

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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Not For Publication:  N/A Vicinity:  N/A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  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

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

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

**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:)

*Joe Edson H. Beall*  
Signature of the Keeper

*12-24-63*  
Date of Action

**5. Classification**

**Ownership of Property**

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

**Category of Property**

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

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>13</u>	<u>4</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>3</u>	<u>2</u>	structures
<u>0</u>	<u>1</u>	objects
<u>16</u>	<u>7</u>	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

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

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## 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

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## 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.

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

### **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.

**Roanoke River & Railroad Historic District**  
 Name of Property

**Roanoke, VA**  
 County and State

**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*

**Roanoke River & Railroad Historic District**  
 Name of Property

**Roanoke, VA**  
 County and State

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

<i>Individual Resource Status:</i> <b>Warehouse</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Garage</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>

**326 Walnut Avenue, SE 128-5459** *Other DHR Id #:* **128-6393-0010**

*Primary Resource Information:* **Warehouse, Stories 2.00, Style: No Style, 1927**

<i>Individual Resource Status:</i> <b>Warehouse</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Dock</b>	<b>Contributing Structure</b>	<i>Total:</i>	<b>1</b>

**330 Walnut Avenue, SE 128-5460** *Other DHR Id #:* **128-6393-0011**

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

<i>Individual Resource Status:</i> <b>Factory</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
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**338 Walnut Avenue, SE 128-5457** *Other DHR Id #:* **128-6393-0012**

*Primary Resource Information:* **Factory, Stories 1.00, Style: No Style, 1911**

<i>Individual Resource Status:</i> <b>Factory</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Office/Office Building.</b>	<b>Non-Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Shelter</b>	<b>Non-Contributing Structure</b>	<i>Total:</i>	<b>1</b>

**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**

<i>Individual Resource Status:</i> <b>Warehouse</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Office/Office Building</b>	<b>Non-Contributing</b>	<i>Total:</i>	<b>1</b>

**1406 Williamson Road, SE 128-6393-0007** *Other DHR Id #:*

*Primary Resource Information:* **Rail-Related, Stories 1.00, Style: No Style, 1946**

<i>Individual Resource Status:</i> <b>Rail-Related</b>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Rail-Related</b>	<b>Non-Contributing Structure</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Rail-Related</b>	<b>Non-Contributing Object</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status:</i> <b>Commercial Building</b>	<b>Non-Contributing</b>	<i>Total:</i>	<b>1</b>

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

- 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.

**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



Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

**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

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

### **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.

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### **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.<sup>1</sup>

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.<sup>2</sup>

#### ***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

Roanoke River & Railroad Historic District

Roanoke, VA

Name of Property

County and State

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.<sup>3</sup> 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.<sup>4</sup> The successful company advertised in the city directory to have "Everything for a Building, but the Hardware."<sup>5</sup>

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.<sup>6</sup> 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.<sup>7</sup> The property continued as a lumber yard until 1963.

### ***MANUFACTURING***

Roanoke saw an increase in manufacturing interests at the start of the twentieth century.<sup>8</sup> 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.<sup>9</sup>

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

Roanoke River & Railroad Historic District

Roanoke, VA

Name of Property

County and State

"Acme and Imperial" riveted culverts. The exterior of the building showcased the products manufactured by the company.<sup>10</sup>

### ***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.<sup>11</sup>

### ***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.<sup>12</sup> 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.<sup>13</sup>

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.<sup>14</sup> 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.<sup>15</sup> 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.<sup>16</sup> 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.<sup>17</sup> 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.

Roanoke River & Railroad Historic District

Name of Property

*A NEW ERA*

Roanoke, VA

County and State

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.<sup>18</sup> 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.

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

## 9. Major Bibliographical References

### Bibliography

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Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

**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:**

- 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° |

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

**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



Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

---

### **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.)

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

## 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

<sup>1</sup> Jack & Jacobs, 97.

<sup>2</sup> Pulice & Kern.

<sup>3</sup> Sanborn, 1907.

<sup>4</sup> Barnes, 453.

<sup>5</sup> Hill Directory Company, 1920.

<sup>6</sup> Sanborn, 1919.

Roanoke River & Railroad Historic District  
Name of Property

Roanoke, VA  
County and State

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

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

**National Register of Historic Places**  
**Continuation Sheet**

Roanoke River & Railroad Historic District

Name of Property

Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number    Additional Documentation    Page 1

---

**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.

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

**National Register of Historic Places  
Continuation Sheet**

Roanoke River & Railroad Historic District
Name of Property
Roanoke, VA
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 2



*Passenger Station - Roanoke, Va. - Aug. 3, 1910*

Figure 1: Virginian Railway Passenger Depot, 1910.

Source: History Museum of Western Virginia, archives. Roanoke, VA.

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

**National Register of Historic Places  
Continuation Sheet**

Roanoke River & Railroad Historic District
Name of Property
Roanoke, VA
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 3



Figure 2: Aerial view of the industrial area between the Roanoke River and the railroad lines, 1924.  
Source: Underwood and Underwood Aerial Photography, 1924. Virginia Room, Roanoke City Public Library.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Roanoke River & Railroad Historic District
Name of Property
Roanoke, VA
County and State
Name of multiple listing (if applicable)

