

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

LISTED ON:	
VLR	03/18/2010
NRHP	05/28/2010

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Altavista Downtown Historic District

other names/site number VDHR No. 162-5005

2. Location

street & number 400 and 500 blocks of 7th Street; 500, 600 and 700 blocks of Broad Street; 500 and 600 blocks of Main Street; and 400 block of Washington Street not for publication

city or town Altavista vicinity

state Virginia code VA county Campbell code 031 zip code 24517

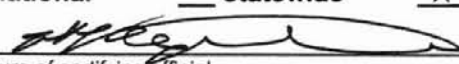
3. State/Federal Agency Certification

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

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local


Signature of certifying official

April 14, 2010
Date

Title _____ State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

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 the count.)

<input checked="" type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input checked="" type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
48	4	buildings
0	0	sites
0	2	structures
0	1	objects
48	7	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: business

COMMERCE: financial institution

COMMERCE: specialty store

COMMERCE: restaurant

SOCIAL: meeting hall

RELIGION: church

RECREATION AND CULTURE: theater

HEALTH CARE: hospital

TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions)

COMMERCE: business

COMMERCE: financial institution

COMMERCE: professional

COMMERCE: specialty store

COMMERCE: restaurant

SOCIAL: meeting hall

RELIGION: church

RECREATION AND CULTURE: theater

HEALTH CARE: medical office

TRANSPORTATION: rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN

LATE VICTORIAN: Romanesque Revival

LATE 19th and EARLY 20th CENTURY REVIVALS: Colonial Revival

LATE 19th and EARLY 20th CENTURY REVIVALS: Tudor Revival

LATE 19th and EARLY 20th CENTURY AMERICAN MOVEMENTS: Commercial Style

MODERN MOVEMENT: Moderne

Materials
(Enter categories from instructions)

foundation: CONCRETE; BRICK

walls: BRICK; STUCCO

roof: OTHER; ASPHALT; SLATE

other: STUCCO; GLASS

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)
SEE CONTINUATION SHEET

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

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

- ARCHITECTURE
- COMMERCE
- COMMUNITY PLANNING AND DEVELOPMENT
- POLITICS/GOVERNMENT
- TRANSPORTATION

Period of Significance

1907-1960

Significant Dates

1907, 1908, 1912, 1938

Significant Person

(Complete only if Criterion B is marked above)

Lane, Henry Lee
Lane, John Edward, Sr.

Cultural Affiliation

N/A

Architect/Builder

English, W.B.
Johnson, Stanhope
Maril, Herman (artist)

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)
SEE CONTINUATION SHEET

9. Major Bibliographical References

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

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

Primary location of additional data:

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

Altavista Downtown Historic District
Name of Property

Campbell County, Virginia
County and State

recorded by Historic American Buildings Survey #

Other

recorded by Historic American Engineering Record #

Name of repository:

Virginia Department of Historic Resources,
Richmond, Virginia

Historic Resources Survey Number (if assigned): DHR # 162-5005

10. Geographical Data

Acreage of Property 14.3
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	17	651692	4108117	3	17	652103	4108195
	Zone	Easting	Northing		Zone	Easting	Northing
2	17	651942	4108317	4	17	651931	4108016
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)
SEE CONTINUATION SHEET

Boundary Justification (explain why the boundaries were selected)
SEE CONTINUATION SHEET

11. Form Prepared By

name/title Debra A. McClane, Architectural Historian
organization _____ date DRAFT Nov. 9, 2009
street & number 4711 Devonshire Road telephone 804/233-3890
city or town Richmond state VA zip code 23225
e-mail d_mcclane@hotmail.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.
SEE CONTINUATION SHEET

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Summary Paragraph

The Altavista Downtown Historic District encompasses approximately 14 acres in the heart of the Town of Altavista and includes the original commercial and governmental core. Pittsylvania and Halifax counties lie to the south, Bedford County is located to the west, Amherst and Appomattox counties lie to the north and northeast, and Charlotte County is adjacent on the east side. Altavista is located approximately 25 miles south of Lynchburg, 45 miles east of Roanoke, 40 miles north of Danville, and 130 miles southeast of Richmond. The majority of the resources located within the historic district are commercial in nature, although governmental, social, and religious resources are also present. The district contains 48 contributing resources and 7 non-contributing resources. Non-contributing elements in the district are either resources constructed after the identified period of significance or are historic buildings that have been significantly altered. The district is anchored by the presence of two still-active railroad lines. The architectural character of the resources generally reflects an early-to-mid-twentieth century appearance. Early-twentieth century commercial buildings tend to be of one-to-three-story masonry (cinder block, brick, concrete block) examples with one- and two-part façades detailed with pressed parapet and storefront cornices and decorative brickwork, and plate glass storefronts. Mid-twentieth-century commercial examples also are of masonry construction with flat roofs, but with a more modern streamline appearance. Notable exceptions include the Altavista Municipal Building, the earliest section of which was completed in 1938 and is executed in the Colonial Revival style, and the U.S. Post Office, also completed in 1938 and an example of stripped Classical architecture. The town is surrounded by largely rural development, much of which consists of active farms. The boundaries of the historic district have been selected to encompass the area within town that historically was developed for commercial purposes and that contains the highest concentration of intact historic resources.

Narrative Description

The Town of Altavista is located at the southern end of Campbell County and lies adjacent to the curving course of the Staunton (Roanoke) River on its southern and southeastern boundary. Campbell County lies at the intersection of the northern and southern Piedmont physiographic regions of the state. The Town is contained entirely within the Staunton River's basin, which has an average daily flow at Altavista of approximately 1.65 billion gallons. A small segment of the Town boundary lies on the Big Otter River at its confluence with the Staunton River. At least one named perennial stream, Lynch Creek, traverses the Town, and there are several other perennial and intermittent streams that do likewise.¹

The topography of the town consists of steep hills that slope towards the flood plain of the river. The Altavista Downtown Historic District includes resources located along 7th, Broad, Main (formerly 6th Street), and Washington streets. Major vehicular routes through the town include U.S. Route 29, which is designated as Main Street within town limits and also known as Wards Road, and State Route 43, which is designated as Bedford Avenue within the town limits. The former is a major north-to-south interstate corridor, while the latter is an important east-to-west route. The area within the historic district retains its original street pattern and parcel layout that was established in the 1908 plat of the town. Two still-active rail lines run through the town and anchor the historic district; the former Southern Railway Station and tracks are located at the northwestern corner of the district and the Norfolk-Southern Railway Station (formerly the Virginian Railway) and tracks are located at the southwestern corner of the district. Both sets of tracks are now owned and operated by Norfolk-Southern Railway.

The Altavista Downtown Historic District encompasses the commercial core of this early-twentieth-century town. The town origins date back to 1905 when the Lane Brothers Construction Company of Esmont purchased 2,000 acres near the intersection at the Staunton River of the soon-to-be-completed Virginian Railway line and the existing Southern Railway line. The town development was actually completed by the Altavista Land and Improvement Company, which had obtained a large portion of the Lane Brothers' holdings in 1909 and also had some of the same officers as the construction company. The town plat, recorded in the Campbell County Courthouse in Rustburg, delineated a grid pattern of streets that were set along the slopes of the steep hills that rolled southeast towards the river.² Initially, the plan contained 39 blocks from Amherst Avenue in the east to Bedford Avenue in the west and from 9th Street in the north to the Staunton River in the south. The Board of Directors of the development company also called for electricity, water and sewage systems, and other up-to-date amenities within the town limits. The historic district encompasses portions of Blocks 7, 8, 14, 15, 16, 22, and 23 of the original plat. In general, lots were 25 feet wide and 100 feet deep; principal

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streets were 80 feet wide; cross streets were 60 feet wide; and alleyways were 20 feet wide. Sidewalks with curbs were also provided, although the streets would remain unpaved for the first few years. Zoning was also a priority in the town planning with commercial areas located near the southwestern end of town (situated between the two rail lines), industrial interests located on the southeast and east sides of town across the railroad tracks, and residential districts located to the northeast and northwest. Present-day zoning continues to follow this pattern with additional industrial development located at the extreme northwest end of town. Streets running northeast-to-southwest were numbered and streets running northwest-to-southeast were named—many for surrounding counties (e.g., Charlotte, Pittsylvania). The lines of the railroads to the northwest and southwest and the Staunton River, which also serves as the county boundary, limited growth in those directions. Subsequently, most commercial development has extended northeast along Main Street (formerly 6th Street) and residential development has continued in the areas historically designated for dwellings.

Primarily built in a vernacular commercial style, first popularized in the late nineteenth century, most of the downtown historic district buildings are of masonry construction with brick facades. Many of these replaced earlier frame buildings designed in a similar manner. Only one frame building (162-5005-0004) remains in the district. This two-story building, exhibiting a typical two-part commercial façade, was likely one of the first constructed in town and features Victorian-era detailing in its use of shaped brackets and sandlework arch over the centrally located entrance. The building has served as a post office, a boarding house, and a grocery store. The salon that presently occupies part of the building has been in operation for over 40 years.

The majority of the buildings in the district are one or two stories in height, although because of the slope of the land, some buildings exhibit a third floor or an above-ground basement level on one or more sides. The facades of these commercial and office buildings exhibit two main components: a storefront and a separate upper level treatment. The one-story, or one-part commercial blocks, consist of a storefront with an ornamental cornice or parapet, often including a frieze board or recessed panel for signage, above. Two- and three-story buildings also consist of a storefront on the first-floor level with a separate treatment (generally, standardized double-hung fenestration) above.³ The storefronts feature recessed single or double glass doors flanked by large plate glass windows suitable for displaying merchandise. Other details include transom windows, skirtboards (of wood, brick, or stucco) below the window openings, and decoartive brickwork consisting of quoins, jack arches, corbelling, and decorative piers and pilasters. Several early-twentieth-century buildings along Broad Street retain their original pressed metal cornices (162-5005-0015; 162-5005-0024) and mid-twentieth-century buildings also tend to have projecting canopies that extend out front the storefronts (162-5005-0019; 162-5005-0021; 162-5005-36), providing a shade for window shoppers. Buildings constructed between 1909 and 1930 tend to be faced with exterior brick walls laid in a five-course American bond pattern (e.g., 162-5005-0015; 162-5005-0017); mid-century and later buildings tend to feature stretcher bond patterns (162-5005-0006, 162-5005-0026). Some of the mid-century masonry buildings are of concrete or cinder block construction and have been clad with a stucco finish (e.g., 162-5005-0005; 162-5005-0009). Buildings built in the mid-twentieth-century also began to reflect the tenets of modern streamlined architecture with a more horizontal emphasis (e.g., 162-5005-0022).

Many buildings, especially along 7th, Broad, and Main streets, are built adjacent to one another with party walls. Typical of early-twentieth-century commercial design, all buildings are oriented to the street, extend to the front edge of the lot line, and abut concrete sidewalks on the front and sides (if on a corner lot), and maintain a continuous setback with adjacent buildings. Alley elevations are generally utilitarian in nature with loading docks and delivery entrances. Many buildings occupy more than one 25-foot-wide parcel and extend the depth of the lot to the paved alleyway. The regularity of height, scale, and setback provide an inviting quality to the area. In early and mid-twentieth century, street trees were planted; however, most trees have been removed or have died out and only a few areas of grass or planting beds are present within the downtown core. The streetscapes retain a good level of overall integrity with regard to their early-twentieth-century appearance.

There are a few undeveloped lots within the historic district, some of which reflect demolition of buildings and some of which have never been developed. The vacant lot between 600 and 606 Broad Street was formerly occupied by the Elwood Building (demolished ca. 1980), which was a ca. 1910 two-story commercial building. The municipal parking lot at the corner of Main Street and Campbell Avenue was formerly occupied by dwellings. The vacant lot at the corner of Main and Broad streets was formerly occupied by commercial buildings that were destroyed by fire in the late twentieth

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century. The vacant lot between the Altavista Presbyterian Church and the commercial building at 701 Broad Street has never been developed.

From its inception 1905 through present day, the area within the historic district has been the heart of commercial and governmental activities in Altavista. Although the Lane Brothers' original plan for the town included the convenient placement of churches at prominent corner locations within residential neighborhoods, by the 1920s, two churches had joined the largely commercial downtown area: the Altavista Presbyterian Church at 707 Broad Street (162-5005-0030) built in 1925, and the Central Baptist Church on 7th Street (162-5005-0010) built in 1927. Governmental entities also located within the business district occupying various buildings throughout the first few years of the town. One of the first buildings constructed in the town was the fire station (162-5005-0049) located on the western end of Washington Street east of the Southern Railway station. The one-story building, constructed in 1910, was of fireproof masonry construction of rusticated concrete block with a standing-seam metal and covered by a front-facing gable roof with a false parapet front. A large single opening at the front of the building allowed the volunteer firefighters to access the two-wheeled hose wagon. This building later housed the incipient town hall; in 1938, the brick, Colonial Revival-style town hall and fire station building was constructed on the north side of 7th Street (162-5005-0008).

