HISTORIC ARCHITECTURAL SURVEY

CLIFTON FORGE, VIRGINIA

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES

221 GOVERNOR STREET

RICHMOND, VIRGINIA

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FINAL REPORT

HISTORIC ARCHITECTURAL SURVEY

CLIFTON FORGE, VIRGINIA

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I. ABSTRACT

A. Purpose and Location of Survey

The Historic Architectural Survey of the City of Clifton Forge, Virginia was conducted between 26 January and 30 November 1994. The survey resulted from a competitive bid submitted by the City of Clifton Forge to the Virginia Department of Historic Resources (V.D.H.R.) for a state Survey and Planning Cost-Share Agreement.

The goals of the survey were threefold: 1) to conduct a selected reconnaissance field survey of 200 properties within the City of Clifton Forge; 2) to prepare an illustrated report documenting survey findings and the V.D.H.R. thematic historic contexts represented by the survey population; and 3) to make recommendations for extending the boundaries of the Clifton Forge Commercial Historic District.

B. Scope of Work and Methodology

The reconnaissance survey of 200 properties within the corporate limits of the City of Clifton Forge was conducted by Mattson, Alexander and Associates.

The survey was undertaken in six phases: 1) survey preparation, including meetings with V.D.H.R. and City of Clifton Forge officials; 2) historical research; 3) survey fieldwork; 4) preparation of survey forms and the survey report; 5) presentation of survey findings; and 6) the preparation of an educational slide presentation which could be used by schools and civic groups.

The 200 surveyed properties were chosen for both historical reasons and current planning needs. Priority was given to properties which might be affected by economic revitalization and community development plans of the City of Clifton Forge, transportation plans and projections by the Virginia Department of Transportation (V.D.O.T), and recommendations of V.D.H.R.. The goal in selecting the survey population was to meet these local and state planning needs while representing the full range of building types, historical periods of development, and geographical areas found in the city.

Historical research was conducted at local libraries, the Chesapeake and Ohio Historical Society, the Main Street office, the Alleghany County Courthouse, the City of Clifton Forge Department of Public Works, the Virginia State Library and Archives, and the V.D.H.R. Office. The research phase included interviews with local residents. All survey data was entered using the Integrated Preservation Software (I.P.S.) data entry system. The survey report discusses the survey methodology, the thematic contexts represented by the survey population, and the survey findings.

II. ACKNOWLEDGEMENTS

This project was completed with the generous assistance, support, and cooperation of the City of Clifton Forge and its citizens. Specifically, Mattson, Alexander and Associates is indebted to Stephen Carter, City Manager of Clifton Forge, for his support. Brandon Nicely of the Clifton Forge Department of Public Works kindly lent maps, plans, and other types of helpful information. Michael Armstrong, Director of the Clifton Forge Public Library, and Ed Smyth of the National Trust for Historic Preservation Main Street Program Office both provided invaluable photographs and other archival materials needed to complete the project. Philip A. Shuster of the Chesapeake and Ohio Historical Society assisted in exploring the archives of the railroad.

The staff of the Virginia Department of Historic Resources were of enormous assistance throughout this project. In particular, Mattson, Alexander and Associates wishes to thank David Edwards of the Richmond office of V.D.H.R. and Leslie A. Giles and John Kern of the Roanoke Regional Preservation Office for generously sharing their time and knowledge. Joseph White of V.D.H.R. patiently assisted in the data entry phase of this project.

C. Existing Conditions and Survey Findings

The City of Clifton Forge already contained a commercial historic district nominated to the National Register of Historic Places (1991). This historic district encompasses most of the central business district and included commercial, governmental, and some rail-related resources. In addition, a limited survey of selected buildings had been conducted by V.D.H.R. in 1979, but none of these properties had been listed on the National Register.

This survey found that the current historic district boundaries could be expanded to include greater portions of the city and a wider range of resource types. Clifton Forge is a remarkably intact railroad town of the late nineteenth and early twentieth centuries, and the resources generally retain good integrity. The city has little modern intrusion, and the present district boundaries could be easily extended while maintaining a cohesive collection of historic properties.

It is the recommendation of this reconnaissance survey that Clifton Forge warrants a more intensive level survey to determine both contributing and non-contributing resources and the boundaries of such an expanded historic district.

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IV. INTRODUCTION AND DESCRIPTION OF SURVEY

A. Project History, Purpose, and Goals

1. Introduction

The architectural survey was conducted in the City of Clifton Forge, Virginia (Map A). Clifton Forge, a major railroad center for the Chesapeake and Ohio Railway (C.&O.), is sited on the north bank of the Jackson River in Alleghany County in western Virginia. Most of the development of the city dates to the late nineteenth and early twentieth centuries, and the city retains an unusual degree of historical cohesion and architectural integrity. In addition, the potential historic resources are generally evenly distributed throughout all areas of the city. At the time of this survey, Clifton Forge contained only one small National Register historic district which encompasses the main commercial streets of the central business district (Map B).

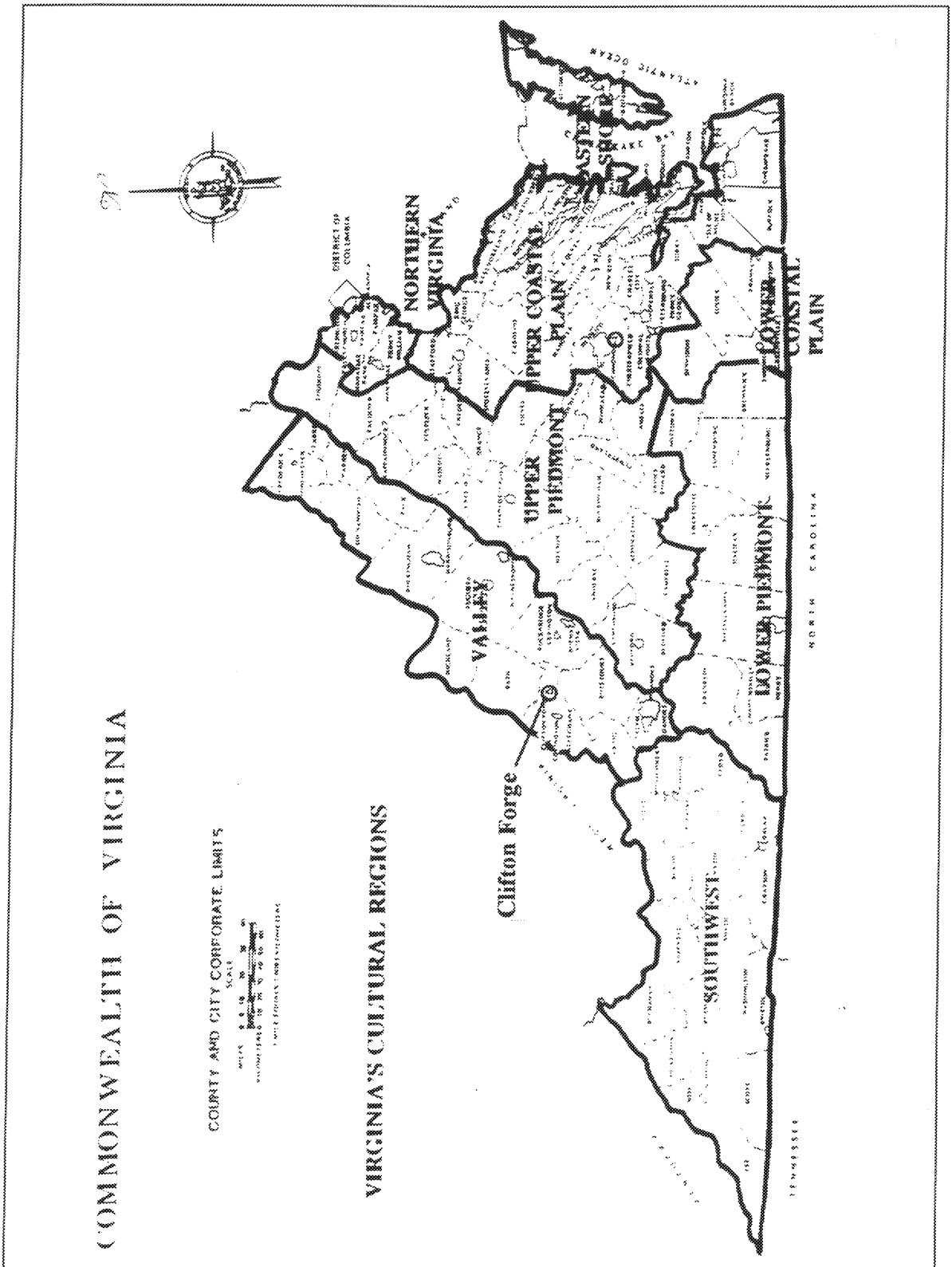
2. Project Background

The City of Clifton Forge submitted a bid to receive matching funds from the state Survey and Planning Fund administered by V.D.H.R.. Clifton Forge was selected from a number of communities which had made similar requests. In November 1993, V.D.H.R. submitted requests for proposals to conduct this architectural survey of Clifton Forge. Mattson, Alexander, and Associates of Charlotte, North Carolina was awarded the contract in January 1994.

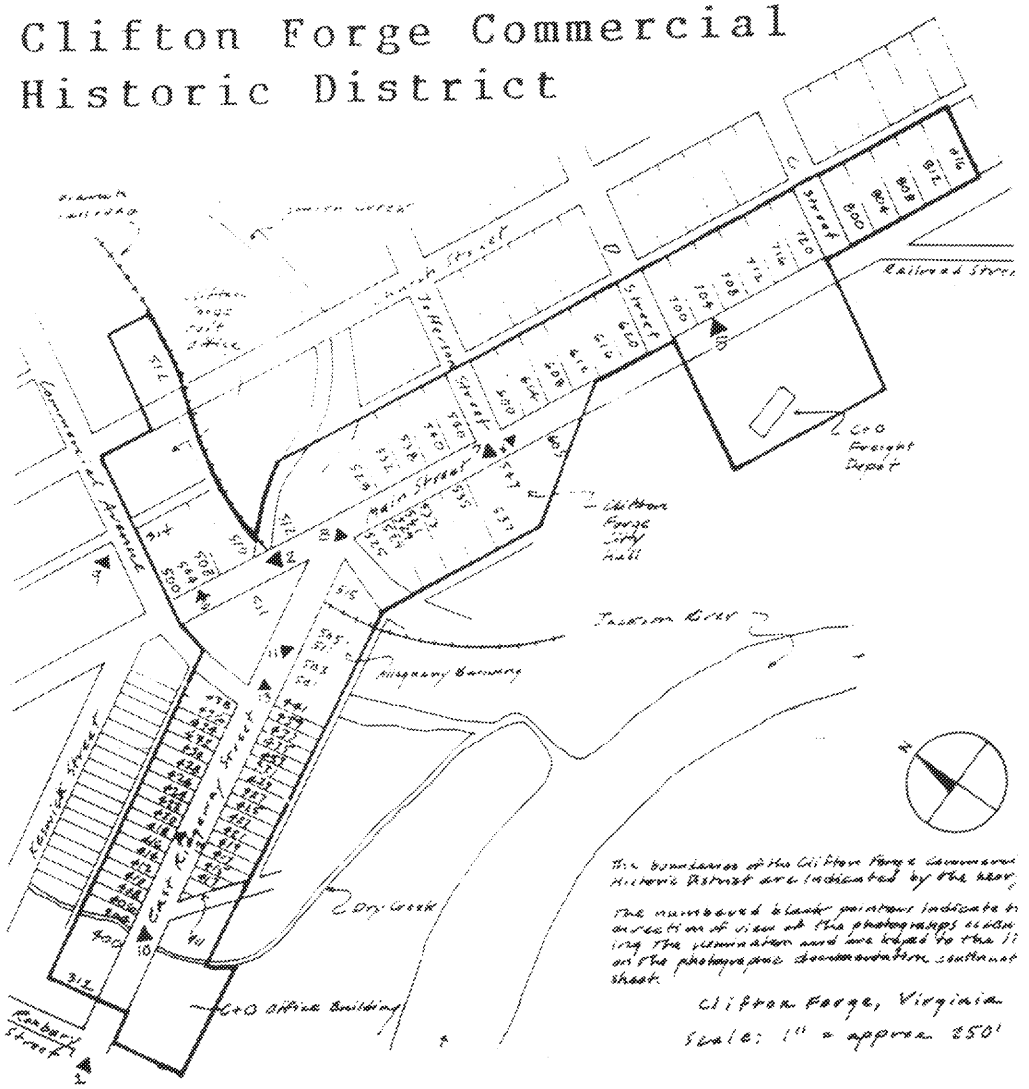
One possible outcome of this architectural survey is the expansion of the boundaries of the existing National Register historic district. This reconnaissance survey examines the potential for such an expansion of the historic district, which currently includes only commercial, governmental, and a few rail-related resources found in the central business district. If such an expansion is recommended, new boundaries for the historic district will be proposed.

B. Scope of Work

The scope of services for this selected architectural survey of the City of Clifton Forge set forth specific tasks. The first task was a reconnaissance level survey of two hundred (200) resources within the city limits of Clifton Forge. Secondly, the survey data needed to be recorded on V.D.H.R. Reconnaissance Level Survey Forms, using the Integrated Preservation Software (I.P.S.) data base system. Exterior photographs and site maps, using Sanborn Fire Insurance Company maps, were also required for each surveyed property. The final product under the scope of work was a survey report containing the eighteen V.D.H.R. thematic historical contexts, survey findings, and recommendations for future work.



Map A: Location of Clifton Forge, Virginia
Source: Virginia Department of Historic Resources, July 1992



Map B: Site Map of Clifton Forge Commercial Historic District
Source: Kern and Pezzoni, 1991

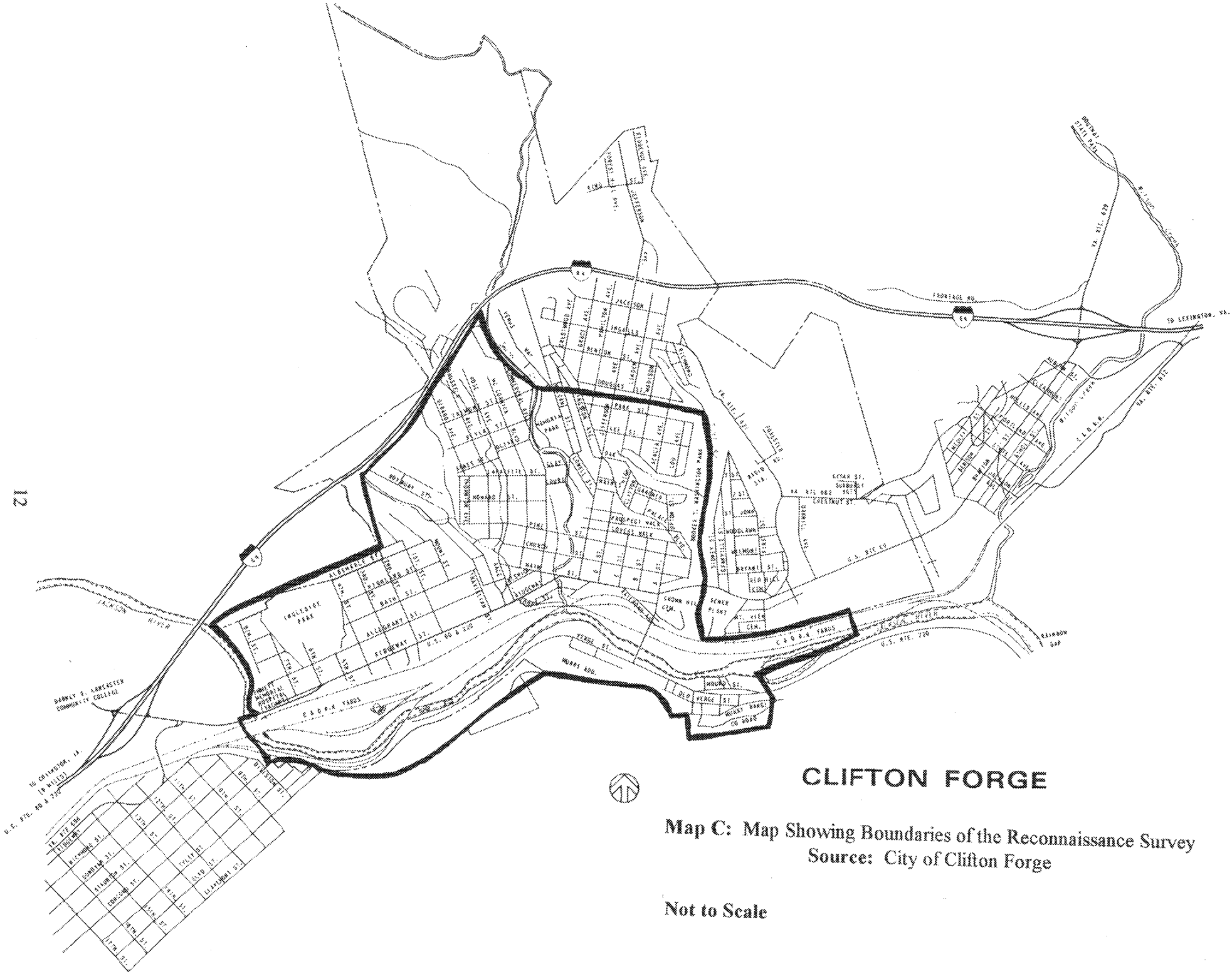
C. Survey Area and Coverage

The architectural survey was conducted within the corporate limits of the City of Clifton Forge, an independent city in western Virginia (see Map A). This reconnaissance survey encompasses resources distributed throughout the city, but does not include all potentially historic properties. The City of Clifton Forge is comprised of approximately 102 city blocks and the former Chesapeake and Ohio Railway (now part of the Chessie and Seaboard Expanded Corporation) classification and terminal yards.

The survey area was established during the initial stages of survey in consultation with the City of Clifton Forge and V.D.H.R.. The survey area is shown on Map C. The survey boundaries roughly conform to the existing corporate limits, except on the east and north sides. The Booker T. Washington Park, which runs roughly north to south, marks the original city boundary set in 1907. The residential areas to the east of the park were annexed in the 1950s, and this neighborhood has been excluded from the survey. The Booker T. Washington Park establishes the eastern boundary of the survey area. On the east side of Smith Creek, the northern boundary was set along the east-west Park Street because development north of this point generally dates to the post-World War II era. West of Smith Creek, the survey boundary follows the alignment of I-64 to the Roxbury residential subdivision. Annexed in recent years, residential areas north of I-64 postdate World War II and have thus been excluded from the survey area. West of Roxbury Street, the project boundary follows Albemarle Street to the Jackson River. The southern border of the project area follows the corporate limits of the city on the south side of the Jackson River. While this reconnaissance-level survey was not comprehensive, all areas and resource types are represented within the survey.

D. Dates of Investigation and Staff Composition

The investigation of Clifton Forge was undertaken between 26 January and 30 November 1994. The survey was conducted by Frances P. Alexander and Richard L. Mattson of Mattson, Alexander and Associates.



Map C: Map Showing Boundaries of the Reconnaissance Survey
Source: City of Clifton Forge

Not to Scale

HISTORIC CONTEXTS FOR CLIFTON FORGE

Figure V.A.1: View of Clifton Forge from the South Side of Jackson River.
Source: Mattson, Alexander and Associates, 1994.

V. HISTORIC CONTEXTS FOR CLIFTON FORGE

> An historic context is a body of information about historic properties organized by theme, place, and time. It is the organization of information about our pre-history and history according to the stages of development occurring at various times and places.

This historic context statement was written for the city of Clifton Forge, an independent city within the governmental system of the Commonwealth of Virginia. The report was based on a reconnaissance-level survey of 200 selected historic properties located throughout most of the city. This survey excluded only the Clifton Forge Commercial Historic District, a downtown National Register district which encompasses approximately 10 acres focused along Main and East Ridgeway streets (Map B). The report includes a brief historical overview of Clifton Forge, as well as a discussion of the historic resources of Clifton Forge organized according to the 18 historic themes developed by V.D.H.R.. The themes associated with the properties surveyed are: Domestic, Health Care/Medicine, Education, Military/Defense, Religion, Social, Transportation/Communication, Commerce/Trade, Industry/Processing/ Extraction, Landscape, Funerary, Ethnicity/Immigration, Settlement Patterns, Architecture/Landscape, Architecture/Community Planning, and Technology/Engineering. The research and fieldwork conducted for this project did not reveal physical evidence related to three other themes, Subsistence/Agriculture, Government/Law/Political, and Recreation/Arts.

Clifton Forge lies in the high valley between the Shenandoah and Alleghany ranges in southwestern Virginia. The city mainly occupies the terraces and steep slopes along the north bank of the Jackson River, three miles above the river's confluence with the Cowpasture River to form the James. While the Jackson River has historically marked the south side of the city, modern Interstate 64 today delineates the north side of development. The city is bounded by the mountainous terrain of the George Washington National Forest, which encompasses a large portion of Alleghany County.

A. Historical Overview of Clifton Forge

1. Colony to Nation (1750-1789); Early National Period (1789-1830)

Early permanent white settlement in the Clifton Forge area reflected the broad pattern of migration into southwestern Virginia during the eighteenth and early nineteenth centuries. During this period, the great majority of settlers were part of the Scotch-Irish migration that dominated the initial settlement history of the Appalachian region. Around Clifton Forge, these pioneers represented the major stream of Scotch-Irish settlement which began largely in southeastern Pennsylvania, moved through the Great Valley and

southwestern Virginia, and spilled into the Piedmont region of North Carolina (Morton 1923, 5-8; Campbell 1969, 22-49; Corron 1989, 4).

In the early 1770s, Robert Gillespie acquired several hundred acres of bottom land at the head of the James River and along the Jackson River on both sides of what is now Smith Creek in Clifton Forge. In 1825, the Jackson River tract was sold to Henry Smith, a manufacturer of broadcloth from Fifeshire, Scotland. Using slave labor, Smith ran a small woolen mill and carpet and carding mills on the site. He subsequently willed his substantial holdings, which included most of present-day Clifton Forge, to his nephew David Williamson. Accordingly, the small settlement soon became known as Williamson (Corron 1989, 1-4).

The principal early industry in this area was iron manufacturing. At the eastern end of Alleghany County, near the headwaters of the James River, commercial iron making began in 1827. Here Scotch-Irish entrepreneurs John Jordan and John Irvine acquired several thousand acres of land containing promising deposits of brown hematite ore. The partners erected the furnace, which they named for their wives Lucy and Selina, on Simpson's Creek, and built the forge (Clifton Forge) along the Jackson River, below the present-day city. Dependent upon contract slave labor, navigable waterways, and abundant supplies of woodlands for charcoal fuel, the "Lucy Selina" iron making enterprise (reorganized as Longdale Furnace after the Civil War) flourished. By the end of the decade, Jordan and Irvine had rapidly expanded their holdings, owning 40,000 acres of land and, according to one report, a "complete set of Iron works, which are now in full operation" (Morton 1923, 81-82; *Virginia Cavalcade* 1957, 34).

2. Antebellum Period (1830-1860); Civil War (1860-1865)

During the antebellum years, the iron manufacturing expanded, reflecting the overall growth of this industry throughout the Valley region of Virginia. Following the establishment of the Lucy Selina operation, other iron furnaces soon appeared in the locality, including the Australia, Dolly Ann, Roaring Run, and the Princess furnaces (Capron 1967, 10-18; Corron 1989, 7-8; Morton 1923, 70-71).

While iron furnaces marked the early industrial development of the county, town building awaited the coming of the railroad. In 1857, three decades after Henry Smith built his woolen mill by the Jackson River, the Virginia Central Railroad entered Alleghany County. The railroad extended its tracks west from Staunton, establishing a station at Williamson and completing the line three miles west of the settlement, at Jackson's River Station. It was from the Jackson's River terminal that stagecoaches connected with the nearby hot springs, carrying nearly 4,000 passengers for the season of 1857. By the eve of the Civil War, this station included a depot, fuel and water facilities, a hotel, and a Presbyterian church. Williamson meanwhile evolved slowly, consisting of a small number of one and two story, frame dwellings and stores and at least one log house. The small community was concentrated along the narrow strip of land between the tracks and the river (Morton 1923, 82; Dixon 1985, 100).

The westward construction of the Virginia Central Railroad was interrupted by the outbreak of the Civil War. Federal troops caused major damage to the line. In 1861, Railroad General Superintendent H. D. Wickham reported on the enemy activities around Williamson and Jackson's River Station:

> On May 19th, the enemy took possession of the Jackson's River Depot and a detachment of cavalry piloted by W. P. Rucker, formerly a citizen of Alleghany County, proceeded as far as the Cowpasture Bridge and burned it--the depot was plundered of its contents. The enemy retreated the following day (Corron 1989, 11).

At the close of the Civil War, the western terminal continued to be Jackson's River Station but the rail line had been essentially demolished.