Section number    Additional Documentation    Page 4

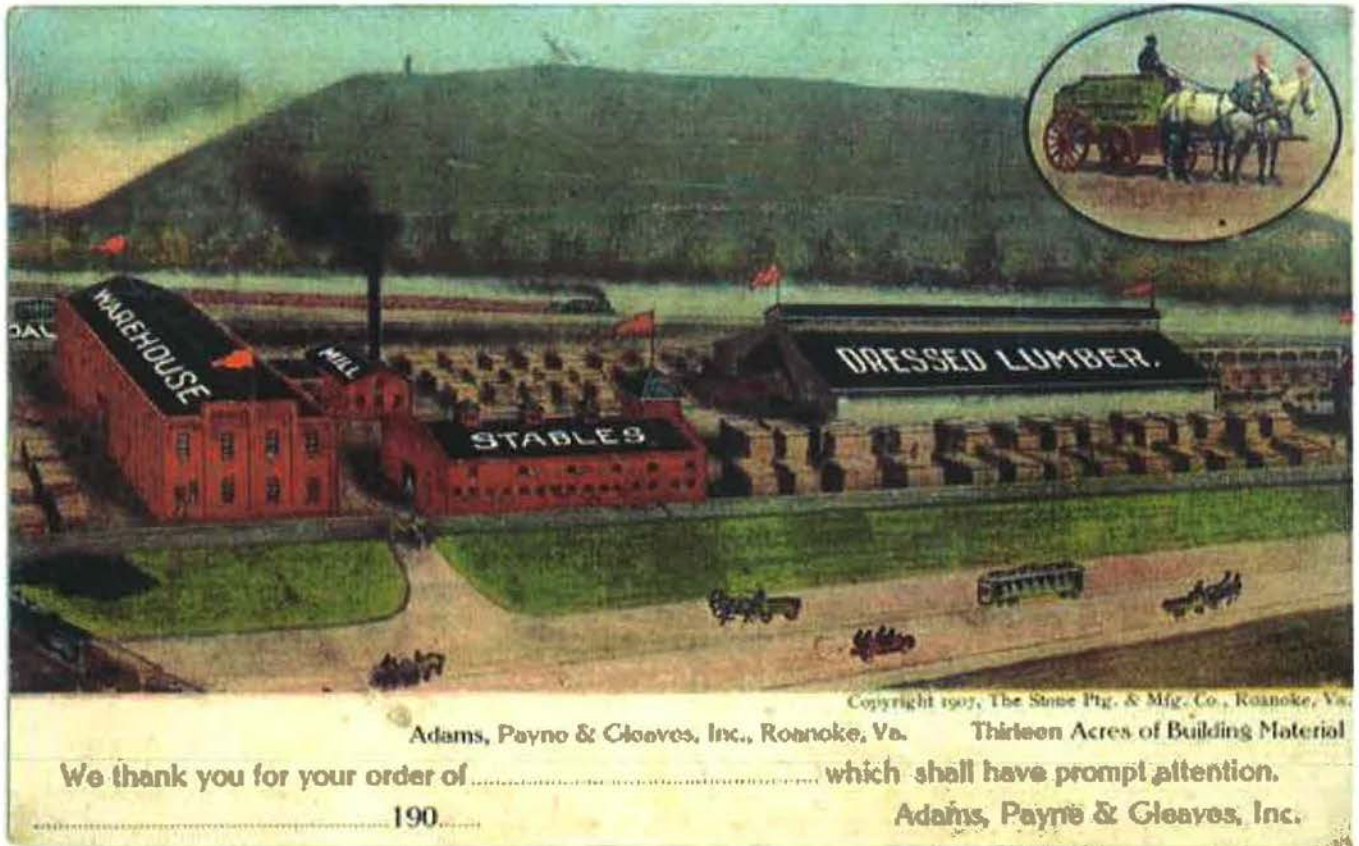


Figure 3: Postcard from Adams, Payne & Gleaves Lumber Co, 1907.  
Source: City of Roanoke, Department of Planning & Neighborhood Services. Roanoke, VA.

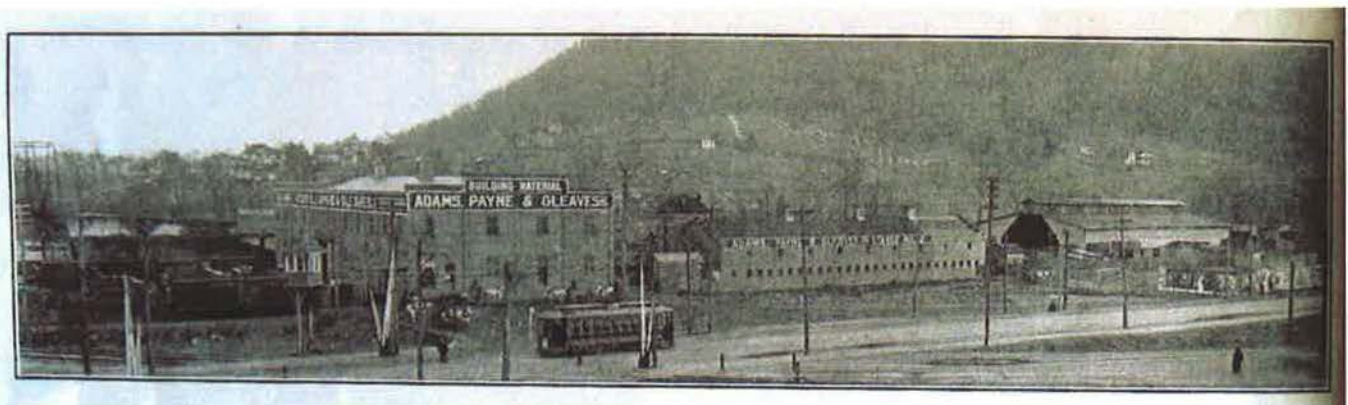


Figure 4: "Bird's-Eye View of Plant." Adams, Payne & Gleaves Lumber Co, looking southeast, 1912.  
Source: Jack, George S. and E.B. Jacobs. History of Roanoke County. Roanoke, Virginia: Stone Printing and Manufacturing Co., 1912.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Roanoke River & Railroad Historic District

Name of Property

Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number    Additional Documentation    Page 5



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.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Roanoke River & Railroad Historic District

