

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

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 02001530 Date Listed: 12/16/02

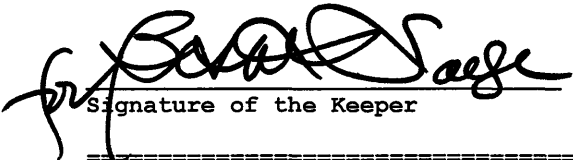
Wheeling Warehouse Historic  
District  
Property Name

Ohio  
County

WV  
State

N/A  
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

12/16/02  
Date of Action

Amended Items in Nomination:

**3. Classification: Category**

The appropriate category is historic district.

**6. Historic Function(s)**

The clarified applicable historic functions are: Commerce/Trade/warehouse and Industry/Processing/Extraction/industrial storage and manufacturing facility (in addition to those indicated for Transportation).

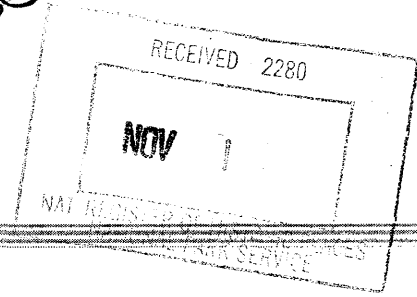
This information was confirmed with WVSHPO staff by telephone.

**DISTRIBUTION:**

- National Register property file
- Nominating Authority (without attachment)

United States Department of the Interior  
National Park Service

1530



1. Name of Property

historic name : Wheeling Warehouse Historic District

other names/site number : N/A

2. Location

street & number :

Includes portions of Main Street, Water Street, 21<sup>st</sup> Street, 22<sup>nd</sup> Street,

South Street, 18<sup>th</sup> Street, Eoff Street and Chapline Street

N/A not for publication

city or town : Wheeling

N/A vicinity

state: West Virginia code: WV county: Ohio code: 069 zip code: 26003

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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  nationally  statewide  locally. (See continuation sheet for additional comments.)

Susan M Pierce  
Signature of certifying official

10/29/02  
Date

State or Federal agency and bureau

Date

In my opinion, the property  meets  does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of Certifying Official/Title

Date

State or Federal agency and bureau

Date

**USDI/NPS NRHP Registration Form**

**Wheeling Warehouse Historic District**

**Ohio County, West Virginia**

**4. National Park Service Certification**

I, hereby, certify that this property is:

entered in the National Register

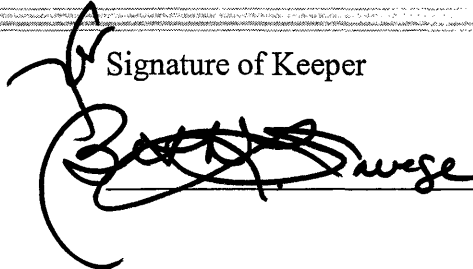
See continuation sheet

determined eligible for the National Register.  See continuation sheet

determined not eligible for the National Register

removed from the National Register

other, explain:)

	Signature of Keeper	Date of Action
		12/16/02
	_____	_____
	_____	_____
	_____	_____



**USDI/NPS NRHP Registration Form**

**Wheeling Warehouse Historic District**

**Ohio County, West Virginia**

**5. Classification**

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>20</u>	<u>11</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	—	— sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure(s)	<u>11</u>	— structures
	<input type="checkbox"/> object	—	— objects
		<u>31</u>	<u>11</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register: 0

**6. Functions of Use**

Historic Functions :

**COMMERCE/TRADE: Factory, Warehouse**

**TRANSPORTATION: Railroad Related, Road Related**

Current Functions:

**COMMERCE/TRADE: Office Building, Financial Institution, Warehouse**

USDI/NPS NRHP Registration Form

Wheeling Warehouse Historic District

Ohio County, West Virginia

**7. Description**

Architectural Classification:

LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Commercial Style

MODERN MOVEMENT: Art Moderne

Materials:

Foundation: Sandstone/Concrete Block/Concrete/Brick

Walls: Brick/Concrete Block/Corrugated Metal/Plywood/Terra Cotta Tile

Roof: Asphalt Shingle/Roll Roofing

Other: N/A

**8. Statement of Significance**

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

N/A **A** owned by a religious institution or used for religious purposes.

N/A **B** removed from its original location.

N/A **C** a birthplace or a grave.

N/A **D** a cemetery.

N/A **E** a reconstructed building, object, or structure.

N/A **F** a commemorative property.

N/A **G** less than 50 years of age or achieved significance within the past 50 years.

USDI/NPS NRHP Registration Form

Wheeling Warehouse Historic District

Ohio County, West Virginia

Areas of Significance:

Transportation/Industry/Commerce/Architecture

Period of Significance:

ca. 1852 - 1952

Significant Dates:

1852

Cultural Affiliation:

N/A

Significant Person:

N/A

Architect/Builder:

Long, M.A., Architect for B&O

Carothers, D.D., Chief Engineer for B&O

Bouton, W.S., Engineer of Bridges for B&O

Youngstown Construction Co., Builders

**9. Major Bibliographical References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # D-0026

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other:

Specify repository: Wheeling National Heritage

Area Corporation

PO Box 350

Wheeling, WV 26003

recorded by Historic American Engineering Record #

USDI/NPS NRHP Registration Form

Wheeling Warehouse Historic District

Ohio County, West Virginia

**10. Geographical Data:**

Acreege of property : Approximately 49.3 acres

Quadrangle: Wheeling, West Virginia

**UTM References:**

	<u>ZONE</u>	<u>EASTING</u>	<u>NORTHING</u>
A.	17	524327	4434642
B.	17	524350	4434543
C.	17	523843	4434453
D.	17	523568	4434567
E.	17	523307	4433918
F.	17	523165	4433967
G.	17	523468	4434697
H.	17	523713	4434583

**Verbal Boundary Description**  
(See continuation sheet)

**Boundary Justification**  
(See continuation sheet)

**11. Form Prepared By:**

name/title: Michael Gioulis, Historic Preservation Consultant

organization: Same as above date: October 1, 2002

street & number: 612 Main Street telephone: (304) 765-5716

city or town: Sutton state: WV zip code: 26601

**Property Owner:**

name: Multiple Property Owners/ List Attached

street & number: telephone:

city or town: state: zip code:

The main segment of the Wheeling Warehouse Historic District is composed of warehouse and commercial style buildings and structures between Main Street and the Ohio River south of Wheeling Creek. There are four buildings included northeast of Wheeling Creek on South Street, 18<sup>th</sup> Street and Eoff Street because of their close association, both in proximity and industry. South of Wheeling Creek, the district is located on Water Street, the alley behind Water Street, and the west side of Main Street, from the creek to 24<sup>th</sup> Street. All of the above are located in the city of Wheeling, the Ohio County seat. Wheeling is located in the northern panhandle of West Virginia in Ohio County, a small county of only 109 square miles. It is bordered by Pennsylvania on the east and Ohio on the west. Brooke County, West Virginia borders Ohio County to the north and Marshall County, West Virginia to the south.

The nominated area contains approximately 49.3 acres. There are forty two (42) resources in the district. Thirty one (31) are considered contributing buildings and structures and eight (11) are considered non-contributing buildings and structures.

The Baltimore and Ohio Railroad tracks, now demolished, were located between the Ohio River and Water Street. They began their elevated ascent at 23<sup>rd</sup> Street and crossed over Wheeling Creek on tracks supported by sites #33 and #34, the two stone abutments and stone piers. All of the stone abutments, piers and steel girders supporting the tracks have been included in this nomination, as they are still extant.

The district is represented by 19<sup>th</sup> and 20<sup>th</sup> century warehouse and commercial buildings and 20<sup>th</sup> century structures. The warehouse buildings are primarily two and three-story, masonry buildings. The commercial buildings, for the most part, are one and two story storefronts. The two story commercial buildings have office space and residential space on the second floor. The warehouse buildings are mostly three stories or more with large garage door entrances on the street level. Several of the warehouse buildings have large openings for the railroad spurs that allowed the trains to back into the building facilitating shipments and deliveries. Most of the buildings abut each other filling the entire lot, however, there are now several empty lots where buildings have been razed. All of the buildings date from the late 1800's to early 1900's with the exception of the modern, non-contributing buildings. The structures included in the survey are all related to the development of transportation and the railroad in Wheeling and date to the late 1800's and early 1900's. Most of the buildings date to the time period of industrial development in Wheeling due to the arrival of the railroad.

The architectural styles represented in the district include the Commercial style, the Warehouse style, the Neo-Classical Warehouse style, the Industrial style, Italianate and Art Moderne. These relate to the period of construction of the buildings. The predominate styles are the Commercial and Warehouse styles. There are no residential buildings within the district.

The Commercial style of architecture is defined as an American style applied primarily to multistory office buildings and mercantile buildings constructed from about 1875 to 1930. These buildings are usually characterized by a tripartite scheme consisting of a base, one to four stories high, sometimes containing a storefront; a shaft many stories high that tends to emphasize the steel-frame construction; and a cap, usually one to four stories high, which tops the structure. Buildings of this style usually have a flat roof; an overhanging cornice; unadorned fenestration, most often with large rectangular windows or bay windows with decorative spandrels. The Commercial style in the Wheeling Warehouse district is illustrated by the following contributing sites: #0009, the garage behind Cardellos; #0010, the Pump Store, ca. 1940; #0011, the Pump Store, built in 1933; #0012, American Sanitary Supply Co. , ca. 1935; #0013, National Auto Painting, ca. 1935; #0015, Blue Ribbon Paint Company, ca. 1900; and #0023, Ohio Valley Window Company, ca. 1920.



The Pump Store, sites #0010 and #0011, best illustrate the commercial style. The one-story base contains the storefronts and the second story has large rectangular windows, unadorned fenestration, and a flat roof. The Pump Store built in 1933, site #0010, has a stepped parapet on the front elevation.