3. Reconstruction and Growth (1865-1914)

After the Civil War, the growth of Williamson closely paralleled railroad development and particularly the expansion and consolidation of the Chesapeake and Ohio (C.&O.) Railway. In 1873, the C.&O. acquired all holdings of the Virginia Central and designated Williamson, rather than Jackson's River Station, as one of its new important terminals. This site was ideally suited to serving three subdivision lines, all of which required different motive power: the Mountain subdivision, with its heavy grades, going northeast towards Staunton and Charlottesville; the Alleghany subdivision with its one long grade to the west; and the James River subdivision (following the 1890 acquisition of the Richmond and Alleghany Railroad) with its level route to Richmond. Quickly, the C.&O. erected a depot, freight house and yard, and a water tank at this site. By 1878, a roundhouse had been constructed, and shortly thereafter, a machine shop. By 1882, a small commercial core had taken shape and the town's population had risen to 700, mainly railroad employees. Anticipating the upcoming building boom, David Williamson and neighboring landowners laid out boundaries of the city and petitioned the General Assembly of Virginia for incorporation. In 1884, the community was incorporated as Clifton Forge. The town plat was mainly a grid of streets and lots--including Main, Pine, and Church streets--located along the flats north of the tracks and the river (Dixon 1985, 100-101; Corron 1989, 33-34; Kern and Pezzoni 1991; Plat Book 4, p. 72).

In 1890, the C.&O. consolidated its shop facilities at a site on the Jackson River approximately one mile west of Clifton Forge. Consequently, a largely residential district known as West Clifton Forge was formed closer to the shops to house the influx of C.&O. workers. The development of this 1000-acre district was controlled by the Chesapeake and Ohio Development Corporation, the land-development arm of the C.&O.. The corporation platted the tract and sold groups of parcels to land improvement companies (Corron 1989, 48; Deed Book 12, pp. 273-274). Deed covenants designated both the minimum costs of house construction and the target dates for construction. These

important controls curtailed land speculation and shaped the domestic character of the district. They ensured that well-built housing, erected primarily for home owners, would be on the market within six months to one year of the sale of lots (Deed Book 11, pp. 500, 501-504).

Between 1890 and the early twentieth century, the principal investors in the building boom were the West Clifton Forge Construction and Loan Company and the Alleghany Construction Company. Each firm purchased hundreds of lots and built houses in the west district for railroad employees and other Clifton Forge residents (e.g., Deed Book 11, pp. 501-504; Deed Book 25, p. 567-568). An 1890 promotional brochure issued by the Construction and Loan Company included glowing descriptions of the community's prosperity and promise:

> West Clifton Forge, the new city that is being built under the auspices of the great Chesapeake and Ohio Company, joins the old town of Clifton Forge on the West. Cities grow westward. . . . It is situated on Jackson's River, in a beautiful and healthful mountain region, free from malaria, fevers, cyclones, and extremes of heat and cold.
>
> It lies in the most successfully productive iron section of the State, where iron making has been carried on at a profit through many years. Within a radius of five miles are the great furnaces of Low Moor, Longdale and Glen Wilton, now in full blast, with other furnaces in the near neighborhood. . . .Following the completion of the Chesapeake and Ohio Development Company's improvements will come Furnaces, Foundries, and Factories.
>
> To supply the incoming population, houses, dwellings, shops, factories must be built, and the sooner they are built the more profitable they will be.

Although West Clifton Forge quickly took shape as a residential neighborhood near the railroad shops, the intended scale of residential and industrial expansion was probably constrained by the steep surrounding hillsides. Note Kern and Pezzoni (1991), "Nearer the original town were the relatively level terraces along Smith Creek and the flat plateau above the town on its north side, both areas more suitable for domestic development."

In this section early land speculations epitomized the boom town atmosphere that had enveloped the city by 1890. Writes Corron (1989, 48), "By the spring of 1890 the 'Boom Town' craze had extended in every direction. . . . The buying of lots went on day and night and nobody took time to look at a lot before buying it as all the lots looked nice and level on the maps." In that year, more than 400 acres of land adjacent to the original town were platted by the Clifton Forge Company. At the height of speculation, the company had purchased Williamson property in the "Flats" west of Smith Creek, in the "Heights" to north, and as far east as Wilson Creek. By year's end, however, real estate prices had collapsed amidst a national depression. Major portions of Clifton Forge Company land

would not be developed until the twentieth century, and some sections have never been developed (e.g. Deed Book 11, p. 509; Deed Book 12, p. 398).

Despite the economic depression, Clifton Forge continued to grow and mature. A visiting newspaper correspondent in 1892 exclaimed:

> "What is the matter with Clifton Forge???? Nothing! She's All Right and Pushing Ahead. . . . Its new and handsome structures have occupants and business: its hotel is not only a gem of architectural art, but people are fed there and names are found on its register. Its manufacturing enterprises have not only large and substantial buildings but sound of swift running machinery is heard and the men have pay days.

Between 1890 and 1900, the city's population more than doubled to 3,212. When West Clifton Forge was incorporated in 1900, the combined population of the two towns was estimated to be 5,200. In 1906, Clifton Forge annexed its western neighbor and other adjacent developing sections (Corron 1989; 69, 93, 101).

New construction, often spurred by C.&O. investments, marked prosperity. In 1891, the C.&O. built a sprawling frame hotel, the Gladys Inn, overlooking its recently completed shops and passenger station in West Clifton Forge. In 1896, a new Gladys Inn was erected on Ridgeway Street, near the growing business district. Nearby, the C.&O. constructed a freight depot, division office building, and helped finance the Y.M.C.A. In 1914, the impressive, three-story brick C.&O. Railroad Hospital was constructed in West Clifton Forge. Concurrently, small industries lined Smith Creek, along a C.&O. spurline, including a saw and planing mill, ice company, woolen mills, and stove foundry.

New construction was also directed at civic improvements. By 1910, a privately owned dam and brick pump house arose along Smith Creek to supply the community with water. In 1913, a municipal water works was established. Wooden bridges were constructed over ditches and ravines along Ridgeway, Main, Church, and Howard streets. By the turn of the century, new iron spans carried traffic over Smith Creek and a stone arch bridge was built across Dry Creek on Ridgeway Street. A small power plant incorporated in 1899 furnished electricity for street lighting, businesses, and a small number of residences. In 1907, the first big bond issue was passed for the paving of major streets and sidewalks, as well as the for the construction of schools and a jail. In 1910, a stylish Colonial Revival post office was completed on Commercial Avenue and that same year work began on the Neo-Classical Revival Clifton Forge City Hall (Corron 1989, 33-64; 84, 88, 101, 107-108, 111-112; Kern and Pezzoni 1991).

Such activities stimulated commerce. By the early twentieth century, a number of handsome brick commercial buildings commanded the heart of the business district. In 1914, downtown Clifton Forge contained, for example, three bakeries, nine dry goods stores, three department stores, three hardware stores, five restaurants, three theatres, and two pool halls. Clifton Forge was the home of thirteen physicians, seven lawyers, and

eight contractors and builders. Although the majority of new buildings were the work of local contractors, out-of-town architectural firms made significant contributions. The design for the W. W. Pendleton Building on Main Street was commissioned from the prolific Knoxville mail-order architect George F. Barber. The influential Lynchburg architectural firm of Frye & Chesterman designed a host of Neo-Classical Revival commercial buildings in the city, including the 1905 Masonic Theatre. Alfred Charles Bossom, the prominent architect of numerous tall buildings in the South as well as in New York City, designed the Clifton Forge First National Bank. The sophisticated Neo-Classical Revival bank building was completed during World War I (Davies 1914; Kern and Pezzoni 1991; Wells 1994).

Concurrently, streets of new residences appeared around the commercial core and to the west. With improved roads and sewerage, Alleghany Street in West Clifton Forge became a prestigious address. This east-west street follows a terrace overlooking the rail yards and river. To the east, blocks around the original town were being developed. As depicted in the 1907 Sanborn map of the city, residential expansion was most conspicuous above Pine Street, between Smith and Rose creeks. Here interior lots were occupied by closely arranged two story, frame, single-family dwellings for the white middle class, mainly skilled railroad employees and merchants. Larger parcels, often at the corners of blocks or on hilltop settings, were the sites of the largest and most fashionable residences. McCormick Boulevard was among the most exclusive streets. Rising northward from Main Street into the Heights neighborhood, McCormick Boulevard by World War I contained many of the city's imposing Queen Anne and Colonial Revival houses. In 1911, McCormick's elevated status was exemplified by the grand residence known as Hill Crest. This pillared Neo-Classical Revival house, which anchors the street near its apex, was built for A.O. Surber, a prominent businessman and civic leader (Corron 1989, 41).

Clifton Forge was mainly a white, middle class city, but white laborers also contributed to the growth and character of the young community. The white working class lived mostly in two story apartment buildings distributed around the periphery of the business district, and in simple one and two story frame dwellings in West Clifton Forge and along both sides of the Jackson River (Davies 1914).

African Americans also played important roles in the growth of city. Of the 948 households recorded in the 1914 city directory, 128 were African American. Although a small proportion of the total population, African Americans developed a cohesive community that was concentrated at the east side of the city. Confronted by racial discrimination in all facets of life, they established their own houses, schools, churches, and stores in a district spanning both sides of the Jackson River. By the early 1900s, a small black commercial area had taken shape on Main Street, east of the principal business district. African American males often found employment as laborers in the rail yard or janitors at the C.&O. Hospital. Females usually worked as domestics for white households. However, blacks also held higher paying jobs in areas reserved to the race as a result of segregation, and African Americans achieved middle class status as porters,

ministers, educators, morticians, and barber shop proprietors (Davies 1914; Gretel Anderson Interview 1994).

As the population of the city multiplied before World War I, churches and schools were established. Presbyterian, Baptist, Methodist, Christian, Episcopal, and Catholic churches all had arrived in Clifton Forge by the 1880s (Corron 1989, 15-19). Reflecting the prosperity of the early twentieth century, the major churches for both whites and African Americans were expanded or rebuilt in the early 1900s. In similar fashion, educational facilities were expanded and improved. A one room, frame public school for whites was opened in 1876 on Pine Street, and rebuilt in 1896 as the two story, brick Moody School. Following the 1907 bond issue, a $20,000 addition designed by Frye & Chesterman doubled the capacity of the school (Wells 1994). In 1912, the Robert E. Lee High School for whites was established on Ridgeway Street. Public education for black students began about 1887 in a frame building on the south side of the Jackson River. In 1902, a larger brick consolidated school, which included a two year high school, was completed on the east side of town, on Church Street. In 1929, a new two story Jefferson School opened at the corner of Church and B streets. A number of small private educational facilities also operated in the late nineteenth and early twentieth centuries, including the Clifton Forge Seminary and Alleghany Female Institute for whites, and the Colored Industrial Institute (Davies 1914; Corron 1989, 20-23).

4. World War I to World War II (1914-1945)

The 1910s and 1920s were generally marked by expansion, though progress was not unimpeded. An economic slump struck the city in the aftermath of World War I, and in 1922, railroad workers went on strike to maintain benefits gained during the war. However, as railroad business improved so did the economic climate. Between 1922 and 1924, the C.&O. extensively improved and expanded its yards at the west side of the city at a cost of $4,000,000. With renewed confidence, the city issued bonds for public works and road construction. Most of the streets were paved, and to accommodate the new state highway system, cliffs on the west side were leveled to river grade. Here a section of the Jackson River was channelized for the extension of Ridgeway Street (U.S. Route 60) from Fifth Street west to the city limits (Corron 1989, 117, 120-124).

The 1923 city directory recorded the commercial growth. In that year Clifton Forge contained two banks, the First National and Clifton Forge National, a wholesale grocery, two large department stores, a bottling works, lumber company, fifteen groceries, eleven general merchandise stores, four real estate offices, five dairies, two photograph galleries, three feed stables, ten garages, and a bicycle shop. The lists of occupations included thirteen physicians, eight lawyers, and six contractors and builders.

By the late 1920s, the population had surpassed 6,000. The population increase and general prosperity spurred the construction of new schools and churches for both races. The white Clifton Forge High School (1928) and African American Jefferson School (1929) opened during the decade. In 1921, the black community also saw the

construction of the stylish Gothic Revival Main Street Baptist Church. New dwellings were appearing on previously undeveloped parcels throughout the city, though residential construction was concentrated around the outskirts. In downtown, sporadic building occurred along Main Street in the 1920s. Of note were two industrial properties, the brick 1924 Clifton Forge Ice and Bottling Works Building, and a two story, reinforced concrete structure built in conjunction with A.O. Surber's prosperous meat packing plant (Kern and Pezzoni 1991).

Building construction during this period was mainly undertaken by local contractors and building material suppliers. In 1924, Deaton & Linkenhoker and Eugene Mathews & Company were listed as material suppliers, and J. W. Evans, L. W. Ferrier, A. J. Hicks, F. M. Reynolds, and W. H. Smith, Jr. were listed as contractors and builders (Davies 1924; Kern and Pezzoni 1991). However, a host of out-of-town architects also were commissioned to design some of the major new churches and institutional buildings. The list of architects included Clarence Hinnant of Roanoke and Lynchburg, George Washington Kramer of New York City, Ervin Niblet, architect for the C.&O., and the firm of Frye & Chesterman (Wells 1994).

Although the progress of the city slowed during the Great Depression, Clifton Forge continued to grow. In 1939, the population had risen to nearly 7,000 and the number of dwellings was almost 1,500 dwellings. Employment was sparked in the business district by the construction of the 1930 Farrar Building, which housed the principal drugstore, the 1932 Pure Oil Company service station, and a modern office building. In Cliftondale Park, just east of the city, a ribbon making factory opened in 1936, employing a work force of 400. The principal construction project of the Depression years was the erection in 1937 of the Jackson River Bridge. The 800 foot long, steel, deck girder span bridged the river, all the railroad tracks of the lower yard, and linked the city to Route 220 (Corron 1989, 132, 141, 145; Kern and Pezzoni 1991).

In late 1939, the celebration of Founder's Week in Clifton Forge provided a forum for townspeople to hail past achievements and look ahead with optimism. Speeches by state office holders, industrialists, and railroad officials invoked civic pride and extolled the contributions of the C.&O.. The city, it was emphasized, contained the second largest shops and railroad yards on the entire C.&O. system, which employed the overwhelming majority of wage earners in Clifton Forge. By the eve of World War II, Clifton Forge was performing a vital role in the nation's industrial growth (Corron 1989, 145).

5. Post-World War II Period (1945-Present)

Clifton Forge has undergone dramatic economic and social changes since the end of World War II. The most significant event occurred in 1950, when, with the advent of diesel fuel, the C.&O. shops were transferred to Huntington, West Virginia. As a result Clifton Forge was the only independent city in the state to decline in population in the postwar decade. Campaigns for economic diversification have successfully attracted new forms of employment but they have not compensated for the loss of stable railroad-related

jobs. In turn, the central business district has experienced economic decline and a loss of long-established retail activities. Although Clifton Forge continues to rank high in home ownership, in recent decades numerous dwellings, including some of the finest residences along Alleghany Street, have been converted to rental properties (Corron 1989, 157-158, 169).

Nevertheless, Clifton Forge has shown signs of progress. In 1962, the city annexed Fairview Heights, located to the east, and subsequent capital improvements increased home building on the east and north sides of the city. Because of its picturesque, mountain setting, the city has also begun to benefit economically from tourism and residential growth in the surrounding region. The proximity of the city to Interstate 64, completed in 1971, has greatly improved access. In 1984, the Alleghany and Highlands Arts and Crafts Center opened its doors on Ridgeway Street, encouraging visitors to Clifton Forge. The growing appreciation by the city of its local heritage and architectural resources has also led to historic preservation activities. In 1992, Clifton Forge was designated a Main Street City by the National Trust for Historic Preservation, and in that same year, the downtown was listed on the National Register of Historic Places.

SUBSISTENCE/AGRICULTURE

B. Subsistence/Agriculture

The subsistence/agriculture theme explores the different strategies that cultures develop to procure, process, and store food. Property types include barns, agricultural buildings, and dairies.

The mountainous terrain in which Clifton Forge is located supported only sparse settlement and limited agriculture in the early and mid-nineteenth centuries. Prior to the coming of the Chesapeake and Ohio Railway in the late nineteenth century, much of the surrounding region was valued for its mineral resources rather than its agricultural potential. Iron-making was undertaken from the earliest period of settlement and led to limited development of this area. However, the city of Clifton Forge developed only after the C.&O. located shops and terminal facilities there in 1890. The city continues to reflect the boom town years of town planning and construction which followed the railroad. Any evidence of farming was demolished in the frenzy to erect houses, stores, schools, and churches for the influx of railroad workers. Consequently, there are no extant historic resources illustrating the pre-C.&O. era in Clifton Forge.

DOMESTIC THEME

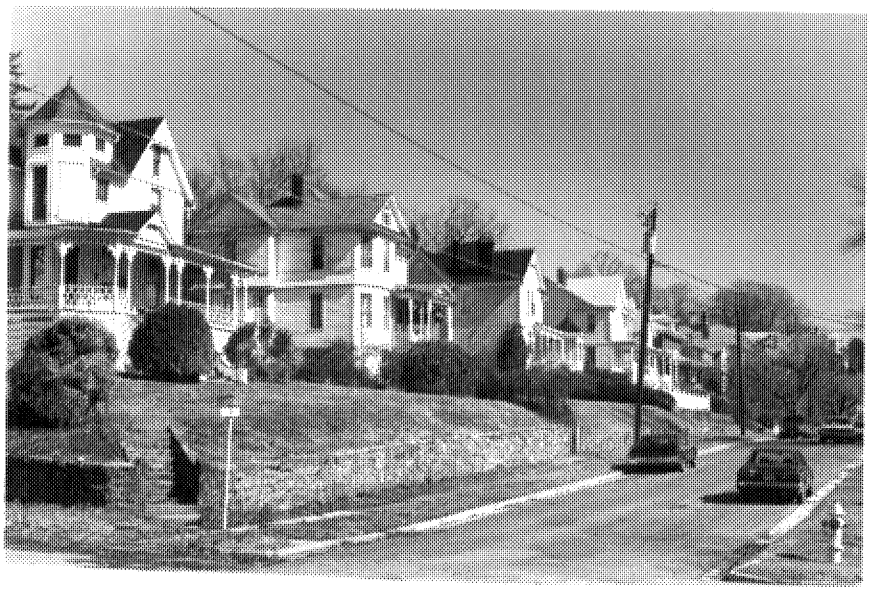


Figure V.C.1: Houses along Alleghany Street.
Source: Mattson, Alexander and Associates, 1994.

C. Domestic

> The domestic theme relates broadly to the human need for shelter, a home place, and community dwellings. Property types include residences and associated domestic outbuildings such as kitchens and privies.

The domestic architecture of Clifton Forge primarily reflects the period of unparalleled railroad-related expansion between the 1890s and World War I. Domestic growth was characterized by densely constructed frame dwellings that were owned and occupied by skilled railroad employees. Concurrently, the expansion of the business district and other local industries and cultural activities generated residences for downtown clerks, bookkeepers, entrepreneurs, and professionals. The rapid growth and the social and economic homogeneity of the city produced a general uniformity of styles and scale. To accommodate the influx of workers, developers and their contractors often erected groups of houses. Such development usually occurred in small units, ranging from a cluster of three or four houses to entire blocks. Although the land was subdivided into half-lots to maximize profits, multi-family units were rare. Most builders erected detached dwellings suited to the rural background of the occupants, each on its own narrow parcel, with room for a garden and a front porch facing the street.

Amidst the architectural conformity were variations in form and detail, reflecting ready access to mass-produced materials, published designs, and the individual tastes of builders and clients. In addition, after World War I, a new assortment of house styles appeared that represented the popular national trends of the interwar decades. A number of factors ultimately influenced the scale and type of domestic architecture in Clifton Forge, including the wealth of the home owner, period of construction, function, and topography.

1. Reconstruction and Growth (1865-1914)

The earliest surviving houses in Clifton Forge date from the late 1880s and the beginning of the building boom associated with the C.&O. Railway. These dwellings illustrate conservative choices, as homeowners and builders tended to select traditional house types decorated with restrained vernacular Victorian motifs. They are forms and plans with English antecedents and reflect the persistent popularity and utility of regional building practices into the late nineteenth and early twentieth centuries. In Clifton Forge, traditional house types were built mostly during the 1880s and 1890s, but some persisted as adaptable urban types into the twentieth century.

Today, the earliest examples remain primarily along Main, Church, and Pine streets, which constituted the original town plat; along Verge Street, south of the Jackson River; and in West Clifton Forge, where they anticipated the residential growth of this section after the expansion of the C.&O. rail yard. These houses were built for residents who arrived before or during the initial stages of intense building activity. By the late 1890s and early

1900s, the construction of new housing for the influx of skilled railroad workers would reshape the architectural character of the city. Traditional forms would be superseded by new vernacular designs inspired by house pattern books and architectural catalogs.

The most prevalent surviving traditional house type is the I-house. In Clifton Forge, this single pile, two story form usually has a symmetrical three-bay facade, side-gable roof, end chimneys, and a central-hall plan. The I-house was a popular symbol of economic attainment throughout the Upland South, and in early Clifton Forge it was generally built for businessmen and professionals (Kniffen 1965, 555; Jakle et al., 1989, 120-123). The 1892 Sanborn map shows 15 I-houses in the original town plat. These dwellings were treated with a variety of vernacular Victorian features that satisfied the personal tastes of their owners. At 617 Church Street, Dr. J. F. Hughes selected a model with a pair of steeply pitched gables centered over the facade, and a bracketed cornice. The I-house at 612 Pine Street has a projecting central pavilion (one of two such examples on the 1892 Sanborn map), bracketed cornice, turned porch posts, and a sawnwork balustrade (Figure V.C.2.).

Clifton Forge also contains a number of one story, single pile cottages which represent several vernacular variations of this popular house type. Twenty-two examples of the basic form are depicted in the 1892 Sanborn map, representing the most common domestic type in the original town plat. The earliest remaining examples are stylish models that were probably built in the 1880s. They have central-hall plans, side-gable roofs, either interior or end chimneys, and rear ells. One of the most intact is located at 517 Verge Street. This dwelling features a gable-front entry porch adorned with chamfered porch posts and sawnwork porch brackets and balustrade.

Simpler single-pile cottages were built into the early twentieth century for working class families. In the African American east side of the city, two "saddlebag cottages" stand side-by-side at 822-824 Pine Street. These dwellings are characterized by two front doors, each leading into one room, a center chimney, and rear kitchen ell. They may have originally been duplexes, but by 1914 these small houses were occupied by single families (Davies 1914).

The African American district also retains a small number of traditional gable-front shotgun houses. This narrow, one story, two bay form was ideal for tight fitting urban spaces, and by the early twentieth century had become a popular house type for black workers across the urban South. In Clifton Forge, too, shotgun quarters appear to have been built exclusively for African American families. A representative example, three rooms deep with a shed-roofed porch and turned posts, is located at 814 Pine Street.

Another common urban form that appeared early in the city was the two story, side hall plan house. In Clifton Forge, as in numerous other railroad centers in the late nineteenth century, builders erected rows of such detached houses on half lots. The 1892 Sanborn map illustrates approximately a dozen, typically arranged in pairs along Church and Pine streets. Some were single pile (two-thirds I-house), but the majority were two rooms

Figure V.C.2: I-house, 612 Pine Street.
Source: Mattson, Alexander and Associates, 1994.

Figure V.C.3: Side Hall Plan Houses, 716-718 Church Street.
Source: Mattson, Alexander and Associates, 1994.

deep, with side-gable roofs, and either two or three bay facades. Two examples built in the 1890s stand side by side at 716-718 Church Street. They are double pile, frame houses with two bay facades and side gable roofs (Figure V.C.3.).

A great deal of this house construction was probably executed by local builder, Andrew Jackson Acord. According to one source, Acord built 183 dwellings in Clifton Forge between 1879 and 1894. He owned a lumberyard and sawmill along the spurline by Smith Creek, and undoubtedly Acord's jigsawed brackets and balustrades adorned many of the traditional house types constructed during this period (Corron 1989, 37; Kern and Pezzoni 1991). Other important early builders included E. R. Green and Edward J. A. Fisher, who arrived in the city from Brooklyn, New York, in 1890 (Kern and Pezzoni 1991; Corron 1989, 49-50; Wells 1994).

As Clifton Forge grew and prospered in the 1890s and early 1900s, the repertoire of forms and ornamentation increased. The local saw and planing mill expanded its operation, churning out standardized framing members, boards and flooring, doors and windows, and decorative trim to suit every taste and status group (Sanborn Maps 1902, 1907). By 1914, the Dixie Lumber Company (based at the mill) and L. A. Emswiler were listed as contractors and building material suppliers specializing in house construction, while four other contractors and builders and one architect were recorded in the city directory (Davies 1914; Kern and Pezzoni 1991). The opportunities for house construction prompted developers to select stock designs from the flood of architectural patterns books and catalogs that were now available.

Thus by the early twentieth century Clifton Forge was dominated by affordable, yet fashionable, two story, frame houses for the families of skilled railroad employees. While developers often built groups of basically uniform, closely spaced dwellings, the slightly irregular massings and variety of vernacular Victorian or Colonial Revival trim provided a sense of style and individuality. Rows of such dwellings were constructed across the city, including major sections of Ridgeway and Alleghany streets in West Clifton Forge, Commercial Avenue near the center of the city, and Keswick, Ann, Brussels, and Roxbury streets (Figure V.C.4.).

These houses were frequently situated on hillside parcels, and throughout the town the rugged lay of the land influenced design. The rear sections of numerous houses were built on raised foundations. On the steeper slopes, houses consisted of one story, street-side facades and two story, rear elevations.

With expansion came business elites and professionals, who built the biggest houses on the choicest lots. The most desirable areas to live included elevated sites along Alleghany Street and in the Heights, above Pine Street, as well as the spacious corner tracts on nearby blocks. In the 1890s, the most fashionable houses were usually T-shaped, two-story designs with vernacular Victorian carpentry. A particularly flamboyant case in point is the R. P. Hawkins at 848 Palace Boulevard (Figure V.C.5.). By the 1900s, however, wealthier homeowners were selecting a greater variety of designs inspired by the Queen

Figure V.C.4: Skilled Railroad Worker Houses along Brussels Street.
Source: Mattson, Alexander and Associates, 1994.

