

United States Department of the Interior  
National Park Service

LISTED ON:  
VLR 03/15/2012  
NRHP 05/09/2012

# 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 *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Bristol Warehouse Historic District  
other names/site number (VDHR ID #102-5031)

## 2. Location

street & number Scott and Lee Streets  not for publication  
city or town Bristol  vicinity  
state Virginia code VA county Bristol (Ind. City) code 520 zip code 24201

## 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 for 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.)

[Signature]  
Signature of certifying official/Title

3/26/12  
Date

Virginia Department of Historic Resources  
State or Federal agency and bureau

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

## 4. National Park Service Certification

I hereby certify that the 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 the Keeper

\_\_\_\_\_  
Date of Action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

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

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
5	1	buildings
0	0	sites
1	0	structures
		objects
6	1	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)  
N/A

**Number of Contributing resources previously listed in the National Register**  
0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

COMMERCE/TRADE/warehouse

TRANSPORTATION/rail-related

DOMESTIC/single dwelling

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

COMMERCE/TRADE/warehouse

TRANSPORTATION/rail-related

DOMESTIC/single dwelling

COMMERCE/professional

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY REVIVALS/Italianate

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENT/Commercial Style

OTHER/ Minimal Traditional

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls BRICK; CONCRETE

roof ASPHALT

other STONE; FORMSTONE; METAL

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

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

- 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** N/A

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

COMMERCE  
ARCHITECTURE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

Ca. 1887-1960  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(complete if Criterion B is marked)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Unknown  
\_\_\_\_\_  
\_\_\_\_\_

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

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

**Previous documentation on file (NPS):** N/A

- 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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:  
\_\_\_\_\_

Bristol Warehouse Historic District  
Name of Property

Bristol (Independent City)  
County and State

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**10. Geographical Data**

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**Acreage of Property** 3 acres

**UTM References**

(place additional UTM references on a continuation sheet.)

Winchester Quadrangle

1	<u>17</u>	<u>0394350</u>	<u>4050913</u>	3	<u>17</u>	<u>0394262</u>	<u>4050999</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>17</u>	<u>0394243</u>	<u>4050952</u>	4	<u>17</u>	<u>0394368</u>	<u>4050970</u>

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

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**11. Form Prepared By**

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name/title Andra Martens/Philip Thomason  
organization Thomason and Associates date December 15, 2011  
street & number 1907 21<sup>st</sup> Ave. S. telephone 615-385-4960  
city or town Nashville state TN zip code 37212

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**Additional Documentation**

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submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO) or FPO for any additional items

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**Property Owner**

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(Complete this item at the request of SHPO or FPO.)

name Multiple  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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**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 listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Bristol Warehouse Historic District  
Bristol, Virginia

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## DESCRIPTION

The Bristol Warehouse Historic District (VDHR 102-5031) was developed in the late nineteenth century along the South Atlantic & Ohio Railroad line, which extended through the city. The district contains a former railroad station, four warehouse buildings, and one dwelling facing the railroad tracks, as well as some remnants of railroad tracks. All of these resources were constructed prior to 1950 and are located two blocks north of the Bristol Commercial Historic District. This area was densely developed with warehouses, industrial buildings, and commercial buildings from the 1880s to the 1950s. The blocks between the Bristol Commercial Historic District and the warehouse area underwent extensive urban renewal development during the 1970s and 1980s, which resulted in the demolition of numerous buildings and the establishment of a city park. The remaining buildings along Scott and Lee Streets within the proposed Bristol Warehouse Historic District represent the largest contiguous collection of the city's railroad-related warehouses in downtown Bristol.

The South Atlantic & Ohio Railroad was constructed through Bristol ca. 1887 and the oldest building in the district is the railroad's passenger station and offices built the same year. The building was designed with influences of the Italianate style with arched windows, corner stone quoins and a corbelled brick cornice at the roofline. The presence of the railroad led to the construction of several brick warehouse buildings facing the tracks in the twentieth century. The oldest of these was built ca. 1910 at 522-526 Scott Street and was designed with rectangular industrial windows and an arched entrance. At the corner of Lee and Scott Streets, the Bristol Builders Supply Company was constructed ca. 1920 and features a brick exterior and terra cotta sign panel. This building was enlarged ca. 1928 with an office wing featuring Carrara glass panels. In 1946 the Central Warehouse building was constructed facing Scott Street and the railroad tracks. Other warehouse buildings built during the period of significance in the 500 block of Scott Street were razed in past decades. On the north side of Scott Street in the 400 block, a concrete block warehouse and office building was constructed ca. 1940 at 433 Scott Street and next door at 427 Scott Street is a dwelling built ca. 1940 as the parsonage for the nearby John Wesley United Methodist Church.

The extant collection of buildings is representative of Bristol's significance as a warehouse and railroad center of the nineteenth and twentieth centuries. To the north of the district is the National Register-listed Virginia Hill Historic District, which consists primarily of residential buildings. To the west are post-1960 buildings and the eastern edge of the National Register-listed Solar Hill Historic District. To the east of the Bristol Warehouse Historic District are modern highways and commercial buildings and to the south is a city park.