Sanborn Fire Insurance Company maps are available for Altavista from 1910 through 1948 and provide an illustrative guide to the development of the town's commercial core. Commercial and business development between 1909 and 1920 focused along Broad Street. As noted, many of the early buildings were of frame construction executed in Late Victorian and early-twentieth-century Commercial styles. Notable exceptions to the frame buildings included the brick Ogden-Henderson Building at 600 Broad Street (162-5005-0015) and the First National Bank at 622 Broad Street (162-5005-0025). Located at the prominent northwest corner of the intersection of Broad and Main streets, the Ogden-Henderson building, constructed in 1909, was built by Henry Lane, one of the town founders, as a speculative enterprise. The building was soon occupied by the Lane-Harris real estate company and in 1911, the Farmers & Merchants Bank, which would close in 1929 during the Great Depression, occupied one-half of the building. In 1918, the Hamner Grocery moved into the building, where it remained until its closing in the 1950s. The large, two-story building is covered by a flat roof with parapet walls and features decorative brickwork and detailed frieze boards and pressed metal cornices. The building also holds a full basement level. Originally, the façade featured two plate-glass storefronts; the storefronts have been modified in recent years, but the building retains very good overall integrity of materials and design. The First National Bank, chartered in 1908 and located at the southwest corner of the intersection of Broad and 7th streets, was constructed by the Lane Brothers and housed their Altavista offices. The building also housed a restaurant, a printing shop, real estate offices, and a telegraph office. The striking, two-story bank building, was designed by Lynchburg-based architect Stanhope Johnson (1882-1973) in the Classical Revival style. Both the 7th Street and the Broad Street facades featured double-height, rusticated pilasters topped by decorative concrete capitals that carried a full entablature, a projecting cornice with large modillion blocks, and a tall brick parapet above. Windows on the building included plate glass, Chicago style (three-part), and nine-over-one wood sash. A late-twentieth century remodeling of the building has obscured the original bank designed; however, the building, which was purchased by the bank in 1917, retains its prominent location within the town plan.

The town's development, as mentioned, was anchored by the presence of the two rail lines: the Southern and the Virginian. By 1910, both lines had constructed depots for passengers and freight. Initially, the Southern Railway, whose lines ran along the northwest side of downtown, lacked a station at the Altavista site and temporarily left two boxcars trackside until its depot was built in 1910.⁴ That building, a one-story frame building with bellcast, hipped roof with deeply overhanging eaves and arching wooden brackets, burned in 1936. A second depot was constructed shortly thereafter at the same location. The replacement depot (162-5005-0048) was clad with brick and featured a broad hipped roof. In 1983, the station was closed and was given to the town. In the late 1980s, the building underwent renovation and presently is used by the Chamber of Commerce and for public meeting space.⁵ The Virginian Railway depot, located at the southwest corner of the district, was also completed in 1910 and was covered by a long hipped roof with wooden brackets and numerous multi-light wood-sash windows. That station was replaced around 1960 with the current depot (162-5005-0012), which is a one-story, flat-roofed brick building with a projecting platform on the trackside.

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Between 1910 and 1925, a few stores and warehouses, some of which were ironclad and most of which were for tobacco storage, were constructed along 7th Street and Main (6th) Street. Frame dwellings also were located on the north side of Main Street near its intersection with Campbell Avenue. The continuing presence of a feed and seed store, livery stables, and other livestock pens and coops along 7th Street were a reminder that the country was not far outside the town limits.

By 1930, both sides of the 600 and 700 blocks of Broad Street were developed with one- and two-story commercial buildings, both brick and frame, housing stores, banks, restaurants, a theater, five and dime stores, and jewelry stores. Construction along the 500 block of 7th Street was still sparse with only a warehouse, a church, and a couple of stores in place. The south side of the 500 block of Main Street was lined with a row of stores and auto sales garages. The north side of the block held a couple of stores and dwellings and a new type of commercial enterprise: the service station. Located at the corner of Main Street and Campbell Avenue, Dudley Smith's Gulf service station, later known as Moorefields Service Station, was constructed at the front of a former dwelling. A wooden canopy supported by wooden posts extended from the house front, providing a sheltered space for motorists to refuel. Garage bays were located south of the servicing area. Within a decade, there would be more than a dozen service stations located along Main Street including S.P. "Pete" Bralley's stations at 500 Main Street (1925-1935) and later at 601 Main Street (1936, 162-5005-0047).

In 1938, two important governmental buildings were constructed along 7th Street. Altavista had become a chartered town in 1912, but had not yet constructed an official town hall. Town business presumably was conducted in other public buildings (possibly schools) or in downtown office space. In 1938, a one-and-a-half-story, brick town hall was constructed on the north side of the 500 block of 7th Street (162-5005-0008). Prior to the construction of the town hall, this site was occupied by a large iron-clad warehouse building, which was used as a tobacco warehouse and prizery. Storage stalls were also built along the perimeter of the site. The Colonial Revival-style brick building was designed by Lynchburg-based architect Samuel P. Craighill (1833-1957) and was constructed by the Altavista firm of W. B. English Lumber Company. The gable-roofed building, which is domestic in character and scale, features a five-bay façade with a centrally located recessed entrance that is detailed with a pedimented surround, fanlight, and fluted pilasters set within an arched opening with a fanlight. A tall brick chimney rises from the northeast end of the building. Shorter, one-and-a-half-story wings project to either end of the five-bay section. In 2002, a large addition, designed by dBF Architects of Charlottesville, was constructed to the north end of the town hall requiring the removal of a dry cleaning/laundry building and the Dixie Motors building, both of which were built in the 1950s.

The present United States Post Office (162-5005-0027) at 700 Broad Street (corner of 7th Street) also was constructed in 1938. The first post office in Altavista was chartered in 1907 by the Lane Brothers and D. R. Powell of Gretna and was located at the Lane factory.⁶ Sanborn Fire Insurance Co. maps indicate that in 1910 the present site of the post office was occupied by one of the town's first general store buildings (the former Bernard-Smith Store, also known as Pope's) that later also housed a printing company; the post office was housed in a two-story building (locally known as the Perrow building) at the southwest corner of the same block and faced onto 7th Street. In 1918, the latter building became home to the town fire department and the post office was moved to the two-story frame building at 503 7th Street (162-5005-0004). The mail, which was carried by the Southern Railway, came into town six to seven times a day. In 1925, the post office moved to Broad Street and was housed in what is now the Campbell Lodge building at the intersection with Washington Street. Finally, in 1938, the present post office was constructed at the northwest corner of the intersection of Broad and 7th streets. The building was erected as part of the federal Public Works Administration, established in 1933 under Franklin Roosevelt's presidential order. The contractor for the project was James J. Barnes Construction Co. of Logansport, Indiana, and Louis A. Simon was the Supervising Architect of the Treasury Department. The tall one-story building is clad with red brick laid in a five-course American bond pattern with limestone and granite details, is covered by a flat roof with a parapet, and is set on a concrete foundation. The building is executed in a stripped Classical style, a style popular for many federal buildings of the period. The three-bay façade features a centrally located entry bay that is framed by tall limestone pilasters that carry a limestone entablature engraved with "United States Post Office." The window opening in the west end bay of the building has been modified for an accessible entrance, but otherwise, the building appears untouched from its original construction and retains excellent integrity. Altavista's new "first class" post office reflected the Treasury Department's standard to provide small towns with an "ordinary class of building, such as any businessman would consider a reasonable investment" and instead of an individualized design, utilized a standard

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floor plan. The Altavista post office bears a resemblance to the post office in the Town of Orange, which was constructed in 1935 with Louis A. Simon as supervising architect.⁷ The interior was enhanced with an oil-on-canvas mural painted by Maryland native Herman Maril (1908-1986). The painting, titled "A Growing Community," depicted a local view of the Virginian Railway station and the Lane factory beyond with mountains rising in the background and a farmstead nearby.⁸ The painting was completed in 1940. The presence of the town hall, the post office, and the First National Bank, along the 7th Street corridor create a significant concentration of governmental and commercial (financial) buildings within the downtown.

In addition to commercial, financial, and governmental interests, social and civic organizations also began locating in the downtown core. The Campbell Lodge #316 A.F. and A.M. which was chartered in 1911, held meetings in various commercial buildings downtown including Dr. W. O. Smith's office, the Hamner Building (162-5005-0015), and the Marks Building (612 Broad Street, 162-5005-0023). In 1930, the lodge purchased the Marks Building and then sold it in 1940 when the organization purchased the brick building, known as the Price Building, at 706 Broad Street (162-5005-0029), where it remains today. The building, which was constructed around 1915, originally housed a dry goods store. In 1925, the building housed both a gentleman's store and the Altavista post office, which remained in that location until the current post office was built in 1938. The handsome two-story building, located at a prominent corner, is covered by a flat roof with parapet walls, a clipped corner storefront entrance, and decorative brickwork including quoins, piers, recessed panels, open finger joints, and a basketweave patterned cornice. The Broad Street side of the building remains commercial in nature. The main entrance into the lodge is located on the Washington Street elevation and features flanking brick pilasters of alternating rows of projecting bricks and a wooden cornice featuring a bolection molding and modillion blocks. The glass transom above the doorway has been painted with the lodge's name and affiliation and Bronze Masonic emblems and metal carriage lamps flank the entrance bay. The centrally located entrance on this elevation has been boarded over, as have some of the window openings. The loss of these details detracts from the overall integrity of the building, but this building retains sufficient integrity of materials and design to reflect its historical appearance and character.

Although some commercial development occurred along Main Street during the 1910s and 1920s, it was during the 1930s, 1940s, and 1950s that the streetscape took on its present appearance. Much like Broad Street, the buildings on Main Street were built adjacent to one another, maintained general height and setback uniformity, and provided shaded space in front of the stores through the use of cantilevered canopies over the storefronts. This streetscape, more so than Broad Street, evolved over the early decades of the town's history through the remodeling and replacement of earlier stores and shops. The building at 508 Main Street (162-5005-0031), presently occupied by Rountrey's Hardware, is located at a prominent corner in the commercial district. Between 1925 and 1935, this corner was occupied by S. P. "Pete" Bralley's Standard service station. The distinctive 1920s design of the Standard Oil station included two projecting hip-roofed canopies over the gasoline islands, Spanish-tiled roofs, and multi-paned garage doors to either side. The one-story building extended the depth of the lot from Broad Street to the alleyway, but was oriented towards Main Street. In 1936, the masonry building was substantially remodeled; a flat roof replaced the long hipped roof of the service station and a new full-width façade was erected along the Main Street side with large plate glass windows and concrete posts supporting, which replaced the earlier projecting wings. The building was divided into four shops including the Altavista's Men's Shop, Haynes and Meadows Dress Shop, City Cabs, and B.J. Rountrey's hardware store, established in 1937, which was located at the north end of the building. At present, Rountrey's, under the guidance of Hugh Rountrey, occupies the entire building and has extended into a couple of the adjacent buildings that face onto Broad Street. The Main Street building retains the overall design of the 1936 building with masonry piers and large plate glass windows; a corner entrance was added, but the main entrance is on Main Street. A profiled metal mansard-type roof was added, as well.

Around 1925, the Schewels Furniture Store location at 512-514 Main Street was occupied by a two-story, frame dwelling, which was set back from the street edge, and a two-story, hipped-roof brick store that abutted the sidewalk. The two-story building had replaced the earlier, one-story building that was occupied by Tom Fleckenstein's hot dog stand (at 514 Main Street). Long-time Altavista residents recall that the store sold candy, hot dogs, and soft drinks, and that the floor was covered with sawdust.⁹ By 1930, a one-story addition built at the front of the dwelling served as the furniture store. The flat-roofed, frame storefront held a recessed, centrally located entrance that was flanked by large plate glass display

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windows on the front and alleyside. Around 1950, the two buildings were removed after a fire in one of the buildings and the present store was built, which consists of a one-story, flat-roofed wing and an adjacent two-story wing (162-5005-0033). Both sections are of concrete block construction with brick facades and both buildings extend the depth of the block to the rear alleyway. The modern storefront, which extends across the full width of both facades, features metal-framed plate glass windows. In the late twentieth century, a profiled metal mansard type roof was applied to the top of both buildings. A cantilevered metal canopy also extends across the façade. The Lynchburg-based Schewels Furniture Company was incorporated in 1917 by Elias Schewel. The Altavista Store, which was opened in 1928, was one of the early expansions of the company. Today, the company is under fourth-generation family operation.

In 1933, the Leggett's department store opened at 522-524 Main Street (162-5005-0038). The building was a two-story, brick building with a full-width store front on the first floor and sash windows on the upper level. The interior space was remodeled in the late twentieth century to house a mini-mall, and the upper level window openings have been altered, but the building retains good overall integrity. In 1936, the Vista Theatre opened and joined the large two-story brick commercial buildings already constructed along the north side of Main Street. The Vista, the construction of which removed one of the last frame houses located on the 500 block of Main Street, was not the first theater operating in the town--the Liberty had been located along Broad Street since 1919 at its 610 Broad Street location (162-5005-0020). But the Vista was larger with a splendid lighted marquee out front that advertised the current offerings. The \$35,000 building was constructed with brick and concrete block around a steel frame. The vaulted roof was also framed in steel. The interior held 500 seats on the ground floor and 185 seats in the balcony.¹⁰ The broad, three-bay façade features a deeply recessed center bay that held a ticket booth and paired double entrance doors. Double-height brick pilasters flank the building bays and decorative brickwork adorns the stepped parapet cornice. Small shops are located in the storefronts on either side of the entrance bay. The "Vista Shop," a small sandwich counter, opened in the north end store soon after the theater was opened. Today, a barber shop occupies that store and a beauty salon is located in the south end store. The theater has suffered from a couple of fires, one in 1942 and the last in 1989, after which the theater did not reopen. The brick façade has been painted and black Carrara glass has been applied to the storefronts; however, the theater retains good overall integrity and continues to reflect its 1930s appearance and character.