Figure V.C.5: R. P. Hawkins House, 848 Palace Boulevard.
Source: Mattson, Alexander and Associates, 1994.

Anne, Neo-Classical Revival, and Colonial Revival styles. Elite domestic fashion of the period is exemplified by Hill Crest perched atop McCormick Boulevard. This red-brick Neo-Classical Revival residence was built in 1911 for prominent businessman A.O. Surber (Figure V.C.6.). Nearby, at 732 McCormick, stands one of the city's finest Queen Anne dwellings, boasting double turrets and a cross-gable belvedere.

During the late nineteenth and early twentieth centuries, domestic outbuildings in the city consisted mainly of one story, frame storage sheds situated along rear service alleys. Some of the larger dwellings on the more expansive lots included frame gable-roofed carriage houses, many of which were later converted to auto garages. On the wealthiest blocks of Alleghany Street, and in the Heights, domestic servants lived in rooms above garages or in separate one story, two room dwellings along the alleyways (Figure V.C.7.). Because residential expansion usually followed the construction of sewer and water lines, backyard privies and wells were rare, and those that existed rapidly disappeared with the extension of these utilities. Although the terrain and narrow parcels constricted gardening, most early households appear to have raised small vegetable gardens that remain evident today.

In addition to detached, single family houses, a variety of duplexes, boarding houses, and other types of apartment buildings were constructed in this period. Although never predominant in the city, these rental facilities offered affordable housing for the rapid influx of railroad workers. The early twentieth century directories and Sanborn maps reveal rooming houses, duplexes, larger two story apartments, and several "tenements." They are typically oriented to the railroad facilities or along nearby streets, amidst single-family residences. The greatest concentration of rental units appeared along Company Row, south of Main Street, and on Brussels Street, near Rose Run. Company Row consisted of a series of two story frame duplexes built ca. 1890 to house the railroad foreman and officials who were supervising the consolidation of the C.&O. shops. These buildings were a rare example in the city of housing that was actually erected by the C.&O. They were demolished when the area was cleared during urban renewal. On Brussels Street, a long, frame, two story row of rental units was constructed at the turn of the century. Known informally as the Stalls, this utilitarian apartment complex primarily housed railroad laborers (Corron 1989, 137) (Figure V.C.8.).

From its early beginnings as a boom town, Clifton Forge also contained a major hotel. About 1880, the three-story frame McCurdy Hotel was built on Main Street. In 1891, soon after the expansion of the rail yard, the C.&O. built the elaborate frame Gladys Inn in West Clifton Forge. In 1896, a new Gladys Inn was erected on Ridgeway Street, near the growing business district. The hotel provided accommodations for land dealers, railroad employees, salesmen, and other visitors to the city. Neither hotel survives today.

Figure V.C.6: Hill Crest, 1100 McCormick Boulevard.
Source: Mattson, Alexander and Associates, 1994.

Figure V.C.7: Servant's Quarters behind the L.C. McGuire House, 320 Alleghany Street.
Source: Mattson, Alexander and Associates, 1994.

Figure V.C.8: The Stalls, 708-722 Brussels Street.
Source: Mattson, Alexander and Associates, 1994.

2. World War I to World War II (1914-1945)

The domestic character of Clifton Forge continued to evolve during the interwar years. New dwellings primarily for the middle class were built on available parcels along developed streets as well as around the western and northeastern outskirts of the city. These houses reflected the popular national styles of this period, especially the bungalow, Colonial Revival, and Dutch Colonial Revival. They were modeled after designs published in architectural catalogs, plan books, and magazines, and some may have been purchased prefabricated by such mail-order companies as Sears, Roebuck and Company and Montgomery Ward. As in previous decades, many were designed with weatherboard facades, but a number also had red-brick or stucco veneers. In Clifton Forge, versions of these styles were often selected that suited the confining lots. Thus, for example, Dutch Colonial houses tended to have cubic forms, with the fashionable gambrel roof turned to the street (Jakle et al. 1989, 140-143).

Colonial Revival houses in this period also tended to have symmetrical, boxy shapes that were capped by hip or gable roofs. Many were designed with two-bay facades and side hall plans, and squeezed onto narrow lots. Some of the finest and most spacious examples for wealthier clients featured brick veneers, large front porches, lateral wings, and bracketed eaves. A good example was built in the 1920s for physician Dr. C. E. Edmond. This house at the corner of Third and Ridgeway streets also features pedimented side and front roof gables.

The popularity of bungalows in the 1920s clearly expressed the middle class, residential character of the city. Bungalow plans stressed simple, informal planning with emphasis on economy, utility, and convenience. The popular architectural literature promoted bungalows as simple and affordable, yet artistic, designs that were ideal for middle class families. In Clifton Forge, a variety of side-gable, hip-roofed, and gable-front versions were erected after World War I, characterized by open plans, broad, engaged front porches, tapered posts, and low-slung roofs with deep eaves and exposed rafters (Jakle et al., 1989, 170-181; Mattson 1981). The frame C. W. Revercomb House at 1029 McCormick Boulevard and the brick-veneered W. R. Nicely House at 555 Roxbury Street neatly illustrate the middle class bungalows of the 1920s (Figure V.C.9.).

For working class families, simpler frame cottages with bungalow or Colonial Revival traits were erected during this decade and into the 1930s. See, for example, the hip-roofed, double-pile cottages along Thornton Avenue in West Clifton Forge. Probably in the late 1920s, a row of compact bungalows with hip roofs and porches with tapered piers and classical posts were built for railroad workers along Sioux Street.

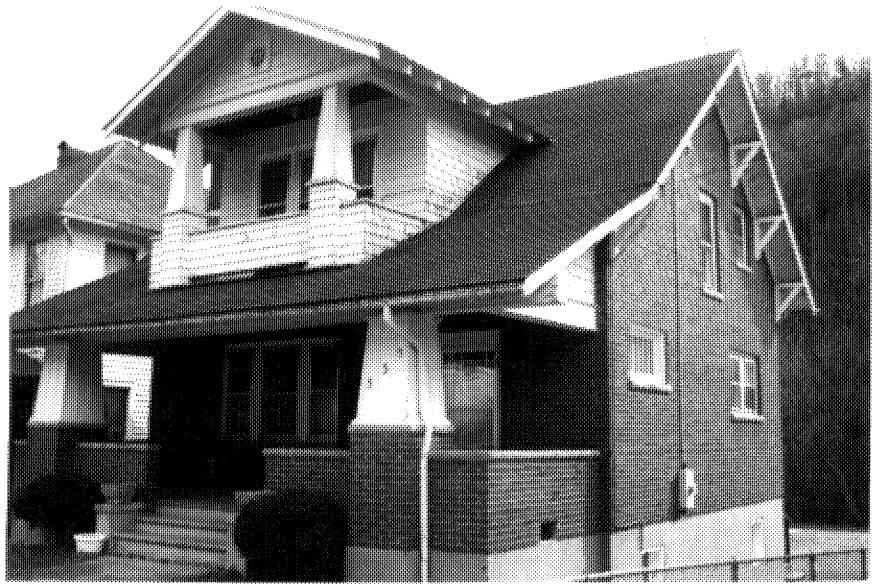


Figure V.C.9: W.R. Nicely House, 555 Roxbury.
Source: Mattson, Alexander and Associates, 1994.

Automobile garages also became popular features on house lots as motor car ownership increased during the 1920s. The 1927 Sanborn map illustrates scores of small wooden garages oriented to the service alleys. Behind older houses, they were sometimes simply converted sheds, but others were erected specifically as garages. A small collection of such buildings, which were built contemporary with middle and upper middle class residences, had brick veneers and touches of decoration around the gables and eaves, reflecting the styles of the houses.

GOVERNMENT/LAW/POLITICAL THEME

D. Government/Law/Political

> The government theme relates primarily to activities related to politics and government and the enactment and administration of laws by which a nation, state, or other political jurisdiction is governed.

As an independent city in Virginia, Clifton Forge contains governmental buildings in which civic functions are performed. Specifically, there is the Clifton Forge City Hall, located on Main Street. Federal governmental buildings are represented by a U.S. Post Office, located on Commercial Avenue. Both of these governmental structures have been nominated to the National Register as elements of the Clifton Forge Commercial Historic District (Kern and Pezzoni 1991).

HEALTH CARE/MEDICINE THEME

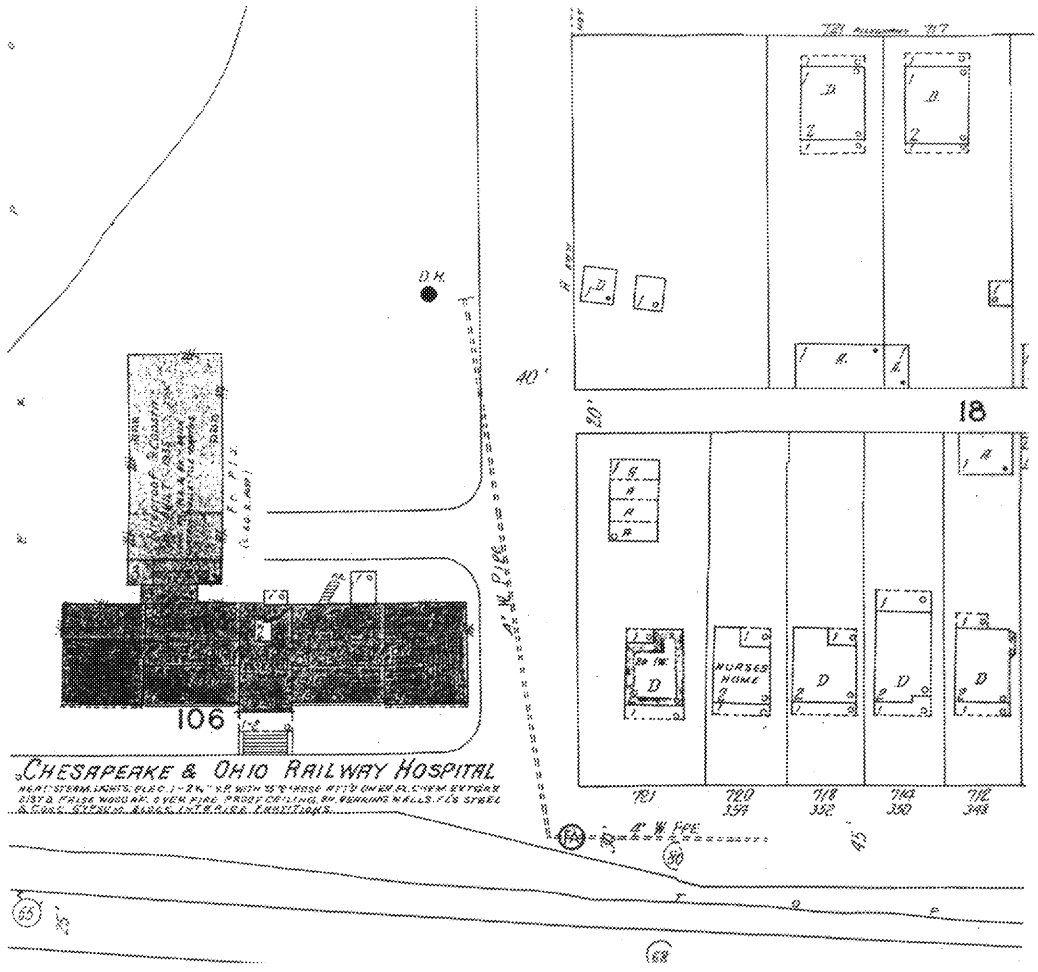


Figure V.E.1: Chesapeake and Ohio Railway Hospital (demolished).
Source: Sanborn Fire Insurance Company Map of Clifton Forge, 1927.

E. Health Care/Medicine

The health care/medicine theme refers to the care of the sick, elderly, and disabled, and the promotion of health and hygiene. Property types include hospitals and doctors' offices.

Medical facilities have existed in Clifton Forge since the arrival of the C.&O. Railway. Physicians often practiced in offices located within their residences, in adjacent frame buildings, or in downtown commercial buildings that offered space in the upper floors for professional services. African American physicians established their practices within the segregated black community. As with other major events in the town's history, the C.&O. played an important role in the development of health-care facilities. The C.&O. Railway Hospital in West Clifton Forge was one of the principal hospitals in the region and a city landmark.

1. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

Medical services are known to have existed in the Clifton Forge area since the 1880s, during which the settlement of Williamson was developing as a terminal along the C.&O. Railway. The earliest physicians practiced out of their residences or in nearby offices. Robert S. Wiley, M.D., arrived in Clifton Forge in the early 1880s, and by the 1890s lived at 704 Main Street (Kern and Pezzoni 1991). The 1897 Sanborn map illustrates a one-story frame building, now demolished, located directly behind the Wiley residence which may have been his office. Dr. J. F. Hughes, considered to be the first physician in the city, resided in the bracketed I-house at 617 Church Street. The 1897 Sanborn map illustrates a one-story frame office located one lot east of the house which may have served as Hughes' office. By the early twentieth century, however, it had been replaced by a residence. In 1895, Dr. Benjamin Harris Tatum, a general practitioner, moved to the city. Tatum purchased two adjacent houses on Main Street near Jefferson Avenue, one for his home and the other for his practice.

Two African American physicians, Dr. Edward T. Conner and Dr. S. G. Gibbs, were also practicing in the city by the early twentieth century. Dr. Conner was educated at Virginia State College and Shaw University in Raleigh, North Carolina, and served his internship at the Freedman's Hospital of Howard University. He moved to Clifton Forge in 1900, and practiced here for more than 50 years. It is said that his family practice included whites as well as blacks. In 1954, Dr. Conner was awarded a bronze cup by the Old Dominion Medical Society in recognition of his long years of service to the community (Corron 1989, 160-161). Dr. Conner lived at 921 Main Street in a fashionable two-story Queen Anne residence, where his office was also located (Figure V.E.2.). Little is known regarding Dr. Gibbs. He lived on Church Street and in the 1920s his office was situated in the former black school at 1011 Church Street (Gretel Anderson Interview 1994).

Figure V.E.2: Dr. E.T. Conner House, 921 Main Street.
Source: Mattson, Alexander and Associates, 1994.

Local health care was severely tested during the various flu and small pox epidemics that struck Clifton Forge, as other cities, in the late nineteenth and early twentieth centuries. As was common in this period, "pest houses" were set up at the edge of town where victims and nurses were quarantined during the small pox epidemic of 1910 (Corron 1989, 195).

The most significant development in the area of health care in Clifton Forge was the founding of the C.&O. Railway Hospital in 1898. The hospital was one of the extra services that the railroad provided its employees in Clifton Forge and other major division points. Huntington, West Virginia, for example, also had a major hospital constructed by the C.&O. in the 1890s (Turner 1993, 105, 160). The C.&O. Railway Hospital in Clifton Forge was originally housed in the former Gladys Inn, erected in 1891 on a terrace overlooking the rail yards in West Clifton Forge. Maintenance of the facility, which had a 50-bed capacity, was provided for by the C.&O. and by assessments on employees and the general public. During its first year more than 500 persons, including the families of rail workers and other city folk, were treated there (Turner 1993, 105).

In 1914, the rambling wooden Queen Anne building was replaced on its site by an impressive three-story Neo-Classical Revival hospital. The new facility accommodated 90 beds and ranked among the major health-care facilities in the region. The sophisticated brick design was produced by C.&O. architect Ervin Niblet, who later was the Engineer of Building for the railroad company (Wells 1994). A school of nursing was added in 1916, and a row of nurses' homes, now demolished, were built along the 700 block of Ridgeway Street adjacent to the hospital. Four years later, Dr. J. M. Emmett came to the city as chief surgeon at the hospital. Reflecting his high social standing, Dr. Emmett resided at Hill Crest, the Neo-Classical Revival residence atop McCormick Boulevard which had been built in 1914 for businessman A. O. Surber. Between 1929 and 1969, Emmett was chief surgeon for the entire C.&O. system, and the hospital at Clifton Forge was the main focus for the C.&O.'s health care expansion plans. A large wing was added in 1953, increasing the number of beds to 205. As with most public and semi-public facilities in the South, the C.&O. Hospital was racially segregated until after World War II, with a separate area for the treatment of African Americans. The building was razed in the late 1960s, when a new regional medical facility was opened outside of town. In 1968, a modern facility for the care of the elderly was completed on the site (Corron 1989, 84-86).

The prominent C.&O. hospital complex attracted many physicians, including specialists, to the city. These physicians, as well as other general practitioners, often had offices downtown, usually in the upper stories of commercial buildings. In the 1920s, for example, Dr. C. M. Griffith and Dr. Courtney Edmond, both members of the hospital staff, had offices above the Whiteside Supply and Engraving business at 531 Main Street. The office of general practitioner Dr. C. N. Rucker was located in the Clifton Forge National Bank building, and Dr. F. L. Wysor's practice was established at 316 Commercial Avenue, near Main Street (Davies 1924).

By World War II, the city contained 14 physicians and four dentists, including Drs. Conner and Gibbs. While three of these physicians had offices at the C.&O. Hospital, the other white physicians and dentists occupied spaces in the business district (Davies 1940). Drs. Conner and Gibbs practiced out of their homes in the black community (Gretel Anderson Interview 1994).

EDUCATION THEME

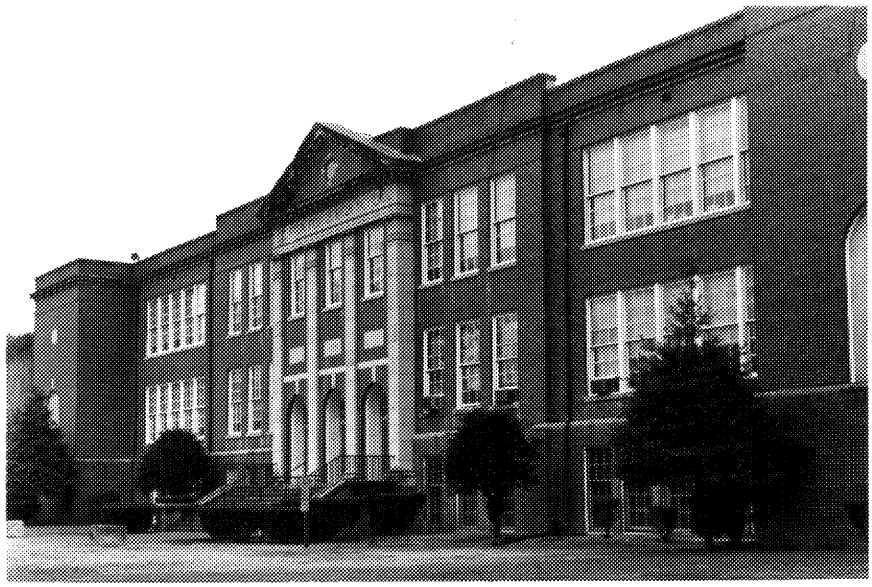


Figure.V.F.1: Clifton Forge High School (1928).
Source: Mattson, Alexander and Associates, 1994.

F. Education

> The education theme relates to the process of conveying or acquiring knowledge or skills through systematic instructions, training, or study, whether through public or private efforts. Property types include schools and colleges, both public and private.

The growth of schools in Clifton Forge coincided with the city's expansion and cultural development. Racially segregated public facilities and private academies appeared in the late nineteenth century, and as the twentieth century progressed, public schools for whites and African Americans increased in size and influence. As was the pattern throughout the South, black schools received proportionately less public funding than their white counterparts. Nevertheless, their educational buildings improved with the rising black population, and well qualified African American educators came to the city and set high scholastic standards. Following nationwide school desegregation in 1965, the schools in Clifton Forge were integrated and reorganized. Today, a collection of historically significant schools remains in the city reflecting the early education of both whites and African Americans.

1. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

Public education for whites came to the young city in 1876, three years after the arrival of the C.&O. Railway. North of the Jackson River, a simple, one room, frame schoolhouse was opened on a parcel donated by landowner David Williamson. In 1896, through the efforts of W. C. Moody, Chairman of the District School Board, and W. W. Pendleton, Alleghany County Superintendent of Schools, an eight-room brick facility was erected on adjacent property purchased from the Williamson estate. This building, known as Moody School, originally served grades one through twelve, and was in use until 1980, when it was condemned and razed. The existing Moody School (today known as Clifton Forge Elementary School, West) was built following the 1907 city bond issue, which earmarked $20,000 for the construction of the new building. The city council commissioned the Lynchburg architectural firm of Frye & Chesterman to design the facility, which doubled the capacity of the school (Wells 1994; "History of Clifton Forge Elementary School" 1988). Moody School reflects the nationwide popularity of classical architecture in the design of institutional buildings in this era. The red-brick facade is dominated by a full-height portico with paired Corinthian columns and pediment decorated with dentils and modillions. The fine workmanship is also evident in the large arched windows that designate stairhalls at the front and rear of the building (Figure V.F.2.).

The first public school for African Americans opened on the south side of town in 1887. It was a one room building located on what is now Verge Street. While this facility was still in operation a two room schoolhouse was built at 1011 Church Street, reflecting the

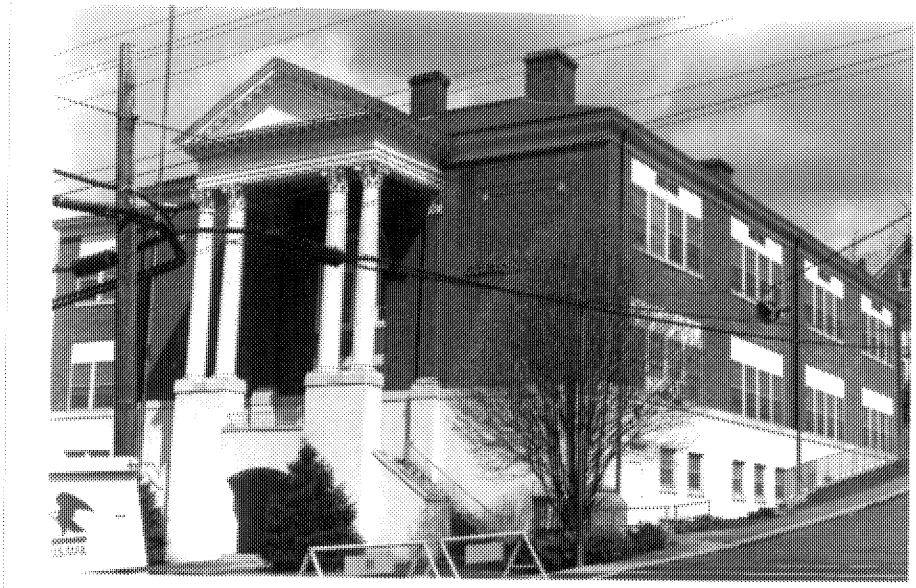


Figure V.F.2: Moody School, Corner of Pine Street and Jefferson Avenue.
Source: Mattson, Alexander and Associates, 1994.

expansion of the black community on the east side of the city. The principal was Dr. D. A. Reid, a native of Jamaica, British West Indies, who also served as assistant pastor for the First Baptist Church. Reid, it is said, "wielded an enormous educational influence," and numerous black students went on to advanced studies at such institutions as Virginia State College, Virginia Seminary, and Hartshon College ("History of Clifton Forge Elementary School" 1988).

A five-room brick-veneered facility was opened for African Americans on the Church Street site in 1902. The new school offered an accredited two year high school program in addition to the elementary grades. Although vacant, this building survives basically intact. It has a hip-roofed square design with classically inspired modillions decorating the cornice and raised-brick pilasters marking the division of classrooms. The rear of the building includes a full lower story which also served as classroom space (Figure V.F.3.) In 1929, a larger, two story Jefferson School was built at the corner of Church and A streets (Figure V.F.4.). The dignified Colonial Revival design has an arched entrance flanked by pilasters of raised brick, and rows of tall windows along front and rear elevations. Among the educators at Jefferson School was S. H. Clark. A graduate of Virginia Seminary in Lynchburg, Clark sponsored social groups, including Hi-Y clubs, and emphasized dramatics, music, and debate. During his tenure as principal beginning in 1928, Jefferson School's debating and oratorical teams were among the most outstanding in the state ("History of Clifton Forge Elementary School" 1988).

In 1912, the Robert E. Lee High School for whites was established on Ridgeway Street, between Fifth and Sixth streets. The building was closed in 1940 and was later demolished. It did not serve the community long, for in 1928, the Clifton Forge High School was erected west of the Moody School, on space designated for civic uses. Architect Clarence Hinnant of Roanoke and Lynchburg was awarded the contract to design the new school, which cost $127,000 to complete (Wells 1994). The two story building clearly illustrates the emergence nationally of large public schools as multiple use complexes, with gymnasiums, auditoriums, and other community spaces. It also typifies Colonial Revival high school architecture of the era, with red-brick walls trimmed with stone, banks of tall windows designating classrooms, and ornamentation focused on the entry pavilion.

In addition to public schools, a collection of small private educational facilities were also established. While the first private school was opened in the vicinity about 1840, the number significantly increased in the late nineteenth and early twentieth centuries. Little has been written or is currently known about these schools, however, local historian Corron notes the early existence of the Clifton Forge Seminary (ca. 1887), Alleghany Female Institute (ca. 1890), Virginia Collegiate Academy (ca. 1908), and the Colored Normal and Industrial Institute (ca. 1908), which was founded by the pastor of the First Baptist Church (Corron 1989, 20-23). No buildings associated with these private institutions are known to survive.