Name of Property

Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page 6

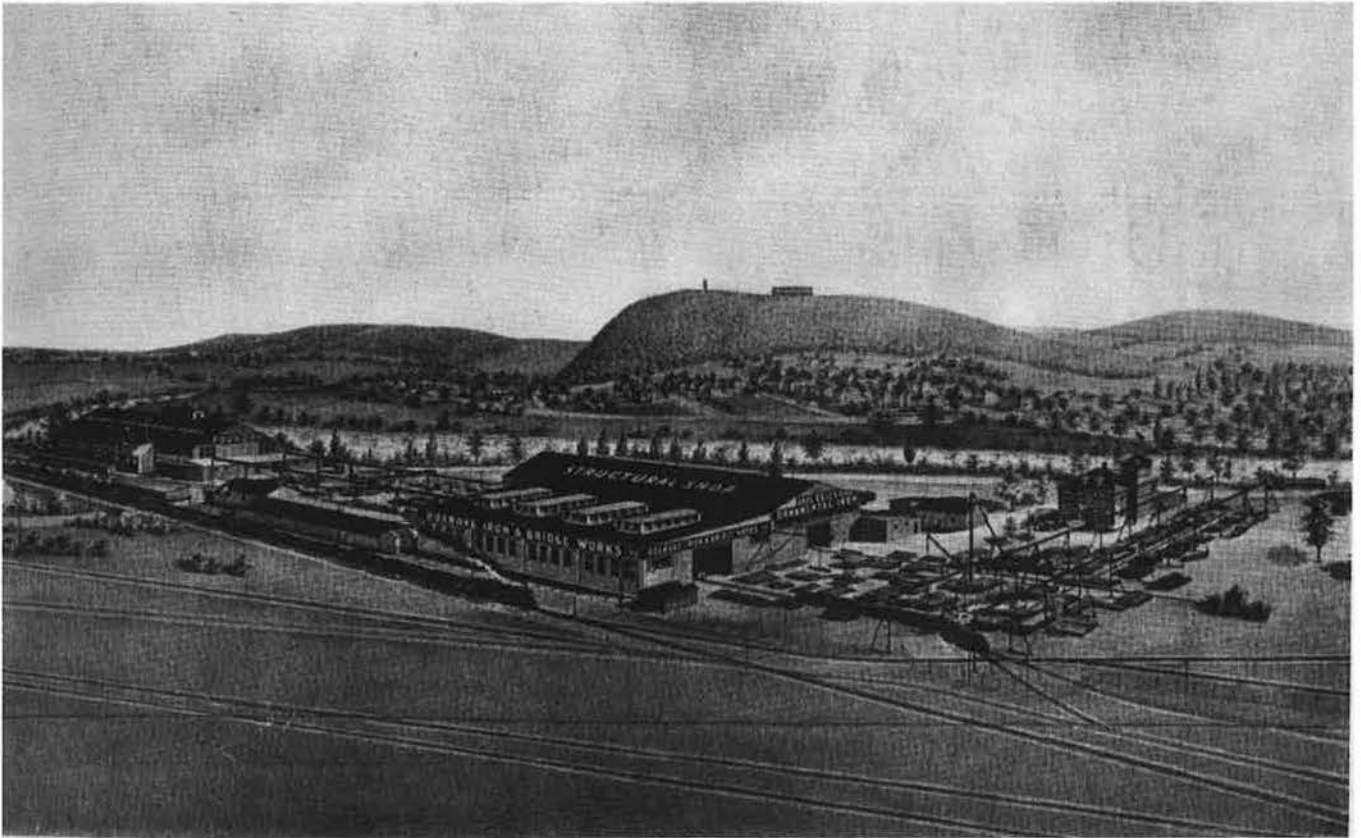


Figure 6: Roanoke Iron & Bridge Works, 1922.

*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.



Figure 7: Dominion Metal Products Corporation, 1912.

*Source:* Jack, George S. and E.B. Jacobs. History of Roanoke County. Roanoke, VA: Stone Printing and Manufacturing Co., 1912.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Roanoke River & Railroad Historic District

Name of Property

Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number    Additional Documentation    Page 7

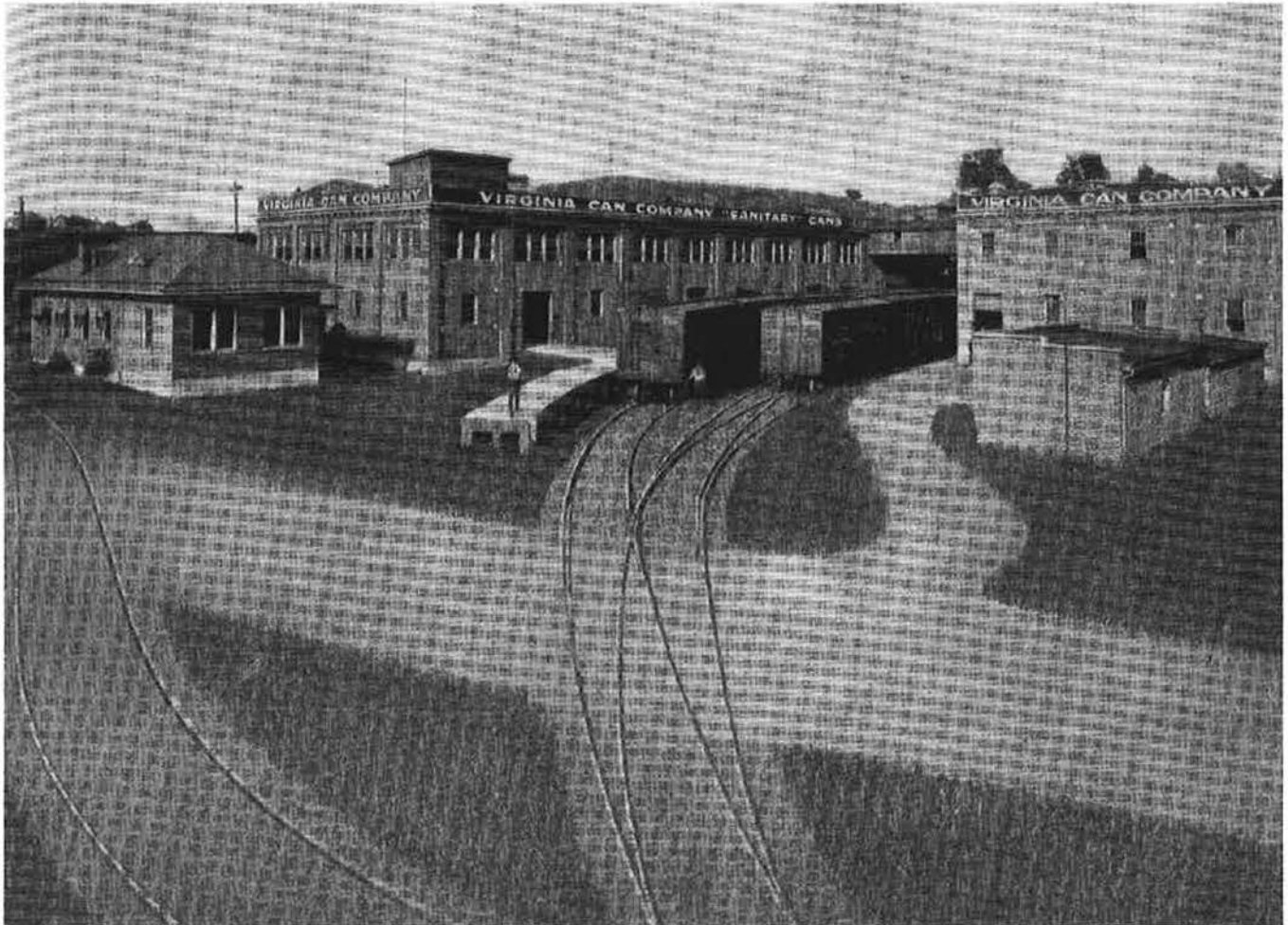


Figure 8: Virginia Can Company, 1922.