The Warehouse style building was designed for the storage of materials and merchandise and is usually three or four stories tall, some being much taller. This type of building is usually characterized by large garage doors on the first floor used for loading and unloading merchandise. The upper stories usually have numerous windows to allow light into the storage areas. Several of the Warehouse style buildings in the Wheeling district area have large openings on the first floor with railroad spurs to allow the trains to actually back into the building to facilitate loading and unloading. The Warehouse style is represented by contributing sites #0003, Wheeling Stamping Plant, ca. 1932; site #0016, Blue Ribbon Factory Outlet, ca. 1940; site #0017, Genuine Parts Company of West Virginia, ca. 1905; site #0021, Allied Plate Glass, ca. 1920; site #0024, Zarnits Bros. Grocery Co. I.G.A. Supply Depot, ca. 1900; site #0025, Warwick China, ca. 1887; site #0035, Boury Warehouse, ca. 1894; site #0038, Wheeling Wholesale Grocery Co., ca. 1930; and site #0039, Ott-Heiskell Company, ca. 1871. The Boury Warehouse, site #0035, is an example of a very large Warehouse style building. This six story building has large arched window openings on the upper floors and a large opening on the first floor that served as a railroad siding for the original Baer's Sons Grocery Company. The railroad spur into the building is still extant. The Wheeling Wholesale Grocery Company, site #0038, is another representative example of this style. This four story building has windows in all the upper stories and entrance doors and loading docks on the first floor. There is a large opening on the first floor side elevation that is supported by a steel plate beam. This was a loading entrance with a spur line for a railroad car to access the interior of this level.

The Edward Wagner Wholesale Grocers building, site #0001, built in 1915, is an example of the Neoclassical Warehouse style and is the only building with this classification in the district. This unique building is the tallest of the warehouses in this area and has no structural wooden framing. It was designed by a Wheeling architect, F.F. Faris and provided storage for the Edward Wagner Wholesale Grocery Company. The building is framed with round poured-in-place concrete columns and thick elevated slabs and has non-bearing exterior masonry walls. Between the first and second floors is a narrow band of terra cotta. This decorative molding material also occurs at the parapet of the building and as flat capitals atop the brick pilasters. The round concrete columns decrease in size at each floor elevation as they progress to the top of the building. The capitals atop the columns are splayed to add support for the floors. The brick and terra cotta building was fireproof and had a railway siding leading into the building.

The Warwick China office building, site #0007, is the only Italianate style building in the district. This three story brick building has a corbelled brick parapet with large dentils made of corbelled brick as well. The central entrance door has a round arch above made of three rowlock courses of brick with rough faced stone block in the spring of the arch. The second floor windows were originally 1/1 with flat stone lintels and sills. On the third floor, the window openings have a stone sill with an arched rowlock arch above matching the entrance on the first floor.

The former Greyhound Bus Terminal, site #0037, illustrates the Art Moderne style. Now known as ECS Electrical Contractors Supply Co., this former bus terminal has stepped massing with two stories in the center and one-story flanking side wings. The windows are glass block with a central glass panel and the corner windows on the second floor have rounded glass block in the corners. There is a stone belt course at the sill location of all of the windows. The façade is blonde brick with recessed brick bands on the first

**USDI/NPS NRHP Registration Form**

**Wheeling Warehouse Historic District**

**Ohio County, West Virginia**

**Section 7**

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floor which create a horizontal pattern. The signage configuration has been retained and where the vertical letters "BUS" were located, it now reads "ECS".

One of the structures included in the district is site #0002, the cut stone retaining wall supporting the bed for the elevated railroad track leading to the depot in Wheeling. The wall was built between 1904 – 1908 and began at 23<sup>rd</sup> and Water Streets. At a gradual ascent, it curved to cross Wheeling Creek at 20<sup>th</sup> Street to the Terminal, its highest point. Here the tracks were at the exact height of the second floor of the depot. After leaving the depot, the tracks met with entrances to various spurs and then began a gradual descent, reaching the original grade somewhere in the vicinity of Eoff Street. The reason for this elevation was to eliminate the heavy grade that began at the end of the B & O trestle and continued up the 16<sup>th</sup> Street hill to the sharp Chapline Street turn. The combination of the heavy grade and the sharp turn caused one locomotive to overturn and caused many delays to passenger train schedules. Heavy freight trains were frequently stalled on this grade and at all times an extra locomotive was necessary to push heavy freights up the hill. Even under these conditions, freight trains sometimes had to back down and make another start. All of these problems were eliminated by the elevated tracks raising the tracks approximately 20 feet above ground level. What remains of the wall still begins at 23<sup>rd</sup> Street but ends now at site #0001, the Wagoner Building. The cut stone walls, site #0040, that supported the tracks as they descended from the terminal, are still extant. Other structures related to the elevated track are sites #0028, #0029, #0030, #0031, #0033, and #0034. Structures #0028 – 0031 are the trestles that supported the tracks over Wheeling Creek and structures #0033 and #0034 are the stone abutments and retaining walls that supported the trestles over the creek.

Site #0026, standing 94 feet above the warehouse district, is the water tower and tank that provided water for the Warwick China factory and warehouse. The factory once filled the area between Water and Main Streets from north 22<sup>nd</sup> Street to Alley 8. Warwick manufactured china, porcelain, semi-porcelain, Parian ware, ironstone and tile.

Another structure identified in the district is site #0032, the Main Street Bridge. This was the longest single-span stone bridge in the country when it was finished in 1891. This circular stone arch bridge has a span of 159 feet and a rise of 28.4 feet. It was designed by F.L. Hoge, city engineer, and W.C. Smith, consulting engineer. The bridge was built by Paige, Carey and Co. of New York.

The following is a complete list of resources in the district. The numbers refer to the accompanying map. Including outbuildings, there are 42 resources in the district; 31 are considered contributing resources; and 11 are considered non-contributing resources due to modifications or age.

**LIST OF SITES**

**0001. 2001-05 MAIN STREET, commercial      EDWARD WAGNER WHOLESALE GROCERS**  
**date: 1915**

**description:** Main Street Bank. Neoclassical Warehouse style, seven story commercial building. Flat membrane roof. Crenellated parapet with corbelled brick cornice and a stone cap. Stone belt course below the parapet wall supported by large corbelled stone brackets. Blonde brick façade. Metal six pane industrial windows with a central hopper opening. Because this building was built to conform to the curve

of the railroad tracks, it appears to have five sides but is not really a pentagon. It is more like a rectangle with the ends removed. The bays on the two major elevations are seven structural bays on the south elevation with thirteen window bays. The first floor on this elevation has one large entrance bay that has two doors with transoms above. Next to this entrance are three freight doors, one that has a rolling wooden door. The freight doors have bottom, vertical beaded board panels and fixed four panels above with eight pane transoms at the top. The remainder of the first floor has very large 1/1 windows. There is a modern canopy on this south face. The front elevation, facing Main Street, has four structural bays or eight window bays. On the first floor of this elevation, there is a corbelled brick cornice supporting a stone belt course. The double entrance doors on this elevation have a transom above. Next to the door is a fixed pane window with a transom above. Each of the remaining three bays on this elevation contains a fixed pane window with a transom above. All windows have stone sills and brick soldier course lintels.

Concrete foundation. 4 X 7 bays.

1 contributing building

**001A.**

date: ca. 1995

description: Drive-thru banking facility located in the parking lot of the bank.

1 non-contributing building

**0002. MAIN STREET, structure**

**STONE WALL**

date: ca. 1908

description: This is the cut stone retaining wall supporting the bed for the railroad tracks as part of the elevated train platform at the B & O Station on 17<sup>th</sup> Street and Market. The wall is made from very large rough faced cut stone with a stone cap and is 37 feet wide and attains a height of 14 feet at its highest point. It is the only known sandstone track bed of its type in Wheeling.

1 contributing structure

**0003. 2101 WATER STREET, commercial**

**WHEELING STAMPING PLANT**

date: 1890/1893/1902-1905

description: This is actually a complex of three Warehouse style buildings. The first building to the north is 7 X 5 bays. The second building is 3 bays deep. The third building is 5 bays deep. All of the buildings are four stories tall with a raised first floor. Flat roofs. Two interior brick chimneys. The north face of the northernmost building has a stepped corbelled parapet with terra cotta cap and a brick façade. All of the window openings on this elevation have shallow arches, and all of the bays are separated by projecting brick pilasters. Within these bays on the first floor, are industrial metal windows with arched heads. The second floor windows are ganged units of three 4/4 double hung windows with arched heads. The glazing is also arched within the windows with wooden mullions between them. There is a corbelled and dogtoothed belt course beneath the sills of all of the windows except for the top floor. The first floor, north elevation, has a recessed entrance bay and a flatheaded metal industrial window with transom above next to the entrance. There is a secondary entrance door to the west of the main entrance with a modern steel door. On the side elevation of this building the windows are metal industrial windows with a central hopper and smaller 4/4 round headed windows. The first floor has clerestory windows that are a combination of square and round headed windows. The middle building has all square, or industrial, multipane windows and a brick façade. On the third building, the windows are also square flatheaded windows. The façade on the third building is corrugated metal and brick. Concrete foundation. 7 X 12 bays.

1 contributing building

**0004. 2139 MAIN STREET, commercial**

**TOUCHLESS AUTOMATIC CARWASH**

date: ca. 1990

description: One-story, five bay carwash. Asphalt shingle roof. Concrete block façade. Concrete foundation. 5 X 1 bays.

1 non-contributing building

**0005. 2139 MAIN STREET, commercial**

date: ca. 1970

description: Two-story, concrete block commercial building attached to the carwash. Flat roof. One-story commercial bay entrance. Exterior shed roof stairway with asphalt shingle roof. 1 X 2 bays.

1 non-contributing building

**0006. 2153 MAIN STREET, commercial**

**MADE IN THE SHADE**

date: ca. 1970

description: One-story, shed roof garage building. Asphalt shingle roof. One bay garage door and one metal entrance door on front elevation. Small metal entrance door on side elevation with glass block transom above. There is T-111 siding on the front elevation. The façade on the south elevation is painted brick. Concrete foundation. 2 X 1 bays.

1 non-contributing building

**006A.**

date: ca. 1970

description: Small, one-story, shed roof storage building. Corrugated metal roofing. Brick façade. Central entrance door. Concrete block foundation. 1 X 1 bays.

1 non-contributing building

**0007. 2111 MAIN STREET, commercial**

**WARWICK CHINA**

date: ca. 1887

description: Three story, brick Italianate style building. Flat roof. Corbelled brick parapet with large corbelled brick dentils and a brick cap. Painted brick façade. Concrete water table. Central entrance door with a rounded arch made of three rowlock courses of brick with rough faced stone block in the spring of the arch. The second floor windows were originally 1/1 but have been covered with fiberglass siding material and have flat stone lintels and sills. The third floor window openings have a stone sill with a round rowlock head matching those on the first floor. Some of the windows have been boarded up with plywood. There is a center building with square industrial metal windows with a central hopper. In the center, two-story section there are three garage doors, two of which are non-original. In the center of the two-story section on the first floor there are two tall narrow arch headed windows with stone lintels. The third building on the rear elevation also has the metal industrial windows with a central hopper. On the first floor of the third building, there is a one bay garage door with a steel lintel. In the rear of the three story section there is one, single, tall arched headed window. All of these windows are covered with plywood. One-story, shed roof addition on the rear elevation. 5 X 11 bays.