By 1948, the four masonry buildings located between 509 and 521 Main Street had been constructed (162-5005-0032, -0034, -0035 and -0037). The buildings present a continuous façade on the street side, but they were built individually, though adjacent to one another. Altavista Motors, an auto sales business, was located in the one-story building at 509-513 Main Street (now Curves); this concrete block building is covered by a metal-clad gable roof with a stepped parapet. The exterior is currently clad with profiled metal siding and T-111 siding. The other buildings, also one-story masonry structures, held various stores selling painting and plumbing supplies. Betty's Kitchen restaurant (later known as Jimmy's and now operated as The General Store and Inn) (162-5005-43) was located in the ca. 1936, two-story, brick-faced cinder block building set adjacent to the north side of the Vista Theater. These one- and two-story commercial buildings, like those built earlier in the century along Broad Street, were designed in one- and two-part Commercial style. Sometime after 1960, Jimmy's Restaurant built a new restaurant at 525 Main Street (162-5005-0039), now Napoli's Restaurant, and replaced K. G. Shelton's building that housed a café and boarding house. The present restaurant patio is situated on a lot that formerly held a billiards shop and a shoe store.

By 1960, the buildings in Altavista's downtown had evolved into much of its present appearance. In that year, the row of the last standing frame buildings on Broad Street (613-619 Broad Street) were replaced with the present one-story, flat-roofed brick building (162-5005-0022). Fireproof and exhibiting a more permanent appearance, this building's design also reflected the influence of modern architecture in its more horizontal character. Each of the four storefronts, divided by projecting brick piers, featured large display windows and a cantilevered metal canopy extended across the full-width of the façade. The use of slender, Roman-tile bricks also adds to the building's horizontal appearance.

In the late twentieth century, additions and alterations have been made to the buildings within the downtown commercial core, but the area retains the character of its early twentieth century beginnings. The town has provided ample municipal parking with a large lot at the corner of Campbell Avenue and Main Street and a lot on the northwest side of Washington Street. On-street parking, including diagonal parking along Broad Street, is also provided. In 1989, two frame gazebos (162-5005-0050) were constructed along Main Street and provide a restful location for pedestrians along the busy

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commercial corridor. The historic district encompasses a concentration of buildings constructed between 1910 and 1960 that, through a unified street setback, general height similarities, and use of similar materials and building details and preservation of those elements, conveys a visual sense of Altavista's historical commercial history.

ALTAVISTA DOWNTOWN HISTORIC DISTRICT INVENTORY

The following is a list of resources located within the Altavista Downtown Historic District boundaries. The resources are listed alphabetically by road and chronologically by address number. VDHR ID numbers also are listed. In the following inventory all resources, both primary and secondary, have been considered either contributing or non-contributing based upon the areas of significance identified under Criteria A and C as: Architecture, Commerce, Community Planning and Development, Politics/Government, and Transportation; and based upon the period of significance identified as 1907 to 1960. All non-contributing resources have therefore been so noted for being less than fifty years old or for having been significantly altered so that they no longer reflect their historical appearance or character.

7th STREET

420 7th Street 162-5005-0001

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, 1953

Individual Resource Status: Commercial Building Contributing Total: 1

422-424 7th Street 162-5005-0002

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, 1943

Individual Resource Status: Commercial Building Contributing Total: 1

426-428 7th Street 162-5005-0003

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, 1940

Individual Resource Status: Commercial Building Contributing Total: 1

503 7th Street 162-5005-0004

Primary Resource Information: Commercial Building, Stories 2, Style: Victorian, Folk, ca. 1910

Individual Resource Status: Commercial Building Contributing Total: 1

505 7th Street 162-5005-0005

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, ca. 1948

Individual Resource Status: Commercial Building Contributing Total: 1

507 7th Street 162-5005-0006

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca. 1950

Individual Resource Status: Commercial Building Contributing Total: 1

508 7th Street 162-5005-0007

Primary Resource Information: Garage, Stories 1.5, Style: Colonial Revival, 1956

Individual Resource Status: Garage Contributing Total: 1

510 7th Street 162-5005-0008

Primary Resource Information: Administration Building, Stories 1.5, Style: Colonial Revival, 1938

Individual Resource Status: Administration Building Contributing Total: 1

511 7th Street 162-5005-0009

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, 1910

Individual Resource Status: Commercial Building Contributing Total: 1

515 7th Street 162-5005-0010

Primary Resource Information: Church, Stories 1, Style: Romanesque Revival, 1927

Individual Resource Status: Church Contributing Total: 1

525 7th Street 162-5005-0011

Primary Resource Information: Office Building, Stories 1, Style: Commercial, 1939

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Individual Resource Status: Office Building
Individual Resource Status: Shed

Contributing
Non-Contributing

Total: 1
Total: 1

BROAD STREET

504 Broad Street 162-5005-0012

Primary Resource Information: Depot, Stories 1, Style: Commercial, ca.1960

Individual Resource Status: Depot Contributing Total: 1

517 Broad Street 162-5005-0013

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca.1940

Individual Resource Status: Commercial Building Contributing Total: 1

519 Broad Street 162-5005-0014

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca.1940

Individual Resource Status: Commercial Building Contributing Total: 1

600-602 Broad Street 162-5005-0015 Other DHR ID: 162-0001

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, 1909

Individual Resource Status: Commercial Building Contributing Total: 1

601 Broad Street 162-5005-0016

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, ca. 1930

Individual Resource Status: Commercial Building Contributing Total: 1

606 Broad Street 162-5005-0017

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca. 1910

Individual Resource Status: Commercial Building Contributing Total: 1

608 Broad Street 162-5005-0018

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca. 1910

Individual Resource Status: Commercial Building Contributing Total: 1

609 Broad Street 162-5005-0019

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, ca. 1930

Individual Resource Status: Commercial Building Contributing Total: 1

610 Broad Street 162-5005-0020

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca. 1910

Individual Resource Status: Commercial Building Contributing Total: 1

611 Broad Street 162-5005-0021

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, ca. 1960

Individual Resource Status: Commercial Building Contributing Total: 1

613-619 Broad Street 162-5005-0022

Primary Resource Information: Commercial Building, Stories 1, Style: Commercial, ca. 1960

Individual Resource Status: Commercial Building Contributing Total: 1

616 Broad Street 162-5005-0023

Primary Resource Information: Commercial Building, Stories 2, Style: Commercial, ca. 1910

Individual Resource Status: Commercial Building Contributing Total: 1

621 Broad Street 162-5005-0024

Primary Resource Information: Commercial Building, Stories 3, Style: Commercial, ca. 1915

Individual Resource Status: Commercial Building Contributing Total: 1

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622 Broad Street	162-5005-0025		
<i>Primary Resource Information:</i> Bank, Stories 2, Style: Classical Revival, ca. 1910			
<i>Individual Resource Status:</i> Bank		Non-Contributing	Total: 1
623 Broad Street	162-5005-0026		
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1940			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
700 Broad Street	162-5005-0027	Other DHR ID: 162-0002	
<i>Primary Resource Information:</i> Post Office, Stories 1, Style: Classical Revival, 1938			
<i>Individual Resource Status:</i> Post Office		Contributing	Total: 1
701 Broad Street	162-5005-0028		
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1910			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
706 Broad Street	162-5005-0029		
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1915			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
707 Broad Street	162-5005-0030		
<i>Primary Resource Information:</i> Church, Stories 1.5, Style: Commercial, ca. 1925			
<i>Individual Resource Status:</i> Church		Contributing	Total: 1
MAIN STREET			
508 Main Street	162-5005-0031		
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1937			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
509-513 Main Street	162-5005-0032		
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1925			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
512-514 Main Street	162-5005-0033		
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1930			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
515-517 Main Street	162-5005-0034		
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1925			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
519 Main Street	162-5005-0035		
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1925			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
520 Main Street	162-5005-0036		
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1930			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
521 Main Street	162-5005-0037		
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1930			
<i>Individual Resource Status:</i> Commercial Building		Contributing	Total: 1
522-524 Main Street	162-5005-0038		
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1930			

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<i>Individual Resource Status:</i> Commerical Building	Contributing	<i>Total:</i> 1
525 Main Street	162-5005-0039	
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Other, ca. 1965		
<i>Individual Resource Status:</i> Commerical Building	Non-Contributing	<i>Total:</i> 1
528-532 Main Street	162-5005-0040	
<i>Primary Resource Information:</i> Theater, Stories 2, Style: Commercial, 1936		
<i>Individual Resource Status:</i> Theater	Contributing	<i>Total:</i> 1
531 Main Street	162-5005-0041	
<i>Primary Resource Information:</i> Service Station, Stories 1, Style: Moderne, ca. 1950		
<i>Individual Resource Status:</i> Service Station	Contributing	<i>Total:</i> 1
533 Main Street	162-5005-0042	
<i>Primary Resource Information:</i> Office Building, Stories 1, Style: Commercial, ca. 1940		
<i>Individual Resource Status:</i> Office Building	Contributing	<i>Total:</i> 1
534 Main Street	162-5005-0043	
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1940		
<i>Individual Resource Status:</i> Commerical Building	Contributing	<i>Total:</i> 1
600 Main Street	162-5005-0044	
<i>Primary Resource Information:</i> Commercial Building, Stories 1, Style: Commercial, ca. 1980		
<i>Individual Resource Status:</i> Commerical Building	Non-Contributing	<i>Total:</i> 1
608 Main Street	162-5005-0045	
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1940		
<i>Individual Resource Status:</i> Commerical Building	Contributing	<i>Total:</i> 1
610 Main Street	162-5005-0046	
<i>Primary Resource Information:</i> Commercial Building, Stories 2, Style: Commercial, ca. 1925		
<i>Individual Resource Status:</i> Commerical Building	Contributing	<i>Total:</i> 1
611 Main Street	162-5005-0047	
<i>Primary Resource Information:</i> Service Station, Stories 1, Style: Moderne, ca. 1950		
<i>Individual Resource Status:</i> Service Station	Contributing	<i>Total:</i> 1
Northwest corner of Main Street and Campbell Avenue and Southeast corner of Main Street and Broad Street		
162-5005-0050		
<i>Primary Resource Information:</i> Gazebo, Stories 1, Style: Other, 1989		
<i>Individual Resource Status:</i> Gazebo	Non-Contributing	<i>Total:</i> 2
WASHINGTON STREET		
414 Washington Street	162-5005-0048	
<i>Primary Resource Information:</i> Depot, Stories 1.5, Style: Victorian, folk, 1938		
<i>Individual Resource Status:</i> Depot	Contributing	<i>Total:</i> 1
<i>Individual Resource Status:</i> Other	Non-Contributing	<i>Total:</i> 1
415 Washington Street	162-5005-0049	
<i>Primary Resource Information:</i> Office Building, Stories 1, Style: Commercial, 1910		
<i>Individual Resource Status:</i> Office Building	Contributing	<i>Total:</i> 1

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Statement of Significance Summary

The Altavista Downtown Historic District encompasses approximately 14 acres in the heart of the Town of Altavista and comprises the town's Central Business District. Altavista, which was chartered in 1912, is located at the southern end of Campbell County and lies adjacent to the curving course of the Staunton (Roanoke) River on its southern and southeastern boundary. The Altavista Downtown Historic District is eligible for listing in the National Register of Historic Places under Criteria A, B, and C with a period of significance from 1907 to 1960, which extends from the date of the arrival of the first residents to Altavista to the end of major residential and industrial growth within the town boundaries and within the historic district. The district is eligible under Criterion A in the area of Commerce as the historic commercial core of the Town of Altavista since its founding 1908. The district contains numerous commercial buildings dating from the first decade of development, especially along Broad Street. The district also is eligible under Criterion A in the area of Transportation for its historical association with the former Southern and Virginian railway lines. The town came into being when extension of the Virginian line meant that the two lines would intersect near the Staunton River. The Lane Brothers of Esmont, who were under contract to build the rail line, envisioned the opportunity to develop a new town at the intersection, purchased 2,000 acres of surrounding farmland, and established the Altavista Land and Improvement Company. The railroad, now operated by Norfolk-Southern, is still active through the town. The district is eligible under Criterion B for its historical association with John Edward Lane, Sr., and Henry Lee Lane, the two brothers who founded Lane Brothers Construction Company. The Lanes were instrumental in the establishment and planning of the Town of Altavista and invested in the construction of many of the early buildings in the town, such as the First National Bank, and in obtaining the first charter for a town post office. In addition, the Lanes moved to Altavista from their home in Albemarle County and founded the Lane Company's cedar chest factory on the southeast side of town. The Lanes played a vital role in the establishment of the town and contributed significantly to its social, civic, and commercial life. The district is eligible under Criterion C in the areas of Architecture and Community Planning and Development as a significant and intact concentration of historic commercial, governmental, and religious architectural resources that date from the first decade of the twentieth century through 1960. The majority of the district contains examples of distinctive commercial buildings that in construction and architectural style are representative of their period. The governmental buildings in the district, including the post office and town hall, are distinct as examples of the Colonial Revival and Classical Revival styles. While some minor street revisions were made to residential areas during the early twentieth century, the town, and in particular the downtown core, retain its original street grid. The district is eligible at a local level of significance as the downtown commercial core of this early-twentieth-century industrial town.