*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.

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

**National Register of Historic Places  
Continuation Sheet**

Roanoke River & Railroad Historic District

Name of Property

Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number    Additional Documentation    Page 8

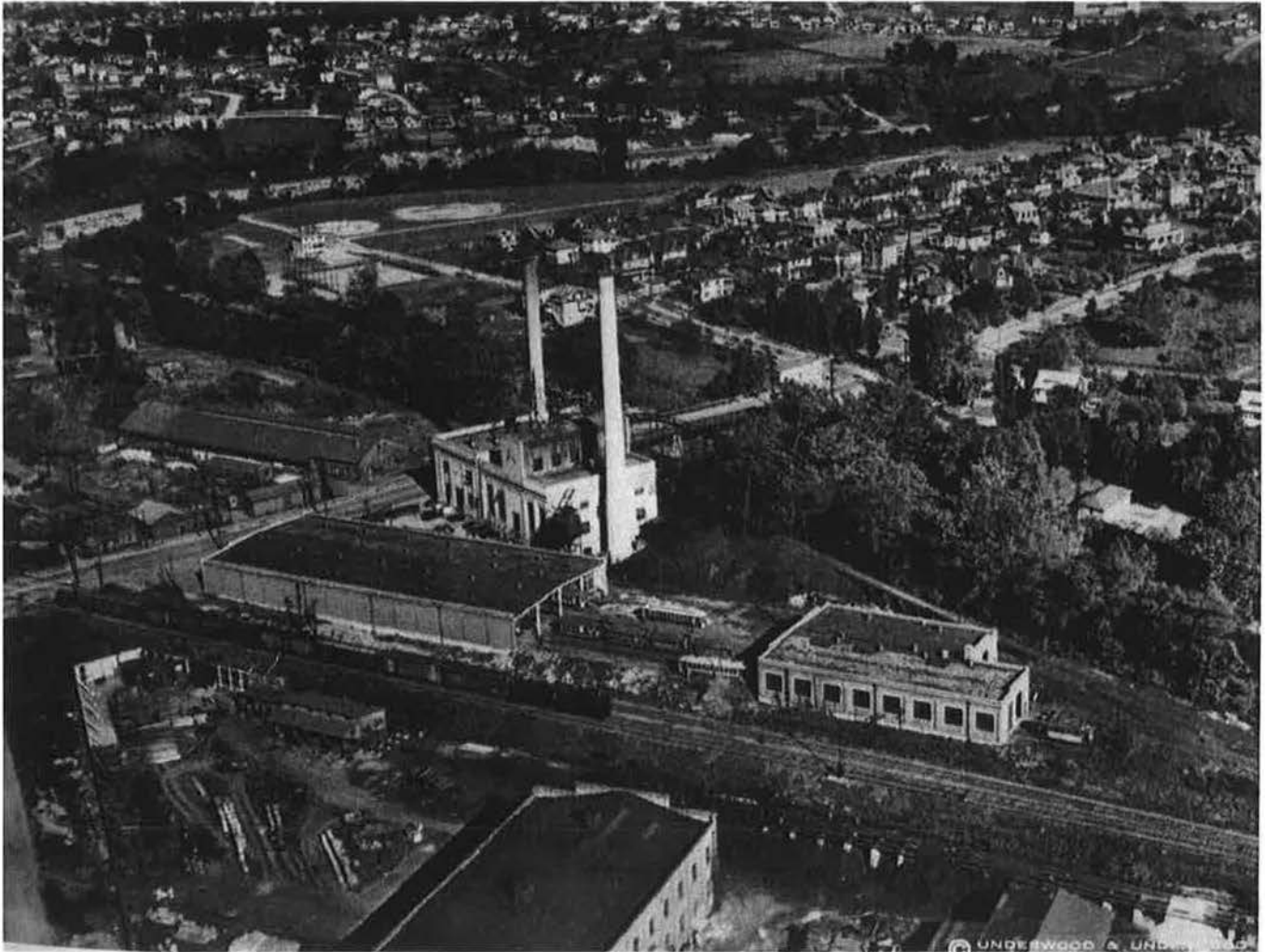


Figure 9: Aerial view of the Roanoke Railway & Electric Company complex, 1924.