## Inventory

Five of the six buildings in the district are considered contributing, and the district also includes one contributing structure, the South Atlantic & Ohio Railroad tracks.

1. 220 Lee Street (500 Scott Street), Bristol Builders Supply Company (VDHR #102-5030; 102-5031-0001). This is a two-story brick warehouse building originally constructed ca. 1925 as the Bristol Builders Supply Company and enlarged ca. 1928 with a brick office wing on the south elevation. The original building faces Lee Street but has a loading dock platform and entrances on the north elevation facing Scott Street (500 Scott Street address) and the railroad tracks. The original warehouse building has a concrete foundation, flat roof of rolled asphalt, and six-course common bond brick exterior. The east elevation facing Lee Street lacks an entrance and has six window bays on the second floor. The windows are original 30-light, steel design. Two of the panels of six-lights each pivot, while the other panels are fixed. The windows have sailor course headers and sills of original hollow-core glazed tile. Below, on the first floor, are four window bays. One window bay has an original 18-light steel window, while the other three window openings have been altered ca. 1970 or covered with plywood. At the roofline on this façade is a stepped parapet with hollow-core glazed tile coping. In the upper façade of the original building is a rectangular terra cotta

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Bristol Warehouse Historic District  
Bristol, Virginia

panel spelling "Bristol Builders Supply Co."

On the south elevation is a ca. 1928 brick, two-story wing which faces Lee Street and was designed as the main offices for the company with an address of 220 Lee Street. The building has a flat roof of rolled asphalt, a concrete foundation, and an exterior of six-course common bond brick. The main (east) façade has original horizontal decorative banding of black Carrara glass. The main entrance has an original, single-light glass and wood door in a recessed entry bay. The storefront window is original with brick bulkheads and aluminum and glass display windows. On the second floor of this façade are two bays of original nine-light steel, fixed windows with added air conditioning units. At the roofline is a flat parapet with hollow-core glazed tile coping. Above the windows are soldier course lintels. The horizontal Carrara glass bands wrap around the corner to the south elevation.

The south elevation of the building has two recessed loading dock bays. Within the east bay is a concrete floor containing a truck frame and steel scale. The pedestrian doors leading from this dock into the building were added ca. 1970. The loading dock door has been covered with plywood. Windows on this elevation are original four-light and nine-light, steel design, and three windows on the first floor have original structural glass blocks. The west dock bay has a raised concrete loading dock and original multi-light glass and wood over-head track doors. The west elevation of the building has a shared party wall with the warehouse building at 512 Scott Street. (C)

2.512 Scott Street, Central Warehouse (VDHR #102-5031-0002). This building was constructed in 1946 and is one-story in height with a full basement level. The main (north) elevation faces Scott Street and the railroad tracks and has six bays, including two raised concrete platforms. On the east platform is an original sliding track door of vertical wood board. Over the door is an original frame and metal canopy with knee brace brackets. This elevation also has an original 30-light steel window with a concrete sill and an original garage bay door of 24-light glass and wood design. Next to this garage door is a window of structural glass blocks with a brick sill, and then an original 36-light glass and wood over-head track door. On the west loading dock platform are two original, eight-light and four-panel sliding track doors. The west platform also has an original nine-light glass and wood pedestrian door. A window next to this platform is nine-light, steel design with a hinged panel and brick sills. Over the platform is an original shed roof canopy with knee brace brackets and a corrugated metal roof. At the roofline is concrete coping. Below the roofline is a painted sign, "Central Warehouse Corp." Attached on the west elevation is a ca. 1970 steel shed with concrete and steel columns and a shed roof. The shed is open on the west elevation and has corrugated metal walls on its south elevation. (C)

3. 526-528 Scott Street, Bristol Warehouse Company (VDHR #102-5031-0003). This building is two-stories in height with a full basement and was constructed ca. 1910. The main (north) façade faces Scott Street with entrances also in the basement level opening onto Moore Street. The building's upper façade was rebricked ca. 1925 possibly due to fire or storm damage. The building has a concrete foundation, flat roof of rolled asphalt, and five-course common bond brick exterior. The main (north) façade has a concrete loading platform facing Scott Street and the railroad tracks. Opening onto the loading dock is an entrance with ca. 1960 vertical board double doors. The doors are set within an arch of three-course header bond brick. Windows on the first floor are original, multi-light steel design with concrete sills. The second floor windows are original six-light steel, hinged design. The central bay on the second floor has an eight-light steel window, and this central bay is flanked by brick pilasters. At the roofline is a flat parapet wall with terra cotta coping. The west elevation has six bays. The basement level has original two-light, fixed windows and an entrance with a ca. 1970 aluminum and glass door. The first floor has original two-light, fixed windows set within a sailor course arch. The third floor windows are rectangular, four-light, steel, fixed design.

