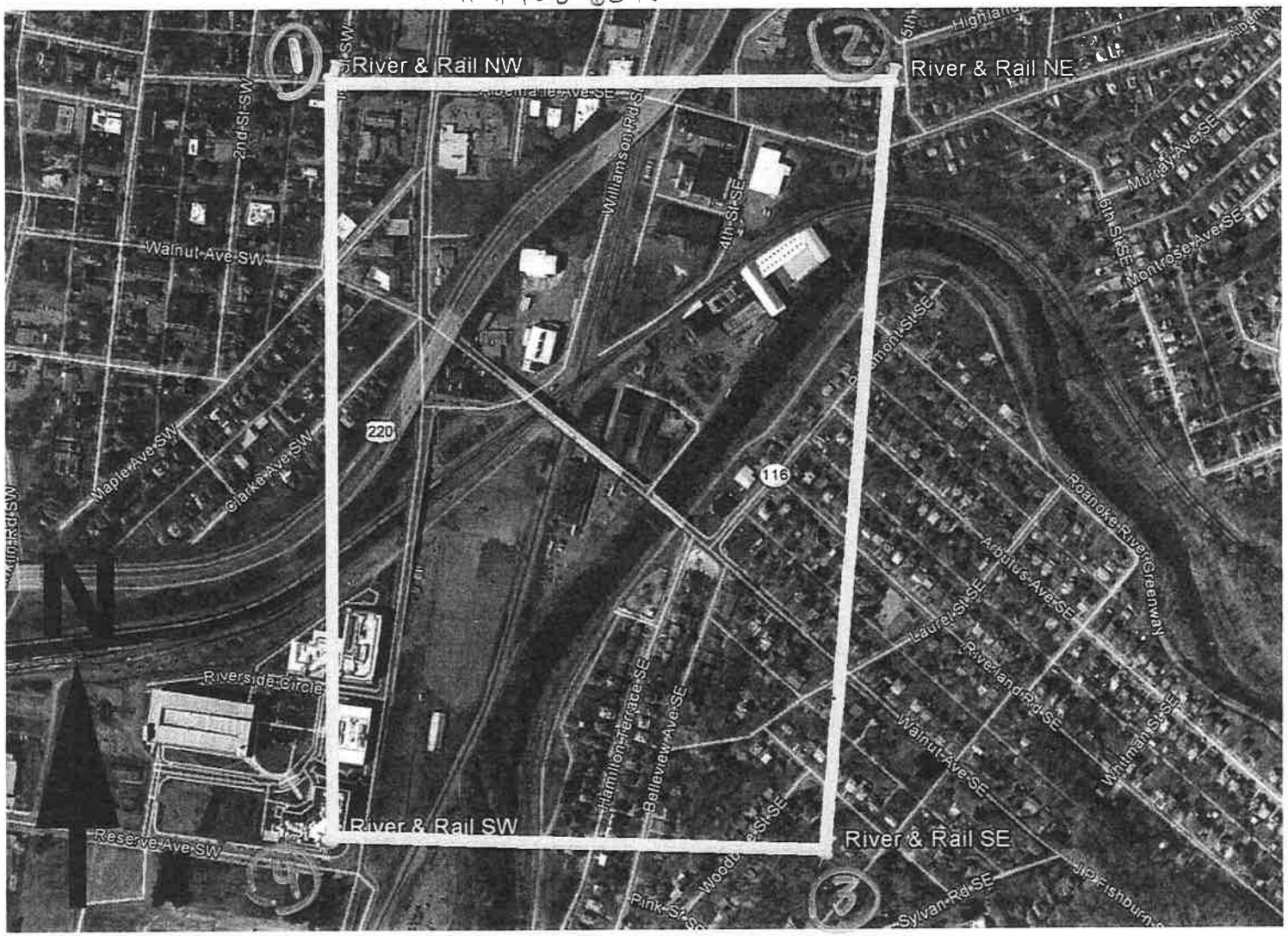
Roanoke River & Railroad HD - Roanoke, VA