Narrative Statement of Significance

Compared with most Virginia towns, and especially other towns in Campbell County, Altavista is a relative newcomer. The town was first platted in 1908 and received its charter in 1912. Comparatively, Lynchburg, which began as Lynch's Ferry in 1786, was incorporated in 1805 and became an independent city in 1852; Rustburg, the county seat, was established in 1783; and Brookneal was founded in 1802.¹¹ Despite its late start, the town quickly grew into a bustling industrial center fostered by ample transportation access and substantial investment in commercial enterprises, and the location of governmental institutions.

In 1780, Campbell County was created from the eastern portion of Bedford County and was named for William Campbell, a hero from the American Revolutionary War who fought at the Battle of Kings Mountain, a decisive turning point in the war.¹² The county, like much of Virginia, was rural in nature and relied heavily on the cultivation of tobacco, which remained a major cash crop into the waning years of the twentieth century. Tobacco warehouses and prizeries were located in Lynchburg and Brookneal, both of which were located along river accesses (the James River and the Staunton [Roanoke] River respectively). Lynchburg was at one time the largest dark tobacco market in the world. Iron mining was an important industrial enterprise and furnaces, such as the Oxford Furnace near Concord, supplied the colonial military. Agriculturally associated industries such as grist and timber mills were located throughout the county.¹³

After the Civil War, railroads, like the riverways before them, provided access to wider commercial markets for Campbell County farms and commercial products, including timber and mineral resources. Invariably, small towns were established along the routes of the major rail lines and in 1905 the intersection of two major rail lines presented the impetus for the establishment of the Town of Altavista.

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Prior to the establishment of Altavista, the area was made up largely of farmland and open land. Rural roadways were in place, but the area was fairly remote. Corn, tobacco and livestock were the mainstays of these farms. In the decade following the Civil War, the Southern Railway, which in 1894 absorbed the Lynchburg & Danville line, traversed the southern part of Campbell County and crossed the Staunton River on a wooden trestle bridge near the town of Hurt. The Southern's well-known "Fast Mail" train, also known as the "Old 97," followed the tacks that came the soon-to-be area of Altavista, traversing what is now Main Street, crossing through the site of the old Piedmont General Hospital, and continuing to the north. The Southern operated freight and passenger lines.

In the late 1890s, Henry Huttleston Rogers (1840-1909), a Philadelphia financier, industrialist, and a vice president of the Standard Oil Company, had been involved with several expanding western railroads including the Lackawanna and the Union Pacific lines. Beginning in 1902, Rogers was also involved with short line railroads in West Virginia, one of which grew into the successful Virginian Railway. At its completion, the line ran 600 miles from the coalfields in West Virginia to the ports in Norfolk. Rogers purchased the Deepwater Railway in West Virginia and the Tidewater Railway in Virginia, and then quietly embarked on constructing intermediary lines to connect the two routes. Construction of a 32-mile section from Mansion to Moneta, Virginia, was awarded to the Lane Brothers Construction Company of Esmont, Virginia.¹⁴

The Lane Brothers firm, founded in 1888 and incorporated in 1901, was operated by brothers John Edward Lane, Jr., and Henry Lee Lane. Their younger brothers, James and Wesley Lane, would later join the firm. The construction company engaged in building railroads, waterworks, and hydroelectric power plants. Altavista would not be the first time the brothers had engaged in town planning. When the Lane Brothers firm completed a railroad between Albemarle and Nelson County, they purchased 1,000 acres and founded and developed the village of Esmont, their home and firm headquarters. The company was hugely successful with operations in the eastern part of the United States and Canada, and for many years the company was one of the largest contracting firms in the country having constructed more than 1,000 miles of railroad.¹⁵

When the Lane Brothers realized that the line of the Virginian Railway would cross the main line (Washington to Atlanta) of the Southern Railway near the Staunton River, they determined that the junction would be a good place to develop a town. The brothers purchased 2,000 acres of farmland in the area including the Brooks, Jenks, and Dillard farms. The Dillard Farm was said to contain rock deposits suitable for paving material, which would be used to pave the streets of the new town. The firm took a year to delineate a suitable town plat and sent out engineers to zone the area for residential, business, and manufacturing sites, as well as to determine convenient locations for schools, churches, public buildings, and a hotel (the Commonwealth Hotel). "Streets were laid out and provision made for a reservoir, water system and sewerage. Telephone and electric lines were established and, in cooperation with the railroads, locations for the train depots were chosen."¹⁶

The first official residents of the new town arrived on September 9, 1907, from Brookneal via a Southern Railway caboose. The Lane Brothers transferred their land holdings to the Altavista Land and Improvement Company, a company subsidiary, and in December 1908, the town plat was approved by the company's board and filed with the county clerk. The same day the Lane Brothers Company moved from Esmont to the new town.¹⁷ Building in the downtown core began almost immediately. The Lane Brothers set up a camp and commissary for construction workers. The Lane Brothers constructed a few houses along 8th Street (north of the historic district) and the Frazier Lumber Company, another important early local industry, constructed three houses along Main Street. The commercial district was also under construction with several general stores and the First National Bank, which also held the Lane Brothers' offices, erected by 1908.

Initially, the new town was referred to as "Lane Siding," following railroad town convention. The Lanes, however, desired a different name for the town. Local lore relays that the brothers held a meeting at which members of the Board of Directors placed different names in a hat and the name "Altavista," also the name of the Lane family home in Esmont, was selected. Another story states that a contest was held and that the winner was awarded \$100. However the name was selected, Altavista, meaning "high view," was apt given the elevation of the town site above the river and with its commanding views over the valley.¹⁸

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To encourage growth in the town, the Altavista Land and Improvement Company actively sought industrial concerns looking for suitable manufacturing locations. Altavista offered much to such interests: "abundant raw material, an adequate supply of splendid water, and numerous unsurpassed facilities." The town was advantageously situated along transportation routes, the climate was moderate, and, most importantly, the development company was offering free manufacturing sites and built, without charge, industrial tracks to connect to the main rail lines.¹⁹ The company also actively sought house builders to provide worker housing and upscale residential development.

The Lane Brothers, who had been so instrumental in the acquisition of land and planning for the new town, also contributed to the population and the industrial growth of the town by moving from Esmont to Altavista their firm's headquarters, as well as their own households. The firm headquarters were established in the First National Bank building at the corner of 7th and Broad Streets (162-5005-0022), while the manufacturing concerns were located east across the railroad tracks, as the town's zoning dictated. The Lanes' commitment to Altavista was not merely speculative; they invested in the town through their business, as well as through their personal lives.

Within two years of its founding, there were at least 15 manufacturing enterprises in operation or under construction in Altavista. The sewer system and water works was completed, the streets were macadamized and were lined with concrete sidewalks and street trees, electric lights and a telephone system was completed and the grammar and high schools were constructed.²⁰ In addition to the Lane Brothers, the English Construction Company operated by W. B. English and the Frazier Lumber Company operated by W. S. Frazier were established on the southeast side of the town near the Virginian Railway tracks. In 1910, the Altavista Cotton Mill (later Burlington Industries) was established and John E. Lane purchased the Old Dominion Box Company building and equipped his son, John E. Lane, Jr., for the manufacturing of wooden chests. This company, first known as the Red Cedar Chest Company and later the Lane Company, grew into one of the nation's largest furniture producers and provided employment for over 2,000 residents annually. The company thrived for many years before closing in 2002. In 1912, the town development intermingled commercial, industrial, and agricultural enterprises including two tobacco warehouses, a concrete block manufacturing plant, a ballast plant, a cotton mill, a cedar chest plant, lumber companies, bottling works, a dairy, and a livery stable. General stores, groceries, druggists, physicians, banks, dry goods, restaurants, and apparel shops also lined the downtown streets. Soon theaters, churches, and civic organizations would also sprout up in the downtown. Worker housing was often provided by boarding houses and several stores had apartments on the second floors above the commercial operations.

The *Altavista Journal* published its first copy on October 23, 1909 and stated that in less than one year, the town's population stood at 1,000.²¹ By October 1910, the population stood at 1,200 residents and in 1930, the town's population had grown to 2,367.²² In 1912, the residents applied for and received an official town charter.

The 1940 edition of the Virginia Writers' Project's *Virginia: A Guide to the Old Dominion* described Altavista, population 2,367, as "a thriving industrial town on a hill overlooking the Staunton River. A crowded business section spreads for several blocks."²³ Although the development of the town had been rapid, it was by no means unplanned or disorderly and Altavista never presented an image of a "company town." Instead, the thoughtful pre-planning and designation of areas zoned for specific purposes (i.e., residential, commercial, industrial), proved to be an asset as newcomers to the town sought out locations for businesses and homes. Speculation was not permitted, so that buildings were occupied immediately, and purchasers of lots were required to spend a certain amount on the proposed building, which was determined by the location of the lot.²⁴

In 1938, two major governmental construction projects in Altavista enhanced the architectural character of the commercial downtown core. The town's one-and-a-half-story, brick municipal building constructed on the north side of the 500 block of 7th Street (162-5005-0008) held not only administrative offices, but also the town police office and jail and the town fire and water departments. The Colonial Revival-style brick building was designed by Lynchburg-based architect Samuel P. Craighill (1833-1957) and was constructed by the Altavista firm of W. B. English Lumber Company. In 2002, a large addition, designed by dBF Architects of Charlottesville, was constructed to the north end of the town hall, which provided additional office space and a large town council chamber. Also in 1938, the United States Post Office (162-5005-0027) at

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700 Broad Street (corner of 7th Street) was constructed. The building was erected as part of the federal Public Works Administration, established in 1933 under Franklin Roosevelt's presidential order. The contractor for the project was James J. Barnes Construction Co. of Logansport, Indiana, and Louis A. Simon was the Supervising Architect of the Treasury Department. The tall one-story building is clad with red brick laid in a five-course American bond pattern with limestone and granite details, is covered by a flat roof with a parapet, and is set on a concrete foundation. The building is executed in a stripped Classical style, a style popular for many federal buildings of the period. The three-bay façade features a centrally located entry bay that is framed by tall limestone pilasters that carry a limestone entablature engraved with "United States Post Office." The interior was enhanced with an oil-on-canvas mural painted by Maryland native Herman Maril (1908-1986). The painting, titled "A Growing Community," depicted a local view of the Virginian Railway station and the Lane factory beyond with mountains rising in the background and a farmstead nearby. The painting was completed in 1940. The presence of the town hall, the post office, and the First National Bank, along the 7th Street corridor continue to serve as the governmental and financial hub of the active downtown.

By the mid-1930s, much of Altavista's downtown lots zoned for commercial use were developed. Main Street still held a few of the frame houses constructed two decades earlier by the Frazier Lumber Company, but these would soon give way to more modern and more permanent storefronts. By 1930, the dwelling located at 512 Main Street had been modified by the construction of a one-story, frame storefront that was occupied by Schewels Furniture Store. This dwelling was removed around 1950, after a fire, and was replaced with the present two buildings (one- and two-stories)(162-5005-0033). Around 1925 a dwelling located at the corner of Main Street and Campbell Avenue was similarly modified by the construction of a projecting wooden canopy over gasoline pumps. Within a decade, Dudley Smith's Gulf Service Station, later known as Moorefields Service Station, was one of more than a dozen service stations located along Main Street. The increased popularity of automobiles and improvement of roadways created a rapidly expanding market for gasoline and a need for auto garages and auto sales shops, all of which were located along Altavista's downtown. S.P. "Pete" Bralley operated a station at 500 Main Street (1925-1935) and later at 601 Main Street (1936, 162-5005-0047).

Altavista's post-World War II population increased and in 1950, the town had 3,332 residents. When first platted, Altavista encompassed 1.87 square miles. Residential and commercial growth within the original town boundaries was maximized and around 1960, new development began to take place outside the town limits. To preserve its tax base and to plan for future growth, the town annexed 3.13 square miles of Campbell County on December 31, 1977. The annexed area lies largely to the north and west of the original town. This annexation resulted in a population spike to 3,849 in 1980. At present, the local population stands at about 3,300 residents, although the population within a 12-mile radius is over 12,000.²⁵

Like much of Virginia, Altavista remained largely segregated through the mid-twentieth century. Separate schools were provided for African-American children and much of Altavista's black population lived in a residential area known as Moseley Heights. Although separate restaurants existed for black clientele, and were frequented by black railroad workers and black passengers as well as locals, there were African-American-owned commercial enterprises that were patronized by everyone. Rudd Nelson ran a shoe shine business on Broad Street in one of the early-twentieth century frame buildings that was replaced around 1960 (around 619 Broad Street). The Nelson Building, located at 519 Broad Street (162-5005-14), and located near the former Virginian Railway depot, was operated as a café that served black clientele. Charlie Cook also operated a bakery downtown. Mr. Cook later became partners with Joel F. Minnis and together they opened the Cook & Minnis Funeral Home. The latter enterprise, which opened in 1934 and is still in operation, is located at 608 Main Street (162-5005-0045) and is within the historic district.