The south elevation has three arched window openings. The west opening has original paired four-over-four wood sash windows with a multi-light arched transom. The east opening has a multi-light window and transom. One arched opening has been covered with wood panels. Also on the basement level is a ca. 1950 multi-light glass and wood

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Bristol Warehouse Historic District  
Bristol, Virginia

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garage door. On the first floor, original arched windows have been enclosed with brick and ca. 1925 ten-light steel, hinged windows. Windows on the second floor are ca. 1925 six-light steel design. (C)

4. 415-417 Scott Street, South Atlantic & Ohio Railroad Station (VDHR #102-5031-0004). This is a three-story brick, ca. 1887 building with a stone foundation, flat roof of asphalt, and stretcher bond brick exterior. It has a five-bay façade, stone quoins, and a corbelled brick cornice. The first floor of the facade has been altered: two soldier-course arches with stone keystones have been infilled with brick, and a ca. 1980 glass and metal commercial style door has been added, as well as a ca. 1980 one-square-light metal door. The second floor of the façade has original two-over-two windows with soldier course arched openings with stone keystones. The five bays of the third floor are divided by brick pilasters. In each bay is a ca. 1990 one-over-one replacement window. At the west corner of the main façade is a projecting, two-story ca. 1910 wing with a concrete foundation, flat roof, and stretcher bond brick exterior. Its façade has a ca. 1980 large picture window retro-fitted and a recessed entry bay with a ca. 1980 glass and metal commercial style door. This has also been retrofitted and infilled with brick. The façade also has concrete pilasters. The rear of the building is also irregular in plan. The rear of the main, three-story building has a one-story shed roof canopy across most of the elevation. It is flanked by a projecting full-height tower and the rear of the one-story added wing. Windows and entrances on the main block are covered with plywood. (C)

5. 427 Scott Street. This is a one-story Minimal Traditional dwelling built ca. 1950 as a parsonage for the nearby John Wesley United Methodist Church. It has a side gable roof of asphalt shingles and an exterior of brick and formstone veneer. The main (south) façade has a gable front projecting bay porch with square, brick piers and closed, brick railing. This façade has six-over-six wood sash windows and an original three-diamond light glass and wood door. The building also has an interior, brick chimney and a shed roof wing on the east elevation. This wing has original two-over-two horizontal sash windows. (NC)

6. 433 Scott Street. This is a one-story commercial building constructed ca. 1950. It has a concrete foundation, a flat roof, and an exterior of concrete block. The façade has an original three-light and three-panel wood panel door. Over the door is a shed roof canopy of metal supported by a pair of metal pipes. Also on the façade are three original multi-light, fixed steel windows. There are two windows of the same design on the side elevation, as well as a ca. 1990 added set of multi-light double doors with a Colonial Revival style surround. (C)

7. South Atlantic & Ohio Railroad Tracks. Throughout the length of the district are several sections of original, ca. 1887 steel railroad tracks. The tracks are no longer in use and have been paved over and removed in some places, but sufficient lengths remain to follow the course of the railroad through the district. (C)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Bristol Warehouse Historic District  
Bristol, Virginia

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## STATEMENT OF SIGNIFICANCE - SUMMARY

The Bristol Warehouse Historic District (VDHR 102-5031) is significant under National Register criteria A and C for its commercial and architectural significance in Bristol, Virginia. The district is notable as a regional rail, shipping and industrial center. The buildings, constructed of brick and concrete, retain original forms and plans and have not been significantly altered. Though of modest adornment, they reflect their original utilitarian architectural use as warehouses for storing supplies, materials, and produce that were shipped through Bristol, serving the wider region. Despite some alterations to windows and doors in some of the buildings, they share architectural characteristics of a particular property type. These warehouse storage buildings are of brick construction and have a flat roof, and large, open interior floor space. As urban renewal accounted for the loss of other similar buildings, the five extant buildings and the railroad tracks are the remaining resources representing the once thriving regional distribution center.

## ADDITIONAL INFORMATION

In the early 1850s, news of the coming Virginia and Tennessee Railroad spurred development of a new town on the border of these two states. The rail line was proposed to extend through the lands of James King, Jr., son of early pioneer James King. The younger King's son-in-law, Joseph Rhea Anderson, saw the potential for economic development and purchased 100 acres of the King estate in 1852. Anderson chose the name Bristol for the new town, named after a manufacturing city in England. He subdivided his land into lots, which sold quickly, and erected the first building in 1853. The original town plat included most of the present downtown area. Several other homes soon followed and in November of 1853, the Bristol Post Office was established. Bristol soon developed into a thriving community along the railroad.<sup>1</sup>