Figure V.F.3: African American School (1902), 1011 Church Street.
Source: Mattson, Alexander and Associates, 1994.

Figure V.F.4: Jefferson School, Corner of Church and A Streets.
Source: Mattson, Alexander and Associates, 1994.

MILITARY/DEFENSE THEME

Figure V.G.1: Clifton Forge Armory.
Source: Mattson, Alexander and Associates, 1994.

G. Military/Defense

> The military theme relates to the system of defending the territory and sovereignty of a people and encompasses all important activities, battles, strategic locations, and events important in military history.

Unlike many places in Virginia, the area around Clifton Forge has experienced very little military action during its history. During the Civil War, military activity consisted of the destruction of the Virginia Central Railroad line and the plundering of the Jackson River Station, west of the original settlement of Williamson. No physical evidence of these activities survives. Thus the city's significant military-related resources date from the twentieth century and include the 1928 Memorial Bridge and the 1940-1941 Clifton Forge Armory.

1. World War I to World War II (1914-1945)

The only property in Clifton Forge with a military or defense function is the Clifton Forge Armory, located in an area devoted to civic uses near the center of the city. The Clifton Forge High School and Memorial Bridge, constructed in 1928 to commemorate the veterans of World War I, also stand in this section (see Education and Technology/Engineering themes). The Woman's Club is located nearby. The armory was built in 1940 and 1941 with funding provided by the city, state, and the Federal Work Projects Administration. The building serves the 29th Light Infantry Division of the Virginia National Guard. The sturdy, two story, brick building with a concrete slab foundation is characteristic of armory architecture of the period. The austere design emphasizes the serious historic function of armories as bastions against enemy attack. The building is marked by expanses of brick, minimal decoration, and only one direct entrance to the main body of the facility (Corron 1989, 151; Fishburne 1975).

RELIGION THEME

Figure V.H.1: Main Street Baptist Church.
Source: Mattson, Alexander and Associates, 1994.

H. Religion

> The religion theme concerns the organized system of beliefs, practices, and traditions regarding the world view of various cultures and the material manifestations of spiritual beliefs. Property types include churches, rectories and meetinghouses.

Clifton Forge contains a number of significant churches belonging to a variety of denominations. They date from the early twentieth century--years of general prosperity and population expansion. Members of the Presbyterian, Methodist, Baptist, Christian, and Catholic sects constructed new edifices or enlarged existing ones. By the 1920s, stylish brick churches for both white and African American congregations marked the periphery of the commercial district and reflected the religious diversity of the city.

1. Reconstruction and Growth (1865-1917); World War I to World War II (1914-1945)

In the late nineteenth and early twentieth centuries, the emergence of churches in Clifton Forge symbolized development. They represented not just population growth but cultural and ethnic diversity as well. By the 1880s, Presbyterian, Baptist, Methodist, Christian, Episcopal, and Catholic congregations had all established churches in the young community (Corron 1989, 15-19). The construction of religious buildings continued steadily into the early twentieth century as growing congregations demanded new and larger facilities, often in the latest architectural styles. Reflecting a familiar urban pattern, the major white churches emerged along or near Church Street, at the periphery of the traditional business district. African American congregations also built edifices along Church Street, as it ran through the segregated black community.

Churches played a vital role in the city's African American community. They offered leadership and succor; functioned as performance and lecture halls; and served as centers of political activity (Gretel Anderson Interview 1994; Rabinowitz 1978). Not surprisingly, African American churches arrived early in Clifton Forge, and church buildings emerged as some of the grandest structures in the black district. African Americans founded the First Baptist Church in 1878. The initial site was south of the Jackson River, at the southeast outskirts of the city. By the end of the century, however, the heart of the black community had moved north across the river, and here the principal black churches eventually appeared. In the 1890s, two Baptist churches and an African Methodist Episcopal church stood in this black district (Sanborn Map 1897). Around 1900, the First Baptist Church was erected at 916 Church Street on land donated by Edmund F. Scott, a prominent African American entrepreneur and landowner in Clifton Forge (Gretel Anderson Interview 1994). The frame building conformed to the gable-front, twin-tower design popular for African American churches. Today, First Baptist has a modern red-brick veneer, but the original configuration is basically intact.

Main Street Baptist Church, the other principal black church in Clifton Forge, was founded in 1895. The congregation initially worshipped in a steepled frame building on site of the present church. The frame edifice had been built about 1885 for the white Clifton Forge Baptist Church but was later sold to the black Baptists when the east side of the city became predominantly African American. The present church building, a sophisticated Gothic Revival design, was completed in 1921 (Corron 1989, 18; Gretel Anderson Interview 1994).

White Baptists began religious services in Clifton Forge in 1876, worshipping in a schoolhouse at the east side of town. In 1878, services for all Protestant denominations were being held in one simple frame building on Main Street, but shortly thereafter separate church buildings appeared. In 1881 the Clifton Forge Presbyterian Church built its first edifice on Church Street, and by 1886 the Methodists and Christians followed suit and selected Church Street sites. A decade later the Clifton Forge Baptist Church moved from its original house of worship on the corner of A and Main streets to a new brick church in the Gothic Revival mode on McCormick Boulevard (Figure V.H.2.)(Corron 1989, 17-19; "Clifton Forge Presbyterian Church" 1992).

The C.&O. Railway supported these religious endeavors in various ways. It is known that the C.&O. donated land for church properties, including the First Christian Church. The railroad also defrayed the shipping costs for the building materials for the Baptist Church and may have done the same for other churches (Turner 1985; Clifton Forge Baptist Church 1965, 23).

By the early 1900s, all of the largest churches had erected bigger facilities as measures of their size and status. Congregations frequently turned to prominent out-of-town architects to design their new buildings in the latest fashion. In 1906, the First Christian Church commissioned New York City architect George Washington Kramer to design its red-brick Gothic Revival building at the corner of Church Street and McCormick Boulevard (Figure V.F.3.). The following year, the Presbyterians hired Frye & Chesterman of Lynchburg. The Clifton Forge Presbyterian Church is an elegant Spanish Mission-style building distinguished by its buff-colored brick veneer (a Frye & Chesterman trademark) and corner tower with a bell-cast roof and finial. The Baptists also employed this firm to draw up plans for their Queen Anne parsonage, which was completed in 1907. In 1908, the Methodists turned to Covington architect Sidney Pace to design their tasteful twin-tower Gothic Revival church on Main Street. The structure was remodeled after a disastrous fire in 1949, but the two bell towers remain. In 1912, the Clifton Forge Baptist Church, commissioned the Lynchburg firm of Heard & Caldwell to design its crenellated entry towers and Sunday school wing (Wells 1994).

Figure V.H.2: Clifton Forge Baptist Church, 509-513 McCormick Boulevard.
Source: Mattson, Alexander and Associates, 1994.

Figure V.H.3: First Christian Church, corner of Church Street and McCormick Boulevard.
Source: Mattson, Alexander and Associates, 1994.

SOCIAL THEME

Figure V.I.1: Clifton Forge Woman's Club, 713 Commercial Avenue.
Source: Mattson, Alexander and Associates, 1994.

I. Social

> The social theme examines social activities and institutions, as well as charitable and fraternal organizations. Property types include meeting and Masonic halls, as well as civic centers and auditoria.

Planned social activities and institutions have historically played important roles in small industrial centers like Clifton Forge. As in many other facets of life, the C.&O. set the pace, providing generous funds for the construction of the Railroad Y.M.C.A. (1893), the most pretentious example of social architecture in the city. Also at an early date, Clifton Forge contained the full small-city complement of fraternal organizations and social clubs.

1. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

Social and fraternal groups date from the earliest years of the city. As in other communities dominated by a single company, in Clifton Forge, the C.&O. Railway was instrumental in the development of social institutions. By the turn of the century, the railroad had erected buildings for the use of the Young Men's Christian Association in a host of towns along the system, including Clifton Forge, Covington, and Gladstone, Virginia, Hinton and Handley, West Virginia, and Russell, Kentucky (Turner 1993, 105). The company saw the Y.M.C.A. as providing wholesome pastimes for workers, especially in the smaller rail centers where recreational choices were limited. The 1899 *Annual Report* described these facilities as follows:

> Each building is equipped with reading rooms provided with wholesome literature, also with bath and rest rooms, and at Clifton Forge there is an excellent library of over 2000 volumes. . . . The railroad company pays the secretaries and other attendants at each building and the employee desiring benefits pays the other expenses.

In Clifton Forge the C.&O. erected the Railway Y.M.C.A. (demolished) on Ridgeway Street in 1893. The Y.M.C.A. was an ostentatious Queen Anne structure, replete with asymmetrical massings, a corner tower, and a panoply of decorative surface treatments, including wood shingles and half-timbering in the gables. The building soon became the community center and one of the popular activities was bowling. In 1896, a Ladies Auxiliary to the Y.M.C.A. was formed and plays and other programs were presented to the general public (Corron 1989, 66-67).

A variety of lodges and other social organizations came into existence in the 1890s and early twentieth century. The majority held meetings in rooms above Main Street businesses, and only the hall for the large Masonic lodge was identified in the early Sanborn maps. The 1892 Sanborn map depicts the Masonic Hall in the second story of the theatre on Main Street. In 1905, the stylish, three story Stonewall Masonic Opera

House was built at 510 Main Street, housing the opera house on the first two levels, and the meeting rooms of the Low Moor Lodge No. 166 on the third floor. The buff-colored Neo-Classical Revival building was designed by the noted Lynchburg architectural firm of Frye & Chesterman (Kern and Pezzoni 1991). By 1914, the city directory listed 13 "secret and benevolent organizations," such as the International Order of Odd Fellows, the Loyal Order of Moose, Rebekah Lodge, and the United Confederate Veterans. The 10 "societies and clubs" recorded in 1914 included a baseball club, cotillion club, a law and order league, and the Clifton Forge Woman's Club. By that year, African American men had established a Central Hall and Scott's Hall in frame buildings at the east side of town for a variety of social functions, while African American women had formed a "City Sunshine Club" for benevolent purposes (Davies 1914; Gretel Anderson Interview 1994).

The Clifton Forge Woman's Club is located today in a 1939, red-brick cottage at 713 Commercial Avenue. The club is an outgrowth of the "The Mutual Improvement Club" which was founded in 1903. At the time, the club met in two rooms over the First National Bank building on Main Street. The Woman's Club has historically performed a wide range of civic-minded activities, including volunteer work at the C.&O. Railway Hospital, clean-up campaigns, and the promotion of fence laws in the city to confine livestock that were trampling gardens (Corron 1989, 85, 99-100).

RECREATION/ARTS THEME

J. Recreation/Arts

> The recreation/arts theme relates to the arts and cultural activities and institutions associated with leisure time and recreation. Property types include theatres and auditoria, statues and artwork, and sports facilities.

Recreational facilities in Clifton Forge are represented by lodge halls, a theatre, and parks. As was common in small towns, most of the meeting halls for social clubs were found in the upper stories of downtown stores and were not located in separate buildings. The exception to this pattern is the impressive, three story Stonewall Masonic Opera House on Main Street, which housed a movie theatre and Masonic lodge. In Clifton Forge, properties associated with leisure activities are almost exclusively found in the central business district and were surveyed during the National Register nomination process for the Clifton Forge Commercial Historic District (Kern and Pezzoni 1991).

TRANSPORTATION/COMMUNICATION THEME

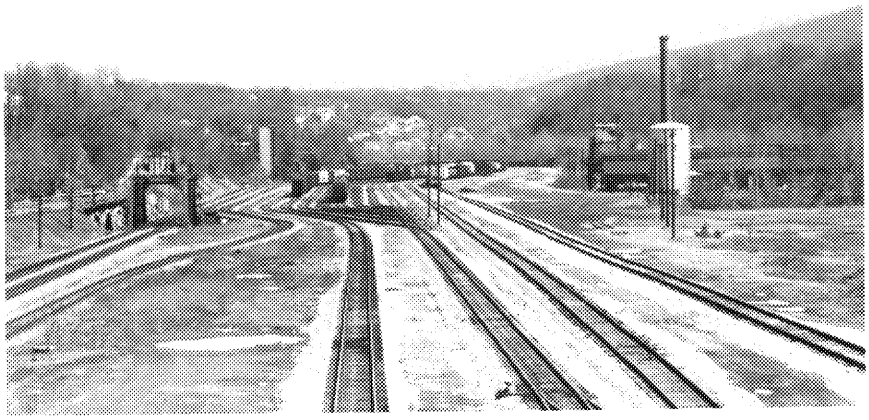


Figure V.K.1: View of the Chesapeake and Ohio Railway yards at Clifton Forge.
Source: Mattson, Alexander and Associates, 1994.

K. Transportation/Communication Theme

> The transportation theme relates to the process and technology of conveying passengers, materials, and information. Property types include canal, road, and rail resources such as depots an stations, locks, and bridges.

Rail transportation has been pivotal in the development of Clifton Forge. Beyond its importance in the movement of goods and passengers, the railroad spurred the establishment of Clifton Forge and has been the major employer since the 1880s. With its classification yards and locomotive repair shops, Clifton Forge was an integral part of the rail transportation system of the Chesapeake and Ohio Railway. Unlike many other towns and cities that evolved from river towns or seaports to rail centers, Clifton Forge experienced little development because of the Jackson River and the James River and Kanawha Canal. The initial plan to extend the James River and Kanawha Canal to Covington was never implemented. By the time construction was completed to Buchanan in the 1850s, the canal was largely obsolete as the era of railroad building began.

Since 1857 when the Virginia Central Railroad was extended to a stage coach stop known as Jackson's River Station, near the site of present day Clifton Forge, the city grew into a major terminal for the largest coal carrying railroad in the U.S., the Chesapeake and Ohio Railway. The railroads entered Clifton Forge first to serve the iron furnaces which dotted the surrounding areas and then to capitalize on the newly opened and highly lucrative coal fields of West Virginia. Clifton Forge became an important classification yard, terminal, and locomotive shops center for a system which extended from docks in Newport News (where coal was exported to international markets) through the coal fields of West Virginia to the Ohio River at Cincinnati where the railroad made connections to western markets via both Chicago and the Great Lakes at Toledo.

Unlike other railroads, which often connected well-established manufacturing or commercial centers, the C.&O., especially in its line west of Staunton, cut through relatively underpopulated and often inaccessible areas. Although other railroads participated to varying extents in town-building, the C.&O., perhaps more than most, was involved in town development, construction, and the creation of social, educational, and medical institutions.

Located in a high valley between the Shenandoah and Alleghany ranges, Clifton Forge flourished as part of this rail and coal system, despite the rugged terrain and inhospitable environment. Its development corresponds to the post-Civil War boom years of railroad construction and industrial expansion.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National (1789-1830); Antebellum Period (1830-1850); Civil War (1860-1865)

Rugged terrain and the absence of good transportation made this mountainous region slow to develop. As early as 1784, when the James River and Kanawha Canal was planned, the absence of reliable and efficient forms of transportation stymied the shipment of coal and wheat to market, and perhaps more critically, encouraged western migration. Throughout the early nineteenth century, plans for turnpikes were drawn, but few were constructed. Those roads which were built did little to spur economic development because overland transport was slow, and the roads were hard to maintain. In 1811, a highway was chartered to run between Lexington and Lewisburg via the mouth of Dunlap Creek (north of Clifton Forge), and by 1835, stagecoach service ran three times a week between Staunton and Lewisburg via Callaghan (west of Clifton Forge). One of these early turnpike routes was the Midland Trail (U.S. Route 60), which ran east to west from eastern Virginia through Clifton Forge to the Ohio Valley (Morton 1923, 60). The iron industry, scattered throughout the region, gave impetus to turnpike construction. In mid-1820s, the main highway between Covington, the county seat, and Lexington was built by John Jordan, owner of the newly opened Lucy Selina iron furnace (Morton 1923, 81). In 1828, Jordan also petitioned the court to bridge the Jackson River near Clifton Forge. However, the nascent iron industry was too dispersed and small-scale in its operations to spur vast improvements in transportation.

The construction of the railroad through the region to tap the coal fields and emerging western markets formed the first adequate transportation system. The role of efficient transportation in development is reflected in population growth rates for Alleghany County. Between 1830 and 1850, the population grew by 25%, but between 1850 and 1860 (the first period of rail construction), the county population increased by 93% (Morton 1923, 60).

The first rail service to the area came in 1857 when the Virginia Central Railroad, formerly the Louisa Railroad, reached Jackson's River Station (10 miles west of Clifton Forge) from Staunton, once the division point for two routes. The 43 mile distance between Staunton and Jackson's River Station presented a number of challenging tunnel and fill operations through the mountainous topography, and this line from Richmond to Jackson's River Station was the extent of the line until after the Civil War (Turner 1986, 4). The small depot, which marked the site of Jackson's Station and the terminus of the Virginia Central, was captured by Federal troops, and service was often suspended until the end of the conflict in 1865.

The goal of antebellum railroad plans in Virginia had been to build a line from the seaboard to the Ohio River. This strategic connection would have allowed Virginia to compete with the aggressive construction campaigns of northern lines such as the Pennsylvania and the Baltimore and Ohio railroads, as the eastern railroads sought to capture the exploding markets associated with western expansion. Despite state funding

and widespread efforts to attract private capital, railroad construction was slow in the antebellum period and blocked completely by the Civil War (Grodinsky 1962, 27).

2. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

After the Civil War, the Commonwealth of Virginia began carrying out its long stymied plans to extend the rail line west to the Ohio River. In conjunction with a proposal to donate the land west of Covington to any group willing to complete the railroad to the Ohio, both Virginia and West Virginia passed legislation in 1867 to create the Chesapeake and Ohio Railroad Company from the former Virginia Central Railroad (Turner 1986, 56). Two years later, in 1869, the C.&O. officials petitioned Collis P. Huntington, California railroad magnate, to take over the C.&O. By 1871, Huntington, who with Leland Stanford had been the masterminds behind the formation of the Central Pacific, had acquired all the California lines, except the California Pacific. In addition, Huntington held controlling interest in the Southern Pacific Railroad (Grodinsky 1962, 26). By the time Huntington took over the C.&O., he was experienced in the creation of transcontinental railroad systems.

By 1873, the C.&O., which had been rapidly expanded under Huntington, finally had an outlet to the Ohio through the acquisition of a small line in Kentucky. The construction and acquisition gave the 419 mile railroad access to both the Atlantic Ocean and 12,000 miles of internal waterways, and made Virginia sixth in the nation in total rail miles, lagging behind only the major industrial states of New York, Pennsylvania, Ohio, Indiana, and Illinois (Turner 1986, 68). With completion of the system to the Ohio River, the C.&O. became one of four east-west trunk lines.

The C.&O. was composed of a number of subdivisions. From Clifton Forge, the Alleghany Subdivision ran west to Hinton, West Virginia with intermediate branch lines serving the iron industry, lumber, and limestone regions as well as the resorts. Hinton, located at the junction of the Greenbrier and New rivers, was reached in 1872 and served as the division point between the Alleghany and New River subdivisions. From Hinton, the line continued west through the New River Gorge, and the rich New River coal fields, discovered in the 1870s, became the most profitable region served by the C.&O. A terminal was established in Thurmond for the web of branch lines built to serve the New River boom towns. At Gauley, West Virginia, where the New River and the Gauley River join to form the Kanawha, the New River Subdivision ended, and the Kanawha Subdivision follows the Kanawha 38 miles to Charleston, West Virginia. In the vicinity of Charleston were the coal rich Kanawha fields, and C.&O. rail construction in this area occurred during the coal boom of 1895 to 1915. West of Charleston, at St. Albans, the C.&O. diverged away from the Kanawha River to serve the Logan fields. From St. Albans, the line extended to Barboursville, the site of a C.&O. reclamation plant, and on to Huntington, the site of the major shops complex for heavy locomotive and passenger car repair. By 1872, Huntington, on the Ohio River, was the western terminus for the railroad until the C.&O. constructed its own line to Cincinnati, a project completed in

1888. With its completion, the Kanawha Subdivision ended at Russell, Kentucky where a major classification yard was established in 1889 to handle the westbound coal traffic along the newly constructed Cincinnati Subdivision. (Russell was the largest of the C.&O. classification yards by the 1930s and 1940s.) This new line travelled through the coal fields of eastern Kentucky, crossing the Ohio at Catlettsburg, Kentucky, and onto Cincinnati, which remained the western terminus from 1888 to 1910 (Turner 1986, 6-14).

Rapid expansion and overcapitalization sent the company into receivership as it did so many railroads during the Panic of 1873 (Grodinsky 1962, 30). From 1875 to 1878, the company underwent reorganization, and in 1878, when the company was incorporated as the Chesapeake and Ohio Railway Company, Collis Huntington remained in control of the line which ran between Richmond and the Ohio River at Huntington, West Virginia. Profits generated by its link west through the coal fields saved the C.&O. from a longer period of reorganization (Turner 1986, 87).

After restructuring, Huntington remained aggressive in his management of the C.&O. Not only did the burgeoning coal industry demand rapid expansion, but throughout the South and West, where populations were sparse, light local traffic required heavy through traffic to maintain profits (Chandler 1977: 165). Rail construction throughout the U.S. soared as competing lines aggressively laid their infrastructure. In the 1880s, 75,000 miles of trackage was laid in the U.S., more than in any other single decade (Chandler 1977: 171). Between 1878 and 1881, the company focused construction efforts on the route between Richmond and Newport News, Virginia. The following year, the C.&O. purchased two lines in Kentucky in order to provide connections to Louisville and Memphis (Turner 1986, 88). At the same time, spur lines, feeder lines, and other extensions were constructed in the 1870s and 1880s as new coal fields were opened and to prevent competitive lines from tapping into the coal market. This second period of expansion once again led the company into receivership in 1887. New York financier, J.P. Morgan of Drexel, Morgan took over the reorganization of the C.&O. as he had done with the Reading and the Baltimore and Ohio railroads, and in 1890, M.E. Ingalls of Cincinnati replaced Huntington as president of the company (Grodinsky 1962, 165). Able to capitalize on the improvements and construction campaigns of Huntington, Ingalls oversaw the railroad during a boom period for the coal industry and a time of financial stability for the C.&O.

With the construction of the 1870s, Jackson's River Station declined with the loss of its role as terminus. New facilities were built several miles east at a small settlement called Williamson (incorporated as Clifton Forge in 1884). Williamson grew in importance once the Richmond and Alleghany Railroad (R.&A.) completed its line following a level water-grade route along the James River and Kanawha Canal from Richmond in 1881 (Turner 1986, 6). The R.&A. acquired the James River and Kanawha Canal, which had been destroyed in the flood of 1877 (Morton 1923, 63). This route, which became known as the James River line, reached Williamson via Lynchburg, and the relatively even grades along the line were essential to the movement of coal cars. The expansion of coal freight

in the 1880s, from 849,000 tons in 1882 to 1,395,000 in 1888, necessitated the purchase of the Richmond and Alleghany by the C.&O. in 1890 (Turner 1986, 93).

The R.&A. and the C.&O. lines joined at Williamson. In 1882, Williamson had a population of 700 and its rail facilities included a small depot, freight house, machine shop, roundhouse, and a small yard. In 1887, the R.&A. moved its roundhouse to Clifton Forge from nearby Iron Gate, but development of the town and its transportation facilities took off in 1889 when Clifton Forge was made one of the important new terminals in the C.&O. system. Clifton Forge was strategically located for serving three lines, all of which required different motive power. The original C.&O. line (the Mountain Subdivision) with steep grades led northeast to Staunton and Charlottesville. The newly acquired James River Subdivision provided level grades to Richmond via Lynchburg, and the Alleghany Subdivision followed one long grade west. Because of the different locomotives used on the three converging lines, Clifton Forge was selected as the site of the principal locomotive repair shops for the C.&O. in addition to its role as a major classification yard (Turner 1986, 95).

Construction on the greatly enlarged C.&O. rail yards (the second largest yards in the C.&O. system) at Clifton Forge began in 1889, with expansion occurring steadily until the 1920s. When completed in 1890, the 1200 acre yard site accommodated 5,000 cars, with shops, station, hotel, large engine house, 20 pocket coal chutes, and a machine shop (Figure V.K.2). Construction of the yards was undertaken by the W.P. Chapman and Company. In order to raise the $333,966.33 needed to construct the new facilities, the C.&O. Development Company was formed to sell lots in the town as well as to provide housing for the railroad employees. Construction was centered in the west end of the yards in what was known as West Clifton Forge and away from the earlier facilities in the east end. The new station and hotel, (on the site of the present hospital) were built in the west end. However, with expansion in the late 1890s, the yards were once again reoriented back to the east end, and a new hotel/depot building, the railroad Y.M.C.A. (now demolished), and division office building were built near the central business district. However, the shops remained in the west end (Figure V.K.3.; Figure V.K.4.) (Dixon 1985, 100).