In recent years, downtown Altavista has emerged as a location of choice for specialty housing. Renovations of historic buildings have included mixed uses that combine commercial and office uses on the lower floors, and residential apartments and condominiums on the upper floors, including The General Store & Inn and the Ogden-Henderson Building (162-5005-0043; 162-5005-0015). This trend replicates the pattern of use that was prevalent in downtown during the first decades of the town's existence when many of the multi-storied commercial buildings provided housing options for residents on the upper floors. The increase in downtown housing created a market for restaurants, entertainment, and retail and service establishments that has followed. Downtown's ambiance is due in large part to the preservation and enhancement and reuse of historic structures in the downtown commercial historic district. Comp plan, page 5

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Although Altavista suffered significant loss of jobs at the end of the twentieth and beginning of the twenty-first centuries, the void of manufacturing jobs gradually has been filled by new enterprises. Economically, Altavista continues to grow and develop as an employment, commerce, and personal and professional service center in Central Virginia. The manufacturing employment in the Town has gradually increased since 2009 as a result of a strategic recruitment plan, not unlike the first recruitment of industries to the town in 1907. Local and regional economic development efforts have been successful in attracting new small manufacturers that renovated and adapted older vacant manufacturing facilities (including the Lane Company Building and the former Burlington Industries (cotton mill) facility) to meet their needs. In addition, long-time employers have expanded their local operations and employment. Abbott Laboratories, which makes pharmaceutical and nutritional products, and BGF Industries, Inc., which produces advanced composite materials such as Kevlar, are among the large employers in the area. Other local manufacturers include construction services, printing services, bearing manufacturing, tire valve manufacturing, transportation services, and conveyor system manufacturing.

The Town of Altavista continues to display the self-sufficient boosterism that helped establish this small town at the turn of the twentieth century. Active economic development and wooing of commercial enterprises has meant jobs for local residents. The presence of jobs has also helped to retain some of the younger population. Preservation of historic building and the renovation and reuse of buildings has resulted in the retention of unique buildings and the unique character of the downtown. Altavista is also a designated town in Virginia's Main Street Program. Since 2004, Altavista on Track, Altavista's Economic Development Committee, has worked to support local businesses and facilitates the Main Street program locally. The town is also a founding member of Virginia's Region 2000 Partnership, which is a public-private partnership in Central Virginia dedicated to economic development, business expansion and development, and workforce training initiatives.

ENDNOTES

(Section 7)

1. Town of Altavista, "2009 Draft Comprehensive Plan Update," 2009, 18.
2. The Lane Brothers purchased the Brooks, Jenks, and Dillard farms for the establishment of Altavista. Campbell County Deed Book (CCDB) 85:575, 15 February 1909, Altavista Land and Improvement Company from the Lane Brothers, conveyed one tract that contained 1,586.5 acres (reduced from 1,714.5 acres by the exception of 16 parcels that included existing railroad stations, railroad parcels, and parcels retained by Lane Brothers). For original town plat and description of streets dimensions, etc., see CCDB 85:613, 27 February 1909, with accompanying map drawn 29, December 1908, and CCDB 98:128, 23 December 1913, with accompanying revised map with additions.
3. Richard Longstreth, *The Buildings of Main Street*, 24-54, passim.
4. The route of the Southern's "Old 97," one of the railroad's fastest and most dependable mail trains (also known as the *Fast Mail*), ran directly through the center of downtown Altavista. The line extended from the southeast (near the present-day tracks) across Main Street, through what is now Rountrey's hardware, and continued in a northerly direction. The train, however, was never seen by Altavista residents since the train was destroyed in 1903 in a fatal derailment near Danville, Virginia. The tracks in Altavista were realigned afterwards to their present route. Bill Kte'pi, "Wreck of the Old 97," accessed via the World Wide Web, 4 November 2009, Encyclopedia Virginia, published by the Virginia Foundation for the Humanities, at http://www.encyclopediavirginia.org/Wreck_of_the_Old_97.
5. "Southern Railway Depot, VDHR #162-5002," Virginia Department of Historic Resources Intensive Level Survey Form. On file, Archives, VDHR, Richmond. Bob Winthrop of Richmond was the architect for the renovation of the Southern Railway Station.
6. Diane Popek, *Tracks Along the Staunton: A History of Leesville, Lynch Station, Hurt & Altavista* (Altavista, Virginia: Altavista Printing Co., 1984), 174.
7. The cornerstone of the Orange Post Office is inscribed: "Henry Morgenthau Jr., Secretary of the Treasury, James A. Farley, Postmaster General, Louis A. Simon, Supervising Architect, Neal A. Melick, Supervising Engineer, 1935." The exterior walls of the post office are laid in a 5-course American bond pattern and feature decorative work such as quoins and a soldier course along the base of the building. The main entrance is also detailed with an arched surround with cast stone springings and a keystone. The Orange Post Office, however, exhibits tenets of the Colonial Revival style rather than the classicism exhibited on the Altavista Post Office. "Orange Post Office, 275-5001-0006" Virginia Department of Historic Resources Intensive Level Survey Form. On file, Archives, VDHR, Richmond. Beth Boland, *How to Apply the National Register Criteria to Post Offices* (Washington, D.C.: 1984, revised 1994).
8. Maril also painted a mural inside the PWA-funded post office in West Scranton, Pennsylvania. His work, often described as quintessential mid-twentieth-century modernist abstraction, is located in The Phillips Collection, the Corcoran Gallery of Art, the Baltimore Museum of Art, and the Walters Art Museum, among others. Artist Profile "Herman Maril," accessed via the World Wide Web, 4 November 2009, Maryland Art Source http://www.marylandartsource.org/artists/detail_00000063.html.

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9. Rudy and William Burgess, Altavista Residents, personal communication, interview with Debra McClane, 12 October 2009. Temple Powell "Memoirs," manuscript on file at the Staunton River Memorial Library, Altavista. n.d. Mr. Powell arrived in Altavista in 1927 when he was four years old.
10. William Burgess, personal communication, interview with Debra McClane, 12 October 2009. (Section 8)
11. Virginia Electric and Power Company (VEPCO), *Industrial Site Survey, Altavista, Virginia* (1958), n.p.
12. Emily J. Salmon and Edward D.C. Campbell, Jr. *The Hornbook of Virginia History* (Richmond, Virginia: The Library of Virginia, 1994) 162.
13. VEPCO, n.p.
Gary G. Robinson and Dennis B. Blanton, "A Phase I Cultural Resource Survey of the Proposed Route 501 Project, Campbell County, Virginia." Submitted to the Virginia Department of Transportation, Richmond. Submitted by William and Mary Archaeological Project Center, Williamsburg. 1990, 9-10.
14. The line would run through Campbell, Pittsylvania, and Bedford counties.
Robert B. Carpenter, Jr., *A Pictorial History of Altavista, Virginia, 1907-2007* ([Altavista, Virginia: By Author?]), 6. Popek, 162-163; Helen Hughes Lane, *A History of the Lane Company: The First Fifty Years* (Roanoke, Virginia: The Stone Printing and Manufacturing Company, 1963) 35.
15. Lane, 35-36.
16. Lane, 36.
17. Carpenter, 2007, 6-7; (CCDB) 85:575; Lane 36.
18. Carpenter, 7; Lane, 36; The former Lane home of Esmont (VDHR #002-0030) is listed on the National Register of Historic Places. According to the National Register nomination for the property, "Mrs. Henry Lane received the house and some 123 acres in 1907 as part of a divorce settlement and lived there until 1949 when it was sold to Mr. and Mrs. Kelly Graham."
19. C. H. Loop, ed. "Altavista: Illustrative and Descriptive of Its Many Advantages and Resources," ([Altavista, Virginia: s.n., 1910]. This brochure, possibly financed by the Altavista Land and Improvement Company, touted the many advantages and opportunities awaiting entrepreneurs in Altavista. One of the subtitles of the brochure identified the town as "a profitable field for manufacturing and the investment of capital." The pamphlet detailed the town's many manufacturing advantages, the physical inducements of the town's location, the description of business and residential locations, and the 31 "Preeminent Advantages of Altavista in Paragraph." Images of new commercial, residential, and industrial buildings were included, as were advertisements from some of the first enterprises in town including the Lane Brothers, Frazier lumber, W.B. English, The Commonwealth Hotel, and the First National Bank of Altavista. In 1910, the Sanborn Fire Insurance Company produced its first map of Altavista. The front material noted several items about the infrastructure of the town: "WATER FACILITIES: owned by Altavista Land & Improvement Co. Gravity & direct pressure. One million gal. reservoir, supplied by springs & creek. One Worthington duplex steam pump. Two Gould triplex water power pump. Pumps discharge into pipes & overflow goes to 10,000 gal. water tank. Elevated 150' above business section. Present system is temporary only. Permanent system to be installed at an early date. Description of same not obtainable. FIRE DEP'T.: Volunteer, one hand reel. 1000' 2 1/2" hose. Alarm by whistle. Town lighted by electric lights. Grades slightly hilly."
20. Ibid.
21. Popek, 171-172; Carpenter 7, 11-13.
22. Sanborn Fire Insurance Company, 1910 Map of Altavista. Database viewed at the Library of Virginia, Richmond. Altavista comprehensive Plan.
23. Virginia Writers' Project, *Virginia: A Guide to the Old Dominion* (New York: Oxford University Press, [1940]) 411.
24. Lane, 36.

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25. Town of Altavista, 22. Town of Altavista, "Economic Development," accessed on 4 November 2009 via World Wide Web at <http://www.ci.altavista.va.us/business.htm>.

9. Major Bibliographical References

Campbell County Deed Books, 1908-1913. In the Office of the Clerk of the Circuit Court, Rustburg, Virginia.

Carpenter, Robert B. Jr. *A Pictorial History of Altavista, Virginia, 1907-2007*. [Altavista, Virginia: By the Author?], 2007.

Lane, Helen Hughes. *A History of the Lane Company: The First Fifty Years*. Roanoke, Virginia: The Stone Printing and Manufacturing Company, 1963.

Longstreth, Richard. *The Buildings of Main Street*.

Loop, C. H., ed. "Altavista: Illustrative and Descriptive of Its Many Advantages and Resources," [Altavista, Virginia: s.n., 1910].

Popek, Diane. *Tracks Along the Staunton: A History of Leesville, Lynch Station, Hurt & Altavista*. Altavista, Virginia: Altavista Printing Co., 1984.

Robinson, Gary G. and Dennis B. Blanton. "A Phase I Cultural Resource Survey of the Proposed Route 501 Project, Campbell County, Virginia." Submitted to the Virginia Department of Transportation, Richmond. Submitted by William and Mary Archaeological Project Center, Williamsburg, 1990.

Salmon, Emily J. and Edward D.C. Campbell, Jr. *The Hornbook of Virginia History*. Richmond, Virginia: The Library of Virginia, 1994.

Sanborn Fire Insurance Company Maps, 1910-1940 (updated). Electronic maps accessed at the Library of Virginia, Richmond.

Town of Altavista. "2009 Draft Comprehensive Plan Update, December 1, 2009." Available via the World Wide Web at: <http://www.ci.altavista.va.us/about.htm>.

Virginia Electric and Power Company (VEPCO), Area Development Department. *Industrial Site Survey, Altavista, Virginia*. Richmond, 1958.

Virginia Writers' Project. *Virginia: A Guide to the Old Dominion*. New York: Oxford University Press, [1940].

10. Verbal Boundary Description

The boundaries of the approximately 14-acre nominated area are shown on the 1:200-scale map that accompanies the nomination.

Boundary Justification (explain why the boundaries were selected)

The boundaries of the district encompass the concentration of historic commercial buildings that comprise Altavista's original commercial downtown core. The boundaries were drawn to exclude adjacent non-contributing (post-1960) development.