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

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

**National Register of Historic Places  
Continuation Sheet**

Roanoke River & Railroad Historic District

Name of Property

Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page 9

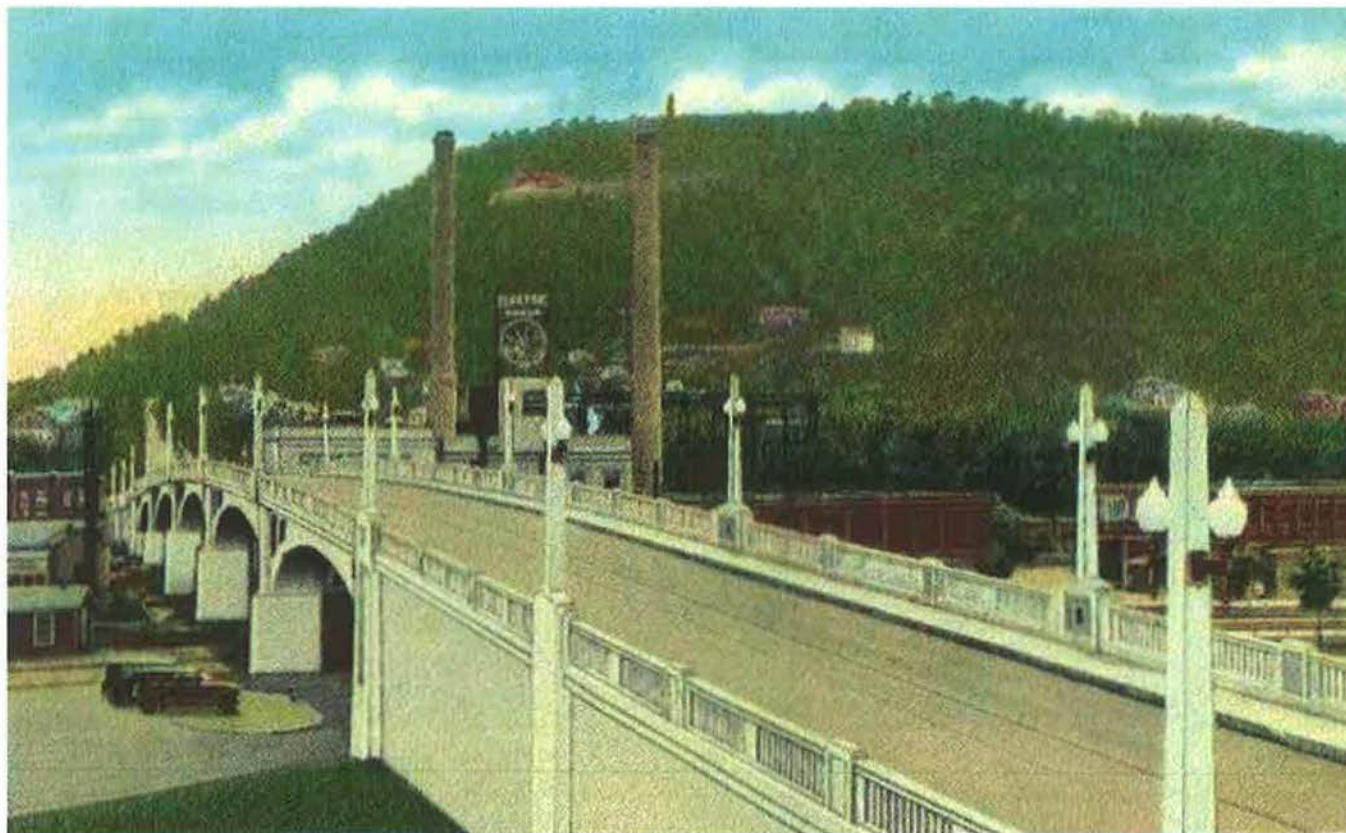
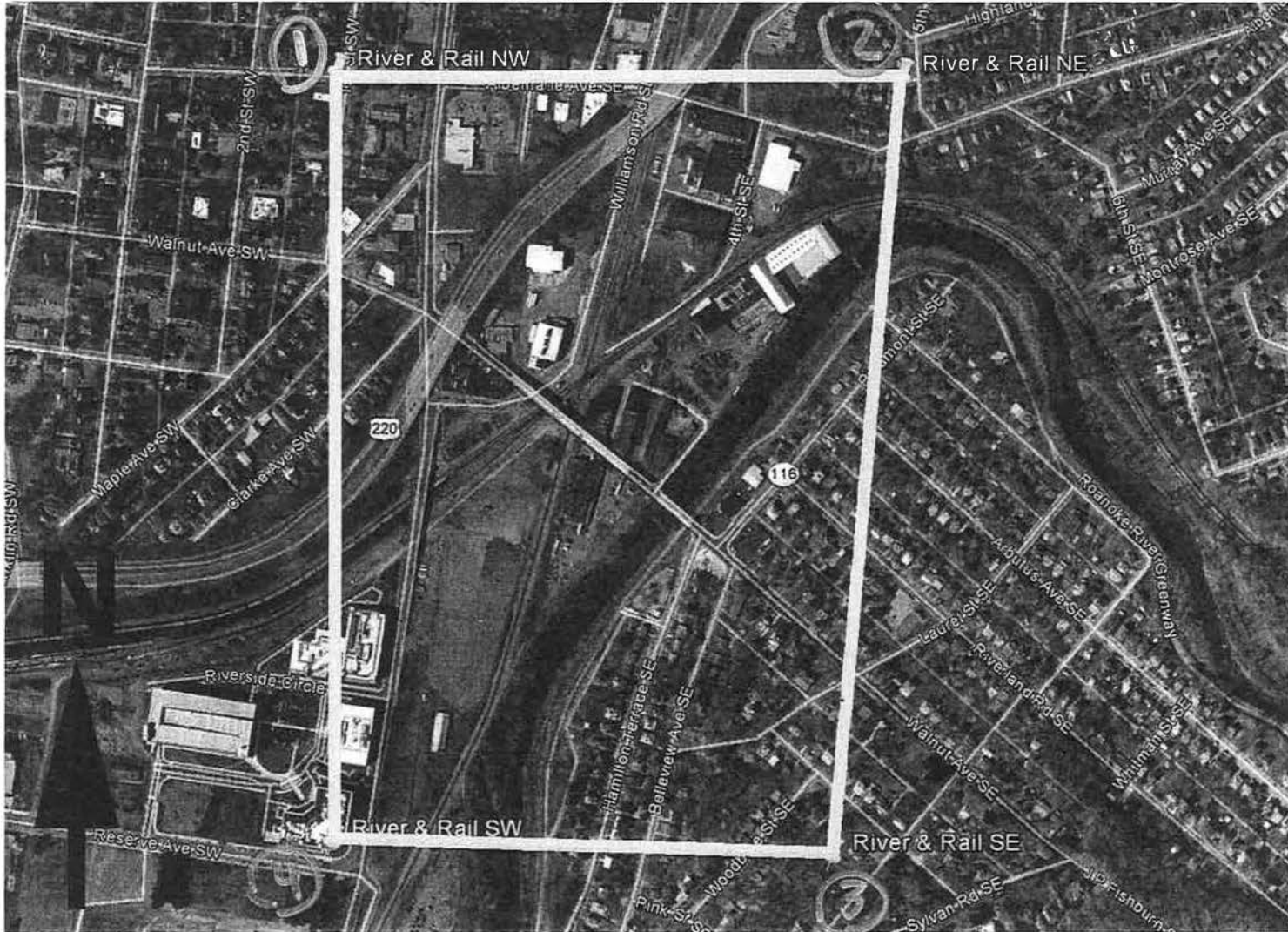


Figure 10: Postcard with a view of the Walnut Avenue Bridge, undated.  
Source: History Museum of Western Virginia, archives. Roanoke, VA.