Following the Civil War, Bristol boomed. In 1870, most Bristol residences were located along what is now State Street and adjacent streets. Located just off of State Street was a series of hotels and commercial buildings constructed in the 1870s and 1880s in the developing business district. A warehouse district was developed along the South Atlantic & Ohio railroad line, where freight could be unloaded and stored in warehouses just north of the business and commercial district of downtown. The S.A. & O project originated in 1879 as the Bristol Coal and Iron Narrow Gauge Railroad. This railroad was constructed using prison labor, and a prisoner work camp was set up near the intersection of Scott Street and Piedmont Avenue. Ground-breaking occurred in August of 1879, and the railroad was built in a northwesterly direction toward Mendota, Virginia, until 1882, when loss of financing caused the project to cease. Northern capitalists, interested in completing a rail line from Wilmington, North Carolina, to Cincinnati, Ohio, purchased the line, renamed it the South Atlantic & Ohio Railroad, and resumed work on the track. Thirty-eight miles of track between Bristol and Big Stone Gap, Virginia, opened in mid-1887, and the company built a three-story brick office building and depot on Scott Street. In 1899, the railroad company changed hands again and became the Virginia Southwestern Railway.<sup>2</sup>

During the late nineteenth century, Bristol's industry developed rapidly. In and around the blocks of the Bristol Warehouse Historic District there was the Virginia Marble Works, a pencil factory, the Brown Brothers Carriage Factory, a furniture factory, a fruit drying plant, and the Bristol Iron and Steel Company. There was also a brickyard, planing mill, and a terra cotta works. Beyond the industrial center, general and specialty stores relied on the railroad to deliver their wares. Through the district's loading docks came the food, clothing, and dry goods for Bristol consumers.

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<sup>1</sup> "Bristol Commercial Historic District," National Register of Historic Places Nomination Form, Section 8, Page 35-36, 2003; V.N. Phillips, *Bristol, Tennessee/Virginia: A History - 1852-1900* (Johnson City, TN: The Overmountain Press, 1992), 32, 175.

<sup>2</sup> "Bristol Commercial Historic District," Sec. 8, Pg. 38; Phillips, 186-187, 190.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Bristol Warehouse Historic District  
Bristol, Virginia

A few examples of the businesses supported by the warehouse district were the Nickels House, which sold coffee, sugar, and cheese; Wilbar & Johnston sold cookies, crackers, and other snack foods; J.W. Reese and Company offered toys, fireworks, and books; Mrs. Betty Gallaway opened an exclusive millinery store for Bristol's well-heeled ladies.<sup>3</sup>

From 1900 to 1920, Bristol's population increased to almost 15,000 residents, and the city emerged as the commercial center for southwest Virginia and upper east Tennessee. As a rail center, Bristol became home to a number of industries and warehouses shipping freight throughout the region. Wholesale business in Bristol increased 10% between 1912 and 1913 alone, and manufacturing business increased 9% during the same time. In 1913 there were 46 wholesale businesses and 41 industrial and manufacturing plants in Bristol.<sup>4</sup>

Warehouses were constructed along the city's various rail lines with a concentration of buildings constructed along the South Atlantic & Ohio Railroad line north of downtown. The oldest warehouse building in the district is the two-and-one-half-story, brick building at 526-528 Scott Street. Constructed ca. 1910, this building housed various businesses before its acquisition and use as the Bristol Warehouse Company for much of the twentieth century. This was followed ca. 1920 with the construction of the Bristol Building Supply Company, a two-story brick building with offices, a showroom and warehouse space at 220 Lee Street. This business shipped out building products, lumber and other construction materials after it was established.<sup>5</sup>

After its purchase of the South Atlantic & Ohio Railroad in 1899, the Virginia Southwestern Railway sold the depot and office building at 415-417 Scott Street. A two-story addition was attached to the building ca. 1905 and the building became the Bristol Ice Cream Company. The business continued into the 1920s, advertising dairy products, ice creams, sherbets, and soda foundation supplies. During the 1940s, the building housed the Darter Creameries Company.<sup>6</sup> The Bristol Building Supply Company was purchased by Luther Hassinger, with sons Bill and Martin, in 1929. The business endured the Great Depression, and by 1946 had expanded to include a sister business, the Central Warehouse Company, in a two-story addition next door at 512 Scott Street. This company became well known in the region as a major supplier of building materials for the region.<sup>7</sup>

These warehouse buildings were designed with minimal decorative features and are in keeping with typical warehouse buildings of the period. The buildings have rectangular windows of both wood and steel design and were built with concrete loading platforms facing the railroad. The interiors of the buildings are composed largely of open floor space with square wood posts supporting the weight of each floor.

Around 1940, two non-warehouse buildings were added to the district; the dwelling at 427 Scott Street and the building at 433 Scott Street. The dwelling was built as the parsonage for the John Wesley United Methodist Church

<sup>3</sup> Ibid., 230-231, 244-246.

<sup>4</sup> "Bristol Commercial Historic District," Sec. 8, Pg. 37, 39, 41; *Bristol Virginia-Tennessee Directory* 1913-1914 (Richmond, VA: Hill Directory Company, 1913), Introduction.