1 contributing building

**0008. 2201 MAIN STREET, commercial**

**CARDELLOS**

date: ca. 1970

description: One-story, commercial building. Mansard roof with metal shakes. Modern brick veneer. There is a rear section of the building that has the original brick façade. 5 X 5 bays.

1 non-contributing building

**0009. 2201 MAIN STREET, commercial****GARAGE**

date: ca. 1890

description: Two-story, brick commercial building. Flat roof with a parapet and a concrete and terra cotta parapet cap. Interior brick chimney. Large garage door opening on the front elevation with a steel lintel. The second floor has a center arched opening that is covered with plywood and painted. The arch is composed of two courses of rowlock brick with a painted stone sill. Corbelled brick cornice. 1 X 1 bays. 1 contributing building

**0010. 2211 MAIN STREET, commercial****PUMP STORE**

date: ca. 1940

description: Two story, brick Commercial style building that appears to actually be two connected buildings. Flat roof. Painted brick façade. The section on the right is 4 bays wide. Recessed panel spanning all four bays on the upper parapet and above that is corbelled brick dentilated work with a plain metal cap. Windows on the second floor are 1/1 with stone lintels and rough stone sills. On the right side of the first floor there is a tall garage opening with a pressed metal frieze and cornice above that and a lower rough faced stone water table. In the center of the first floor there is a large display window that is vertically divided with a flatheaded transom above divided into four panes. On the left side of this building is an entrance door with a tall transom filled with an air conditioning unit. The left section has the same corbelled dentiled cornice at the top but does not have the recessed flat panel. The windows are also 1/1 with rough stone sill and smooth stone lintels. The first floor has 4 bays and in the center there is a tall garage door with fixed multipanes with a pressed metal cornice and frieze above. There is an egg and dart molding at the top of the crown and scrolled brackets on each side of the door. On the left side there is a display window vertically divided with a divided transom above. 10 X 2 bays. 1 contributing building

**0011. 2211 MAIN STREET, commercial****PUMP STORE**

date: 1933

description: This building is joined to the previous building but was built in a different time period. It is a two-story, brick Commercial style building with a flat roof and a stepped parapet. Painted brick façade. The second floor has metal industrial casement windows with a soldier course lintel and a painted concrete sill. The first floor has a central recessed storefront entrance flanked by new aluminum display windows and brick kickpanels. The entrance door is also aluminum with a transom above that has been painted out. All of this is raised on a concrete water table that copies the stone water table adjacent to it. Concrete foundation. 2 X 1 bays. 1 contributing building

**0012. 2231 MAIN STREET, commercial****AMERICAN SANITARY SUPPLY CO.**

date: 1930

description: Large, one-story, brick, Commercial style building with a stepped parapet and a terra cotta cap. Flat roof. Painted brick and terra cotta tile façade. First floor, front elevation, there are two central entrance storefront doors raised above ground level. The entrance doors are modern residential style fiberglass doors. The flanking display windows are modern aluminum. Center panel above each of the storefronts creating a signboard panel with brick. The center bay has been infilled with concrete block. On the side elevations, the three rear windows have been infilled with concrete block and the three front windows have been covered with T-111 siding. Concrete foundation. 7 X 7 bays. 1 contributing building

**0013. 2245 MAIN STREET, commercial****NATIONAL AUTO PAINTING**

date: 1920

description: One-story, Commercial style building. Flat roof. Interior brick chimney. Stepped parapet on front elevation with terra cotta caps. Blonde brick and painted, molded concrete block façade. Front elevation has two storefront entrances and a display windows. All of the windows and the doors on the front elevation have been covered with T-111 siding. There is a one bay, garage door and an entrance door on the side elevation. Concrete foundation. 3 X 7 bays.

1 contributing building

**0014. 2301 MAIN STREET, commercial****WHEELING SPRING SERVICE CO.**

date: 1964

description: Two-story, concrete block Commercial style building. Flat roof. Modern aluminum entrance door on the 23<sup>rd</sup> St. side with a display window. There is also a large one bay garage opening on this elevation. On the front elevation there is a large aluminum display window and a fixed pane window. The second floor, front elevation, has multi-pane metal industrial casement windows. The front and side bays are divided by concrete block pilasters. There is a four garage bay, one story addition on the south elevation with modern aluminum garage doors. Flat roof. Concrete block façade. Concrete block pilasters dividing the bays. Concrete foundation. 4 X 7 bays.

1 non-contributing building

**0015. 2321 MAIN STREET, commercial****BLUE RIBBON PAINT COMPANY**

date: ca. 1900

description: Two-story, Commercial style building consisting of three buildings. Flat roofs. Corbelled brick parapet with corbelled brick brackets on the upper portion and a stepped parapet toward the rear with a metal cap. Brick façade. Windows on the second floor front elevation are 1/1 wood with stone sills and lintels. The first floor is divided into two sections. The section to the north has a central entrance door with a concrete stoop and stairs with a wrought iron balustrade. The entrance door has Colonial Revival fluted pilasters supporting a closed pediment hood. Flanking the entrance are two large arched headed windows that are covered with plywood. The arches are composed of one soldier and one rowlock course of brick. The windows have stone sills and lintels. The south section of the front elevation has a central entrance that is probably original. It has a transom above the original door that has been covered with plywood with a stone lintel. On the right of the entrance is a tall, non-original garage door with a steel lintel. To the left of the entrance was the original display window that is now covered with plywood. There is a three-sided oriel above this window on the second floor. There are paired five pane wooden casement windows in the two outer bays of the oriel with a 1/1 window in the center bay. Beneath the windows is a single recessed panel. The third building, the western most building, is a three story building with slightly arched 6/6 windows. Some of the windows are missing and some are covered with plastic. All buildings have concrete foundations. Two-story addition with concrete block façade. Concrete foundation and water table. 10 bays X 3 bays.

1 contributing building

**0016. 2321 MAIN STREET, commercial****BLUE RIBBON FACTORY OUTLET**

date: ca. 1940

description: One-story, painted concrete block, Warehouse style building. Flat roof with a terra cotta cap. Four horizontally divided industrial windows with a bottom hopper on the front elevation. There is a covered walkway on the side elevation connecting this building to the previous building. Concrete foundation. 4 X 2 bays.

1 contributing building

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**0017. 2347 MAIN STREET , commercial**

**GENUINE PARTS COMPANY  
OF WEST VIRGINIA**

date: ca. 1905

description: Large, three-story, side gable, brick Warehouse style building. Two central brick chimneys. Corbelled brick parapet with corbelled brick brackets and metal and terra cotta caps. Shallow rowlock arched 6/6 windows on the north elevation. Some of the glass is broken and some is missing. All of the windows on the east, or front, elevation have been covered with plywood or painted corrugated fiberglass. These window openings are the same shallow arched windows as on the side elevation. First floor of the north elevation rests on an ashlar stone water table. On the north end of the front elevation, there is a one bay garage opening that has been infilled with concrete block and a pair of aluminum doors. To the south of these doors is an original arched window opening that has been infilled with brick. On the south elevation, first floor there is an original arched 6/6 window. There is an entrance bay with a pair of single pane commercial style doors with a flathead segmented transom above. Flanking the doors are fluted pilasters supporting a plain frieze and a flatheaded entablature. There are arched window openings on this elevation that have been infilled with brick or covered with painted corrugated material. There is a rough faced stone water table on this elevation and three garage entrances also. Some of the arched windows on the second floor have been converted to 2/2 windows. Stone foundation. 9 X 13 bays.

1 contributing building

**0018. 1 24<sup>th</sup> STREET, commercial**

**CONTRACTORS SUPPLY**

date: ca. 1980

description: Large, two-story, shallow end gable concrete block warehouse building. Brick veneer. Modern entrance doors on the front elevation. Concrete foundation.

4 X 6 bays.

1 non-contributing building

**0019. WATER STREET, commercial**

**CONTRACTORS BATCH PLANT**

date: ca. 1980

description: Tipple and belt arrangement feeding into three silos that mix the concrete. Behind this is a tipple that dumps into a truck. Behind this tipple is a metal one and one-half story storage and observation building. Shed roof with roll roofing. Corrugated metal siding. Concrete foundation. 1 X 1 bays.

1 non-contributing building

**0020. 2304 MAIN STREET, commercial**

**AUTO RECAPING**

date: 1964

description: Tall, one-story, concrete block, Warehouse style building. Flat roof. Metal parapet. Multi-pane metal casement windows in the upper portion of the building. There are also some clerestory windows on this elevation. There is one entrance door on this elevation and an infilled garage door opening. Concrete foundation. 8 X 8 bays.

1 non-contributing building

**0021. 2109 MAIN STREET, commercial**

**ALLIED PLATE GLASS**

date: ca. 1920

description: Two-story, shallow end gable, brick Warehouse style building. Terra cotta parapet cap. On the Water Street elevation, there are metal industrial windows with a center hopper on the second floor with concrete lintels and sills. First floor window openings have been infilled with concrete block with the same concrete lintels and sills. Central garage entrance with a large steel lintel. The front elevation faces 23<sup>rd</sup> Street. On this elevation, second floor, there are large industrial metal windows with central hoppers and concrete lintels and sills. There are also smaller window openings that have been infilled with brick and new slider windows. On the first floor there are three, one bay garage door entrances separated by steel pilasters each with a concrete lintel. There is an entrance door that has been covered and window openings infilled with concrete block with concrete lintels and sills. The entrance door is a modern aluminum door. Concrete foundation. 4 X 8 bays.

1 contributing building

**0022. 2228 WATER STREET, commercial**

**GARAGE**

date: ca. 1900

description: One-story, garage building with a three bay addition. This is a concrete structure with brick infill and the upper portion is a concrete block stepped parapet. On the north elevation, there is a one-story shed roof addition. There are two, one bay garage door openings and a center entrance door. The alley street elevation of this building has a concrete cap on the parapet wall supported by pilasters. All of the openings have been infilled with brick on this elevation. They are all shallow rowlock arched openings with stone lintels and sills. The corner has a non-original chamfer with a large one bay garage door opening in it. Rusticated stone water table and foundation. Bays 4 X 6 bays.