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Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Altavista Downtown Historic District
City or Vicinity: Altavista
County: Campbell State: Virginia
Photographer: Debra McClane
Date Photographed: July, August, and October 2009

View: Former Southern Railway Station, 414 Washington Street
(162-5005-0048)
Photo 01 of 17

View: Former Altavista Journal Building, 426-428 7th Street
(162-5005-0003)
Photo 02 of 17

View: Former Altavista Fire Station, 415 Washington Street
(162-5005-0049)
Photo 03 of 17

View: Campbell Lodge #316, 706 Broad Street
(162-5005-0029)
Photo 04 of 17

View: Altavista Post Office, 700 Broad Street (162-5005-0027)
Photo 05 of 17

View: 1938 Section of Altavista Town Hall, 510 7th Street
(162-5005-0008)
Photo 06 of 17

View: Sole frame commercial survivor in downtown district,
503 7th Street (162-5005-0004)
Photo 07 of 17

View: First National Bank of Altavista and Former Lane
Brothers Office Building, 622 Broad Street, **Non-contributing
resource** (162-5005-0025)
Photo 08 of 17

View: Central Baptist Church, 515 7th Street (162-5005-0010)
Photo 09 of 17

View: Original "kirk" of Altavista Presbyterian Church, 707
Broad Street (162-5005-00030)
Photo 10 of 17

View: Ogden-Henderson Building, Former Hamner Grocery,
600 Broad Street (162-5005-0015)
Photo 11 of 17

View: Vista Theater, 528-532 Main Street (162-5005-040)
Photo 12 of 17

View: View looking southeast down 600 block of Broad Street
Photo 13 of 17

View: West side, 600 block Broad Street
Photo 14 of 17

View: South side, 500 block of Main Street
Photo 15 of 17

View: North Side, 500 block of Main Street
Photo 16 of 17

View: South side, 500 block 7th Street
Photo 17 of 17

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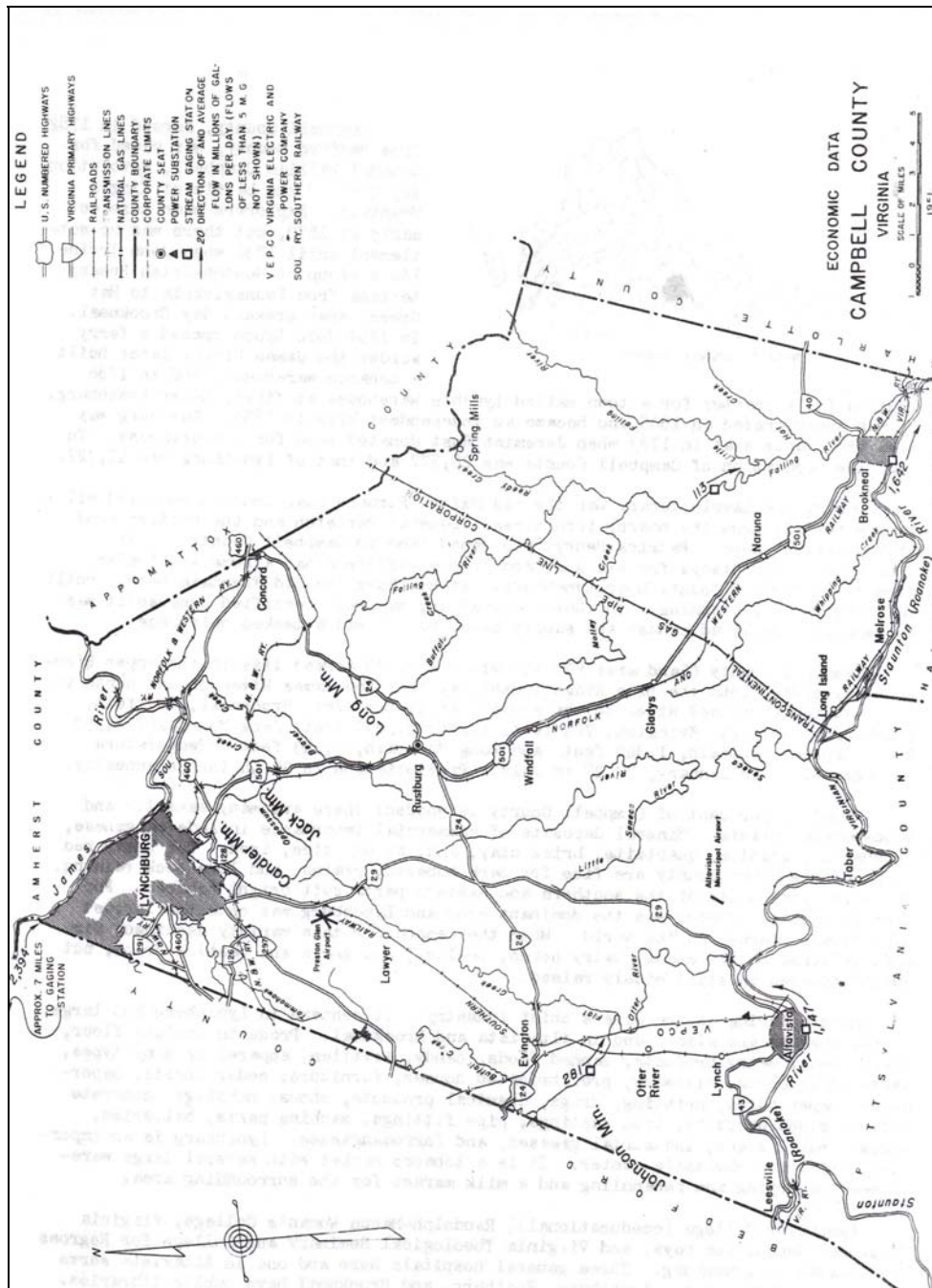
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Figure 1. Campbell County, Virginia, Map showing location of Altavista.



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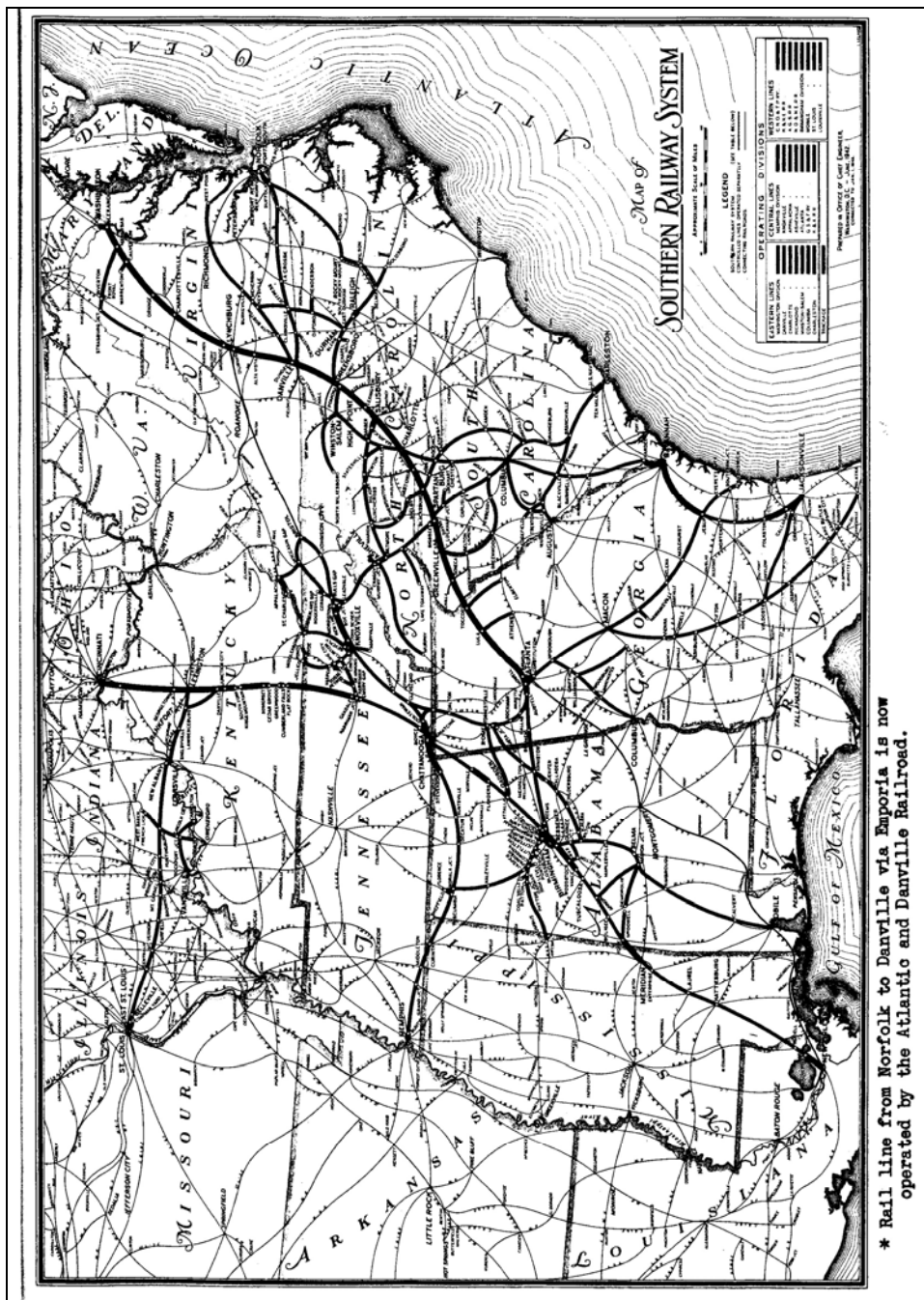
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Figure 2. Map of the Southern Railway System.



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National Park Service

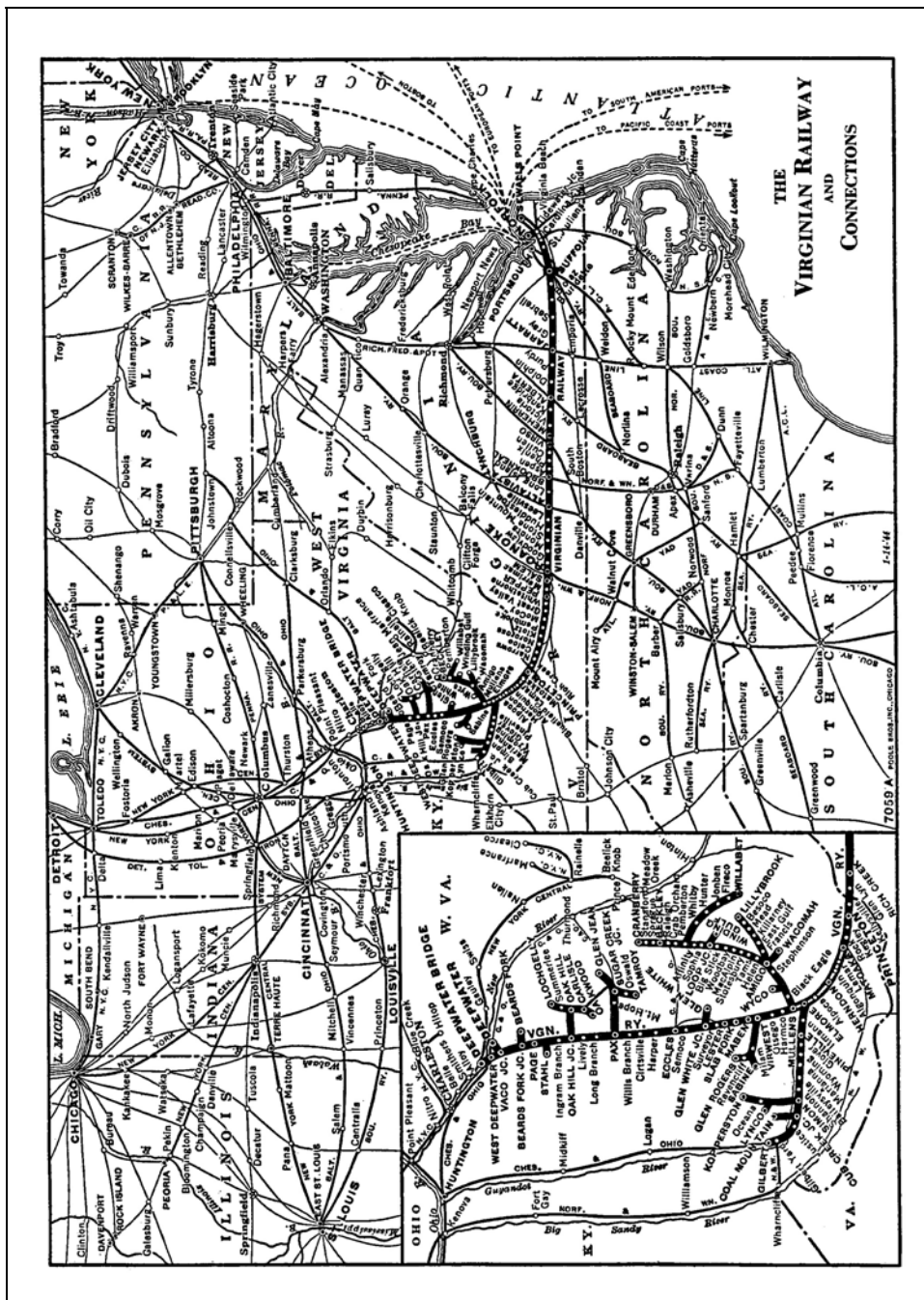
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Figure 3. Map of the Virginian Railway System and its Connections.