<sup>5</sup> Sanborn Fire Insurance Maps, Bristol, Virginia, 1907. Available on microfiche at Tennessee State Library and Archives, Nashville; Sanborn Fire Insurance Maps, Bristol, Virginia, 1913. Available on microfiche at Tennessee State Library and Archives, Nashville; Sanborn Fire Insurance Maps, Bristol, Virginia, 1920. Available on microfiche at Tennessee State Library and Archives, Nashville.

<sup>6</sup> Sanborn Fire Insurance Maps, Bristol, Virginia, 1913; Sanborn Fire Insurance Maps, Bristol, Virginia, 1920; Sanborn Fire Insurance Maps, Bristol, Virginia, 1940. Available on microfiche at Tennessee State Library and Archives, Nashville.

<sup>7</sup> "Historic Preservation Certification Application, Part 1" for Bristol Builders Supply Company Building, Bristol, Virginia, 2011.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 6

Bristol Warehouse Historic District  
Bristol, Virginia

located to the northwest on Lee Street. The Reverend Edward H. Forrest resided there in 1940 and by the late 1950s it was the home of Rev. Jason L. Moon and his wife, Lakie, a music teacher. The building at 433 Scott Street was a small office building housing various businesses in the mid-twentieth century.<sup>8</sup> Today it houses Bristol Art Engineer company offices.

During the mid-twentieth century, this section of Bristol was noted for its many warehouses and industries. It was Bristol's importance as a regional distribution center that drew business and industry to the city, helping it grow to a population of 23,772 by 1940. At that time, Bristol had 5,000 telephones in service, 5,341 electric customers, and 5,588 water customers. In the city, there were thirty-two churches, four theaters, three colleges, three hospitals, a library, a broadcasting station, a municipal auditorium, a YMCA, a county club and a golf course. With these amenities and services, a moderate climate, scenic landscape, thriving commerce, and upper educational opportunities, Bristol adopted the slogan, "A Good Place to Live."<sup>9</sup>

Industries that located in Bristol during this period include the Columbian Paper Company, Grey Hosiery Mills, and the Bristol Weaving Mills. Other goods manufactured in Bristol at that time include mine cars, veneer, overalls, women's dresses, candy, leather products, caskets, rayon cloth, truck trailers, and wood products. Increased industry helped expand the district along the railroad, and Bristol's manufacturers and factories relied on the rail for shipping throughout the region.<sup>10</sup>

During World War II, there were two war-related industries in Bristol, employing 3,600 people. A shell-loading plant was later dismantled, but an aircraft factory building had a second life as the home of Universal Moulded Products Corporation. In 1946, Bristol's preeminence as a regional industrial center attracted New Jersey-based Monroe Calculating Machine Company, which built a 100,000-square-foot factory in Bristol.<sup>11</sup>

Along the 400 and 500 blocks of Scott Street were the Twin City Boiler Works and the Lockett-Reeves Company, Wholesale Grocers. These and other similar businesses remained along the street until the 1950s when the increase in truck traffic led some companies to move to the edges of town along the major highways. Other businesses closed such as the boiler works, which was replaced by the Bristol City Hall in 1957. At that time, Bristol's estimated population was 40,280, up from 32,725 in 1950. The city had three banks and one Savings and Loan Company with \$50.2 million total deposits, up from \$8.2 in 1940. The growth of the city and its commercial prosperity was dramatic. Between 1940 and 1956, Bristol's population had grown by 62.2%, its retail sales increased by 364.7%, and bank resources had also enlarged by 384.9%. Buying income per family had grown by 193.8% during the same time frame.<sup>12</sup>

By 1957, Bristol had sixty churches, five hotels, and twenty-five motels. That same year, the city attracted the Ford Instrument Company, which announced the opening of a 150,000-square-foot factory outside of Bristol. By then, the new trend of out-migration was well established, and industrial and retail businesses flocked to the suburbs. Urban

<sup>8</sup> *Bristol Virginia-Tennessee Directory 1957-1958* (Richmond, VA: Hill Directory Company, 1958), n.p.; *National's Bristol Virginia-Tennessee City Directory 1940* (Parsons, KS: National Directory Company, 1940), n.p..

<sup>9</sup> "Bristol Commercial Historic District," Sec. 8, pg. 43; *National's Bristol Virginia-Tennessee City Directory 1940* Introduction.

<sup>10</sup> "Bristol Commercial Historic District," Sec. 8, pg. 42; *Bristol Virginia-Tennessee Directory 1957-1958*, n.p.

<sup>11</sup> *Bristol Virginia-Tennessee Directory 1957-1958*, n.p.