The national economic depression of the mid-1890s had a devastating effect on American railroad companies as hard economic times set off the most massive bankruptcies in U.S. history. However, the C.&O. not only escaped receivership, but were financially stable during the 1890s, undertaking improvements in its connections to Cincinnati, the purchase of smaller roads, the acquisition of the resorts at Warm Springs, Hot Springs, and Healing Springs, and the formation of the C.&O. Steamship Company. During the coal boom years of the 1890s and 1900s, the company continued its aggressive expansion to protect its coal interests with a 31% increase in trackage, including a second line from Clifton Forge to Cincinnati (Turner 1986, 120). Despite the modernization and construction campaigns, however, the C.&O. lacked direct connections for its coal west of Cincinnati. Its western shipments were made via the Big Four (the Cleveland, Cincinnati, Chicago, and St. Louis Railroad) until 1910 when the C.&O. bought the Big Four at foreclosure

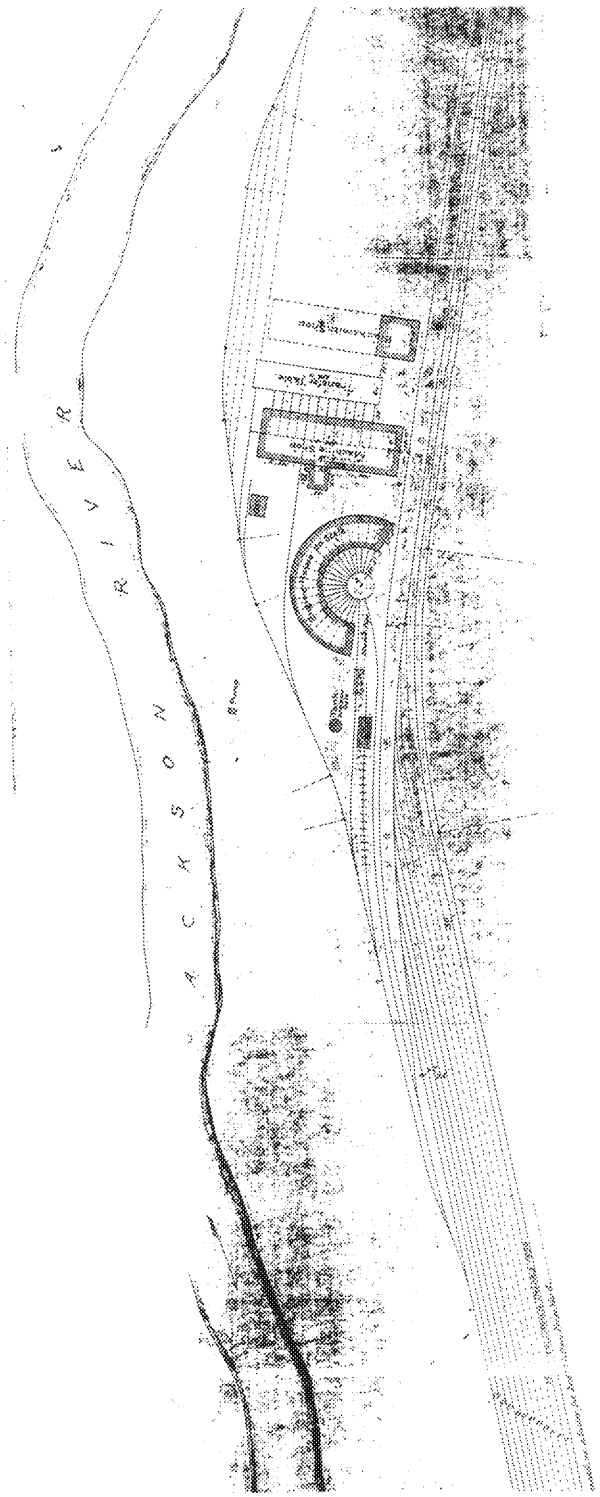


Figure V.K.2: Plans for the West Clifton Forge Yard and Shops, Chief Engineer's Office, 1890.
Source: Chesapeake and Ohio Historical Society.

Figure V.K.3: Blacksmith and Boiler Shop, Shops Complex, Chesapeake and Ohio Railway yards.
Source: Mattson, Alexander and Associates, 1994.

Figure V.K.4: Machine Shop, Shops Complex, Chesapeake and Ohio Railway yards.
Source: Mattson, Alexander and Associates, 1994.

and operated the line as the Chesapeake and Ohio Railway of Indiana (later merged with the main company in 1933 as the Chicago Division) (Turner 1986, 18).

Rail construction in the South had been more rapid than in any region except the West during the post-Civil War era. Wartime destruction and long delays made massive campaigns necessary, particularly in resource-rich regions, such as those served by the C.&O. The former confederacy increased its rail network seven-fold by 1910 for a total of 63,000 miles (Stover 1970: 63). Between 1893 and 1906, the C.&O. increased its mileage from 1,290 to 1,755 miles (Chandler 1977, 168-169). At the same time, competition and anti-trust legislation were forcing the consolidation of separate lines into rail systems so that by 1906 two-thirds of all railroad mileage in the U.S. was controlled by seven groups, most headed by financial houses. The seven controlling interests were: Morgan, Vanderbilt, Pennsylvania, Hill, Harriman, Gould, and the Rock Island. The second largest trunk line (20,000 miles), the Pennsylvania, through the New York Central, controlled both the Baltimore and Ohio and the Chesapeake and Ohio lines by 1900. The C.&O. continued to increase its share of the coal traffic, increasing its shipments from 4,962,000 tons in 1900 to 15,082,000 in 1910 (Stover 1970, 95).

Despite great success, a number of problems were evident in the C.&O. system by 1911. The company failed to garner its share of ocean-bound traffic because of increased competition from the Norfolk and Western and the Virginian and because of inadequate port facilities at Newport News. Secondly, operations, particularly in the number of coal cars available, failed to keep pace with line extensions. Finally, the C.&O. continued to have problems in its western connections. As a result massive improvements were undertaken including the construction of new piers at Newport News and better lines to the Great Lakes (*Railway Age* 9 October 1914, 638-639). Between 1909 and 1920, the company began strengthening its links westward by acquiring the Hocking Valley Railway through the coal fields of Ohio to Toledo, giving the railroad a direct outlet to the Great Lakes, and by extending the C.&O. of Indiana through to Chicago (Turner 1985: 125, 135). In 1913, a new classification yard was built at Silver Grove, Kentucky to improve eastbound shipments while the yard at Russell continued to handle westbound freight. Improvements included modifications to the Clifton Forge yards as well, with the addition of 10 miles of trackage in 1909 to accommodate the increased coal traffic. The introduction of new Mallet locomotives in 1911 necessitated the construction of a new roundhouse as Clifton Forge, which became the principal repair facility for the new model. In 1915, with wartime expansion, improvements to the shops complex and freight car repair area were also made at the Clifton Forge yard (Dixon 1985, 101).

By the 1920s, the C.&O. was once again faced with the need for expansions and improvements. Technological improvements in rolling stock, greater speeds, and heavier loads made the rail infrastructure of the late nineteenth century inadequate, and many U.S. railroads undertook large modernization programs. For the C.&O., such improvements were required in order to maintain service to the coal industry with the discovery of new fields. (In 1922, 70% of C.&O. tonnage was bituminous coal.) As feeder lines were quickly built into the new Logan and Kanawha districts, operations, including the work of

the rail yards, scrambled to meet the new demands (*Railway Age* 24 June 1922, 1735-1736).

At the same time, many railroads recognized the need to expand their systems and service in the face of growing competition from trucking and automobiles, and many complained of the new highway infrastructure being constructed with public funds, in contrast to the privately financed national rail system. However, in Clifton Forge, highways and automobiles had little effect on rail dominance during the interwar years. In many transportation and industrial centers, the shift in shipping from rail to trucking also changed factory land-use patterns with industries no longer bound to inner city, rail frontage locations. Manufacturers were freed to locate in outlying areas where costs were lower, with often dramatic results for the railroads (Alexander 1991, 76-84). Because the C.&O. was the major industry in the city, there was no diversion of freight from rail to trucking. The C.&O. also served a specific industry, one largely removed from good roads and unadapted to trucking. The fortunes of Clifton Forge continued to be tied to those of the C.&O. Railway well into the post-World War II era.

Highway construction was limited in Clifton Forge, in part because population size did not warrant it, but also because the river and the presence of numerous feeder streams and ravines necessitated bridge and culvert construction, which, in turn, raised the cost of the highways. Just as rail construction had been difficult and expensive in the mountainous terrain, so was highway construction. In 1922, State Highway 60 was constructed with the extension of Ridgeway Street west from Fifth Street to the Jackson River. The cliffs, south of the hospital, were leveled west of the hospital to straighten the route, which then ran east along Main Street. The growth of automobile use also necessitated new forms of service buildings. A M.B. Whiting Gas Station and a former livery, converted to an automobile showroom, both remain on Ridgeway Street to illustrate this new form of transportation. Bridge construction during the period also illustrates the new demands made by vehicular traffic. The 800 foot long, U.S. Route 220 bridge (1937) across the Jackson River and the rail yard replaced a small covered bridge.

In 1921, a comprehensive program of improvements to the C.&O. system were planned at an estimated cost of $13 million. As part of this campaign, the shops at Huntington were renovated, making the facilities one of the most modern locomotive shops in the U.S. At Clifton Forge, $3,500,000 was allocated to upgrade inadequate facilities. The Clifton Forge rail yard had 43 miles of track sited on 398 acres, but traffic was too heavy with 99 trains, or 1,746 cars, carrying 1,000 loads using the yard per day (*Railway Age* 9 February 1924, 365). With these traffic volumes, switching had to occur at yards east and west of Clifton Forge.

The new construction included a ten-stall roundhouse, a new freight terminal for heavy traffic, power plant, storehouse, oil house, employee shower/locker room, and other shop auxiliary structures. The shops were also modernized, and a 115 foot turntable was constructed to hold the Mallet locomotives. This extensive construction, undertaken between 1923 and 1925, required not only expansion of the yard, but large-scale

alterations to the site. The new yards required moving or razing 80 houses, changing the channel of the Jackson River in two places, extensive fill operations, and the erection of three bridges, one of which carried 23 tracks (Figure V.K. 5).

The enlarged terminal facilities, which included 66 miles of trackage on 636 acres, made Clifton Forge the eastbound counterpart to the westbound receiving and classification yard at Russell, Kentucky. The receiving yard, to the west, was designed to have 10 100-car tracks with a double track hump, two main lines, and one thoroughfare hump at the eastern end. The classification yard was built 5,000 feet long with 20 tracks, two main lines, and one car rider track. One important feature of the yard was the construction of a deck, plate girder bridge over the Jackson River at the west end of the yard. The bridge, built to carry 23 tracks, measured 260 feet long and 329 feet wide. The bridge extended the yard to the west, overcoming the natural geographical boundaries set by the river (*Railway Age* 9 February 1924, 365). With the improvements, traffic control of the coal cars was centralized at Clifton Forge, making signal towers obsolete. This massive construction campaign at the Clifton Forge was the last major changes to the rail facilities. Minor changes were made in 1929, but otherwise there has been no large-scale construction. Within the past 10 to 15 years, however, there has been some demolition. The hump tower, hump coal scales, brakeman's house, and a car repair shop have been removed in the west end. In the east end, the old yardhouse has been demolished (Tolley interview 1994).

3. Post-World War II (1945-present)

Since World War II, trucking and automotive travel, particularly with construction of a national interstate system, have increasingly cut into both the freight and passenger markets once held by the railroads. The railroads have scrambled to keep their freight markets, while the less lucrative passenger service has continued to decline. In 1947, the C.&O. acquired the Pere Marquette Railroad, which served Michigan, Ontario, Illinois, and Indiana, as part of a strategy to tap the massive coal needs of the automobile industry. The conversion from coal to diesel fuel in the 1950s reduced the need for the steam locomotive shops at Clifton Forge although the yard added diesel maintenance facilities in the mid-1950s, and remained one of two major locomotive repair shops for the C.&O (Corron 1989, 14). In addition, increased through service reduced the need for frequent classification, and this function of the Clifton Forge yard has been scaled down. Highway construction in the area is most dramatically represented by Interstate 64, completed in 1971, which forms an arc along a ridgeline on the north side of Clifton Forge.

Rail traffic has been remarkably reduced in the postwar period, with railroads increasingly handling a specialized form of freight rather than the bulk of intercity tonnage. Despite these reductions, the C.&O. continued to prosper, and in the early 1960s, this 5,000 mile system acquired the larger Baltimore and Ohio Railroad (Stover 1970, 282). For the C.&O., which had always carried specialized cargo (coal), many branch and feeder lines have been abandoned. Innovations in freight services, for the automobile industry and for

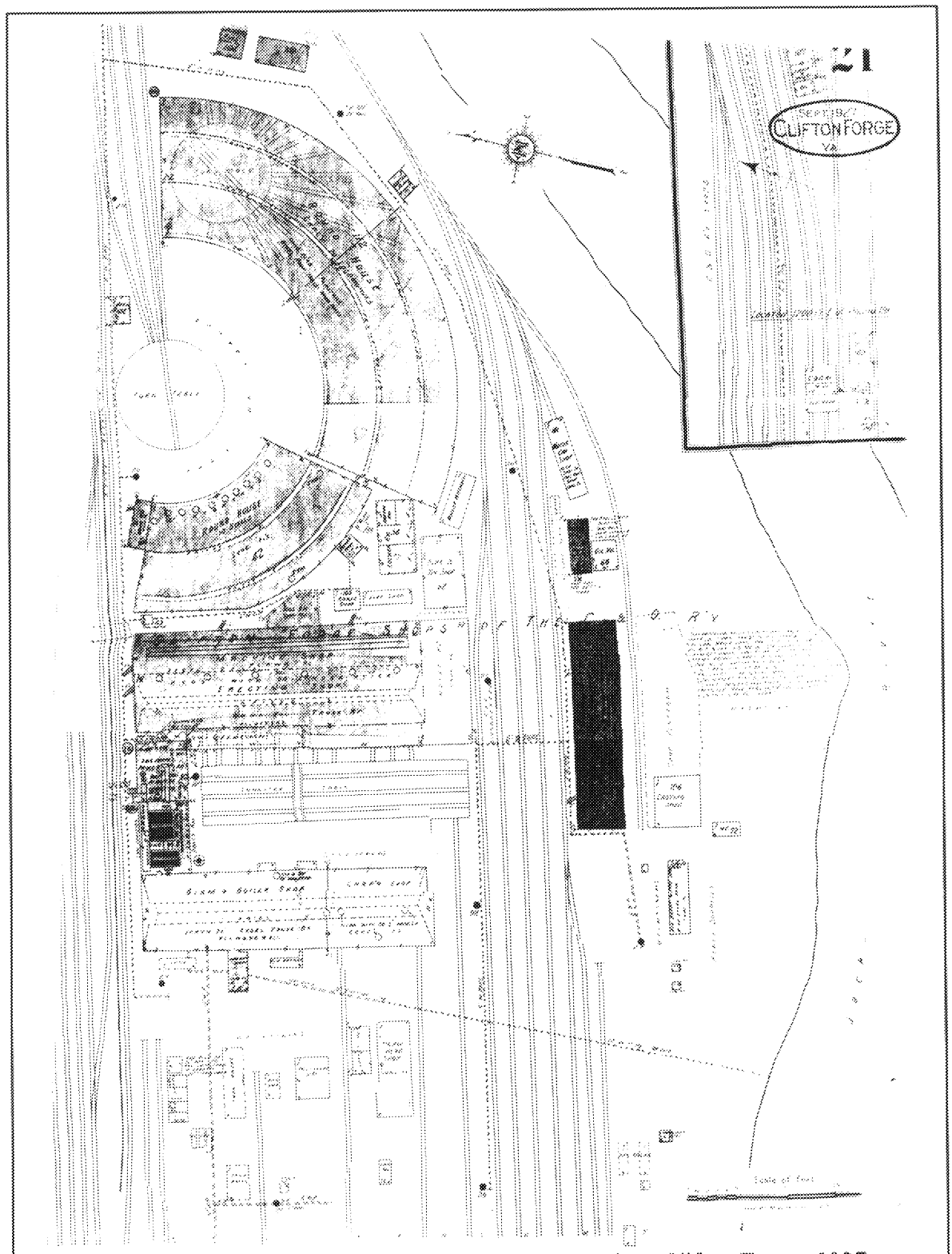


Figure V.K.5: Chesapeake and Ohio Railway Yards at Clifton Forge, 1927.
Source: Sanborn Map Company, 1927.

grain shipments, have been instituted in the competition for trade. The C.&O. has been particularly affected by changes in the coal industry. As coal has been largely abandoned for domestic heating fuel, centralized coal-fired power stations have increased their need for coal. Consequently, larger bulk through deliveries to power plants have formed an important portion of C.&O. traffic since the early 1960s (Turner 1985: 205). In the 1970s, the C.&O. and B.&O., which essentially functioned as one company, were merged as the Chessie System. In a second wave of mergers, the Chessie and the Seaboard, which had previously acquired the Clinchfield and the Louisville and Nashville as the Family Lines, merged as the Chessie and Seaboard Expanded (C.S.X.) with its headquarters in Jacksonville, Florida (Turner 1985, 213).

COMMERCE/TRADE THEME

Figure V.1.1: Main Street.
Source: Sanborn Map of Clifton Forge, 1927.

L. Commerce/Trade

The commerce theme examines the process of trading goods, services, and commodities. Property types include stores, banks, and warehouses.

Commerce in Clifton Forge developed in tandem with the railroad. The rapid influx of railroad employees in the 1890s simultaneously produced thriving commercial enterprises and growing numbers of merchants, clerks, bookkeepers, businessmen, and others with occupations based on local commerce. By the early twentieth century a substantial business district had taken shape along Main and East Ridgeway streets, a row of racially segregated African American stores had appeared at the edge of the black community, and small corner markets were distributed in residential neighborhoods across the city.

1. Reconstruction and Growth (1865-1914)

Although in the 1850s a scattering of small commercial enterprises was located along the Jackson River in present-day Clifton Forge (then known as Williamson), local commerce began to develop following the arrival of the C.&O. Railway. The historical and architectural significance of the Clifton Forge commercial core is well documented in the 1991 National Register Nomination for this historic district (Kern and Pezzoni 1991). Briefly, in 1878, the C.&O. built a roundhouse at Williamson, which had a population of approximately 700. In that year the original grid plan of the city was laid out encompassing Main, Church, and Pine streets on the north side of the tracks. The 600, 700, and 800 blocks of Main Street developed as the principal commercial area during the 1880s. Here residents erected frame stores and houses, including the ca. 1886, gable-front Hawkins Brothers Store, a general merchandise business, at 708 Main Street. When in 1890 the C.&O. began consolidating its railroad shop facilities in Clifton Forge, the city and the commercial district expanded together. In 1891 there were 47 buildings on Main Street in the commercial district, and East Ridgeway Street was developing into a business zone. By the turn of the century, stylish, two story, brick, commercial buildings populated the commercial core, among them the Nettleton Building, the J. C. Carpenter Opera House (demolished), W. W. Pendleton Building, and the Carpenter, Moody & Company Building.

The early twentieth century were years of marked expansion in downtown Clifton Forge, as the population of the city increased from 3,200 in 1900 to 5,700 in 1910. By that year the three-way intersection of Main Street, East Ridgeway Street, and Commercial Avenue boasted the most fashionable commercial buildings in the city. Major businessmen commissioned the noted Lynchburg architectural firm of Frye & Chesterman to design a host of sophisticated Neo-Classical Revival properties distinguished by their buff-colored brick and well-executed motifs. However, the great majority of buildings in the district were produced by local builders and displayed more conventional red-brick facades. These properties were usually treated with such decorative elements as segmental-arched second story windows and decorative brick or pressed-metal detailing. By 1914, the city

directory recorded a great variety of businesses focused along Main and East Ridgeway streets and a portion of Commercial Avenue, including two banks, eleven physicians' offices, three department stores, two major drugstores, two theatres, a hotel, and an array of hardware establishments, barber shops, furniture stores, millineries, jewelry stores, bakeries, photographic studios, bookstores, pool halls, and restaurants (Davies 1914).

Commercial construction was also occurring just outside the central core (and the National Register district). In particular, liveries, warehouses, and lumberyards, which required spacious facilities, were built on more affordable tracts at the periphery. The principal lumberyard and adjacent saw and planing mill were established on Church Street beside Smith Creek and a C.&O. spurline in the late nineteenth century, and under various ownerships expanded during the twentieth century. Located immediately west of the lumberyard site is the Clifton Forge Wholesale Grocery building which dates from the turn of the century. A rare surviving livery building remains on West Ridgeway Street. In the 1920s, it was reopened as an auto showroom and repair shop, reflecting a familiar pattern of conversion as automobiles arrived on the scene in the early twentieth century.

In residential areas, neighborhood stores began opening in the late nineteenth century and multiplied with the growing population. The fanciest example is Smith Store, a remarkably intact 1889 general store located on McCormick Boulevard. The long and narrow, two story building features pressed-metal classical ornamentation on the facade, highlighted by the unusually ornate cornice and frieze. Far simpler groceries with weatherboard facades appeared on corner lots throughout the city. The city directories record seven in 1914, and that number would increase during the interwar years (Davies 1914).

Concurrently, a separate, small, African American business area was active on Main Street, east of the central business district. In 1914, it contained a restaurant, two barber shops, and a grocery store, each owned and operated by blacks and housed in one story, frame buildings. African American businesses remained concentrated on Main Street, between B and C streets, during the ensuing decades. In these years, African American commerce expanded modestly to include several restaurants and places of entertainment (dance hall and billiard room) located in free-standing frame or concrete establishments (Davies 1936). None of these buildings survives.

2. World War I to World War II (1914- 1945)

New commercial architecture continued to mark prosperity after World War I, especially on vacant or underdeveloped lots along East Ridgeway Street. By 1921, this area had achieved its current density of construction with a contiguous row of storefronts lining the street (Kern and Pezzoni 1991). Perhaps the most unusual building is the 1929 Ridge Theatre at 418 East Ridgeway Street. The influence of the Spanish Eclectic style is clearly evident in the decorative stuccoed facade and ceramic or metal mission tiles. A noteworthy addition to Main Street was the 1930 Farrar Building at 525 Main Street.

This concrete and brick Art Deco building was built for George M. Farrar's drugstore, one of the oldest businesses in Clifton Forge.

Although the commercial progress slowed during the Depression, Clifton Forge continued to grow. In 1936, fifteen small general stores and corner markets dotted the neighborhoods. A representative grocery store from this period is the gable-front Jefferson Street Grocery, which opened in the Heights neighborhood about 1930 (Figure V.L.2.). Automobile-related businesses, which began to expand in the 1920s, rimmed the central business district by the Depression. The 1936 city directory listed eight auto dealerships and five service stations (Davies 1936). The Whiting Oil Company service station on West Ridgeway Street illustrates the white, enameled-metal gas station design that became de rigueur in service station fashion in the 1930s, and remained popular for the next quarter of a century.

In recent decades some commercial-strip development has appeared along West Ridgeway Street, and modern auto-related businesses also now occupy corner lots around the commercial core. Moreover, new shopping centers and businesses geared to interstate travelers have emerged west of the city limits near the I-64 interchange and in nearby Covington. Although a number of downtown commercial activities have consequently suffered, the city's central business district retains a host of traditional retail and service activities--notably the major banks--and the historic architectural fabric survives remarkably intact.

Figure V.I.2: Jefferson Street Grocery.
Source: Mattson, Alexander and Associates, 1994.

INDUSTRY/PROCESSING/EXTRACTION THEME

Figure V.M.1: Plat Map of Clifton Forge, Alleghany County, Virginia, 1890
Source: Alleghany County Courthouse.

M. Industry, Processing, Extraction

The manufacturing theme explores the technology and process of managing materials, labor, and equipment to produce goods and services. Property types include factories, mills, and distribution centers.

Prior to the creation of the Chesapeake and Ohio Railway after the Civil War, Clifton Forge was little more than a small community known as Williamson. Tapping the remote coal regions of western Virginia and West Virginia, the railway constructed, or spurred, town development in its path from coal fields to markets. Unlike many railroads, which linked established centers of manufacturing, the C.&O. traversed underdeveloped areas through much of its course, and towns were constructed because of either the railroad or the natural resources of the region. With a population of only 700 in 1880, Williamson was such a town, ideal because of its location within this rail system designed for the transport of coal. Thus for Clifton Forge, the major industry from the late 1880s until the post-World War II era was the C.&O. Railway. Until 1950, the Chesapeake and Ohio Railway Yard employed roughly 2,000 workers, in a city in which the population was never greater than 7,000 (Corron 1989: 14).

Predating the coming of rail transportation, iron mining and production was an important industry in the western counties of Virginia from the colonial period through the early twentieth century. Clifton Forge derives its name from one of the many iron furnaces scattered throughout the region. However, these dispersed, small-scale iron works did little to generate either town building or manufacturing, and nothing remains of this early iron works within the city of Clifton Forge.

1. Settlement to Society (1607-1750); Colony to Nation (1750-1789); Early National (1789-1830); Antebellum Period (1830-1850); Civil War (1860-1865)

Iron production dates to the earliest periods of colonial settlement because of immediate needs for agricultural implements, tools, and household utensils. By the eighteenth century, this early form of industrial production increased dramatically with the termination of Indian wars, which ensured greater stability and opened timber and ore lands to exploitation. In addition, Parliament in 1717 enacted legislation to restrain the importation of Swedish iron, and British manufacturers consequently invested in American iron works. By 1775, the American colonies had the third largest iron industry in the world with Maryland, Pennsylvania, New Jersey, and Virginia leading production (Gordon 1992, 5).

Between 1716 and 1816, 39 charcoal blast furnaces were built in Virginia, several of which were sited on the upper James River. These eighteenth century iron works produced both pig iron, smelted in blast furnaces, and bar iron, produced in bloomeries and fineries (Cappon 1957, 32). Pig iron was used to produce cast iron goods, while the bar iron was valued for commercial credit in New York, Philadelphia, and Baltimore.