# Roanoke River & Railroad HD - Roanoke, VA

DHR #128-6393

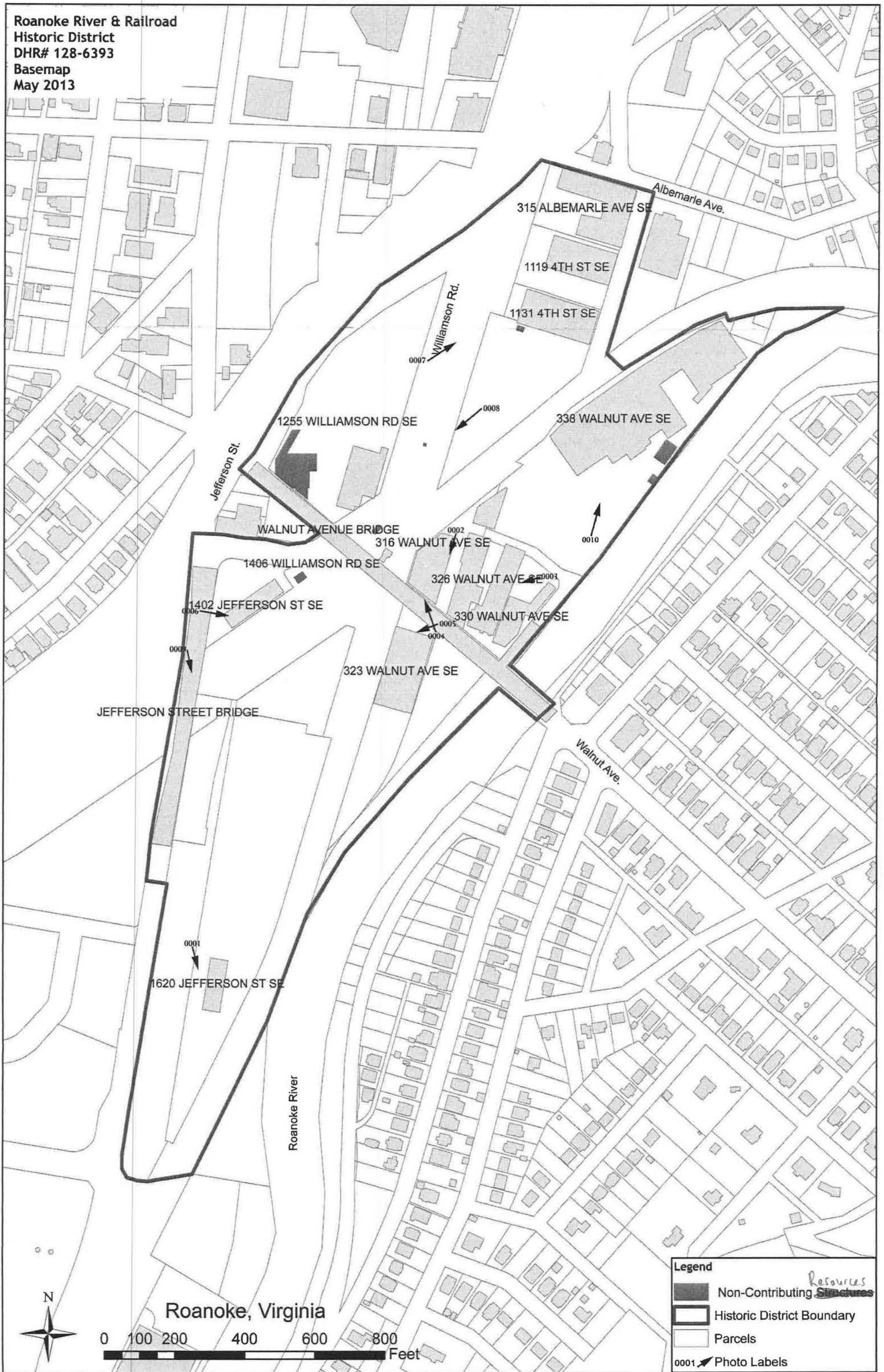


① NW Corner - Lat. 37.263256  
Long. -79.942722

② NE Corner - Lat. 37.263256  
Long. -79.935499

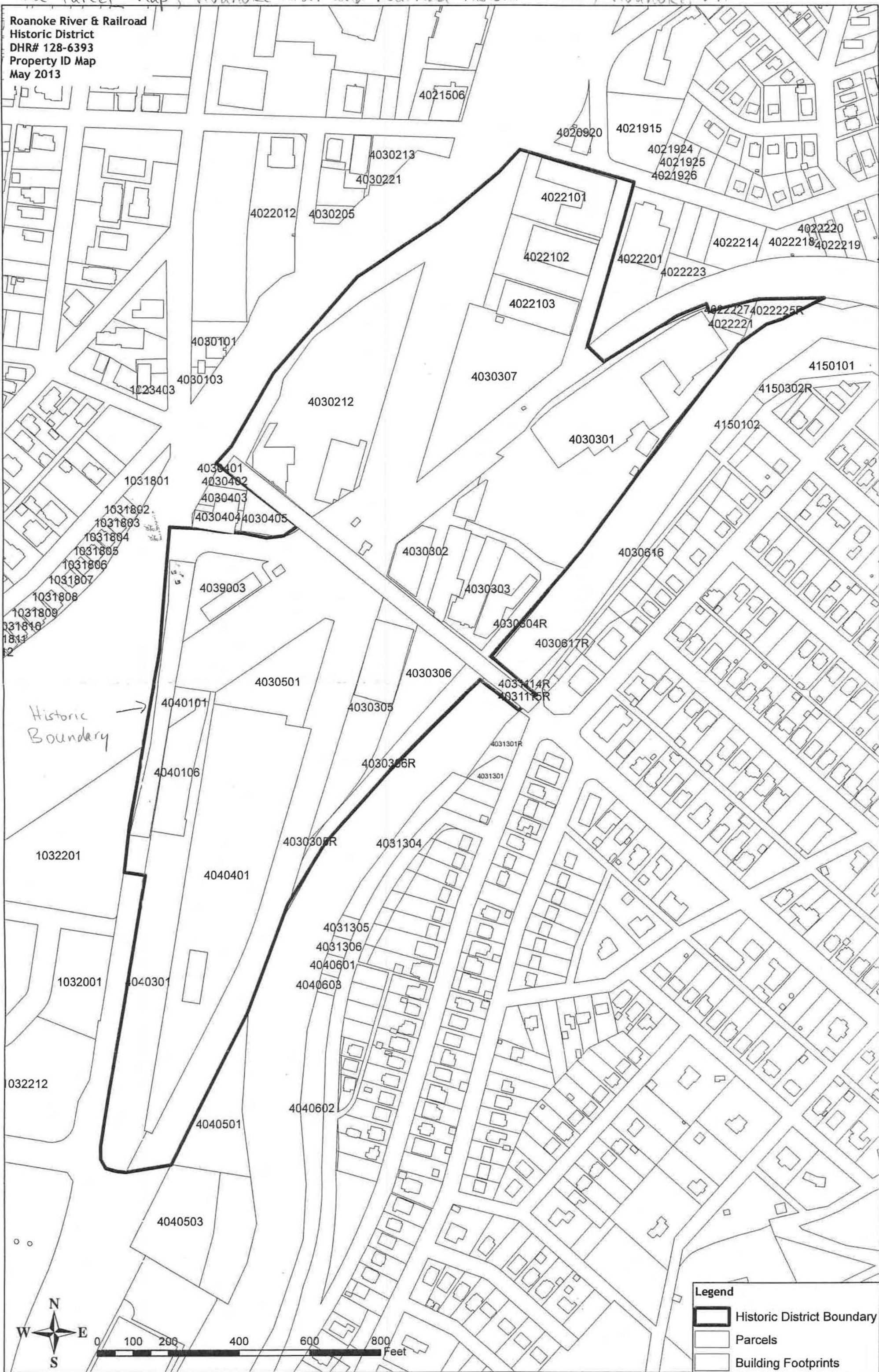
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④ SW Corner - Lat. 37.255407  
Long. -79.942722