<sup>12</sup> *Ibid.*

United States Department of the Interior  
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# National Register of Historic Places Continuation Sheet

Section number 8 Page 7

Bristol Warehouse Historic District  
Bristol, Virginia

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renewal projects in the 1960s and 1970s resulted in the loss of numerous buildings north of State Street. A senior citizens housing complex and a city park were among the additions to this area through urban renewal.<sup>13</sup>

The Bristol Warehouse Historic District contains six buildings, four of which reflect the industrial and warehouse heritage of this section of the city, as well as portions of the S.A. & O. railroad tracks. The four warehouse buildings are similar in design with rectangular window openings and with loading dock platforms or entrances facing the railroad tracks along Scott Street. Also in the district is the original office and depot of the South Atlantic & Ohio Railroad, which was converted into a dairy business after 1900. The buildings' similarity in design and function are distinctive in Bristol and reflect the city's significance as a regional rail, shipping and industrial center. Despite some alterations to window and door openings, overall the buildings possess much of their integrity of design and reflect a sense of time and place as an industrial/warehouse area of the early twentieth century. The district is eligible under National Register criteria A and C for its role in the commercial development of the city and its architectural design.

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<sup>13</sup> Ibid.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number   9   Page   8  

Bristol Warehouse Historic District  
Bristol, Virginia

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United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 10 Page 9

Bristol Warehouse Historic District  
Bristol, Virginia

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## Verbal Boundary Description

The Bristol Warehouse Historic District is located in the blocks to the immediate east and west of the intersection of Lee and Scott Streets in Bristol, Virginia. To the east of this intersection, the buildings on the north side of Scott Street are included; to the west of this intersection, the buildings on the south side of Scott Street are included. Moore Street represents the western boundary of the district. The eastern boundary is along the property line of 415-417 Scott Street. The following tax parcels are included within the historic district boundaries: 27-10-1, 27-10-2, 27-10-3, 27-10-4, 27-1-10, 27-1-11, 28-1-12, 28-1-13, 28-1-14, and 28-1-15.

## Verbal Boundary Justification

The boundary was drawn to include the extant warehouses, industrial buildings and commercial buildings from the 1880s to the 1950s. The blocks to the south of the warehouse area underwent extensive urban renewal development during the 1970s and 1980s, which resulted in the demolition of numerous buildings. The remaining buildings along Scott and Lee Streets within the proposed Bristol Warehouse Historic District represent the largest contiguous collection of the city's railroad-related warehouses in downtown Bristol.

### Additional UTM points

5. 17 E0394384 N4050984
6. 17 E0394478 N4050970
7. 17 E0394465 N4050929
8. 17 E0394377 N4050954

United States Department of the Interior  
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# National Register of Historic Places Continuation Sheet

Section number         Photos    Page         10

Bristol Warehouse Historic District  
Bristol, Virginia

## Photographs

Bristol Warehouse Historic District, Lee and Scott Streets, Bristol, VA

Photographs by: Thomason and Associates

Date: 4/12/2011

Photo No. 1 of 8: Bristol Builders Supply, 220 Lee Street, view to north

Photo No. 2 of 8: Bristol Builders Supply wall sign, 220 Lee Street.

Photo No. 3 of 8: Central Warehouse, 512 Scott Street and Railroad tracks, view to south

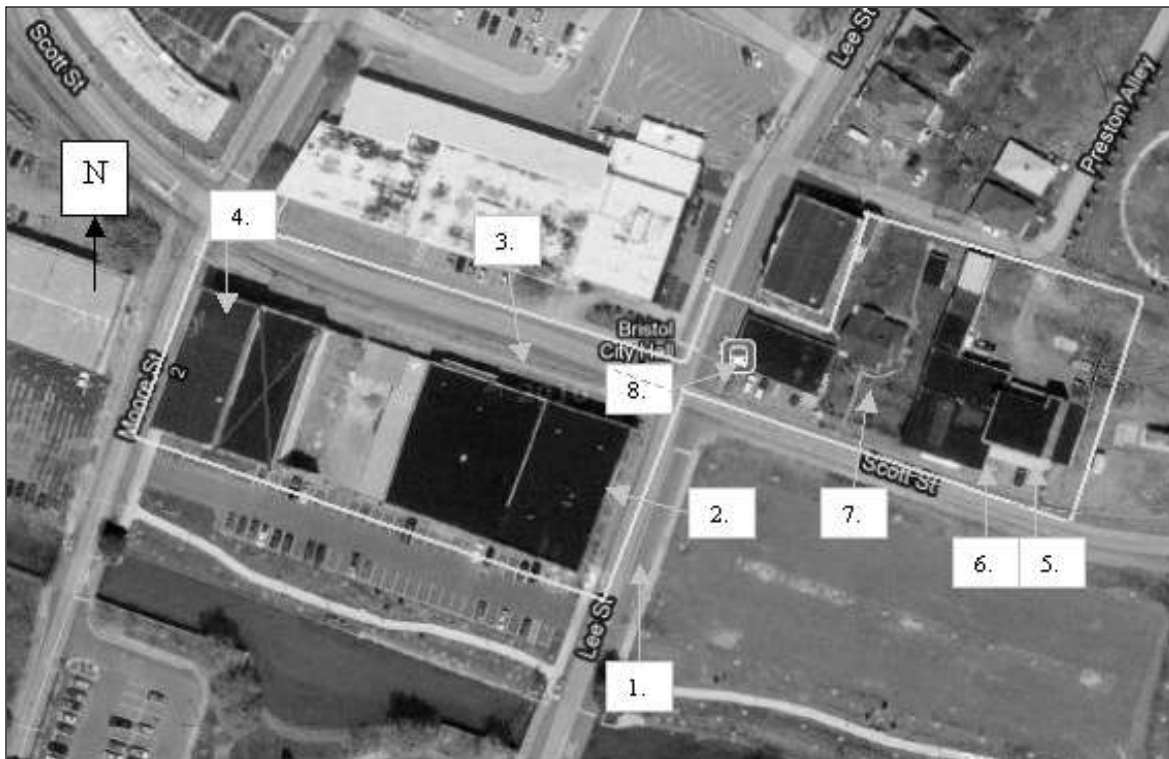
Photo No. 4 of 8: Bristol Warehouse Company, 526-528 Scott Street and Railroad tracks, view to south