These early iron works were comprised of a furnace and a forge operated in proximity to each other, and both were dependent on nearby water power and forests. Although transportation was a problem, especially in the mountainous areas of western Virginia during the pre-railroad era, a site with a good water source for powering the bellows was the prime consideration. Iron ore, fuel, and limestone as a fluxing agent were fed into the furnace, and smelting was induced by a cold air blast furnished by the bellows. Charcoal, used instead of coke because of the ready availability of timber and the difficulty of obtaining bituminous coal, provided the fuel and was valued for its high carbon content. The molten pig iron then flowed through sand troughs to form the castings.

The Virginia charcoal furnaces reached their height during the antebellum period between the mid-1820s and 1855 when 50 furnaces were in operation (Fulwiler 1980, 229). Furnaces were established in the western counties of Botetourt, Smyth, Patrick, Wythe, Amherst, Washington, Augusta, Rockbridge, Craig, Rockingham, Page and Alleghany counties early in the nineteenth century, near the sources of iron ore and the extensive forests needed for making charcoal.

The American iron industry was given a boost by the 1820s as industrialization, rail construction, and the development of the steam engine increased the demand for iron. Easy credit also spurred the growth of the iron industry. However, American ironmakers had difficulty producing iron of a consistently good quality. Prior to developments in steel technology after the Civil War, American iron could not compete with the higher quality metals made in Sheffield, England (Gordon 1992, 7). The new machines and tools required large quantities of high quality metal, and the need for high grade iron led to much experimentation during the antebellum era.

In Alleghany County, iron was first discovered in Iron Gate Gorge, (the town of Iron Gate is two miles south of Clifton Forge) where erosion by the Jackson River exposed the iron ore, and the earliest furnaces were located in this gorge. One such furnace was established by Robert Gillespie, who in 1770 had received a land grant from Lord Botetourt, then Colonial Governor of Virginia. Gillespie's grant of 200 acres on the north side of the Jackson River, flanking Smith Creek, now forms the center of Clifton Forge. In 1829, Gillespie sold his land to Henry Smith, a Scottish immigrant, who was soon joined by fellow Scot, Andrew Williamson, and the small community became known as Williamson with the coming of the railroad (Morton 1923, 81).

Beginning in the 1820s, Colonel John Jordan of Lexington, with his partner John Irvine, became two of the principal iron magnates of Virginia, operating blast furnaces, foundries, and mines in Rockbridge, Alleghany, and Botetourt counties. In 1827, Jordan and Irvine Company bought several thousand acres of iron ore land in Alleghany County (established in 1822) where the Cowpasture and Jackson rivers meet the James. Here on Simpson Creek at Longdale, on the county line with Rockbridge County, Jordan and Irvine built the Lucy Selina, which later became the first coke-fired furnace in Virginia. The Lucy Selina site was comprised of a coal house, bridge house, bellows house, pot house for castings, sawmill, and a gristmill. Much of the labor in the antebellum period was provided by

slaves who were used largely on a contract basis (Cappon 1957, 34). At the same time, they bought the forge, later named Clifton Forge, 10 miles west on the Jackson River. (In 1849 William Lyle Alexander, a Jordan associate, took over this forge in the Iron Gate Gorge and named it after his homeplace, Clifton, in Rockbridge County.) Clifton Forge is reputed to have stood on the south bank of the Jackson River. Built in 1824 and rebuilt in 1827, the Clifton Forge consisted of a forge house with two hammers, one chafery or warming fire, six refinery fires, a small forge with one hammer, a charcoal storage house, a sawmill, and a gristmill.

At their Longdale site, Jordan and Irvine mined iron ore and limestone in open pits while the surrounding hardwood forests provided the timber for making charcoal at sites referred to as colliers' pits. Once the pig iron was produced in the furnaces, much of the iron was shipped to Clifton Forge for a final process in which the iron was reheated in a chafery, or warming, forge and hammered into iron bars over refinery fires. A small portion of the pig iron was cast for the local markets (Russ et al. 1993, 8).

By the 1830s, a number of American ironmakers began experimenting with mineral alternatives to charcoal fuel. In Pennsylvania, the plentiful anthracite coal formed part of this experimentation although the hard coal had a tendency to expire when exposed to the cold air blast. However, by 1839, an anthracite blast furnace was in operation. Within fifteen years, 100 iron furnaces had been built or converted to this inexpensive fuel, marking the decline of charcoal furnaces. Having no supply of the hard coal, few of the Virginia charcoal furnaces made this conversion (Capron 1967, 13).

The Pennsylvania iron manufacturers led the way in other technological developments. Puddling (a method of removing slag from iron), was the most economical way of producing the large quantities of wrought iron, and this process grew in importance as the demand for iron rails, bridges, and machinery soared. Because puddling had historically depended upon bituminous coal as fuel, the Pennsylvanians had to adapt the puddling furnaces to anthracite. As these artisans redesigned the puddling process in the 1830s, large-scale production became possible. By 1845, one firm had 22 puddling furnaces, and by 1850, the Montour works in Danville, Pennsylvania boasted the largest rail mill in North America (Gordon 1992, 11). In Virginia, which did not have the fuel limitations of the Pennsylvania manufacturers, the pig iron and bituminous coal were shipped from the western counties to Richmond where the Tredegar iron works had operated puddling and rolling mills since 1837.

Other improvements in the iron industry occurred in the 1840s. Steam engines replaced water power for pumping the air, and the cold blast gave way to the more efficient hot blast. In response to these developments, Jordan built two hot blast furnaces: the Dolly Ann, built in 1848 several miles east of Covington; and the Australia, constructed in 1854 on Simpson's Creek. The Lucy Selina was discontinued in 1852 as its cold blast operation became obsolete, although the furnace was later reopened because of wartime exigencies.

New competitors, located nearer the rolling mills and shipping point of Richmond, arose during the 1840s and 1850s, and the Alleghany furnaces were at a disadvantage. In the pre-railroad period, the Alleghany iron had to be floated down the Cowpasture or Jackson rivers to the James and from there to Buchanan, the terminus of the James River and Kanawha Canal. The iron was then transported to Richmond via the canal. Although transportation problems and competition, both from other Virginia works or from the cheaper Pennsylvania iron, worked to undermine the western Virginia iron works, the Civil War restored demand, at least temporarily, while causing supply problems as Virginia was cut off from both the inexpensive Pennsylvania iron and the high-grade Scottish iron ore (Cappon 1957, 36-37). Of the 50 furnaces built during the antebellum period, only 14 remained by the Civil War.

2. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

Iron continued to be produced in Virginia until the early twentieth century although the industry became less important nationally after the Civil War. These furnaces tended to be small, family-owned operations sited in rural locations, far from rolling mills and other manufacturing facilities. In addition, the charcoal furnaces were rendered obsolete by the more efficient coke (bituminous coal) furnaces. The development of Bessemer and open hearth processes after 1867 allowed for the mass production of high grade steel. Many iron manufacturers never made the transition to rolling steel, including the most famous iron works in Virginia, the Tredegar Company of Richmond, (Gordon 1992, 11). Furthermore, superior transportation connections, the discovery of accessible, high grade iron ore sources, and economies of scale all combined to make Pittsburgh, and later Chicago and Detroit, centers of the iron and steel industry during the late nineteenth century. Despite these national developments, Alleghany County was the leading producer of pig iron in Virginia in the late nineteenth century (Russ et al. 1993, 7).

During the Civil War, the Australia Furnace was taken over by Tredegar for wartime production of armaments and rail equipment, and at the end of the war, the Australia was abandoned. Although the charcoal furnaces were technologically outmoded by the time of the Civil War, many nonetheless continued to operate after the war because of the demand for tools, utensils, and iron used in the new railroad construction and manufacturing plants. In 1870, Virginia was producing more per annum than it had before the war (Capron 1967, 18).

In 1869, Harry Firmstone, an Englishman who had settled in Pennsylvania, acquired the Lucy Selina and 22,000 acres from the Virginia General Assembly. Firmstone operated the renovated furnace as the Longdale Iron Company until 1910. Familiar with the use of coke in iron-making in England, Firmstone converted the Lucy Selina charcoal furnace to coke in 1874, the first of its type in Virginia. (Firmstone had been one of the earliest to use the hot blast furnace.) The introduction of coke furnaces gave Alleghany County a technological edge among Virginia iron manufacturers, and the county remained the leading producer in the state through the end of the nineteenth century. With increased

production, aided by better rail transportation, the population of the county soared with a 65% increase in the 1870s (Russ et al. 1993, 11). In 1860, Virginia had produced approximately 9,000 tons of pig iron, and by 1903, 544,034 tons were manufactured, roughly one-half of which originated in Alleghany County. A second hot blast furnace was added in 1880, and Longdale No. 1 and No. 2 produced 120 tons of pig iron per day, employing 1200-1500 men. A peak production of 80,452 tons of pig iron was reached in 1889 (Morton 1923, 71).

Production after the Civil War was greatly facilitated by good rail connections, particularly the line west to Cincinnati. The connections of the C.&O. solved many of the earlier transportation problems of the mountain iron works. Whereas antebellum iron had to be shipped east to Richmond and there transferred to New York and other northern markets, after the war, most of the Virginia iron was shipped west along the C.&O. to rapidly expanded western cities. The C.&O. came east with the coal needed for the coke ovens, and returned west with iron destined for Chicago through Cincinnati (*Virginia Cavalcade* 1957, 43). With better through rail service, the Longdale Company built a narrow gauge railroad in the 1870s to connect with the Chesapeake and Ohio line and the coal mines in West Virginia (Fulwiler 1980, 235). As charcoal was replaced by coal and later coke, companies such as Longdale bought coal mines and nearby coke ovens along the New River to assure a steady supply of high-grade coke.

Iron ore mining, worked at first in open pits but increasingly underground, became common after the Civil War with at least eight active mines during the 1880s. The conversion to coke furnaces increased the demand for iron ore, and by the 1880s, much of the iron ore had to be mined underground. As many of the smaller charcoal furnaces were abandoned after the Civil War, northern industrialists often purchased the properties solely for their mineral rights. One such capitalist was Massachusetts native, A.A. Low, who established the Low Moor Company in 1873. Located along Karnes Creek, Low Moor owned 45,000 acres of mineral land, including the Rich Patch lands and limestone quarries. Its original furnace was opened in 1873, and a second in 1893 with a capacity of 75 tons per day (Morton 1923, 71).

Although West Virginia coal was commonly shipped to Virginia iron works, some of the Alleghany County iron ore was shipped west to the new West Virginia furnaces which were opened near coal sources and the railroads. Quantities of Alleghany hematite iron ore from the Stack, Low Moor, Rich Patch, and Potts Valley mines, were shipped to West Virginia. The Low Moor Company established such a furnace at Quinnimont, West Virginia near the rich coal mines of the New River Gorge. The relocation of the furnaces to West Virginia was facilitated by the construction of feeder lines into the coal fields by the C.&O. after 1873 (Turner 1986, 78). The hematite iron ore mines of Alleghany County were later abandoned. The heavy cost of shipping, the high cost of processing, and the poor quality of the ore prevented the development of extensive iron mining in this region of Virginia (Turner 1986, 85).

By the twentieth century, the discovery of the Mesabi iron range in Minnesota, the growth of major corporations, and the economies of scale and vertical integration all combined to decrease the market for Virginia pig iron. In 1910, only eight of the 23 Virginia blast furnaces were in operation, and one year later, three of the eight were closed (*Virginia Cavalcade* 1957, 43). In 1900, Longdale employed 270 workers but only 16 in 1920. Low Moor, which had 650 employees in 1900, employed only 280 by 1920. For the county as a whole, the iron industry employed roughly 1,000 workers in 1900, dropping to 300 in 1920. The decrease in employment was particularly devastating for the African Americans, and to a lesser extent the Italians from Philadelphia, who had been recruited from Danville and Roanoke specifically for the iron works. African Americans comprised 50% of the entire work force for the iron industry and 100% of the furnace workers (Kern 1994). The Iron Gate furnaces were acquired in 1902 by the Alleghany Ore and Iron Company, but were closed in 1919. In 1922, the Longdale furnaces were closed, and New York based firm bought the furnaces for scrap.

There are no physical remains of the iron industry within Clifton Forge. Although central to the regional economy for nearly a century, by the time Clifton Forge was established, the iron industry was increasingly consolidated and was shortly thereafter in decline. In addition, the C.&O. and its extensive operations quickly came to dominate the economic activities of the town. The first industry developed in 1882 when the Chesapeake and Ohio Railway moved a small shops operation from Staunton, once a division for the railroad, to Clifton Forge. Roundhouses were constructed on site now occupied by the Freight Depot. The town boomed with the establishment of a major shops complex, classification yard, and terminal in 1889 and 1890 in West Clifton Forge. The C.&O. Railway quickly became the economic mainstay of Clifton Forge, where the rugged terrain and poor soil supported little agriculture. As the major industry in the city, the C.&O. spurred population growth to 5,200 by 1906 (Corron 1989, 69).

From the construction in 1890, the C.&O. sought to encourage the development of manufacturing in Clifton Forge, as all rail lines did to promote freight traffic. The 1890 plat map of the town shows the area between Commercial Avenue and Jefferson Avenue, along Smith Creek, set aside for industry (*Map of Clifton Forge, Alleghany County, Virginia*, 1890). A rail line was constructed from the rail yards north along the Creek in order to serve the manufacturing concerns and utilities which located here (Figure V.M.2.). However, none of these manufacturing companies ever became an economic force which could compare with the rail yards, while others proved to be short-lived. By 1892, the Old Dominion Stove Company was under construction on Smith Creek, but was vacant by 1897. Also on Smith Creek at Pine Street, an electric power plant for the Clifton Forge Electric Light and Water Company was built in 1888. The construction of this power plant made Clifton Forge one of the first towns in Virginia to have a municipal electrical light service although electricity was initially limited to larger public buildings and street lighting. In 1899, the company was incorporated with Charles Irons as superintendent. In 1910, Ambrose Ford bought the franchise which he and other local business leaders, including state senator F.W. King, reorganized as the Virginia-Western

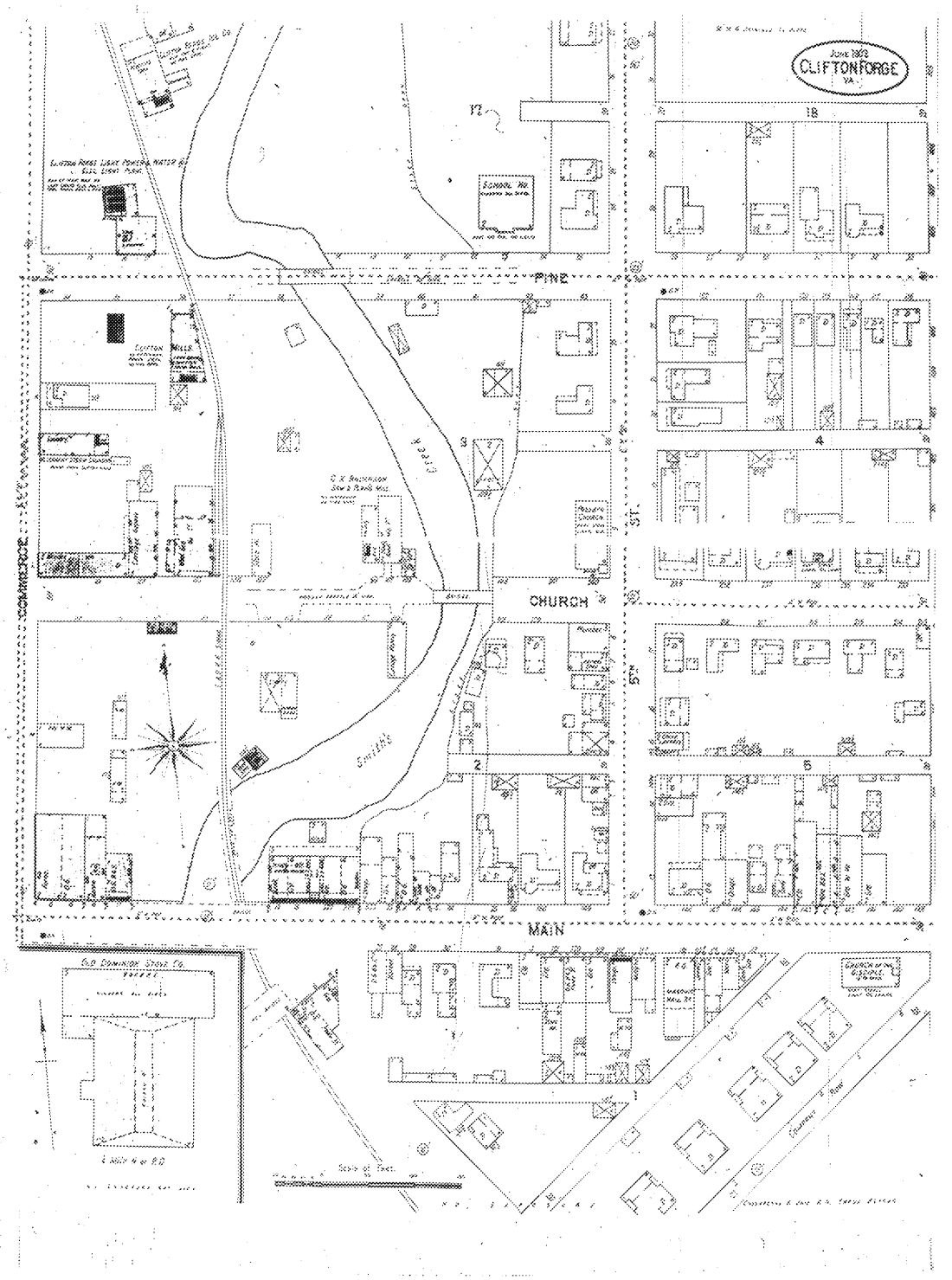


Figure V.M.2: Industries along Smith Creek, 1902.
Source: Sanborn Map Company, 1902.

Power Company in 1913. In 1928, the rights of the company were sold to the Virginia Public Service Company (Corron 1989, 63).

North of the electric plant, the Clifton Forge Ice Company was established by 1897. The ice plant was located on the west bank of Smith Creek along the belt line. The Clifton Forge Woolen Mills, manufacturers of blankets and rug yarns, was also in operation, occupying the site on the east bank of Smith Creek where the high school was later built. The mill had been started in 1893 by a New England native, Mr. Sargent, but the company was managed by Noah P. Foard, a North Carolinian with experience in the textile industry. At Foard's death in 1904, the company was sold to J.C. Carpenter, but the mill was closed by 1907 (Corron 1989, 70; Sanborn Maps 1892, 1897, 1907). Carpenter had come to Clifton Forge in 1891 from Louisa and was a senior partner in the construction firm of Carpenter and Boxley, which specialized in large-scale railroad and public works construction. The firm built large portions of the C.&O., Baltimore and Ohio Railroad, New York Central, the New York Aqueduct, and the Brooklyn Subway (Corron 1989, 59). In 1897, a second textile mill opened across from the electric plant on Pine Street.

In 1892, the A.J. Acord Saw and Planing Mill (established 1890) and a tin shop occupied parcels opposite each other on Church Street, between Smith Creek and the C.&O. belt line. Acord had originally built a number of depots for the Richmond and Alleghany Railroad, as well as a number of the houses in Clifton Forge. The saw mill site is still in operation, but none of the buildings associated with the nineteenth century mill seems to be extant. By 1897, the mill had been bought by G. K. Anderson. In 1907, the planing mill was owned by the Alleghany Construction Company, which had expanded operations to include a lumber yard, several lumber sheds, and warehouses. Several of these frame buildings survive. By 1927, the lumber yard had been bought by Eugene Mathews and Company (Sanborn Maps 1892, 1897, 1907, 1927). W.G. Mathews, nephew of Eugene Mathews, Jr., bought the business (Corron 1989, 40). By the mid-1920s, a second lumber yard and planing mill, the Deaton and Linkenhoker Company was located off Trevillian, but nothing remains of this mill (Sanborn Map 1927).

The tin shop site also continues to be used for industrial purposes, but no buildings from the 1890s survive, and the tin shop had ceased operations by 1897. In 1907, the site was occupied by the Clifton Forge Machine and Foundry Company, later reorganized as the Clifton Forge Stove and Foundry Company. Portions of the machine shop and foundry building survive (Sanborn Maps 1892, 1897, 1907, 1927).

The Clifton Forge Wholesale Grocery Company was established during this boom in the 1890s. Its warehouse was built adjacent to the planing mill on Church Street on the west side of the beltway. Captain John Donovan managed the warehouse until his death in 1911 (Corron 1989, 60).

Built between 1902 and 1907, the Clifton Forge Ice and Bottling Works was located on the east bank of Smith Creek, south of Main Street and Ridgeway, while the earlier industries had been situated north of the commercial center. Ambrose Ford, who had

come to Clifton Forge in 1893 from Chesterfield County, formed the bottling works which was incorporated in 1902. In 1924, the company bought the Coca Cola franchise, and moved to the corner of Main and C streets. By 1938, the works was called the Coca Cola Bottling Company of Clifton Forge, Inc. (Corron 1989, 63). The former bottling works site, south of Main and Ridgeway, was occupied by the Virginia Public Service Company in the mid-1920s (Sanborn Map 1927). At the same time, the Clifton Forge Milling and Feed Company (demolished) operated a complex on the opposite side of the belt line, behind the Main Street commercial buildings.

North of the electric plant, which had been converted to a steam laundry with the formation of Virginia-Western Power Company, Standard Oil Company of New Jersey established a small complex, abutting the Clifton Forge Coal Company to the south. Primarily a tank and storage facility, the complex served this petroleum giant which had extensive operations in the coal region of Virginia and West Virginia.

3. Post-World War II (1945-present)

Despite superior transportation facilities, Clifton Forge never developed as a manufacturing center. The boom in the 1890s spurred the formation of lumber companies, construction companies, and the other suppliers needed during the formation of the town. However, this initial flurry died out in the early twentieth century. The C.&O. rail yard, which had employed 2,000 until 1950, began to cut employment with the conversion from steam-powered locomotives to diesel. Although the rail yard is still active and continues to be a vital force in the local economy, Clifton Forge has declined in population. In recent years, several major manufacturers have relocated to the area, but are generally sited outside the city limits near highway access.

LANDSCAPE THEME

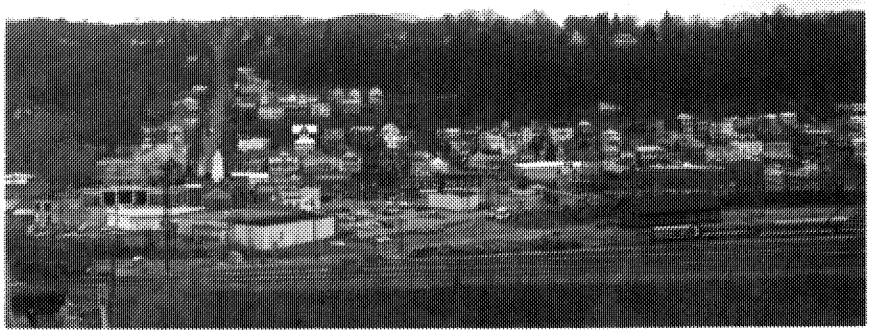


Figure V.N.1: City of Clifton Forge, Looking North from the Jackson River.
Source: Mattson, Alexander and Associates, 1994.

N. Landscape

> The theme explores the historic, cultural, scenic, visual, and design qualities of cultural landscapes, emphasizing the reciprocal relationships affecting the natural and the human built environment.

1. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

Clifton Forge was laid out for the efficient disposition of real estate. The conservative orthogonal plan of streets, imposed upon the steep riverine topography, demonstrated this fact. No consideration was given to parks or other planned open space in the original grid plan. When wild land speculation occurred between 1888 and 1890, developers perpetuated the grid while promoting the industrial and commercial merits of the area. Clifton Forge was to be the "Altoona of the South." The C.&O. Railway developed the flats along the Jackson River for its extensive railroad shops, and rugged open space by the creeks and gullies was usually filled with small industries, worker housing, or left vacant. Although the major speculators incorporated picturesque parks and lakes into their plats to help sales, these areas were rarely developed. As one contemporary observer of the land boom stated:

> The hills for miles around were staked off into lots and dug up into streets. ... Beautiful maps were made showing "Ingleside Park" where the West Clifton School stood, "Linden Park" where Edmund Scott raised corn, "Fairmont Park" in Slaughter Pen Hollow. "Crystal Lake" and "Mirror Lake" were wet weather lakes; they dried up in the summer (Corron 1989, 69).

The 1914 city directory listed only one park, Ingleside, which was located north of Alleghany Street, between Fifth and Sixth streets. The 1923 *Centennial History of Alleghany County* also noted the park as the city's one "recreational ground" (Morton 1923, 83). This area in West Clifton Forge remains a park today, consisting of a post-World War II baseball field surrounded by wooded areas. In 1928, the City Playground was opened in conjunction with the Clifton Forge High School on the north end of Commercial Avenue. In 1945, it was renamed Memorial Park, and was subsequently expanded and improved to contain the playground, ball fields, and a community swimming pool and bath house. The park is bordered by Memorial Bridge and Clifton Forge Armory. During the 1950s and 1960s, the development of parks increased, as the city purchased lands for both Linden Park, at the north end of the city, and Booker T. Washington Park, located near the east end and adjacent to the African American community (City of Clifton Forge, Index to Council Minute Books; Davies 1928).

In many American cities by the late nineteenth century, cemeteries were elaborately landscaped and provided sylvan retreats for urban dwellers. In Clifton Forge, the three major cemeteries at the east edge of the city were designed for more functional purposes.