1 contributing building

**0023. 2210 WATER STREET, commercial**

**OHIO VALLEY WINDOW COMPANY**

date: ca. 1920

description: Large, two-story, end gable, brick Warehouse style building. Central raised parapet on the south elevation with a recessed brick panel and a terra cotta cap. There is a corbelled brick cornice beneath the parapet. The windows on the second floor are modern aluminum sliders with steel lintels and brick rowlock sills. The first floor has two garage door openings at loading dock height with concrete sills and steel lintels. Beside these doors is a gang of three modern windows. On the east elevation there are also slider windows on the second floor. On the west elevation there are two loading dock garage doors. There is one smaller sized modern window with vinyl infill above it and paired modern 1/1 windows. There is a modern metal entrance door on this elevation also. On the north elevation there is a one story, two bay garage addition. Brick façade painted to match the main building. The second addition is a one-story concrete block garage addition. Flat roof. The third addition on this elevation is a one-story, concrete block addition. Flat roof with a terra cotta cap on the parapet wall. Concrete foundation. 4 x 3 bays.

1 contributing building



**0024. 16 22<sup>ND</sup> STREET, commercial****ZARNITS BROS. GROCERY CO.  
I.G.A. SUPPLY DEPOT**

date: ca. 1900

description: Three-story, shallow, end gable, brick Warehouse style building. The front elevation faces 22<sup>nd</sup> street. The windows are paired flat arched double hung wooden sash 8/8 windows. The structural bays are recessed by brick pilasters and the pilasters end at the top to form a parapet wall that has a series of horizontal recessed and projecting brick bands with a terra cotta parapet cap. The first floor has all the fenestration maintained. There are four garage loading dock doors and one man entrance door and the rest of the openings are windows. All of these window openings have been infilled with brick or plywood. All of the garage doors have been replaced with modern metal garage doors. On the side elevation, there are the same arch headed window openings but smaller 6/6 windows. The windows in the first three bays have been infilled with brick. There is a raised basement level with the same number of arched window openings that have been covered over. All window sills are stone. Concrete foundation. 14 X 8 bays.  
1 contributing building

**0025. 21<sup>st</sup> STREET & WATER STREET, commercial****WARWICK CHINA**

date: ca. 1887

description: Series of five Warehouse style buildings. The southwestern corner building is a three story, shallow end gable, commercial building. There are four bays facing the south and four bays facing the east. Painted brick facade. Windows were originally arched 4/4 windows. Many of the windows are now covered over. Concrete foundation. The center building is a one-story, flat roof, blond brick building. Three garage bays on the front elevation. Originally, it appears that this was one large garage door opening that was infilled and divided into three separate bays. Originally, this section was a kiln. The southeast building is a two-story, flat roof, brick building. There are six bays on the south elevation. The second floor windows are flat arched headed metal industrial windows with a center hopper and a single rowlock header course. The west elevation of this section is eight bays. The first five on the first floor are garage doors and the next one is an entrance door with a transom above and the next two bays are windows. On the second floor are flat arch headed metal industrial windows with a center hopper. The northwest building is a one-story, end gable commercial building. The west elevation has three garage door openings on the southern end and four clerestory windows above that. It appears that the original window openings were closed to install the clerestory windows. The north and the center building have stone foundations. The northwest corner building is a four story, brick, commercial building. Two bays on the north elevation and 12 bays on the west elevation. Only the upper two floors on the north elevation have the windows still exposed. All of the other window openings have been covered with corrugated metal. Ashlar stone foundation. Blonde brick façade. Shed roof. Large metal industrial windows with paired center hoppers with brick soldier course lintels and brick sills. Roll roofing.  
1 contributing building

**0026. 22<sup>nd</sup> & MAIN STREET, structure**

**WATER TOWER/TANK**

date: ca. 1887

description: Large water tower/tank on top of the Warwick China Building. This iron tank stands 94 feet above the street and provided the water for the china factory. The tank is supported by iron girders and the word "Warwick" is still visible on the side.

1 contributing structure

**0027. WHEELING CREEK, structure**

**BRIDGE OVER WHEELING CREEK**

date: ca. 1880

description: Plate truss bridge over Wheeling Creek that has been converted for Rails to Trails as a walkway and a bike path. Originally it was a trestle for the trains to cross Wheeling Creek to get to the original depot where the Civic Center now stands.

1 contributing structure

**0028. WHEELING CREEK, structure**

**RAILROAD TRESTLE**

date: ca. 1880

description: Railroad trestle over Wheeling Creek. The original deck of the bridge is no longer extant. The large steel truss is all that remains.

1 contributing structure

**0029. WHEELING CREEK, structure**

**RAILROAD TRESTLE**

date: ca. 1880

description: Large triple railroad trestle with two tracks and a center platform. This structure consists of two steel plate bridges and one timber truss bridge arranged with the timber truss between the two steel bridges. This arrangement allowed for a raised platform in the center with flanking rails. This is identified on Sanborn and other maps as the covered platform for the original B&O Railroad terminal.

1 contributing structure

**0030. WHEELING CREEK, structure**

**RAILROAD TRESTLE**

date: ca. 1880

description: Steel plate railroad bridge over Wheeling Creek leading to the original railroad depot.

1 contributing structure

**0031. WHEELING CREEK, structure**

**RAILROAD TRESTLE**

date: ca. 1880

description: Steel plate railroad bridge over Wheeling Creek. This is a spur that allowed the train to pull into a loading bay in the Baer's Sons Grocery Company Building, now the Boury Building.

1 contributing structure

**0032. WHEELING CREEK, structure**

**MAIN STREET BRIDGE**

date: 1890 - 1892

description: Main Street bridge over Wheeling Creek. This is a stone arch bridge with paneled stone balustrade, asphalt road and flanking concrete sidewalks. When the keystone was placed on December 17, 1891, this was the longest single-span stone bridge in the country. This bridge has a span of 159 feet and a rise of 28.4 feet. It was designed by F.L. Hoge, city engineer, and W.C. Smith, consulting engineer. The bridge was built by Paige, Carey & Co. of New York.

1 contributing structure

**0033. WHEELING CREEK, structures**

**ABUTMENT, RETAINING WALL  
& PIERS**

date: ca. 1860

description: These structures are the abutment, retaining wall and pier system in the river that supported the railroad trestles across Wheeling Creek. This includes the central pier in the river that supports all of the railroad trestles. All are made of rusticated stone with stone caps.

1 contributing structure

**0034. WHEELING CREEK**

**STONE ABUTMENTS**

date: ca. 1860

description: These are a pair of rusticated stone abutments with stone caps that supported the train tracks over Wheeling Creek leading into the railroad depot.

1 contributing structure

**0035. 1315 MAIN STREET, commercial**

**BOURY WAREHOUSE**

date: ca. 1894

description: Large, five sided, Warehouse style building. Flat roof. At the top of the front elevation there are corbelled panels in the parapet wall. Beneath the windows, between the top floor and the floor below there is a corbelled bracketed belt course. There are chamfers on the corners of the building to accommodate the railroad tracks. The south elevation is eleven bays wide. The brick building is six stories tall with a concrete foundation. The chamfer on the southwest side is two bays wide. On the west end in the southwest chamfer there is an extra story supporting a tall water tower on a steel plate beam structure. The top most windows are short, which makes it look like an attic story, with shallow arches made from three courses of rowlock brick. The windows on the sixth floor are round headed arches that fill the entire bay. All of the other windows have the shallow arches made from the three rows of rowlock brick. All of the window openings here have been closed with fiberglass panels. On the first floor there are loading dock bays that are open. The main entrance on the first floor is in the southwest chamfer. It is a large arched opening that has six steps up from ground level to the entrance doors that are now covered with plywood. In the westernmost corner of the short chamfer there is a rounded turret that starts at the second floor and goes all the way to the top of the water tower. The north elevation of the chamfer is four bays wide. On the first floor there is a large opening that served as a railroad siding for the original Baer's Sons Grocery Co. The tracks are still extant. On the South Street elevation, there are 10 bays. The original paired 2/2 windows are extant on this elevation. The upper sashes are round headed, or arched, to match the window openings. There is a large mullion between them with a plinth base and a decorative cap. On the first floor there is a garage opening with small dentils and a header between the garage door and the divided arched transom above. On the second floor five of the window bays have been infilled with brick and two of the infilled bays have a small 1/1 window installed in the brick. All of the window

openings have stone sills. There is painted signage on the building on all four elevations. On the south elevation the sign reads, "Felber Biscuit Company". On the South Street elevation there is a painted sign that reads, "The Wheeling Motor Truck Freight Terminal". Concrete foundation. 10 X 11 bays.

1 contributing building

**0036. 1535 SOUTH STREET, commercial                      STRAUB HONDA/HYUNDAE BODY SHOP**

date: ca. 1990

description: One-story metal end gable building. Metal roof. Metal siding.

Concrete foundation.

1 non-contributing building

**0037. 10 18<sup>TH</sup> STREET    ECS ELECTRICAL CONTRACTORS SUPPLY CO.**

date: ca. 1930

description: Former Greyhound Bus Terminal. Two-story, Art Moderne bus depot. Stepped massing with two stories in the center and one-story on two side wings. Flat roof with a stone cap. Glass block windows with a central glass panel. The corner windows on the second floor have rounded glass block in the corners. Blonde brick façade. Recessed brick bands on the first floor which create a horizontal pattern. The front corners of the building are stepped to create a quirk at each of the corners. Stone belt course at lintel level on all the windows. Stone belt course at the sill location of all the windows also. Some of the first floor windows and doors have been boarded up or covered. There are two modern aluminum display windows flanking the modern entrance door. Aluminum canopy over the three center bays and a tall signpost that slopes towards the rear and a flagpole directly behind that. The tall signage area has been covered with metal and "ECS" has been painted on it. The original entrance probably consisted of three door recessed and above ground level. There is a concrete aggregate panel on the front elevation at the bottom with a green tint similar to terrazzo. Concrete foundation. 10 X 4 bays.