Photo No. 5 of 8: South Atlantic & Ohio Railroad Station, 415-417 Scott Street, view to north

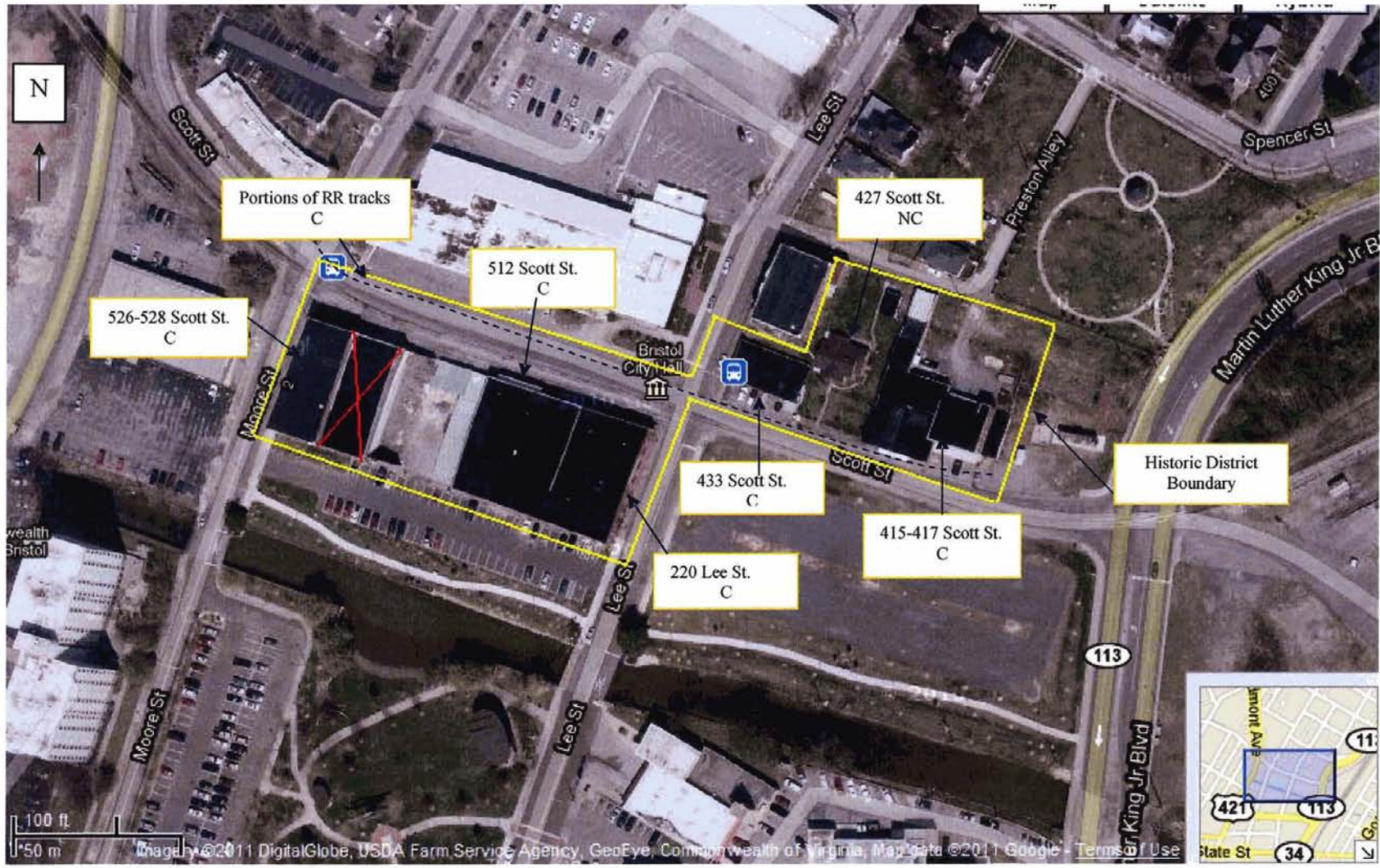
Photo No. 6 of 8: South Atlantic & Ohio Railroad Station, 415-417 Scott Street, view to north