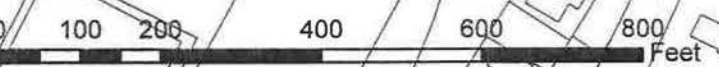
Tax Parcel Map, Roanoke River and Railroad Historic District, Roanoke, VA

Roanoke River & Railroad  
Historic District  
DHR# 128-6393  
Property ID Map  
May 2013

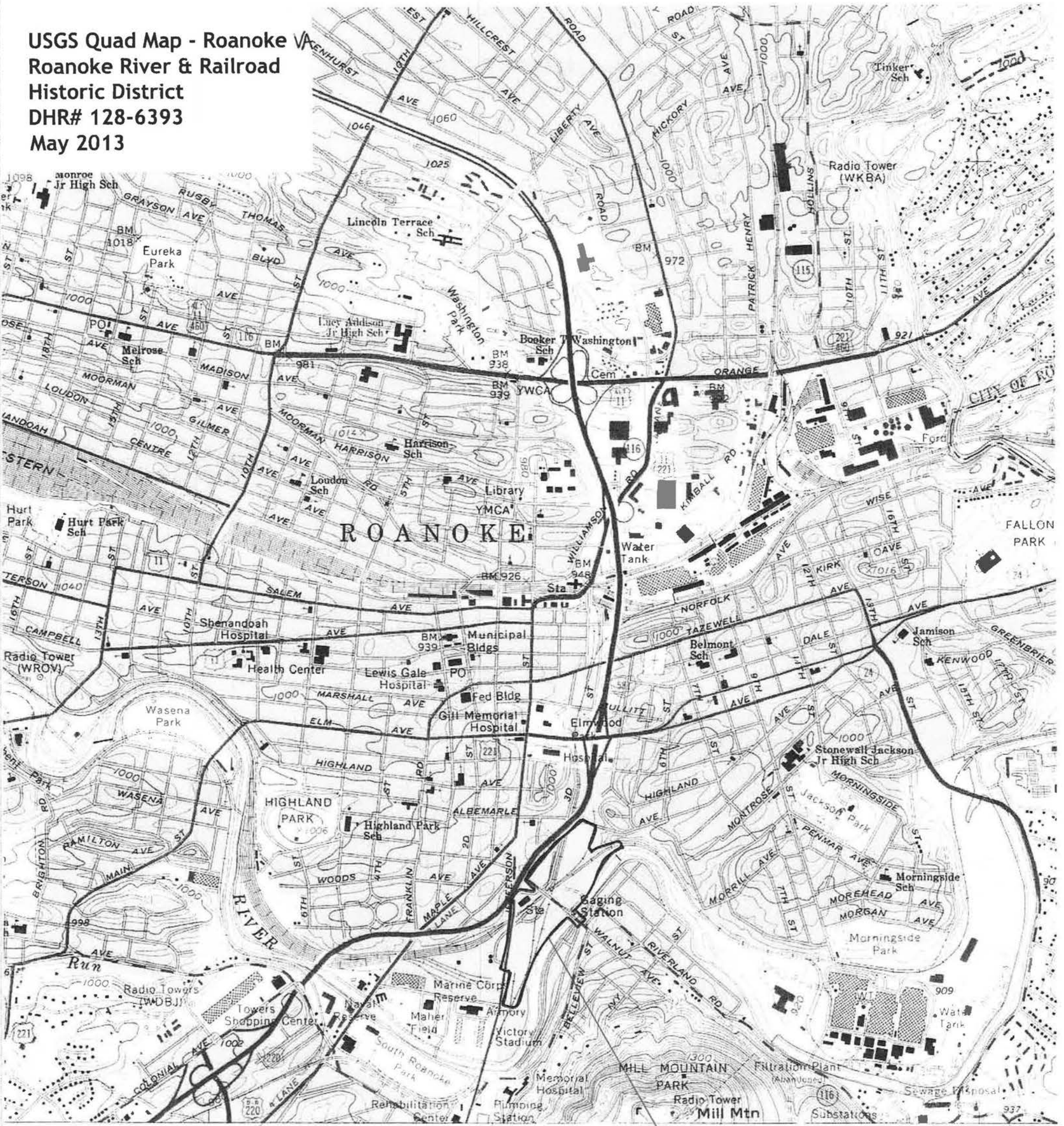


**Legend**

-  Historic District Boundary
-  Parcels
-  Building Footprints



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



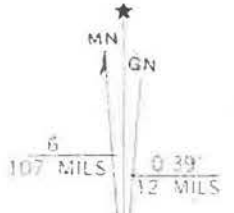
592 57'30" CLEARBROOK 4.5 MI  
 ROCKY MOUNT 21 MI  
 (GARDEN CITY) 5058 III NW  
 595 596 55' BURNI

SCALE 1:24,000

*Historic Boundary*



CONTOUR INTERVAL 20 FEET  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



GRID AND 1984 MAGNETIC NORTH  
 CLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

















ROANoke FRUIT & PRODUCE CO.