DHR #128-6393

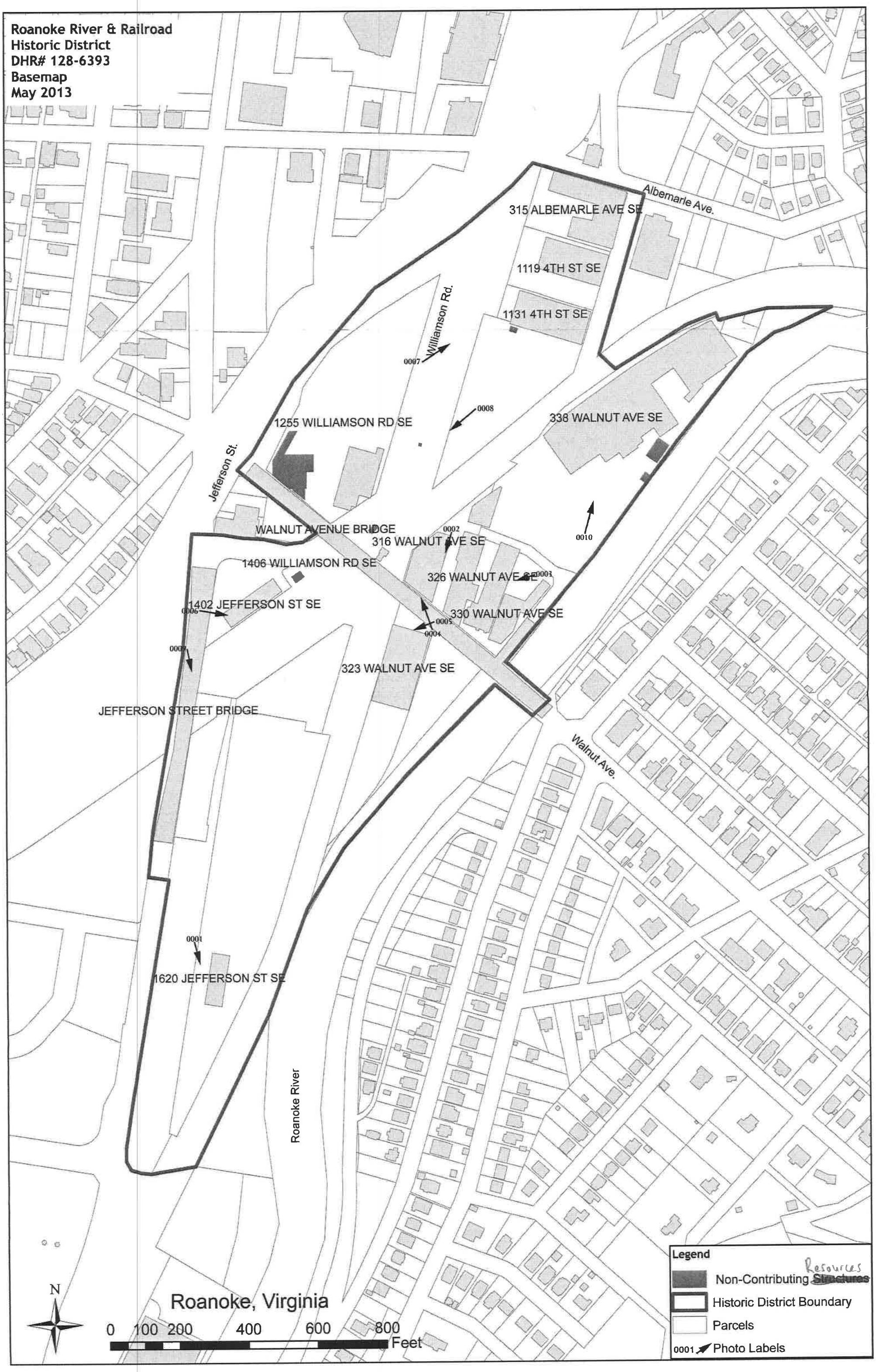


1 NW Corner – Lat. 37.263256
Long. -79.942722

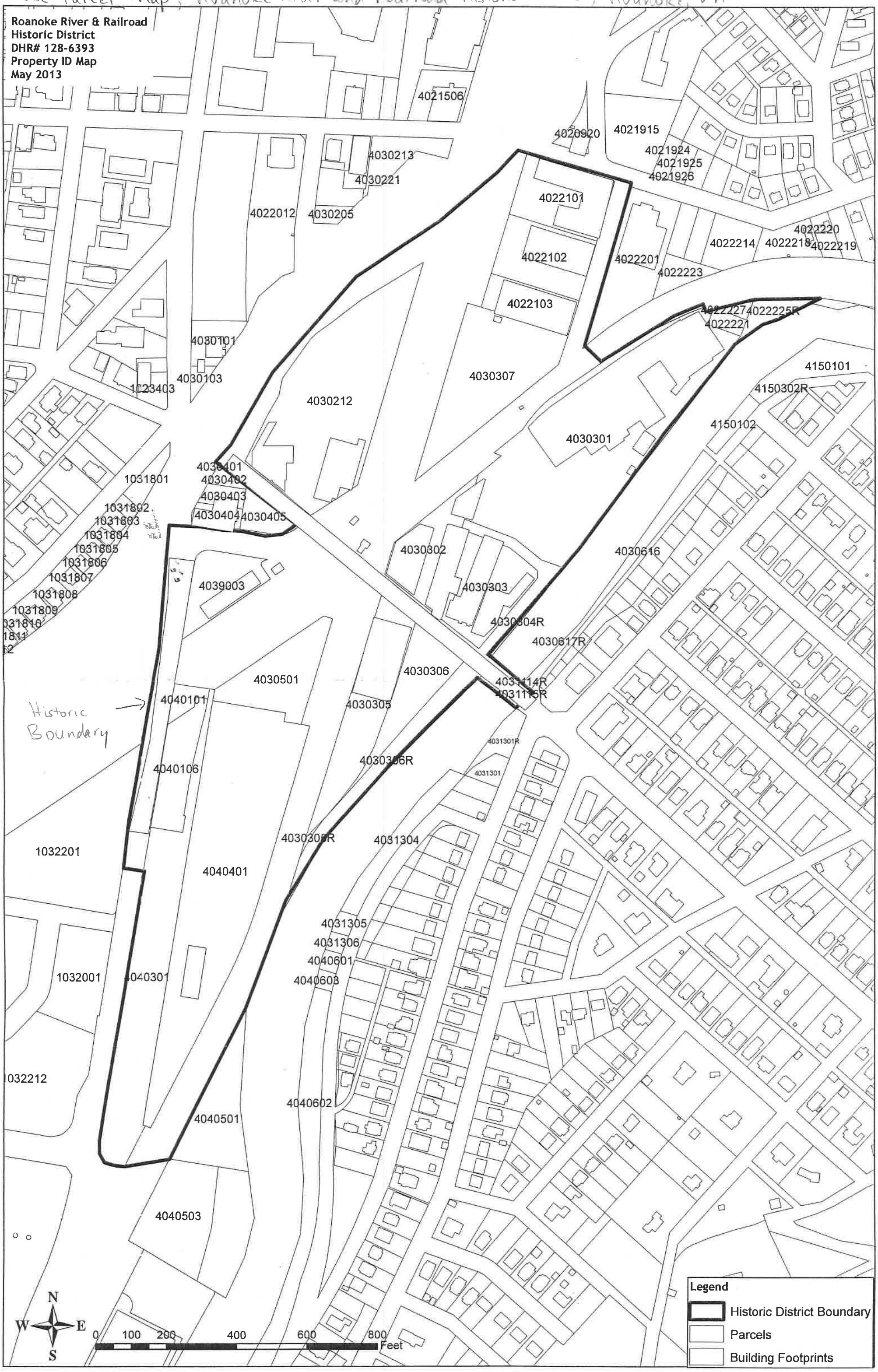
2 NE Corner - Lat. 37.263256
Long. -79.935499

3 SE Corner – Lat. 37.255407
Long. -79.936367

4 SW Corner - Lat. 37.255407
Long. -79.942722


Roanoke River & Railroad
Historic District
DHR# 128-6393
Basemap
May 2013
Albemarle Ave.
315 ALBEMARLE AVE SE
1119 4TH ST SE
1131 4TH ST SE
Williamson Rd.
0007
0008
1255 WILLIAMSON RD SE
338 WALNUT AVE SE
Jefferson St.
WALNUT AVENUE BRIDGE
0002
316 WALNUT AVE SE
0010
1406 WILLIAMSON RD SE
326 WALNUT AVE SE
0003
1402 JEFFERSON ST SE
0006
330 WALNUT AVE SE
0005
0004
0009
323 WALNUT AVE SE
JEFFERSON STREET BRIDGE
Walnut Ave.
0001
1620 JEFFERSON ST SE
Roanoke River
Roanoke, Virginia
N
0 100 200 400 600 800
Feet
Legend
Non-Contributing Resources
Historic District Boundary
Parcels
0001 Photo Labels

Tax Parcel Map, Roanoke River and Railroad Historic District, Roanoke, VA



USGS Quad Map - Roanoke VA
Roanoke River & Railroad
Historic District
DHR# 128-6393
May 2013

592 57'30" CLEARBROOK 4.5 MI. ROCKY MOUNT 21 MI. (GARDEN CITY) 5058 III NW 595 596 55' BURNT

SCALE 1:24000

1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 KILOMETER

MN GN

6° 107 MILS 0°39' 12 MILS

GRID AND 1984 MAGNETIC NORTH
CLINATION AT CENTER OF SHEET

CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CHOO CHOO

ROA KE FRUIT & PRODUCE CO.
CONSTRUCTION
MATERIALS

QUALITY TIRE OUTLET 344-0008

NS
TOP
GON

NO TRESPASSING
VIOLATORS
WILL BE
PROSECUTED