Photo No. 7 of 8: Residence at 427 Scott Street, view to north

Photo No. 8 of 8: Bristol Art Engineer, 433 Scott Street, view to northeast







Bristol Warehouse Historic District Boundary Map  
 ("X" denotes recently demolished building; dashed line indicates RR tracks)

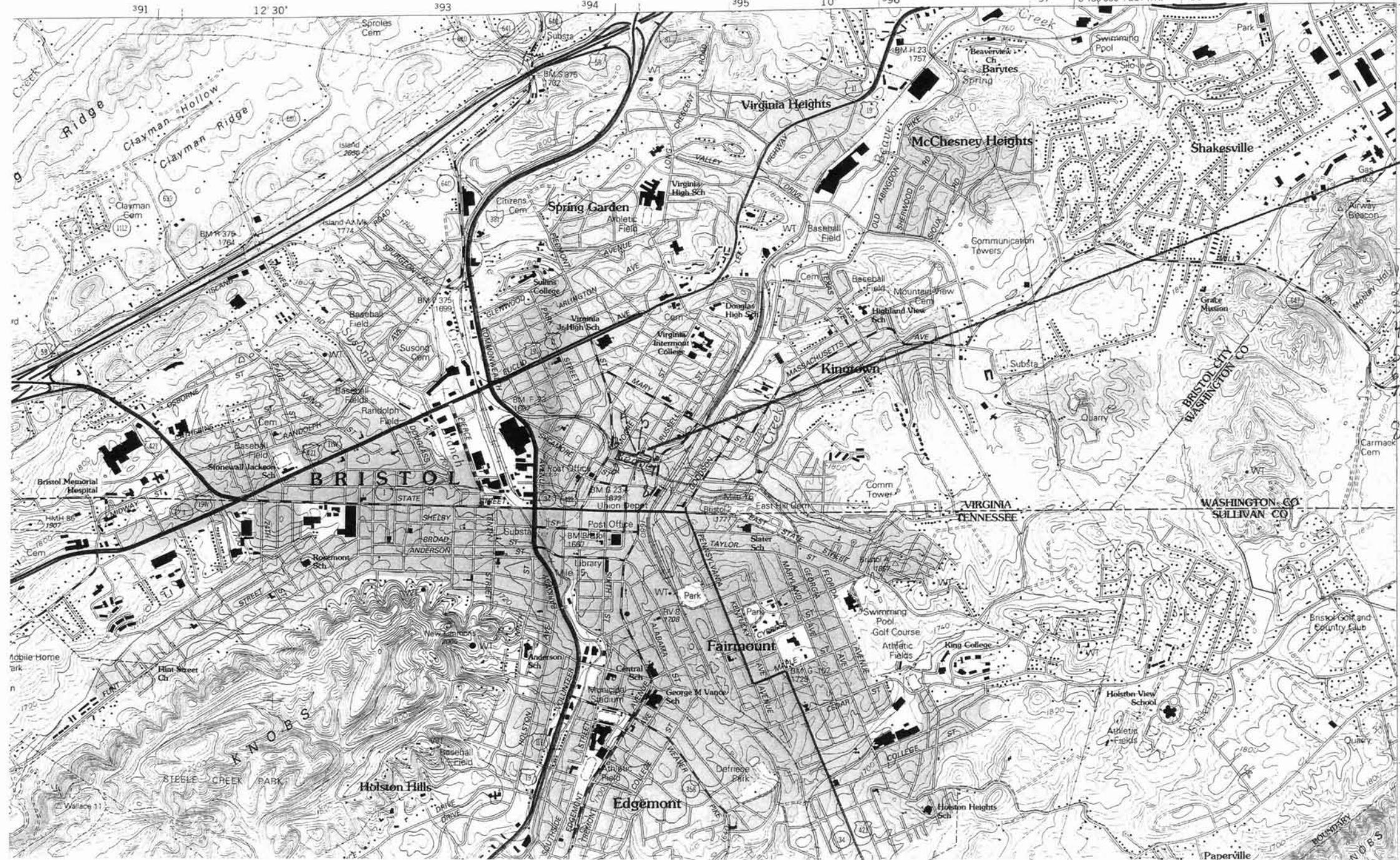


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DHR #  
4053 102-5031  
Bristol Warehouse  
Historic District  
Bristol, VA  
UTM points

830 000 FEET  
(TTN)  
17 E0394350 N4050913  
2 17 E0394243 N4050952  
3 17 E0394262 N4050999  
4 17 E0394366 N4050970  
5 17 E0394324 N4050984  
6 17 E0394478 N4050970  
7 17 E0394465 N4050929

4051  
17 E0394377 N4050954

4050

35'  
4049

4048