CONSTRUCTION MATERIALS. MAIN







NS  
NS  
41 807

TOP  
GON



11115

NO TRESPASSING  
VIOLATORS  
WILL BE  
PROSECUTED

# National Register of Historic Places

## Note to the record

Additional Documentation: 2014

Roanoke River & Railroad Historic District  
 Name of Property

Roanoke, VA  
 County and State

## 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*

<i>Individual Resource Status: Factory</i>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
--	---------------------	---------------	----------

### 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*

<i>Individual Resource Status: Ice House</i>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
--	---------------------	---------------	----------

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

<i>Individual Resource Status: Warehouse</i>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
<i>Individual Resource Status: Shed</i>	<b>Non-Contributing</b>	<i>Total:</i>	<b>1</b>

### 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*

<i>Individual Resource Status: Bridge</i>	<b>Contributing Structure</b>	<i>Total:</i>	<b>1</b>
---	-------------------------------	---------------	----------

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

<i>Individual Resource Status: Depot</i>	<b>Contributing</b>	<i>Total:</i>	<b>2</b>
--	---------------------	---------------	----------

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

<i>Individual Resource Status: Warehouse</i>	<b>Contributing</b>	<i>Total:</i>	<b>1</b>
--	---------------------	---------------	----------

### 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*

<i>Individual Resource Status: Bridge</i>	<b>Contributing Structure</b>	<i>Total:</i>	<b>1</b>
---	-------------------------------	---------------	----------

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

Roanoke River & Railroad Historic District  
 Name of Property

Roanoke, VA  
 County and State

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

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

**326 Walnut Avenue, SE and 316 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

*Individual Resource Status:* Garage **Contributing** *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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Roanoke River and Railroad Historic District

MULTIPLE NAME:

STATE & COUNTY: VIRGINIA, Roanoke

DATE RECEIVED: ~~11/08/13~~ 5.28.14  
DATE OF 16TH DAY: 5.28.14  
DATE OF WEEKLY LIST:  
DATE OF PENDING LIST: 12/25/13  
DATE OF 45TH DAY: 7.14.14

REFERENCE NUMBER: 13000994

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

**Additional Documentation Approved**

RECOM./CRITERIA Accept  
REVIEWER Edson Beall DISCIPLINE History  
TELEPHONE \_\_\_\_\_ DATE 7.14.14

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Roanoke River and Railroad Historic District

MULTIPLE NAME:

STATE & COUNTY: VIRGINIA, Roanoke

DATE RECEIVED: 11/08/13      DATE OF PENDING LIST: 12/09/13  
DATE OF 16TH DAY: 12/24/13      DATE OF 45TH DAY: 12/25/13  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000994

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    12-24-13 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.





# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Douglas W. Domenech  
Secretary of Natural Resources

Kathleen S. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
TDD: (804) 367-2386  
www.dhr.virginia.gov

November 6, 2013

Mr. Paul Loether  
Chief, National Register of Historic Places and National Historic Landmarks Programs  
National Park Service 2280  
National Register of Historic Places  
1201 "I" (Eye) Street, N.W.  
Washington D.C. 20005

**RE: Barton Lodge, Bath County; John Wesley Methodist Episcopal Church and Cemetery, Bath County; Switchback School, Bath County; Three Hills, Bath County; Elmwood Farm and Browning Store (2013 Boundary Increase), Culpeper County; C. P. Jones House and Law Office, Highland County; Huntland, Loudoun County; The White House, Page County; Major James Woods House, Nelson County; Robinson House, City of Richmond; Roanoke River and Railroad Historic District, City of Roanoke, Virginia**

Dear Mr. Loether:

The enclosed nominations, referenced above, are being submitted for inclusion in the National Register of Historic Places. The nominations have been considered, and approved, by the State Review Board and the SHPO has recommended them for listing. Any letters of comment or objection have been copied at the end of the nomination material, along with any FPO notification letters.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

Lena Sweeten McDonald  
National/State Register Historian

Enclosures

Administrative Services  
10 Courthouse Ave.  
Petersburg, VA 23803  
Tel: (804) 862-6416  
Fax: (804) 862-6196

Capital Region Office  
2801 Kensington Avenue  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2391

Tidewater Region Office  
14415 Old Courthouse Way  
2<sup>nd</sup> Floor  
Newport News, VA 23608  
Tel: (757) 886-2807  
Fax: (757) 886-2808

Western Region Office  
962 Kime Lane  
Salem, VA 24153  
Tel: (540) 387-5396  
Fax: (540) 387-5446

Northern Region Office  
5357 Main Street  
P.O. Box 519  
Stephens City, VA 22655  
Tel: (540) 868-7030  
Fax: (540) 868-7033



# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward  
Secretary of Natural Resources

Julie V. Langan  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
www.dhr.virginia.gov

May 27, 2014

Mr. Paul Loether  
Chief, National Register of Historic Places and National Historic Landmarks Programs  
National Park Service 2280  
National Register of Historic Places  
1201 "I" (Eye) Street, N.W.  
Washington D.C. 20005

13000994

**RE: Correction to Roanoke River and Railroad Historic District, City of Roanoke, Virginia**

Dear Mr. Loether:

The enclosed nomination correction, referenced above, is being submitted for inclusion in the National Register of Historic Places. The garage at 316 Walnut Avenue (secondary resource) was originally grouped in a survey record with the Roanoke Railway and Electric Company trolley barn at 323 Walnut Avenue (VDHR 128-5458). These properties were grouped together when they were first surveyed in 1999. During research for a tax credit application, additional information was found that shows a functional relationship existed between 316 Walnut Avenue and 326 Walnut Avenue (VDHR 128-5459), rather than between 323 and 316 Walnut. The buildings at 326 and 316 Walnut were built by Appalachian Power (AEP) as part of their complex.

The enclosed two pages provided *corrected* inventory entries for 323 Walnut Avenue and 316 and 326 Walnut Avenue in Section 7 of the historic district nomination. All are contributing to the historic district, so the district sketch map has not been revised. Please note that the district's historic boundaries *have not been changed*.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

Lena Sweeten McDonald  
National/State Register Historian

← 316 Walnut Ave  
"Garage" resource -  
associated with 326 ↓  
← 316 Walnut Ave, not  
323 Walnut Ave.

Enclosures

Administrative Services  
10 Courthouse Ave.  
Petersburg, VA 23803  
Tel: (804) 862-6408  
Fax: (804) 862-6196

Capital Region Office  
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