1 contributing building

**0038. 17<sup>TH</sup> & EOFF STREETS, commercial                      WHEELING WHOLESALE GROCERY CO.**

date: ca. 1906

description: Four story, brick, Warehouse style building. Flat roof with a stone cap on the building. On the front elevation there are four stories counting the basement level and a short attic level. Central recessed entrance. Garage door opening that has been infilled with brick. The three central flatheaded windows have jack arches with stone decorative tripartite keystones. On the north elevation, there are three stories visible counting the attic level. The railroad tracks ran parallel to this elevation and the first floor was level with the tracks. There is a large opening on this elevation that is supported by a steel plate beam. This was a loading entrance with a spur line where a railroad car could get inside the building. On the south elevation the attic windows were originally fixed vertically divided two pane sash. The windows below are the same but may have been 2/2 originally. Each of the bays is divided with a decorative brick pilaster that has corbelled brick capitals and above that is an entablature which includes a plain frieze of brick and a brick belt course with triglyphs. Above that the brick corbels out to another frieze band and at the top is a central pedimented parapet. Each of the corner bays has a pediment. The corner bays on the side elevations have paired columns and paired capitals. The triglyphs turn into hexaglyphs on this elevation. 2/2 windows. The lower level on the south elevation is concrete. The east elevation does not have the central pediment, it has a full terra cotta cap. There are four bays on this elevation. The central two bays have the jack arch windows with the keystones and the flanking exterior bays have the shallow arched windows with concrete sills. There is a large concrete loading dock that has been added on this elevation. The flanking bay has a large loading dock door with a shallow arch and a tripartite stone

keystone. There is an industrial metal window. The concrete water table forms a cove molding separating the foundation from the main block of the building. On the north elevation there are the remains of a painted sign that reads, "Wheeling Wholesale Grocery Co." Concrete foundation. 4 X 17 bays.  
1 contributing building

**0039. 1731 EOFF STREET, commercial**

**OTT-HEISKELL COMPANY**

date: ca. 1871

description: Formerly the Pollack Stogie Factory. There are remnants of a painted sign on the building that reads, "Stogies..." Four story, shallow end gable, Warehouse style building. Roll roofing or membrane roofing. Two interior brick chimneys. Painted brick façade. There are shallow arched window openings with brick lintels and two rowlock courses forming the arch. All of the windows have been removed and infilled with concrete block or plywood. On the side elevation, first floor, there are large arched openings on both ends and a series of windows with brick sills. All of the original windows on the first floor have been replaced with industrial metal or modern aluminum windows. On the front elevation there are paired entrance doors with the transom area infilled with brick. All of the upper portions of the windows on the first floor have been infilled with brick. Stone foundation. Two-story concrete block addition. 5 X 7 bays.

1 contributing building

**0040. CHAPLINE STREET, structure**

**VIADUCT WALLS**

date: ca. 1908

description: These walls are made from large cut stone identical to the other walls mentioned previously. They were used to elevate the train tracks as they came from or entered the depot.

1 contributing structure

**Summary:**

Most of the buildings associated with the Wheeling Warehouse Historic District are in fair to good condition. Since many of the buildings are now vacant, many of the window openings have been modified or covered with wood. The buildings themselves, however, predominantly retain their original character defining elements and remain representative of the industry in this area of Wheeling during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

The Wheeling Warehouse Historic District is significant under Criterion A for its association with the settlement and development of Wheeling in the latter 19<sup>th</sup> century and the relationship of this development to railroad transportation. It is predominantly significant under Criterion A for its association with the development of Wheeling associated with railroad construction after 1852 and the industrial development of Wheeling as a result of this transportation resource. It is also significant under Criterion C for its association with the architecture and type of structure common to warehousing and commercial development of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Under Criterion A, the Wheeling Warehouse Historic District is significant for its association with the development of Wheeling and early settlement associated with the arrival and expansion of the Baltimore and Ohio Railroad in the area.

Transportation has been the key to the development of Wheeling since early in its existence. Located on the banks of the upper Ohio River, sixty miles from the river's beginning, Wheeling was originally a natural fording place. There is archeological evidence showing that Native Americans used the area extensively and continually. The relatively easy fording of the Ohio River coupled with the attraction of a low lying island that had plenty of wild game in the middle of the river made the area accessible and attractive to early settlers. Once across the river, the wide fertile river valleys at the confluence of two good fresh water sources, Wheeling Creek and the Ohio River, made for comfortable settlement and survival.

The first white men came to Wheeling in the 1740's claiming the Ohio and its watershed for France. The first permanent settler, Ebenezer Zane, arrived in 1769 and built his cabin in the area that is now Wheeling. Other early settlers included the Tomlinson's, The Shepherds, the Wetzel's and the Van Meters. Most of these settlers originated from what is now West Virginia's Eastern Panhandle. While still part of Virginia, this area became the chief industrial and commercial center of northwestern Virginia and served briefly as the capitol of a restored Virginia government. After becoming the separate state of West Virginia, Wheeling served twice as the capital city of the state.

From the beginning, the Ohio River has been the dominant factor in nearly every aspect through Wheeling's history. Transportation on the Ohio River was the focus of growth of Wheeling from a small settlement to a prominent place in industry, commerce and politics. Access by land was dangerous and slow. The original road, Nemaquin's Trail, was followed by a toll road constructed by Ebenezer Zane who received congressional authorization to build a "wagon road" in 1796. The National Road, planned by western expansionists, was completed in 1818 and was one hundred forty-two miles long and had toll booths every fifteen miles. The arrival of the National Road brought with it more settlers and industry and resulted in the construction of a bridge across the Ohio River from Wheeling to Wheeling Island to alleviate the long wait for ferry transportation across the river. The Wheeling Suspension Bridge opened in 1849 and was the first bridge to span the Ohio River. The bridge was blown down in a violent storm in 1854 and was rebuilt in 1856. The 1010 foot long span was the longest suspension bridge in the world at the time of its construction.

During this time period the Baltimore and Ohio Railroad from Cumberland, Maryland, to Wheeling, by way of Fairmont and Grafton was completed in 1852. The completion of this long awaited line was called the "Marriage of the East and West" because it was the first continuous railroad between the Atlantic Ocean and the Ohio River. With this additional avenue of transportation, Wheeling industry began to boom.

The passenger and freight stations for the B & O Railroad were located next to the Ohio River at 14<sup>th</sup> Street where the Civic Center now stands. During this time period several of the buildings in the Wheeling Warehouse Historic District were constructed south of Wheeling Creek, just two or three blocks from the railroad station. The following buildings are examples of industrial development paralleling the arrival and expansion of the railroad:

The Warwick China building complex, sites #0007, #0025, and #0026. This factory once filled the area between Water and Main Streets from north 22<sup>nd</sup> Street to Alley 8. Warwick was incorporated in 1887 and manufactured china, porcelain, semi-porcelain, Parian ware, ironstone, and tile. Two of the buildings and the water tower remain and the buildings are used for storage.

The railroad trestles, sites #0027 – 0031, crossed Wheeling Creek and connected the Warehouse district to the original train depot. Site #0027, originally the trestle located closest to the Ohio River, has been converted to a plate truss bridge over Wheeling Creek for Rails to Trails as a walkway or bike path. All that remains of the trestle represented by site #0028 is the large steel truss that supported the tracks. Site #0029 originally was a large triple railroad trestle with two tracks and a center platform. It consisted of two steel plate bridges and one timber truss bridge arranged with the timber truss between the two steel bridges. This arrangement allowed for a raised platform in the center with flanking rails. This is identified on Sanborn and other maps as the covered platform for the B & O Railroad terminal. Site #0030 is a steel plate railroad bridge over the creek with the tracks no longer extant. The last trestle, site #0031, is a steel plate railroad bridge over the creek that served as a spur allowing the train to pull into the loading bay in the Baer's Sons Grocery Company building, now known as the Boury building.

Baer's Sons Grocery Company, site #0035, was established ca. 1894. The family had been in the wholesale grocery business since 1866 supplying products to wholesale grocers, coffee roasters, and spice millers. The large opening on the first floor of the northwest elevation allowed the trains to pull into the building facilitating loading and unloading.

The Wheeling Wholesale Grocery Company, site #0038, , was built on this site after the owners purchased the land from the B & O Railroad in 1906. Since the new depot was under construction across the street, an agreement was drawn up between the two to govern the appearance of the building since it was to be close to the new B & O station, thus the railroad style appearance of the building. In 1936, Wheeling Wholesale Grocery Co. purchased this facility to accommodate its expanding business. The company was formed by a group of independent grocers in 1918 to allow them to buy, distribute and merchandise goods more competitively.

In 1908, a new depot was completed at 17<sup>th</sup> and Market Street. This moved the depot away from the Ohio River into a more interior section of Wheeling, and to complicate matters, caused the trains to have to negotiate an incline beginning at the end of the trestle crossing Wheeling Creek. It was determined that elevated tracks would be necessary after a locomotive overturned trying to negotiate the sharp Chaplin Street turn. Also because of the steep grade, trains would frequently stall on the grade and require an extra locomotive to push heavy freights up the hill. All of these problems were eliminated by elevated tracks resting on modern steel trestles approximately twenty feet from the ground level. At some points there was one track, at others two and at the passenger station the elevated structure was widened to hold four tracks. The elevation began at 23<sup>rd</sup> and Water Streets, at the location of site #0021, and rose gradually and curved

northward to cross Wheeling Creek at 20<sup>th</sup> Street. When the track reached the depot, it was at its highest point parallel to the second floor. The passengers reached the track level by two flights of massive reinforced concrete stairs leading up between the tracks to the two steel umbrella sheds, thus avoiding crossing the tracks at any time. From the depot the tracks began a gradual descent until the original grade was reached in the vicinity of Eoff Street. The Youngstown Construction Company, Youngstown, Ohio, was responsible for the construction of the steel viaduct from 20<sup>th</sup> Street to Chapline, but there is no documentation to substantiate whether they were also the builders of the sandstone wall which carried two tracks from 23<sup>rd</sup> Street crossing Main Street at 20<sup>th</sup> Street. The entire project was under the direction of the B & O Railroad.

The sandstone elevated railroad bed beginning at 23<sup>rd</sup> and Water Streets reached a height of 14 feet as it crossed Main Street at 20<sup>th</sup>. The wall was 37 feet wide along the west edge of Main Street with some of the largest stone blocks measured 2 x 5 feet. These sandstone support walls were approximately 37 feet wide with varying heights due to the attached steel supports for the viaduct. The walls were approximately 3 to 8 feet wide and were located on each side of Wheeling Creek and on the west side of Market near 17<sup>th</sup> Street (site #34). On the east side of Chapline Street is approximately 15 feet of a once extensive sandstone wall supporting the four tracks before they narrowed again to two tracks near Eoff Street (site #40). The rest of the wall was removed in the 1980's to provide a block long street running from Eoff to Chapline Street.