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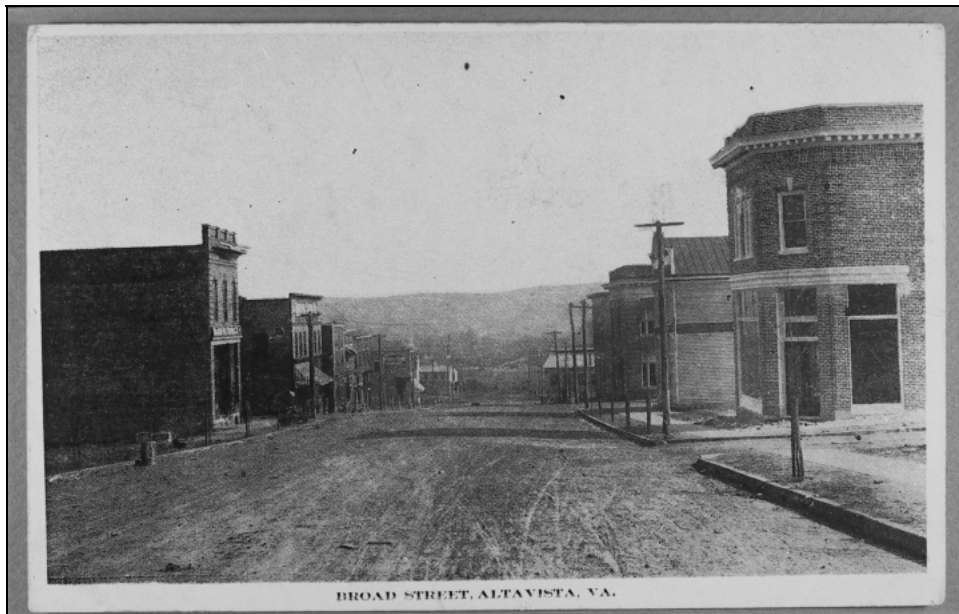
County and State Campbell County, Virginia

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Figure 4. View along north side of 500 block of Main Street, ca. 1940. Schewels remains in this location, although new buildings were constructed. The former Leggetts Dept. Store is visible, as is the Vista Theatre. Source: Jones Memorial Library, Lynchburg.



Figure 5. View looking south down Broad Street from present location of library, prior to paving of roads. The building on the right is the present Campbell county Lodge. The Lane Brothers offices (and the First National Bank) are also visible at the next intersection on the right. Ca. 1909. Source: Jones Memorial Library, Lynchburg.



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Figure 6. Frame buildings along east side of 600 block of Broad Street, removed ca. 1960 and replaced with present masonry building. Source: Jones Memorial Library, Lynchburg.

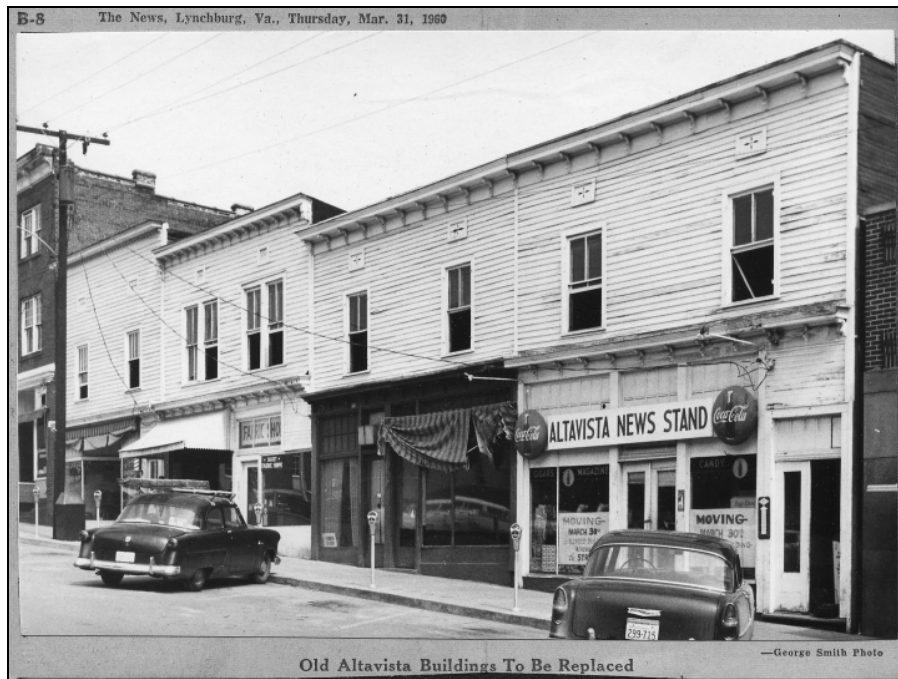


Figure 7. Masonry building that replaced frame buildings at 600 block of Broad Street. Courtesy of: Altavista on Track/Robert B. Carpenter, Jr.



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Figure 8. Frame dwelling at 600 Main Street that was modified for use as a service station. Dwelling has been demolished and parcel is now a paved parking lot. One of the town gazebos is located in this lot. The top of the Central Baptist Church is just visible in the background of this photo. Source: Jones Memorial Library, Lynchburg.

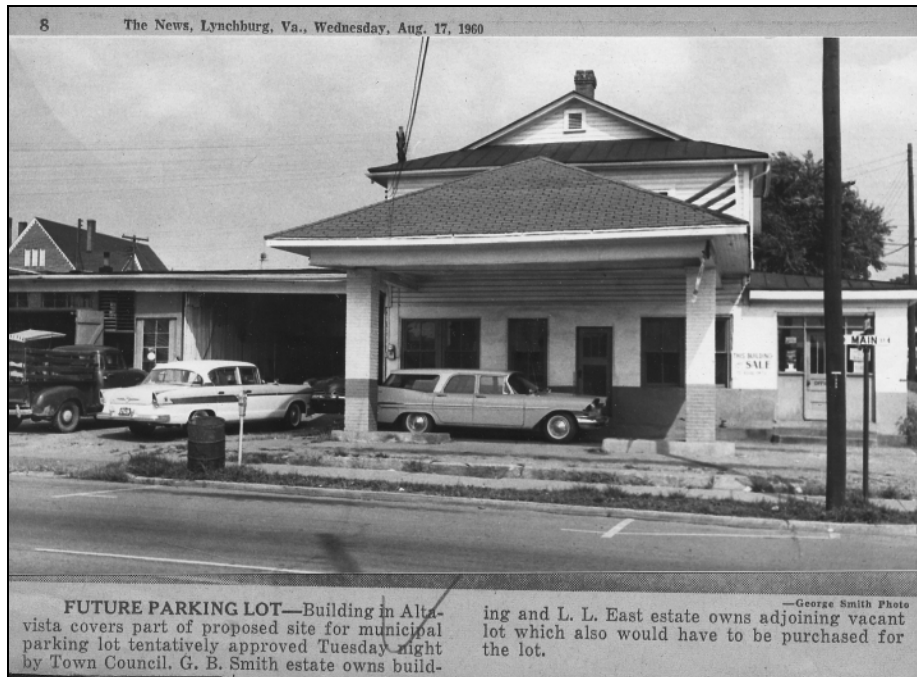


Figure 9. 1910 Fire Station, 415 Washington Street, ca. 1910. Courtesy of: Altavista on Track/Robert B. Carpenter, Jr.



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Figure 10. First National Bank and Lane Brothers Office, 622 Broad Street, ca. 1910. Courtesy of: Altavista on Track/Robert B. Carpenter, Jr.



Figure 11. Town Hall and Fire Station on 7th Street, ca. 1938. Fire alarm tower visible in right background. Courtesy of: Altavista on Track/Robert B. Carpenter, Jr.

**United States Department of the Interior
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County and State Campbell County, Virginia

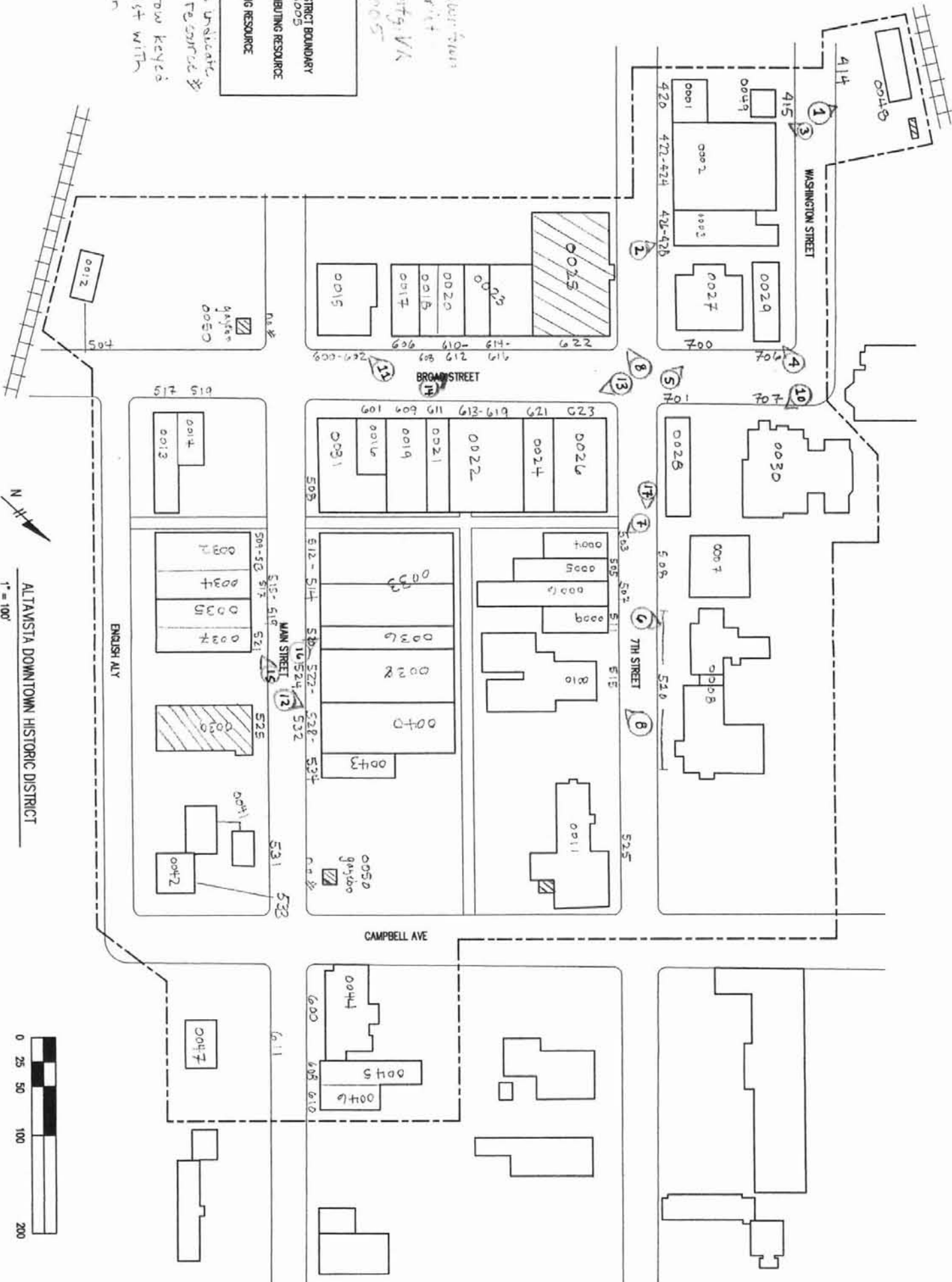
Section number Additional Documentation Page 30



Altavista Down Town
 Historic District
 Campbell County, VA
 DHR# 102-5005

LEGEND

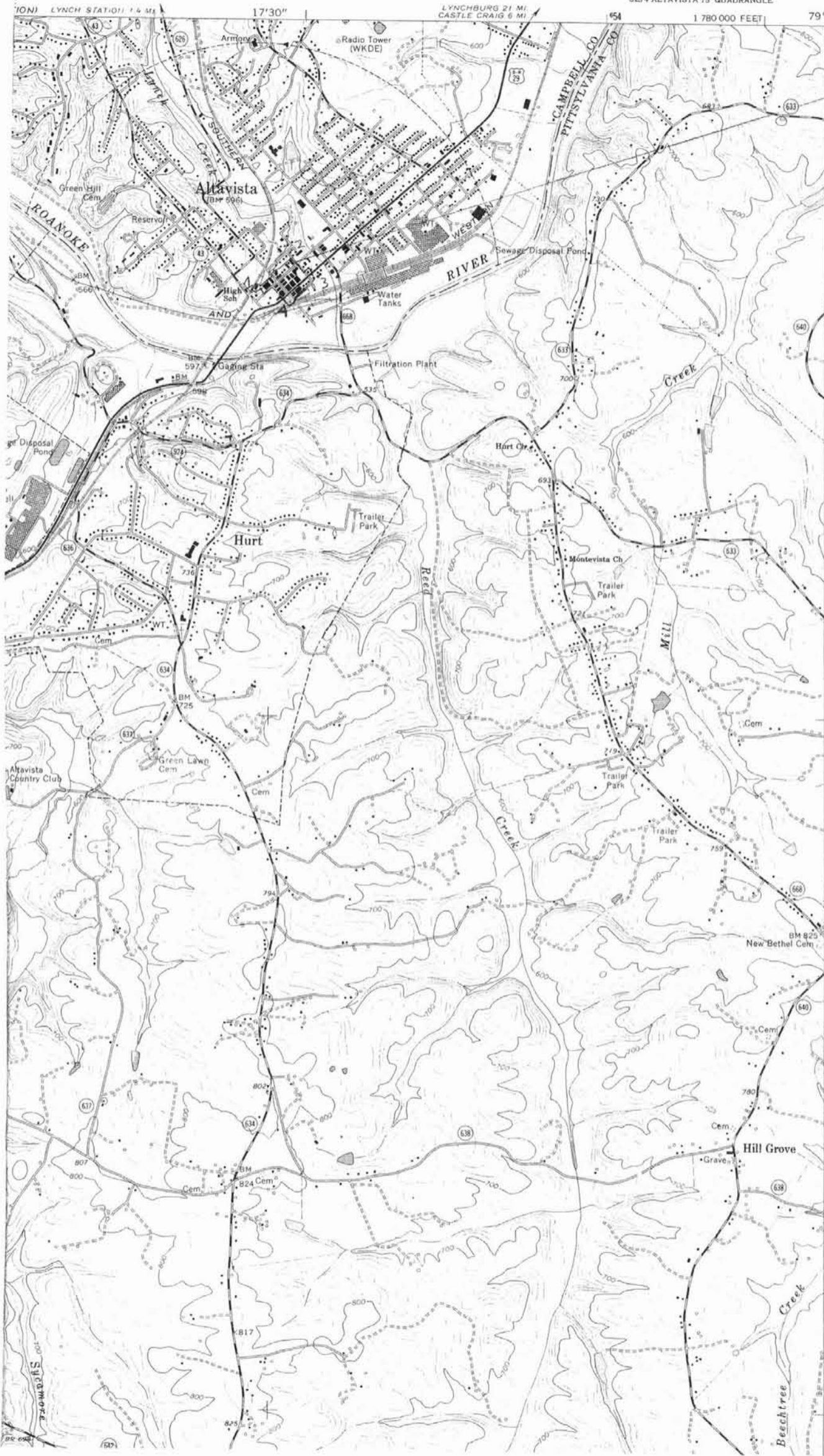
- HISTORIC DISTRICT BOUNDARY 102-5005
- NON-CONTRIBUTING RESOURCE
- CONTRIBUTING RESOURCE
- 4 digit numbers indicate HD territory resources
- photo arrow keyed to photo list with notation