The sale of plots at Crown Hill Cemetery started in 1897 with the stipulation that the portion of the cemetery not in use would be rented as pasturage. However, cemetery gateways were beautified. The 1942 stone entrance to Mountain View Cemetery was a gift of the Clifton Forge Garden Club. In 1964, the garden club planted dogwood trees and other shrubbery around the entry to Crown Hill Cemetery (Corron 1989, 86-87).

In the main, the landscaped areas in Clifton Forge were fashioned by a small number of wealthy private home owners and were not integrated into the overall city plan. Noteworthy were the landscaped gardens around the Ridgely estate at 42 Bath Street. This property was developed in the 1920s by businessman Ambrose C. Ford and his wife Rives Cosby Ford. Mrs. Ford was president of the Virginia Federation of Garden Clubs and she planted the terraced yard with an array of flowers and shrubbery, including a test rose garden for the American Rose Society. During the garden months the grounds were opened for tours and visitors (Figure V.N.2).

To a far greater extent, the natural landscape shaped urban development (see Domestic and Settlement Pattern themes). The original plat ("Old Town") was sited on the relatively even terrain along the north side of the Jackson River, at the base of steep hillsides. The railroad tracks and shops, major businesses, and early residences and industries were all built along or near the river flats. As residential neighborhoods expanded, topography as well as architecture asserted social status. The wealthiest residents often built their homes on the higher elevations overlooking the river and town. Thus the Heights neighborhood denoted status, and Palace Boulevard and the upper end of McCormick Boulevard were prestigious addresses. The large middle class typically occupied dwellings along the hillside streets. Members of the working class also lived along these streets, as well as, occasionally, in houses located in the poorly drained and low-lying areas beside creeks. The hilly landscape has historically constrained the physical boundaries of expansion, keeping building parcels generally small and narrow. Large retaining walls of rock and concrete are a defining landscape feature, shoring up the compact front yards and bordering streets (Figure V.N.3.). Domestic architecture, too, has been influenced by the geography, and the rear elevations of houses are commonly perched upon wooden stilts or supported by high brick foundations.

Figure V.N.2: Landscaped Grounds at Ridgely, 411 Bath Street.
Source: Mattson, Alexander and Associates, 1994.

Figure V.N.3: Rock Retaining Wall along Brussels Street.
Source: Mattson, Alexander and Associates, 1994.

FUNERARY THEME

Figure V.O.1: Crown Hill Cemetery.
Source: Mattson, Alexander and Associates, 1994.

O. Funerary

> The funerary theme concerns the investigation of grave sites for demographic data to study population composition, health, and mortality within historic societies. Property types include graveyards and cemeteries.

Clifton Forge is served by three cemeteries, each located at the east side of the city. The earliest is the Crown Hill Cemetery, and a later adjoining cemetery is Mountain View. The African American cemetery, Red Hill, stands north across the road. They all contain the graves of early residents of the city and are marked by stones reflecting the popular funerary art of the period.

1. Reconstruction and Growth (1865-1917); World War I to World War II (1914-1945)

In 1897, following several decades of population growth and 13 years after the city's incorporation, the sale of burial plots began at the first cemetery, Crown Hill. Crown Hill's functional design was reflected by the stipulation that portions of the grounds not in use would be rented out as pasturage. The cemetery rests on a hill at the east side of the city, and consists of parallel rows of headstones and low concrete retaining walls around the hillside plots (Figure V.O.2.). A curvilinear drive winds through the south side of the grounds. The older granite and marble headstones generally represent the nationally popular designs of the late nineteenth and early twentieth centuries, including simple curvilinear tablets and classically inspired obelisks. In 1964, the local garden club beautified the entrance with dogwood trees and other shrubbery (Corron 1989, 86-87). In 1942, an adjoining cemetery, Mountain View, was opened to the east. Like its neighbor, Mountain View Cemetery has a conservative layout and simply designed headstones, with low stone supporting walls marking the individual plots.

Red Hill Cemetery has served the African American residents of Clifton Forge since the early twentieth century. This cemetery is located on a hill at the eastern outskirts of the city, north across U.S. Route 60 from the Mountain View cemetery. Red Hill consists of parallel rows of headstones dating from about 1910 to the present, and reflecting the popular national funerary designs of the twentieth century (Figure V.O.3.).

Figure V.O.2: Crown Hill Cemetery.
Source: Mattson, Alexander and Associates, 1994.

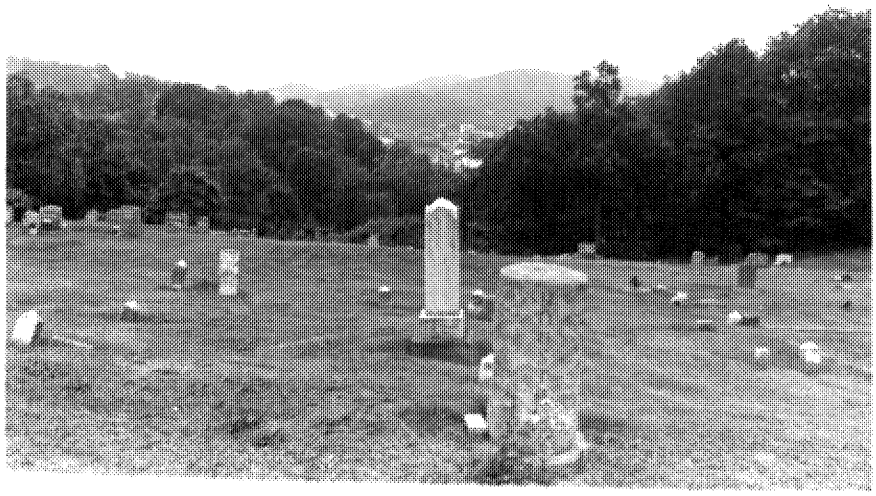


Figure V.O.3: Red Hill Cemetery.
Source: Mattson, Alexander and Associates, 1994.

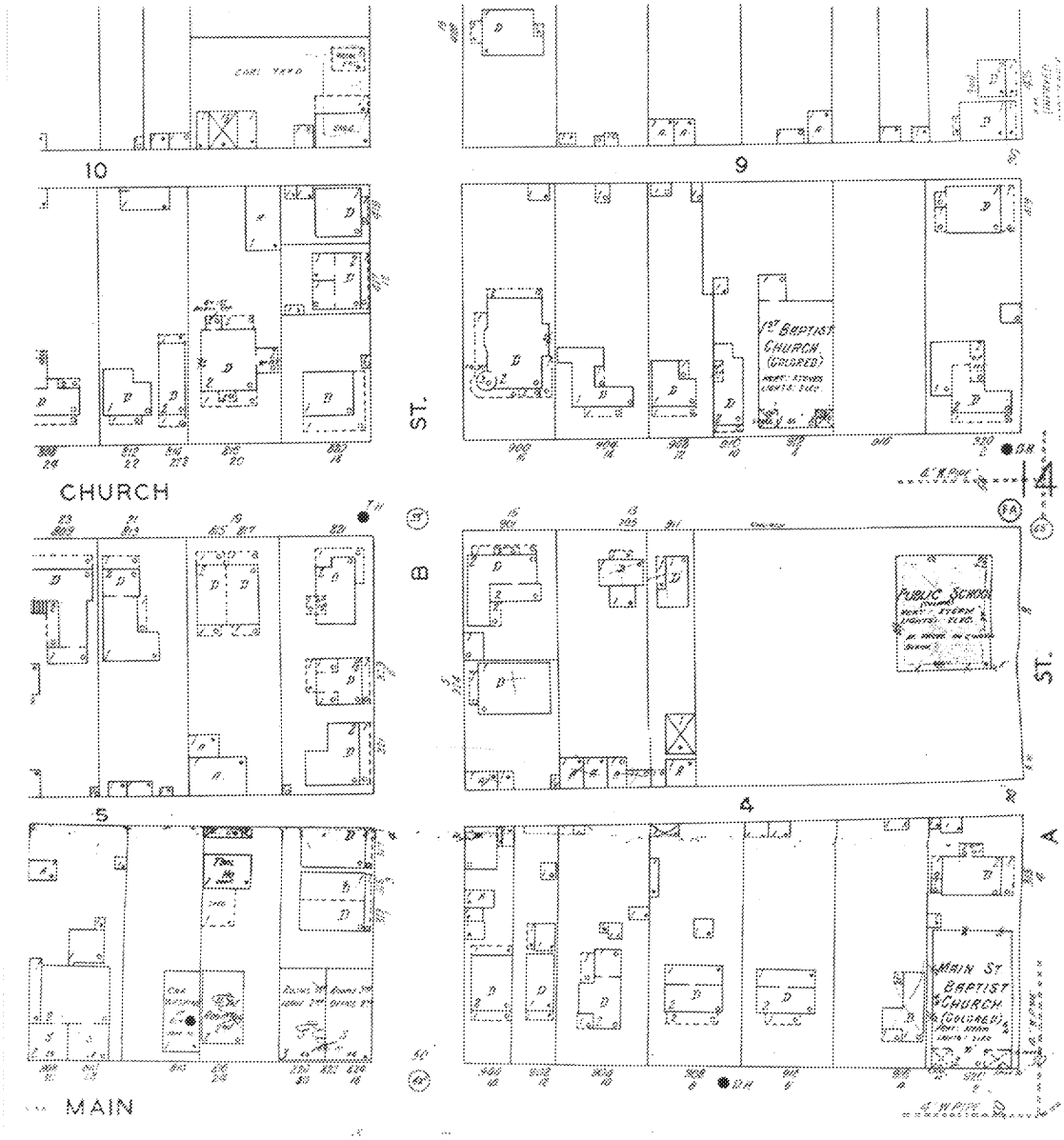


Figure V.P.1.: Principal African American District, East Side of Clifton Forge.
Source: Sanborn Map of Clifton Forge, 1927.

P. Ethnicity/Immigration

The ethnicity/immigration theme explores the material manifestations of ethnic diversity and the movement and interaction of people of different ethnic heritage through time and space in Virginia. Property types include residences, churches, and social buildings associated with different racial and ethnic groups.

Although Scotch-Irish immigrants began settling the mountainous areas and bottom lands around Clifton Forge in the late eighteenth and early nineteenth centuries, the ethnicity of the place was given shape in the railroad era. As the city and vicinity rapidly grew in the 1890s and early 1900s, it attracted not only those of English and Scotch-Irish stock from neighboring counties and towns, but also Irish and Italian immigrants, and Jewish exiles from Russian Poland. These groups were small and quickly blended into the social and cultural milieu of the city. Nevertheless, a host of these immigrants made distinct contributions in the realms of religion and commerce. African Americans arrived in Clifton Forge in greater numbers, and by the early twentieth century constituted an important ethnic minority. Although confronted by racist Jim Crow laws and attitudes, blacks established a vital and socially diverse community and played a significant role in the history of the city.

1. Colony to Nation (1750-1789); Early National Period (1789-1830); Antebellum Period (1830-1860); Civil War (1860-1865)

As with the region as a whole, the Scotch-Irish were the predominant early cultural group in the Clifton Forge area (Campbell 1969, 22-49; Corron 1989, 4). Scotch-Irish farmers and entrepreneurs, with the help of slave labor, established farmsteads and operated iron forges and small woolen and carding industries in the area. In 1825, the land around Smith Creek was owned by Henry Smith, a manufacturer of broadcloth from Fifeshire, Scotland. Smith used slaves to operate a woolen mill and carpet and carding mills along the creek. Because development around present-day Clifton Forge was sparse until the late nineteenth century, and then boomed with the coming of the C.&O. Railroad, no architectural evidence survives of the early period of immigration and settlement.

2. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

During the late nineteenth and early twentieth centuries, the rapid growth of Clifton Forge as a railroad town attracted newcomers with a variety of ethnic and cultural backgrounds. Although the overwhelming majority were Virginians of Scotch-Irish and English heritage, the city also drew a sampling of other immigrant groups, including some Irish and Italian immigrants as well as Jewish settlers from Russian Poland (Corron 1989, 46). The 1910 census recorded seven Irish families, three Polish families, one Greek resident, and one French Canadian (U.S. Census 1910, Population Schedule). Foreign-born residents

worked not just for the railroad but also established important downtown businesses. L. W. Kebeisky, Julius Sachs, and Joseph Licter, for example, were proprietors of merchandise stores. Italian G. S. Savarese opened a fruit and confectionery business on East Ridgeway Street.

In 1910, there were also 56 Italian iron miners working near Clifton Forge, all of them probably employed by the Low Moor Iron Company. The Low Moor mining concern, located west of the city, is known to have recruited Italian miners through an Italian labor agency based in Philadelphia (Low Moor Iron Company Papers; Kern and Pezzoni 1991).

Few, if any, of these Italians lived in Clifton Forge, but the influx of Italians and Irish, including second and third generation Irish families from Lynchburg and other nearby cities, contributed to the growth of Catholicism in the city (Frank Rhodes Interview 1994). Catholic families were served by circuit riders during the late nineteenth and early twentieth centuries, and the permanent home for St. Joseph's Catholic Church was established on Jefferson Avenue in 1930.

Families of African Americans also came to Clifton Forge during the decades of expansion, seeking railroad work and other jobs. Many probably came from the nearby iron mining operations, which employed a substantial number of blacks. Of the 650 employees at Low Moor in 1900, 50% were black. Although the number of workers dropped to 280 in 1920, the company's black labor force climbed to 60%. At Longdale Furnace, east of the city, African Americans constituted 60% of the 270 workers in 1900 (Low Moor Iron Company Papers; U.S. Census 1900-1920).

Approximately 1,000 African Americans lived in Clifton Forge by the turn of the century, constituting about one-third of the total population. With the annexation of the mostly white West Clifton Forge in 1900, blacks accounted for approximately one-fifth of the 5,200 residents. Although not an unusually high number compared to the percentages of blacks in the urban South as a whole, nonetheless, African Americans made up a sizable minority. Both as individuals and as a collective, they influenced the development and cultural geography of the city (U.S. Census 1900).

Typical of black housing patterns in other southern cities around the turn of the century, African Americans in Clifton Forge occupied racially segregated districts at the edges of the city (Mattson 1992; Rabinowitz 1978). These enclaves developed as blacks were "pushed" into segregated areas by racist Jim Crow laws and attitudes or were "pulled" in by the racial solidarity and nurturing institutions that bound these neighborhoods together. The city directories of the 1910s and 1920s reveal early residential patterns that remain visible today. The principal black district took shape at the eastern edge of the city, spanning both sides of the Jackson River. The district comprised portions of Pine, Church, and Main streets, between Hazel Run Creek and C Street (Figure V.P.2.). It also extended southward below the railroad tracks and the river to include blocks of Railroad, Jackson, and Verge streets. A smaller enclave also materialized around Dry Creek just east of West Clifton Forge. By the early 1900s, a compact black commercial core

consisting mostly of detached frame structures had formed on Main Street, east of the central business district. By the eve of World War II, it contained a pair of restaurants, a billiard room, furniture repair shop, two barber shops, dance hall, and grocery store (Davies 1914, 1920, 1940).

The vast majority of the black work force was confined to low-paying occupations that characterized African American employment patterns in the urban South (Logan 1958). They worked as laborers (usually in the C.&O. rail yard) and in an assortment of personal service occupations. Males also took better paying jobs as porters and yard brakemen for the railroad, custodians in the C.&O. Hospital, porters in the new hotels, plumbers, and barbers. A small group achieved middle class status as teachers, preachers, and morticians (Davies 1914, 1920, 1936, 1940; Mattson 1992; Gretel Anderson Interview 1994).

Two of the most prominent members of black Clifton Forge were physician Dr. Edward T. Conner and Edmund F. Scott, a farmer and entrepreneur. Dr. Conner was educated at Virginia State College and Shaw University in Raleigh, North Carolina, and began his practice in Clifton Forge in 1900 (Corron 1989, 160-161). He lived at 921 Main Street in a fashionable two story Queen Anne residence (see Figure V.P.2.). Mr. Scott arrived in the Clifton Forge area in 1881, and operated orchards north of the city. In 1889, he sold over 300 acres of land to several iron mining companies, and began investing in real estate in both Clifton Forge and Covington. By the early 1900s, Scott held title to a restaurant, livery, brick and coal yards, as well as numerous city lots. Scott particularly owned a great deal of land in the African American community, where he donated tracts for the Baptist church and school. The two story Scott residence at 900 Church Street stands as one of the most imposing Queen Anne residences in the city (Figure V.P.3.) (Corron 1989, 41-42; Ernestine Scott Interview 1994; e.g. Deed Book 10, p. 679).

Churches played a vital part in the lives of African Americans in Clifton Forge. As in other black communities, the local churches were hubs of urban life, performing not only a religious role but also functioning as performance and lecture halls and serving as centers of political activity (Gretel Anderson Interview 1994; Rabinowitz 1978). By the 1890s, two Baptist churches and an African Methodist Episcopal church stood in the district (Sanborn Map 1897). Today, the two Baptist churches remain--prominent symbols of the black community. The First Baptist Church was first established south of the Jackson River in 1878, and the present building at 916 Church Street was constructed around the turn of the century on land donated by Edmund F. Scott (Gretel Anderson Interview 1994). The Main Street Baptist Church was founded in 1895, and the striking Gothic Revival church that now stands at the corner of Main and A streets was completed in 1921 (see Figure V.H.1.).

African American schools also developed with the expansion of the black population (Davies 1914; Corron 1989, 20-23). The first school for black students opened on the south side of town in 1887. About 1898, the school was relocated to 1011 Church Street, in the center of the growing black community. A five-room brick school was opened on the Church Street site in 1902, and a two-year high school was accredited (see Figure

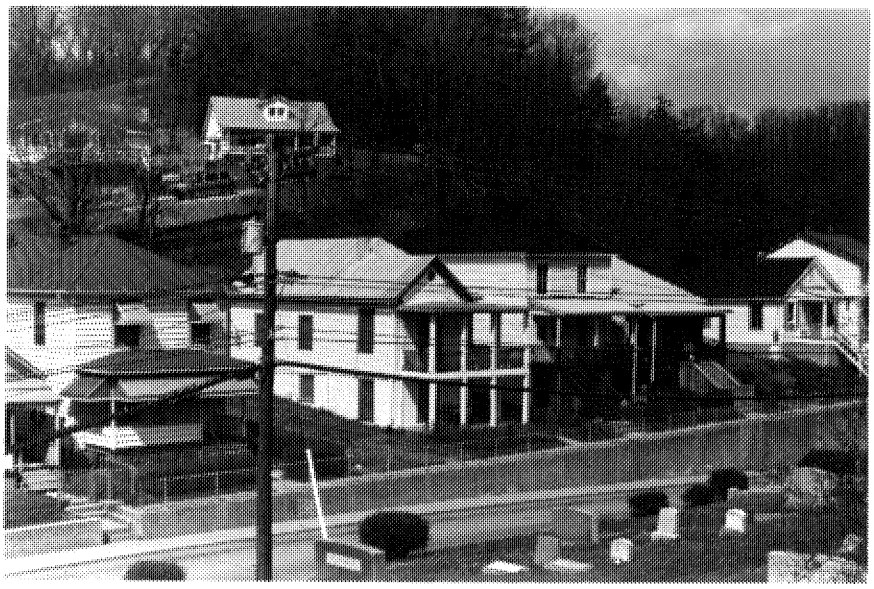


Figure V.P.2: African American Houses on Main Street.
Source: Mattson, Alexander and Associates, 1994.

Figure V.P.3: Edmund F. Scott House, 900 Church Street.
Source: Mattson, Alexander and Associates, 1994.

V.F.3.). In 1929, the larger, two story Jefferson School was built at the corner of Church and B streets (see Figure V.F.4.). Until the end of segregation it was a focus of black intellectual life in Clifton Forge.

SETTLEMENT PATTERNS THEME

Figure V.Q.1: City of Clifton Forge, Looking North from South of the Jackson River.
Source: Mattson, Alexander and Associates, 1994.

Q. Settlement Patterns

> The settlement patterns theme involves the analysis of different strategies available for the utilization of an area in response to subsistence, demographic, socio-political, and religious aspects of a cultural system.

Clifton Forge was born as a boom town along the C.&O. Railway. The C.&O. built Clifton Forge in the sense that without the railroad company there would have been no substantial city. Although actual urban development was left primarily to informed free enterprise, the railroad frequently controlled growth through the acquisition and sale of lands. The settlement patterns of Clifton Forge reflect the intense development related to the railroad that occurred along the flats of the Jackson River and up the steep hills to the north.

Although the prospects of phenomenal urban growth never materialized, the city grew steadily between the 1890s and early twentieth century. Along the river and the rail lines, the C.&O. built and then expanded its extensive car-shop facilities and terminal. Other small industries arose in a linear fashion along Smith Creek. Main Street ran parallel to the tracks, and the commercial core was oriented to the depot and the original grid of residential streets. Skilled railroad employees and their families dwelled in houses arranged cheek-by-jowl on the grid-iron configuration of streets that were platted by developers. Topography influenced where different status groups lived. The wealthy often selected sites on the crests of hills and along the high terraces. The working class tended to reside in the lower areas, near the Jackson River and the tracks, and beside creeks that cut through the hills. As was the pattern in the urban South by the turn of the century, African American families developed their own distinct community of houses, churches, schools, and businesses at the edge of the city. This basic pattern continues today.

1. Early National Period (1789-1830); Antebellum Period (1830-1860); Civil War (1860-1865)

Settlement around present-day Clifton Forge appears to have begun about 1825, when Henry Smith acquired the Jackson River tract from landowner Robert Gillespie. Smith established a small woolen mill and carpet and carding manufactories along Smith Creek, which flows north-south through the center of the city. These early industries prefigured the industrial land uses that later appeared along Smith Creek in the late nineteenth and early twentieth centuries (Corron 1989, 1-4).

Settlement remained sparse, however, until the C.&O. arrived in 1873, and subsequently moved its shops to the river flats. The original town (then known as Williamson) was concentrated along the narrow strip of land between the railroad tracks and the river. This section, which later became Jackson Street, contained a hotel and some modest dwellings

and stores primarily for railroad workers. As the city subsequently grew, the area degenerated into a saloon district referred to as the Bowery and was leveled by the mid-twentieth century (Kern and Pezzoni 1991).

2. Reconstruction and Growth (1865-1914)

The first plat of Clifton Forge appeared in 1888, four years after the town's incorporation. Located along the level terraces and flats above the river and along Smith Creek, this real estate consisted of all or portions of 26 blocks arranged in a grid of mostly north-south and east-west streets. The layout expedited the sale of lots: most blocks were uniformly divided into twelve 60 foot by 150 foot house parcels divided by east-west service alleys (Alleghany County Deed Book 14, Plat O). This neat arrangement of streets and lots at the core of the city was later known by residents as "Old Town," and remains essentially unchanged today (Figure V.Q.2.).

In 1890, the C.&O. consolidated its shops along the rail line one mile west of town. In short order, a mostly residential district known as West Clifton Forge was platted on the steep hillside directly north of the new rail yard. (The southwest section of the plat, on the opposite of the Jackson River, would later become the separate town of Selma.) The Chesapeake and Ohio Development Corporation, a subsidiary of the C.&O., controlled the development of West Clifton Forge as well as major portions of Clifton Forge. It laid out the western tract in the familiar grid-iron pattern and sold subdivisions to construction companies (Corron 1989, 48; Deed Book 12, pp. 273-274). The corporation imposed deed covenants to curtail land speculation and influence the quality of construction. The covenants designated both the minimum costs of house construction and target completion dates. They ensured that well-built housing, erected primarily for home owners, would be on the market within six months to one year of the deed transaction (Deed Book 11, pp. 500, 501-504).

The orchestrated development of West Clifton Forge was partially constrained by the steep topography. Write Kern and Pezzoni (1991), "Nearer the original town were the relatively level terraces along Smith Creek and the flat plateau above the town on its north side, both areas more suitable for domestic development." Nevertheless, construction progressed during the 1890s, and at the turn of the century West Clifton Forge was incorporated with a population of approximately 2,000.

The early development of both West Clifton Forge and Clifton Forge reflected the boom town atmosphere that followed railroad construction across the region in the late nineteenth century. Nearby Roanoke was a dramatic case in point. In 1881, it was a sleepy hamlet called Big Lick (population 400). With the coming of the railroad, by 1892 the new city (population 25,000) had earned the rank of fourth fastest growing metropolis in the United States (Ayers 1992, 58-62).