As the railroad began the use of this elevated track more industry developed in the warehouse area of Wheeling. Two of the buildings, site #0001 and #0003, were built in the location of the curve in the sandstone wall and the construction of the building had to accommodate for this curve. Site #0001, the Wagner Building, was built with five sides to accommodate the structure and its relationship to the elevated railroad track in the rear. Site #0003, the Wheeling Stamping Company, also built one of its buildings in a staggered configuration to accommodate the curvature of the wall. At one time this company occupied four 4-story buildings on 21<sup>st</sup>, Water and Main Streets. It manufactured kerosene lanterns, toothpaste tubes, and aluminum specialties. In 1932, the company supplied 90% of the Pepsodent tubes made famous by the "Amos n Andy" broadcasts. The buildings on Main Street are no longer extant and, presently, the buildings on Water Street are being rehabilitated to accommodate a law firm.

The Blue Ribbon Paint Co., site #0015, , was built at 2321 Main Street during this industrial boom. This company manufactured paints, enamels stains, varnishes and industrial finishes and was organized in 1914 by three well known paint men from Detroit, Cleveland, and Pittsburgh. Wheeling was selected as headquarters after surveying several communities.

In 1909, the Pollack Stogie Corporation, already in business on Main Street, built a factory on the block bounded by Chapline, Eoff, 18<sup>th</sup> and 19 Streets. This company flourished with the production of the Crown Stogie and other cigars. Augustus Pollack, the owner, boasted that he never had labor trouble due to his good relationship with his employees. His employees erected a memorial statue to him following his death. The statue stands at 827 Main Street today. In 1956 the building was purchased by the Ott-Heiskell Co. This company was established in 1836 and was a wholesale and retail hardware company. It dealt in guns, powder, shot, knives, axes, building tools, saddlery, and harnesses. The name "Ott-Heiskell" is still visible painted on the side of the building.

Many of the people that came to work in these factory warehouses were of foreign descent. Wheeling, the county seat of Ohio County, had become the third largest city in the state and these people arriving from



other countries brought their trades and talents to the area and developed businesses throughout the city. Germans, Irish, Italians, Poles, and Greeks came to the area and established their own churches and fraternal societies. The population in 1900 was 38,878; in 1910 it was 41,641 and by 1920 it had risen to 56,208.

Politics had always flourished in Wheeling since it was the birthplace of the state. Wheeling served twice as the state capital but finally lost the title, through a vote, to the city of Charleston.

As the twentieth century progressed, methods of transportation changed. The biggest change came with the introduction of the automobile. Methods of travel were altered as were methods of hauling goods to market. The National Road evolved into U.S. Route 40, and Route 2, or the "river road", was developed early in the automobile age. Interstate 70 was completed in the 1960's and 1970's, running parallel to the Old National Road/Route 40, and quickly became one of the nation's busiest east/west thoroughfares. The last train to use the B & O tracks and the B & O station in Wheeling was in 1987. The steel viaduct over Wheeling Creek next to Market Street was then removed, followed in 1989 by the train shed attached to the station.

As the industrial giants of Wheeling relocated to take advantage of newer transportation, some of the vacant buildings were razed and others became warehouses used for storage. The people of Wheeling with a new vision for their city hope to find new uses for the remaining buildings in the Warehouse District. The process has begun with the rehabilitation of site #0003, the former Wheeling Stamping Plant.

The Wheeling Warehouse District is significant under Criterion C for its association with the architecture and type of structure common to warehouses and commercial development of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Many of the original warehouse and commercial buildings are still extant in the district. The Warehouse style is illustrated by the Wheeling Stamping Plant, site #0003; #0007 and #0025 Warwick China buildings; #0016, Blue Ribbon Factory Outlet building; #0017, Genuine Parts Company of WV; #0021, Allied Plate Glass; #0023, Ohio Valley Window Company; #0024, Zarnits Bros. Grocery Co. I.G.A. Supply Depot; #0035, Boury Warehouse; #0038 Wheeling Wholesale Grocery Co.; and #0039, Ott-Heiskell Co. These buildings are very large warehouse buildings originally used for manufacturing and storing of goods for sale in Wheeling and nearby areas. Many of these buildings have entrances for railroad spurs for the shipment of goods to more distant destinations.

The Commercial style of this time period is illustrated by the following sites: The Pump Store, sites #0010 and #0011; American Sanitary Supply Co., site #0012; National Auto Painting, site #0013; and the Blue Ribbon Paint Co., site #0015. All of these buildings have the representative storefronts. Some have residential quarters on the upper floors and some are one story. All of them have flat roofs and most have stepped parapets either in the front on the sides.

The Neoclassical Warehouse style is represented in the district by site #0001, the Edward Wagner Wholesale Grocers Building. This large, seven story building has a flat roof, a crenellated parapet with a corbelled brick cornice and a stone cap. There is a stone belt course below the parapet wall supported by large corbelled stone brackets. The building was built to conform to the curve of the elevated railroad track that curves around the rear elevation. Because of this conformation, the building appears to have five sides but is not really a pentagon. The paired, metal industrial windows are symmetrically arranged between seven structural bays on the north and south elevation and between four structural bays on the east and west elevations. All of the windows have stone sills and brick soldier course lintels.

The Art Moderne style is illustrated by the former Greyhound Bus Terminal, site #0037. This two-story building has stepped massing with two stories in the center and one-story on the two side wings. It has a flat roof with a stone cap and glass block windows with a central glass panel. The corner windows on the second floor have rounded glass block in the corners. The building has recessed brick bands on the first floor which create a horizontal pattern. The front corners of the building are stepped to create a quirk at each of the corners. Adding to the horizontal effect are the stone belt courses at the lintel level on all of the windows.

Summary: The Wheeling Warehouse Historic District is significant for its association with the growth of Wheeling from 1852 – 1952. The B&O railroad arrived in Wheeling in 1852. The original depot was just across Wheeling Creek from this warehouse district with numerous trestles across the creek connecting the district to the railroad. Many of the buildings themselves had railroad spurs into the buildings to facilitate shipments and deliveries. Many of the buildings in this area were actually designed to accommodate the elevated railroad track after its completion in 1908. The period of significance of the Wheeling Warehouse Historic District ends in 1952 when Warwick China Company ceased production signaling the beginning of the end of the district's commercial, industrial and transportation prominence. By 1956, Wheeling Stamping completed its move to the Warwood section of Wheeling. With the advent of the trucking industry in the 1950's, the railroad began its decline. Passenger service was discontinued in 1961 and the last train to enter Wheeling using the B&O tracks was in 1987. The Warehouse District is also significant for its association with warehouse and commercial architectural styles of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

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**VERBAL BOUNDARY DESCRIPTION:**

The boundary of the Wheeling Warehouse Historic District is shown as the dotted line on the accompanying map titled, "Verbal Boundary Descriptions/Wheeling Warehouse Historic District/Wheeling, WV/Ohio County, West Virginia. The map is used as the verbal boundary description.

**BOUNDARY JUSTIFICATION:**

The boundaries of the Wheeling Warehouse Historic District are as follows: The main section of the district is bounded to the north by the north bank of Wheeling Creek. The district includes everything south of the creek to the southern boundary, 24<sup>th</sup> Street. The east boundary is Main Street and the west boundary is the Ohio River. The four buildings included across Wheeling Creek are located to the east of Main Street and are bounded on the north by 16<sup>th</sup> Street, to the south by 18<sup>th</sup> Street, to the east by Eoff Street, and to the west by Main Street.

(NPS Form 10-900)

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Wheeling Warehouse Historic District  
Section Number: **PHOTO**

Ohio County, WV  
Page 1 of 2

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Name:	Wheeling Warehouse Historic District
Address:	From the north bank of Wheeling Creek to 24 <sup>th</sup> Street From the Ohio River to Main Street Across Wheeling Creek east of Main Street – south of 16 <sup>th</sup> Street to 18 <sup>th</sup> Street. East side of Main Street to Eoff St.
City:	Wheeling
County:	Ohio
Photographer:	Barbara Brimer
Date:	March 12, 2002
Negatives:	West Virginia Division of Culture and History/State Historic Preservation Office
Photo 1 of 14	Front & side elevations of site #0001, Wagner Building, 2001-05 Main Street Camera looking north
Photo 2 of 14	Stone wall at the beginning of the elevated tracks 23 <sup>rd</sup> & Water Street, site #0002 Camera looking southwest
Photo 3 of 14	Front & side elevations of site #0003, Wheeling Stamping Plant and the stone wall of the elevated B&O track Camera looking southeast
Photo 4 of 14	site #0004, modern intrusion Camera looking northwest
Photo 5 of 14	Front and side elevation of site #0017, Genuine Parts Co. of West Virginia. This is also the southernmost boundary of the district Camera looking northwest

(NPS Form 10-900)