ALTAVISTA DOWNTOWN HISTORIC DISTRICT
 1" = 100'



5/68 II NW
(CASTLE CRAIG)



102 5005
Altavista Downtown
Historic District
Zone 17

	E	N
1.	651692	4103117
2.	651442	4103377
3.	652103	4103195
4.	651931	4103016

11/20/1971
Altavista quad

280 000
FEET

4106

5'

4105

BM 825

(STRAIGHTSTONE)

5/68 II SW

4102

4101

2'30"



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Doug Domenech
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

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

January 28, 2010

Dallan C. Wordekemper, CPM
Real Estate Specialist, Facilities – Headquarters
4301 Wilson Boulevard, Suite 300
Arlington, VA 22203-1861

RE: Alta Vista Downtown Historic District, Town of Alta Vista, Campbell County

Dear Mr. Wordekemper:

We are pleased to inform you that the above referenced resources will be considered for nomination to the National Register of Historic Places at our December 17, 2009 Board Meeting in Richmond.

There is a current post office at 700 Broad Street in the historic district.

We want to let you know about the nominations for your future planning purposes. We have notified all property owners by letter, and by newspaper legal notices. The processing of all nominations has followed the state regulations, which invites all owners and adjacent owners to a public information session. We provide comments from these meetings to the State Historic Preservation Officer.

The National Register is the Federal Government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our Nation's heritage.

Enclosed is a copy of the notice that was distributed to all owners in the district by first class mail. Also included is a map that delineates the boundary of the district.

Listing in the National Register provides the following benefits to federally owned historic properties:

-Consideration in the planning for federally assisted projects. Section 106 of the National Historic Preservation Act of 1966 provides that the Advisory Council on Historic Preservation be given an opportunity to comment on projects affecting such properties.

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

Capital Region Office
2801 Kensington Office
Richmond, VA 23221
Tel: (804) 367-2323
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Tidewater Region Office
14415 Old Courthouse Way
2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Avenue, SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region
Preservation Office
P.O. Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
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-Consideration of historic values in the decision to issue a surface coal mining permit where coal is located, in accordance with the Surface Mining and Control Act of 1977.

For more information about Virginia's Register Program you can visit the web site:

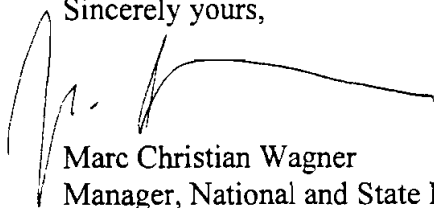
<http://www.dhr.state.va.us/register/register.htm>

You may review the pending nominations on the agency web site:

http://www.dhr.virginia.gov/homepage_features/board_activities.htm

If you wish to comment on the historic district proposal, please send to Kathleen S. Kilpatrick, Director, State Historic Preservation Office. Please feel free to contact me if you have further questions. I can be reached at 804-367-2323/x-115 (email: Marc.Wagner@dhr.virginia.gov).

Sincerely yours,



Marc Christian Wagner
Manager, National and State Registers Program
State Historic Preservation Office

Enclosures

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

Capital Region Office
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James P. Kent, Jr.
Gordon M. Kent

KENT & KENT, P.C.

Attorneys and Counsellors at Law
525 Seventh Street
P.O. Box 299
Altavista, Virginia 24517

Telephone 434-369-5603
Facsimile 434-369-5557
Email kentkentpc@aol.com

January 29, 2010

Marc Wagner, Manager
National and State Registers Program
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Re: Altavista Downtown Historic District, Campbell County

Dear Mr. Wagner:

I have your letter of January 26, 2010, addressed to Property Owners concerning the proposed nomination of property in the Town to the National Register of Historic Places and Virginia Landmarks Register. My brother and I own property included in the proposed boundary through a family corporation and have several clients who also own property within the area. In reviewing the enclosed material, I have four specific questions that I would appreciate your answering which I do not believe are answered or are unclear.

First: If an objection is made to the inclusion of a specific parcel by the property owner in the proposed area, will that specific parcel be excluded from the listing?

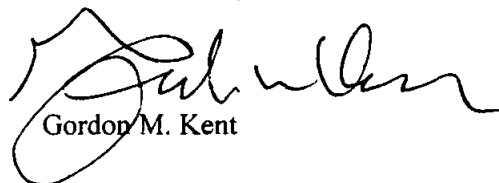
Second: What requirements or approvals will be mandated or required of a property owner that owns property that is included in the listing if that property owner desires to improve, remodel, repair or demolish the property at a later date, and the property was built and has improvements made since 1936 or the property is now unimproved or improvements will be made to a portion that has no improvements?

Third: Does the definition "historic commercial" include office space?

Fourth: If an owner of property built before 1936 desires to make improvements, remodel, repair or demolish the same at a later date but does not plan to apply for any assistance or tax credits, what requirements or approvals will be mandated that the property owner must comply with to proceed because the property is included in the Historic District?

Sincerely yours,

KENT & KENT, P.C.



Gordon M. Kent

GMK/las



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Doug Domenech
Secretary of Natural Resources

Kathleen S. Kilpatrick
Director

February 12, 2010

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

Kent & Kent, P.C.
525 Seventh Street
P.O. Box 299
Altavista, Virginia 24517

Re: Proposed Altavista Downtown Historic District, Campbell County

Dear Messrs. Kent and Kent:

I have your letter of January 29, 2010. I appreciate your interest in the proposed Altavista Historic District. I answer your questions below and I encourage you to convey my response to other property owners who are within the proposed boundary. If possible, I also encourage you to attend the public meeting planned for Tuesday, February 16, beginning at 6:00 p.m., in the Town Council Chambers, 510 7th Street, Altavista, VA 24517.

First Question: If an objection is made to the inclusion of a specific parcel by the property owner in the proposed area, will that specific parcel be excluded from the listing?

Answer: An objection by a property owner would not remove their parcel from the district area. A majority of owner objections from within the proposed area would stop the proposal from moving forward to Virginia Landmarks Register and National Register of Historic Places listing. A majority is defined as a minimum of half-plus-one notarized objections. All owners, whether there are multiple owners per legal parcel or a single owner for some parcels, can comment. We notify owners adjacent to the historic district, and they can comment, but they are not counted in a compilation of official objections. We also welcome and do receive letters of support as well as letters that give us additional historic information or cite errors in the proposal.

Second Question: What requirements or approvals will be mandated or required of a property owner that owns property that is included in the listing if that property owner desires to improve, remodel, repair or demolish the property at a later date, and the property was built and has improvements made since 1936 or the property is now unimproved or improvements will be made to a portion that has no improvements?

Answer: If the owner is not using state or federal funding for the improvement, remodeling, or demolition project, there are no requirements or approvals other than those that are already in

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place locally. I also emphasize that whether or not this district is listed, our agency is tasked with reviewing projects when federal and state funds are used for working on older buildings in the Commonwealth. The review of state and federal funded projects hinges on whether a historic building or historic district is eligible for the registers and not whether it is listed. I am not sure what sort of local review you already have in Altavista, but you should always consult with the planning office to see if they have any mandates or requirements that are part of a local ordinance. This honorary historic district would not add to or take away any of the local ordinance requirements, if there are any, and it not would create a local ordinance district. I am assuming that you are referencing "1936" from our notification insert. The "built before 1936" statement relates to a 10% investment tax credit and not a required or mandated construction review. On investment tax credits, we do review and apply guidelines for projects where owners are seeking the historic preservation rehabilitation tax credit, but this is voluntary. If an owner is improving or remodeling a property and not seeking the tax credit or using state or federal funds, we have no review role. We are often contacted by owners who want guidance on their historic buildings for questions on style, construction, and best building practices, but his is optional. We are available for informal advice, even when we do not have an official review role.

Third Question: Does the definition "historic commercial" include office space?

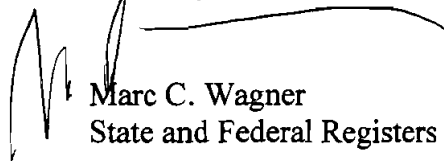
Answer: Yes, "historic commercial" does include office space.

Fourth Question If an owner of property built before 1936 desires to make improvements, remodel, repair or demolish the same at a later date but does not plan to apply for any assistance or tax credits, what requirements or approvals will be mandated that the property owner must comply with to proceed because the property is included in the Historic District?

Answer: In this case, there are no requirements or mandates that will result from the successful historic district listing: improvements, remodeling, and demolition proceeds without state or federal review (keeping in mind that there may be local code matters that apply). Our agency will only have a role if an owner in the listed district is applying for tax credits. Whether the district is officially listed or not, our agency will still continue to have a role in reviewing improvement and remodeling of residential and commercial buildings where state and federal funds are used. We also offer informal advice, if needed.

I appreciate these questions and if my answers are not clear or I've prompted further questions, please feel free to call me if you would like to discuss further. If you have more detailed question about the Federal or State Tax Provisions section of our notification insert, I can have one of our experts respond. I am at 804-367-2323 X-115.

Sincerely,



Marc C. Wagner
State and Federal Registers Manager

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Kathleen Kilpatrick, Director
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Altavista Historic District Hearing February 16, 2010

Attached is a page from our yet unpublished ROANOKE/STAUNTON RIVER ATLAS, about the river viewscape at Altavista, Virginia. The truss bridge, DHR# 162-5001, and Dalton's Mill may be outside the Historic District as presently proposed, but it's a scene worth saving by extending the Historic District or in some other way. I hope the scene is still there today!

Regards,



Nancy and Bill Trout
Volunteer Consulting Canal Detectives
417 Phillips Street, Edenton NC 27932
252-482-5946, Bill@vacanals.org

Virginia Canals & Navigations Society, www.batteau.org
Bulletin Board, batteau@yahoo.com
American Canal Society, www.americancanals.org
The American Canal Guide, www.americancanals.org
Archeological Society of Virginia, www.asv-archeology.org
The Virginia River Atlas series, www.vacanals.org/store
Index to rivers covered in the Virginia River Atlas Series:
www.americancanals.org/Virginia_update.htm

"When going into uncharted waters, you'd like to have a road map" (Judge James B. Wilkinson)

"Wonder what the Trouts are up to."
Clive Cussler, in The Serpent

COUNTY OF CAMPBELL



SUPERVISORS

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HUGH T. PENDLETON, JR.
J.D. PUCKETT
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COUNTY ADMINISTRATOR
R. DAVID LAURRELL

ALTAVISTA (434) 592-9525
BROOKNEAL (434) 283-9525
LYNCHBURG (434) 592-9525
RUSTBURG (434) 332-9525
FAX NO. (434) 332-9617

BOARD OF SUPERVISORS
POST OFFICE BOX 100, RUSTBURG, VIRGINIA 24588
www.campbellcountyva.gov

February 18, 2010

Marc Christian Wagner
Manager, National and State Registers Program
Department of Historic Resources
2801 Kensington Avenue
Richmond VA 23221

Re: Altavista Downtown Historic District, Campbell County

Dear Mr. Wagner:

We received your letter of January 26, 2010 regarding a nomination to add the Altavista Downtown Historic District to the National Register of Historic Places and the Virginia Landmarks Register. The nomination would be presented to the Boards on Thursday, March 18th.

On behalf of the Campbell County Board of Supervisors and staff, we wish to add our support of the nomination to add the Altavista Downtown Historic District. Since the Town was established in 1908 it has been a significant location within Campbell County, and has been the hub of much of the County's economic growth and history. Please accept our support of the nomination.

With kind regards, I am

Respectfully,

R. David Laurrell
County Administrator

RDL/cm

Cc: Board of Supervisors
Waverly Coggsdale, Manager, Town of Altavista

RESPECTING THE PAST, ATTENDING THE PRESENT, CONCENTRATING ON THE FUTURE