United States Department of the Interior  
National Park Service

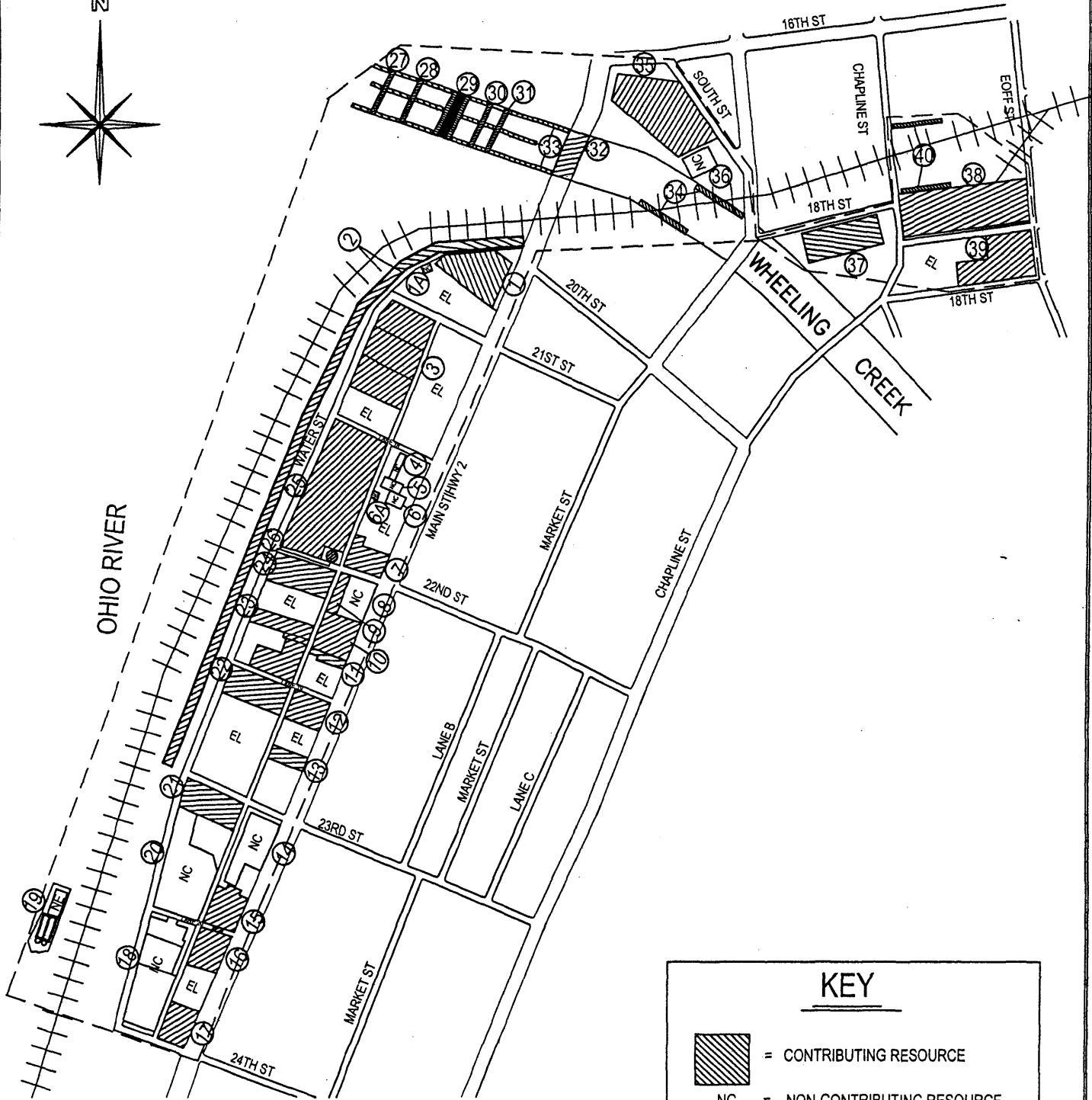
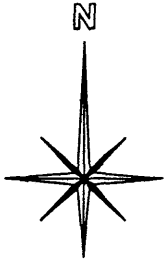
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CONTINUATION SHEET**

Wheeling Warehouse Historic District  
Section Number: **PHOTO**

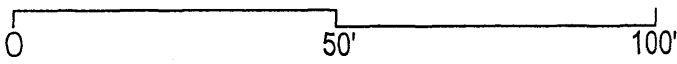
Ohio County, WV  
Page 2 of 2

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Photo 6 of 14	Front elevation of the Blue Ribbon Paint Co., site #0015 Camera looking southwest
Photo 7 of 14	Warwick China Water Tower, site #0026 Camera looking northwest
Photo 8 of 14	Main Street Bridge, site #0032 Camera looking west
Photo 9 of 14	B&O RR trestle, abutment & pier on Wheeling Creek Camera looking west
Photo 10 of 14	Boury Warehouse, site #0035 Camera looking southeast
Photo 11 of 14	Front & side elevations of the Wheeling Wholesale Grocery Co., site #0038 Camera looking east
Photo 12 of 14	Front elevation of ECS Electrical Contractors Supply, the former Greyhound Bus Station, site #0037 Camera looking southeast
Photo 13 of 14	Viaduct stone walls formerly supporting the elevated B&O tracks through town Camera looking northeast
Photo 14 of 14	Ott-Heiskell Company, site #0039, the easternmost edge of the district Camera looking northwest



SCALE



**KEY**

- = CONTRIBUTING RESOURCE
- NC = NON-CONTRIBUTING RESOURCE
- ① = RESOURCE NUMBER
- - - = HISTORIC DISTRICT BOUNDARIES
- EL = EMPTY LOT

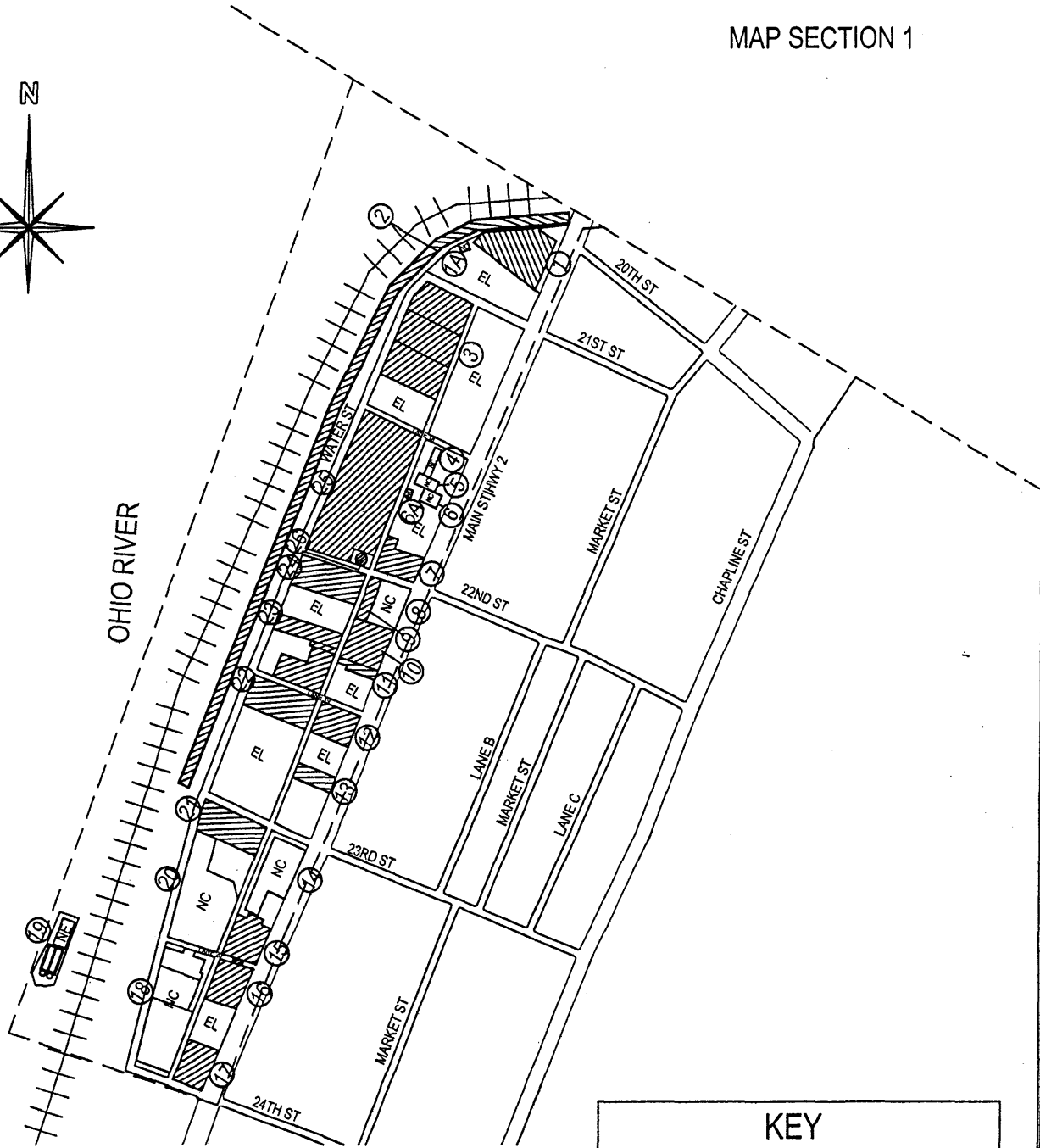
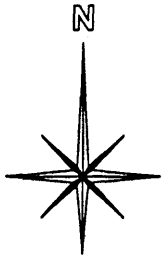
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 WHEELING, WV  
 OHIO COUNTY, WEST VIRGINIA

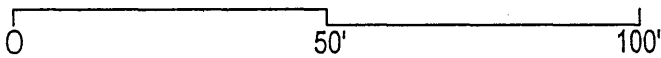
**MICHAEL GIOULIS**  
 612 MAIN STREET  
 SUTTON, WV 26601  
 (304) 765-5716

Date  
 APRIL 2002


MAP SECTION 1



SCALE



**KEY**

-  = CONTRIBUTING RESOURCE
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- EL = EMPTY LOT

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2 OF 3

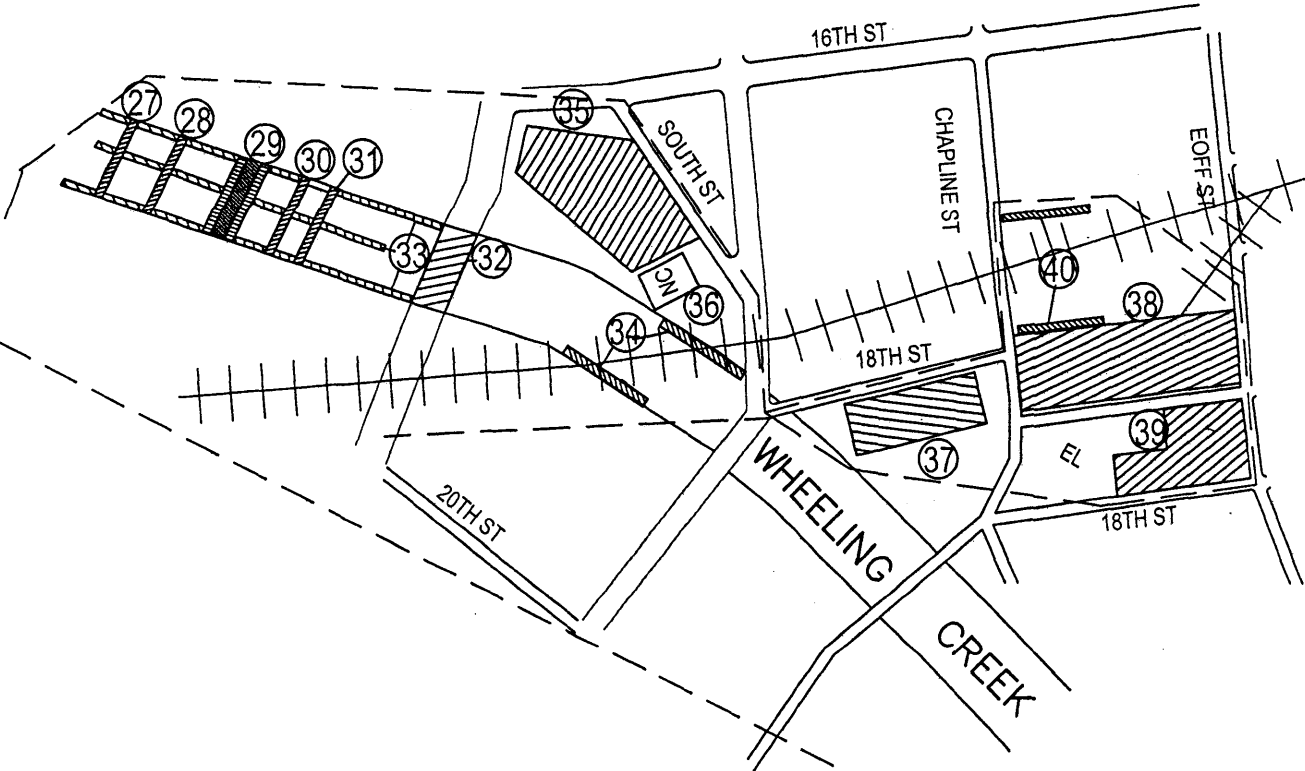
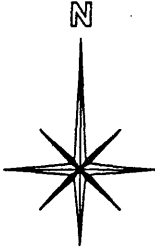
VERBAL BOUNDARY DESCRIPTIONS  
WHEELING WAREHOUSE HISTORIC DISTRICT  
WHEELING, WV  
OHIO COUNTY, WEST VIRGINIA

MICHAEL GIOULIS  
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Date  
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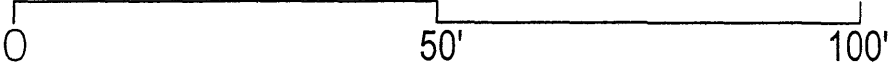
# MAP SECTION 2



**KEY**

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- ① = RESOURCE NUMBER
- - - = HISTORIC DISTRICT BOUNDARIES
- EL = EMPTY LOT

**SCALE**

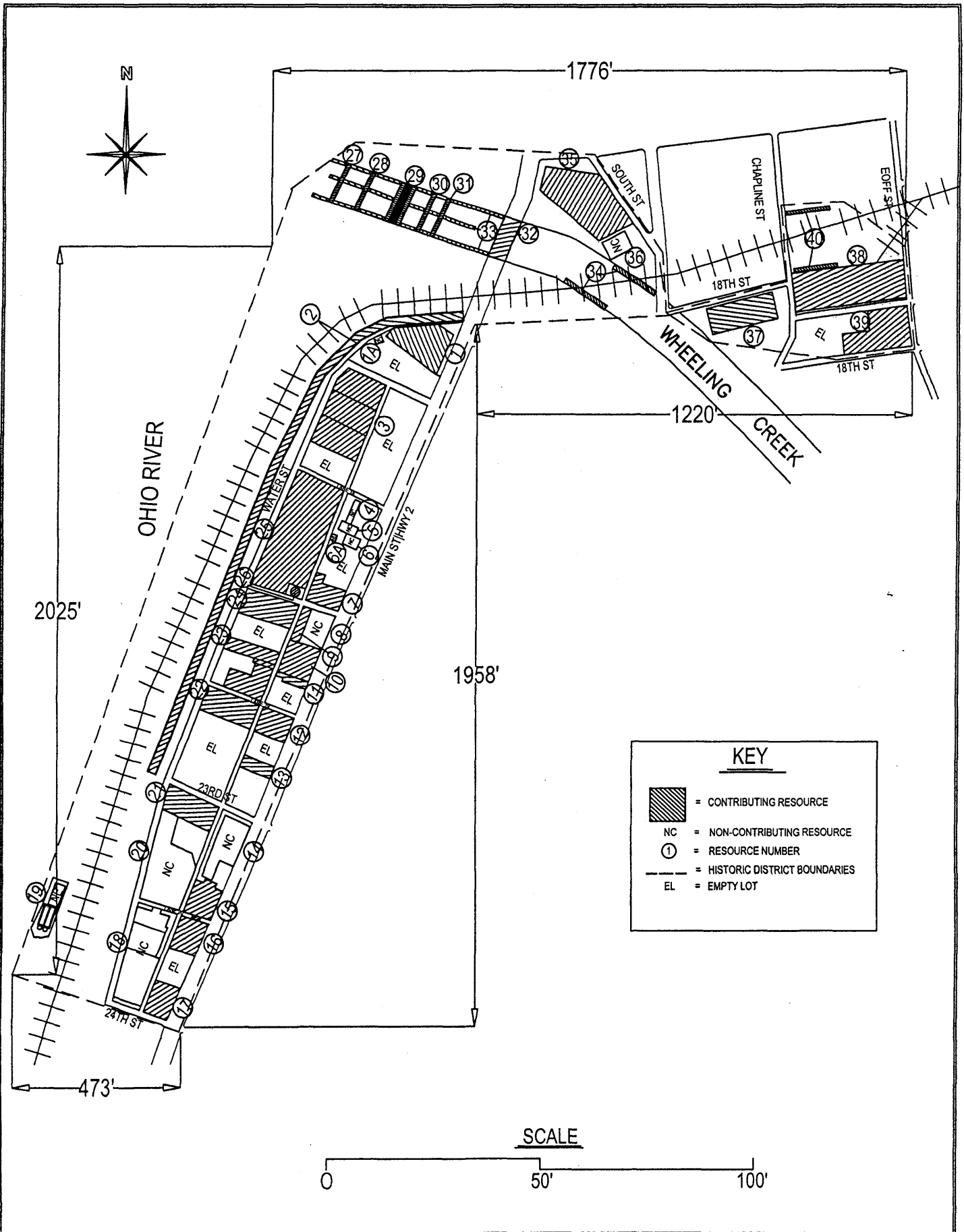


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3 OF 3

VERBAL BOUNDARY DESCRIPTIONS  
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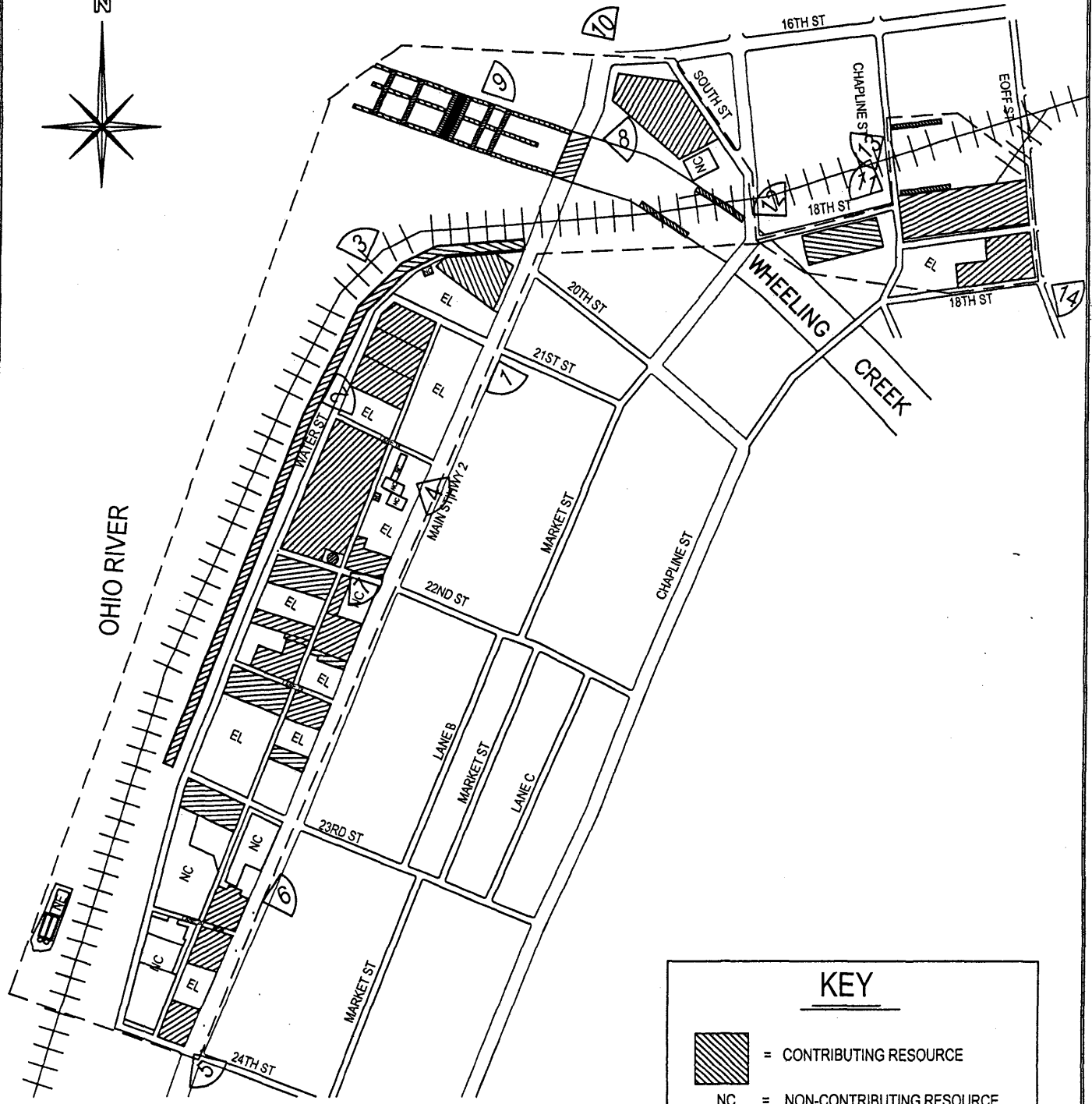
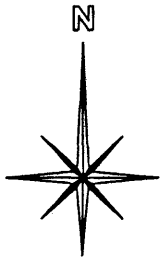


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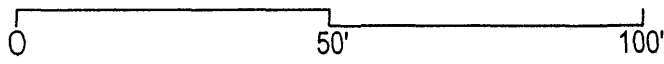
DIMENSION MAP  
 WHEELING WAREHOUSE HISTORIC DISTRICT  
 WHEELING, WV  
 OHIO COUNTY, WEST VIRGINIA

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**SCALE**



**KEY**

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- = HISTORIC DISTRICT BOUNDARIES
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1 OF 1

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