By 1890, land speculators around Clifton Forge envisioned similar astounding progress. The West Clifton Forge Construction and Loan Company, the Alleghany Construction

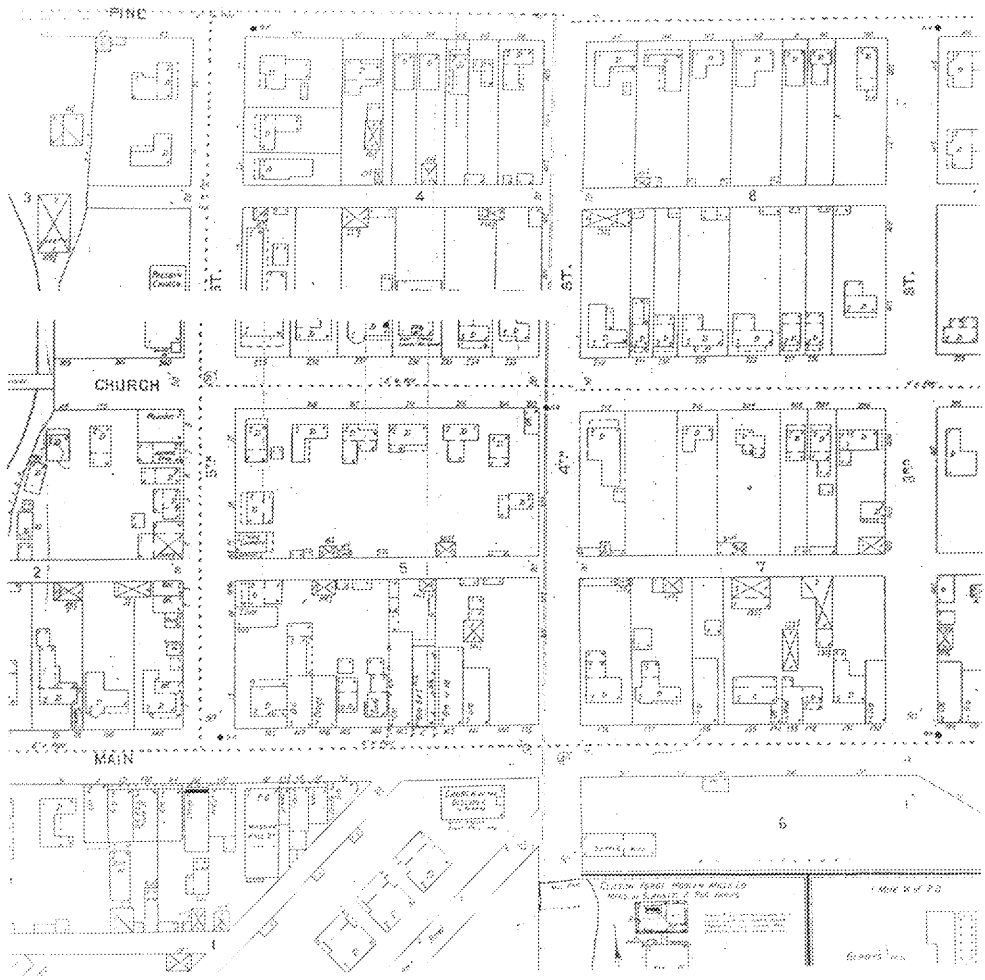


Figure V.Q.2: Detail of "Old Town" in Clifton Forge.
Source: Sanborn Map of Clifton Forge, 1927

Company, and the Clifton Forge Company were particularly aggressive agents, buying hundreds of lots and establishing subdivisions in both West Clifton Forge and on tracts adjacent to the original town plat. At the peak of speculation, the Clifton Forge Company, for example, had purchased the "Flats" west of Smith Creek, the "Heights" above the original town, and land as far east as Wilson Creek. In anticipation of quick sales and great profits, the company laid out extensive plats of right-angle streets and evenly subdivided blocks, with north-south avenues rising sharply up the steep terrain (e.g., Deed Book 11, pp. 501-504; Deed Book 25, p. 567-568).

In the spring of 1890, one observer of the wild speculation commented wryly:

> The hills for miles around were staked off into lots and dug up into streets. Beautiful maps were made showing "Ingleside Park" where the West Clifton School stood, "Linden Park" where Edmund Scott raised corn, "Fairmont Park" in Slaughter Pen Hollow. "Crystal Lake" and "Mirror Lake" were wet weather lakes; they dried up in the summer. Building sites went like hot cakes and new buildings appeared everywhere. Clifton Forge was to be the "Altoona of the South" (Corron 1989, 69).

The boom market collapsed by the end of the year, but the map of the city had been permanently changed. In 1906, Clifton Forge annexed its western neighbor and other adjacent sections, and as growth continued new construction increasingly occupied undeveloped lots and subdivisions elsewhere in the city (e.g. Deed Book 11, p. 509; Deed Book 12, p. 398; Sanborn Maps 1897, 1907, 1927; Corron 1989; 69, 93, 101).

The patterns of development at once reflected urban growth in the region, local topography, and the special status of Clifton Forge as a division point for the C.&O. The impressive C.&O. rail yard dominated the railroad corridor at the west end of the city. The central business district emerged near the passenger and freight stations along Main and Ridgeway streets. The white high school was built at a convenient, central site north of downtown, and the principal white churches were established along or near Church Street, at the periphery of the commercial core. Meanwhile, the African American churches and schools arose amidst the major black district at the eastern side of the city. Small industries and warehouses appeared primarily near Smith Creek, beside a railroad spurline that extended northward above Main and Church streets. By the 1910s, this corridor contained a foundry, a lumber yard and planing mill, feed-grain company, oil company, and electric light generating plant.

Residences built for the extensive, white middle class dominated Clifton Forge. Because of the employment opportunities provided by the C.&O., single-family dwellings for an assortment of skilled railroad inspectors, boilermakers, engineers, firemen, machinists, agents, conductors, and foremen characterized residential growth. The rugged landscape checked urban expansion, so houses for this socio-economic group, which also counted downtown clerks, bookkeepers, and shop owners, were often densely constructed on

subdivided 30-foot-wide lots. By 1910, groups of nearly uniform, two story, frame dwellings, inspired by the major early twentieth century architectural styles, filled blocks across the city (Figure V.Q.3.).

The topography, marked by steep slopes separated by creeks and gullies, influenced the social landscape in numerous ways. From the beginning of intensive growth, the wealthiest residents tended to select house sites atop the hills overlooking the town. Above Pine Street, a neighborhood informally known as the "Heights" boasted the handsome residences of well-to-do merchants, professionals, and railroad executives. Here, McCormick and Palace boulevards were particularly exclusive addresses. In West Clifton Forge, the north side of Alleghany Street was lined by many of the city's finest houses. This east-west street followed a high terrace, and residences along the elevated north side overlooked the railroad, river, and wooded hills to the south.

While the wealthy occupied the hilltops, working class families frequently lived in the low-lying and poorly drained areas near the railroad tracks and creeks. The Sanborn maps illustrate frame tenements, apartment houses, and smaller quarters along Dry Creek, Rose Run, and on adjacent streets such as sections of Roxbury, Brussels, and Ann streets. Although the principal African American district developed on the east side of the city, dwellings for black workers were also located near the tracks and creeks, sometimes adjacent to the homes of white laborers (Davies 1914; Sanborn Map of Clifton Forge 1897, 1902, 1907).

Geography may have shaped residential patterns, but members of different social classes were also dispersed throughout the city. Large fashionable dwellings were often constructed on larger corner lots, and middling houses with modest detail appeared on narrower parcels above Pine Street and along the south side of Alleghany Street, facing the homes of richer neighbors (see Figure V.C.4.). In addition, duplexes and other two story apartments for laborers were also distributed among the dwellings of the middle class.

3. World War I to World War II (1914-1945)

Several new patterns of settlement began to appear in the interwar years and accelerated after World War II. Automobile ownership, improved streets, and the extension of water and sewer lines all contributed to residential expansion to the northeast, around Linden Park. Moreover, new residential subdivisions were developed along the level terraces north and east of the corporate city limits, including the Fairview Heights subdivision. In the 1920s, the city established a public playground along Smith Creek north of Pine Street. The general area was devoted to civic buildings and memorials as well as playgrounds and ballfields and by 1941 included the Clifton Forge High School, Clifton Forge Armory, and a bridge commemorating World War I veterans. In 1945, the park was named Memorial Park. During the 1920s and 1930s, in concert with the state highway system, new bridges were erected over the Jackson River. Thus, automobile travel into and through the city

Figure V.Q.3: Railroad Worker Houses at 313-315 West Pine Street.
Source: Mattson, Alexander and Associates, 1994.

was markedly improved and sparked the formation of a small commercial strip at the west end of town.

ARCHITECTURE/LANDSCAPE ARCHITECTURE/ COMMUNITY PLANNING THEME

Figure V.R.1: Queen Anne Houses, 100 Block Alleghany Street.
Source: Mattson, Alexander and Associates, 1994.

R. Architecture/Planning/Landscape Design

The architecture/planning/landscape design theme explores the design values and practical arts of planning and constructing buildings, structures, landscapes, and towns. Property types include architectural landmarks, planned communities, and examples of landscape architecture.

The layout and architecture of Clifton Forge clearly reveal its role as a railroad town. The original 1878 plat of Clifton Forge followed a utilitarian grid plan of streets oriented to the railroad tracks. Later, developers extended the grid pattern as the city expanded in the late nineteenth and early twentieth centuries. Concurrently, traditional building forms were supplanted by new vernacular buildings that were expressions of national architectural trends. Today, the building stock of the city reflects these decades of prosperity associated with the railroad. The city is dominated by vernacular construction geared to the narrow lot and broad middle class. This architecture represents function as well as fashion--well suited to the skilled railroad workers and main-street entrepreneurs that streamed into the city and shaped its social, economic, and cultural fabric. However, increased wealth, the influence of talented local builders and out-of-town architects, advances in building technology, and the introduction of new design trends also contributed to the construction of significant works of architecture in the city. These historic resources include residences, churches, commercial facilities, and civic buildings.

1. Reconstruction and Growth (1865-1914)

Clifton Forge was planned as a railroad city. Its layout, architectural character, and pace of expansion were determined either directly or indirectly by decisions made by the C.&O. Railway. The city's original grid plan, which was oriented to the railroad tracks, was a practical rather than an aesthetic choice. The grid had a number of virtues for a prospective boom town. Most importantly, it was easy to lay out and describe on a map, and it was flexible. The original grid could be readily expanded and parcels on the uniform blocks could be conveniently and accurately subdivided. The grid plan made few allowances for topography, and such was the case in Clifton Forge. This has resulted in the steeply inclined boulevards, and the disjointed streets and odd connections where creeks and ravines cut through the city. As the city expanded, only a few roadways, such as Palace Boulevard and Roxbury Street, departed from the rigid grid and conformed to the terraces or waterways. Today, the street plan of the city is still largely defined by the grid system.

On the eve of the rapid railroad-related growth that occurred in the 1890s and early 1900s, the city was characterized by traditional and utilitarian architecture. A few local builders erected regional domestic forms such as I-houses; two-room, central-hall cottages; and double-pile, side-hall plan houses. Ornamentation usually consisted of vernacular Victorian millwork applied to porches and cornices. Representative examples

survive today mostly along Verge Street, south of the Jackson River, and along Church and Pine streets in the original town plat. The small commercial district in the young town consisted of vernacular frame stores and the frame McCurdy Hotel (built ca. 1880). Like the houses, stylistic treatment consisted of attached sawnwork embellishments (Kern and Pezzoni 1991).

With the subsequent expansion of the C.&O. rail yards and related development activities came a greater variety of popular architectural styles. Local builders and contractors as well as out-of-town architects played important roles. In the early 1890s, the city contained three major builders, Andrew Jackson Acord, E. R. Green, and Edward J. A. Fisher. By 1914, there were two material suppliers specializing in house construction and a total of six contractors and builders. Two other contractors, S. R. Wickline and Major Brother, specialized in concrete work. One local architect, Lee Persinger, was advertised in the 1914 city directory (Davies 1914). Based upon the city's architecture of this period, these builders erected primarily vernacular designs for the growing middle class. They relied heavily on woodwork manufactured at the local saw and planing mill, but also apparently employed brick and other prefabricated materials which they ordered from elsewhere and had delivered by rail (Kern and Pezzoni 1991).

The most stylish architecture of the 1890s was commissioned by the C.&O. In 1891, the company employed Cincinnati, Ohio, architect Alfred Elzner to erect the Gladys Inn. Elzner had gained recognition in the late nineteenth century for his handsome inns throughout the Valley of Virginia as well as the Homestead Hotel at Hot Springs, Virginia (Wells 1994). The Gladys Inn was a grand, frame Queen Anne facility with fashionable turrets and decorative half-timbering. The building was later remodeled into the C.&O. Hospital. In 1893, the C.&O. contributed to the building of the Railroad Y.M.C.A. on Ridgeway Street. The Y.M.C.A. was another exuberant Queen Anne structure, composed of asymmetrical massings, a corner tower, and a rich mix of decorative surface treatments, including wood shingles and half-timbering in the gables. The new construction downtown also included the W. W. Pendleton Building, inspired by plans and elevation drawings commissioned from Knoxville mail-order architect George F. Barber (Kern and Pezzoni 1991).

In the residential areas of the city, new houses of the 1890s often reflected more conservative tastes. Some of finest residences of this decade were vernacular T-shaped, two story, frame houses dressed with bay windows and fancy milled trim along broad porches and cornices. Noteworthy examples include the Robert S. Wiley House at 704 Main Street and the L. F. Alley House at 600 Pine Street (Figure V.R.2.).

During the early twentieth century, accomplished examples of the latest styles began to appear, reflecting the city's prosperity. In 1914, the C.&O. constructed an impressive three story Neo-Classical Revival hospital (no longer extant) on the site of the former hospital building in West Clifton Forge. The sophisticated design was conceived by C.&O. architect Ervin Niblet, who later was the Engineer of Building for the railroad (Wells 1994).

Figure V.R.2: L.F. Alley House, 600 Pine Street.
Source: Mattson, Alexander and Associates, 1994.

Also during this period, a growing list of local businessmen and other clients contracted with professional architects, whose practices extended from Richmond to New York City. In 1906, the First Christian Church commissioned New York City architect George Washington Kramer to design its new brick Gothic Revival building. In 1912 the Clifton Forge Baptist Church hired the Lynchburg firm of Heard & Caldwell to design its crenellated entry towers and Sunday school addition. Architect Brian Heard was a major designer of buildings throughout southern Virginia in this period. By World War I, Alfred Charles Bossom, who designed skyscrapers in the major southern metropolises as well as in New York City, had designed the Neo-Classical Revival First National Bank (Wells 1994).

The most active architectural firm in Clifton Forge in the first decades of the century was Frye & Chesterman. In the early twentieth century, this group developed an important architectural practice in Lynchburg and other western Virginia cities, including Clifton Forge and Roanoke (Chambers 1981, 317, 337, 357; Kern and Pezzoni 1991). In Clifton Forge, Frye & Chesterman is known to have designed the 1904 Carpenter & Boxley Office Building, the 1905 Alleghany Building, the 1905 Stonewall Masonic Opera House, the 1905 J. C. Carpenter & Company Building, the 1913 Virginia Western Power Company Building, and the 1907 Clifton Forge Presbyterian Church. These buildings are hallmarks of small-city revival architecture, distinguished by buff-colored brick veneers, raised quoining, and pressed-metal cornices with classical motifs (Kern and Pezzoni 1991).

Two other significant institutional buildings were built in Clifton Forge in this era. The 1910-1911 Clifton Forge City Hall is a two story, brick Neo-Classical Revival building dominated by a full-height pedimented portico. The 1910 post office building is an elegant red-brick Georgian Revival design designed by U.S. Treasury Department architect James Knox Taylor (Kern and Pezzoni 1991; Wells 1994).

The architectural sophistication of the city also extended into the upper-income residential areas. By the early 1900s, large Queen Anne houses occupied elevated sites in the Heights, along the 100 and 200 blocks of Alleghany Street, and on spacious corner lots elsewhere in the city, including the African American east side. These houses were tributes to the talents of local contractors as well as the availability of stock plans and milled ornamentation, perhaps ordered from such mail-order catalogs as George F. Barber's *Cottage Souvenir*. The row of turn-of-the-century frame houses that line terraced Alleghany Street epitomize the flamboyance of the earliest Queen Anne dwellings. They have a bold asymmetry and employ such hallmarks of the style as turrets and cutaway bays, patterned wood shingles, and a variety of spindles, sunbursts, pinwheels, and arches trimming the wraparound porches and gables. By the early 1900s, the fashionable Queen Anne houses often included Colonial Revival traits, such as classical porch columns and Palladian style windows in the pedimented gables. Such is the case of the E.C. Westerman House at 727 McCormick Boulevard.

By the 1910s, McCormick Boulevard also boasted two handsome examples of the Neo-Classical Revival style. Both Hill Crest (1911) and the W. K. Smith House (1910) typify the elite houses that graced the finest neighborhoods of every growing southern town in the early twentieth century. Located atop the exclusive boulevard, Hill Crest is a red-brick house that features a two story, colossal portico, a one story, wraparound porch, and cornices decorated with crisp classical motifs. Although the architect of Hill Crest has not been confirmed, Lynchburg architect H.C. Allen may have been responsible; in 1910, Allen undertook the design of the Neo-Classical W. K. Smith House one block south at 924 McCormick Boulevard (Wells 1994). Although slightly smaller in scale than Hill Crest, the Smith House is an imposing, symmetrical, brick residence with a broad central passage, pedimented side bays, an Ionic portico, and well-executed classical details.

2. World War I to World War II (1914-1945)

During the 1920s, the major individual architectural projects often involved schools and churches. Architect Clarence Hinnant of Roanoke and Lynchburg was commissioned by the city council to design the Clifton Forge High School (Wells 1994). Completed in 1928 for $127,000, this two story building reflects the emergence nationally of large schools as multi-use complexes, with gymnasiums, auditoriums, and other community spaces. Typical of Colonial Revival high school architecture of the era, the building features red brick walls trimmed with stone, ornamentation at the entry pavilion, and banks of tall windows designating classrooms.

The 1920s was also a decade for stylish church construction in the city. In addition to the Clifton Forge Presbyterian Church, the expanding congregations of major Baptist and Christian churches funded fashionable new brick sanctuaries or fellowship halls. The 1921 Main Street Baptist Church illustrates the abiding appeal of the Gothic Revival. This prominent African American church has a twin-towered composition ornamented with crenellated parapets, engraved stone embellishments, and colored-glass windows.

While residential construction in the interwar years largely consisted of stock plans inspired by the bungalow and Colonial Revival, distinguished works of domestic architecture appeared as well. In the 1920s, the popularity of boxy Colonial Revival dwellings was represented not only by rows of simple square designs for railroad workers, but also several large and elegant residences. Of note is the O. B. Harvey House at 735 McCormick Boulevard. This spacious hip-roofed brick residence blends Colonial Revival and Prairie-style influences, including broad eaves decorated with modillions and heavy square porch piers. The side entrance is purely classical, with a portico of slender columns capped by a Palladian window (Figure V.R.3.). At the west side of the city, at 42 Bath Street, an important local example of the Craftsman style was built in the 1920s. Known as Ridgely, probably because of its elevated location, it was designed for businessman and local philanthropist Ambrose P. Ford (Corron 1989, 129-130). The expansive T-shaped house is an eclectic mix of wood-shingled and stuccoed surfaces, exposed purlins under deep clipped-gable eaves, and touches of decorative half-timbering.

Figure V.R.3: O.B. Harvey House, 735 McCormick Boulevard.
Source: Mattson, Alexander and Associates, 1994.

The buildings of this period usually occupied available lots on the established grid system of streets; however, new directions in civic planning also influenced the locations of public architecture. The city leaders may have been inspired by the City Beautiful Movement when they set aside an area near the center of town as Memorial Park. The city devoted the park and its vicinity to civic uses, including the public playground, the white high school, and Memorial Bridge commemorating World War I veterans. In 1940 and 1941, the Clifton Forge Armory was sited next to the school and bridge. The area also attracted social clubs, such as the Clifton Forge Woman's Club, which in 1938 built its headquarters adjacent to this planned pubic space on Commercial Avenue.

TECHNOLOGY/ENGINEERING THEME

Figure V.S.1: Truss Bridge over the Jackson River, Chesapeake and Ohio Railway yards.
Source: Mattson, Alexander and Associates, 1994.

S. Technology/Engineering

This theme relates to the utilization of and evolutionary changes in material culture as a society adapts to its physical, biological, and cultural environments. Property types include bridges, dams, waterworks, and reservoirs.

The technological developments represented in Clifton Forge are primarily confined to the bridges and culverts needed to span the Jackson River and the numerous streams which empty into this waterway. The extant concrete bridges were built in the early twentieth century to replace earlier wooden spans. The truss railroad bridges were constructed by the C.&O. Railway to meet increased freight demands at the Clifton Forge rail yards.

1. Reconstruction and Growth (1865-1914); World War I to World War II (1914-1945)

The city of Clifton Forge stretches along the north bank of the Jackson River in a rugged, mountainous terrain. From the narrow strip of flat land on which the Chesapeake and Ohio Railway yards and the oldest sections of the town are located, the elevation rises sharply to the north. The city is punctuated by numerous feeder streams and ravines which begin in the northern upper reaches and run south to empty into the Jackson. Road construction, particularly east to west, has historically been expensive and difficult because of these conditions. Even short crossings usually required bridge and culvert construction. The numerous surviving bridges, viaducts, and culverts are largely built of reinforced concrete, and the widespread use of this inexpensive, plastic material after 1900 allowed for the wholesale replacement of earlier wooden structures.

Areas of the C.&O. Railway yards were built on fill along the Jackson River, and there are two truss railroad bridges within the yards that cross streams and sections of the river. The extant railroad truss bridges date to 1915 and the modernization campaign of the early 1920s. During this latter construction period, an unusually wide, steel, deck, plate girder bridge, measuring 329 feet wide, was erected to cross the Jackson River which, in effect, extended the yard to the west (*Railway Age* 9 February 1924, 365). The width of this mammoth bridge, which originally carried 23 tracks into the classification yard, precluded the use of through trusses. The bridge is extant, but located in the midst of the active yard, and thus is inaccessible.

Steel truss technology was well-established by the time the C.&O. began construction of the Clifton Forge rail yards. Although plate girder designs dominated rail bridge construction after 1890 for shorter spans, trusses continued to be the least expensive and most efficient method of erecting bridges more than 100 feet in length. From the plethora of trusses developed during the highly innovative mid-nineteenth century, the Pratt truss, and its variations, came to dominate railroad truss bridge building by the end of the nineteenth century. With its vertical compression members and diagonal braces, the Pratt gave the necessary rigidity for railroad loadings, while keeping the design simple and

construction costs to a minimum. By the 1920s, the primacy of the Pratt was challenged by the more economical Warren truss, which was comprised only of diagonal members. The Warren truss was used primarily for road and highway construction, which by the 1920s surpassed the railroads in bridge construction (Alexander, Chamberlain, Harper, and Martin 1991, 22).

Railroad bridge construction was undertaken by private railroad companies, rather than through public funding, as was the case for highway bridges. Because of the large-scale nature of railroad construction in the second half of the nineteenth century, the railroads often organized their own subsidiary bridge companies to undertake this critical aspect of construction. Between 1886 and 1888, Collis Huntington, first president of the C.&O., organized the Contracting and Building Company as well as other special bridge-building companies to complete the C.&O. line. The establishment of small, separate companies to perform specific functions secured extra dividends for investors, while keeping control within a small group. Perhaps most importantly, it also kept these subsidiaries free from any of the bankruptcy proceedings which commonly befell railroad companies. For the construction of the bridge over the Ohio River at Covington, Huntington had organized the Covington and Cincinnati Pier Bridge Company, later renamed the Covington and Cincinnati Railway Transfer and Bridge Company. For the New River bridge, a second company was formed, backed by New York interests (Turner 1986, 88).

In other cases, independent bridge companies capitalized on this vast market, and erected bridges for a number of railroad companies across the U.S. By the 1890s, large bridge building companies began to develop as automated processes and mass production techniques were applied to bridge fabrication. The economies of scale possible with automation, in turn, encouraged corporate consolidation. The American Bridge Company, formed in 1900, epitomized this consolidation movement. The company resulted from the merger of 30 large bridge companies and accounted for 50% of the American bridge building capacity (Alexander, Chamberlain, Harper, and Martin 1991, 21). At the turn of the century, the C.&O. contracted with the Edge Moor Bridge Company of Delaware and the Phoenix Bridge Company, both of which had national markets for their services. Eleven bridges in the C.&O. system were constructed with iron supplied by the Passaic Rolling Mill Company (Turner 1986, 102-103).

The Clifton Forge yards contains two extant truss bridges. One is a double Warren (with vertical bracing) through truss, carrying one track along the south side of the yard. The construction date of this bridge is not known although it seems likely that this structure was erected in the early 1920s during the restructuring of the yards. The second truss bridge is a Pratt, through truss, parallel to the U.S. Route 60 highway span at the western edge of the city. This structure was built in 1915 by the Virginia Bridge and Iron Company of Roanoke.

The extant highway and road bridges reflect the national construction campaigns of the early twentieth century when innovations in reinforced concrete simplified construction.

With the introduction of automotive travel, and its dramatic rise after World War I, vehicular road and bridge construction became imperative. In almost every state, highway commissions were formed to undertake and coordinate the creation of highway systems, projects which would have been largely unfeasible without the low-cost concrete.

Although unreinforced concrete began to be used in bridge building by the late 1870s, its use was largely confined to piers and abutments or small arch spans. In its unreinforced state, concrete can withstand great compressive force but has little tensile strength. This limitation prevented its use for wide crossings. Experimentation in systems of steel reinforcing began in the late nineteenth century and by the first decade of the twentieth, these systems were well-developed, which permitted an array of bridge designs suitable for a variety of locations. By World War I, the basic designs for the modern concrete arch, slab, and girder bridges were defined, and by 1920 all the major innovations in reinforced concrete bridge construction had occurred (Condit 1968, 252-253).

Reinforced concrete changed bridge technology dramatically, and the widespread proliferation of automotive travel supplied the demand for the new designs. Steel, both truss and girder, remained more economical or necessary from an engineering standpoint in some circumstances. However, by the 1920s reinforced concrete girder or flat slab spans (and their variations) became the most common method of bridging small to medium crossings. Flat slab construction was most economical for small spans, generally less than 30 feet in length, or where vertical clearance was minimal. Concrete girders (usually deck girders) were used for spans greater than 30 feet. Throughout the interwar years, innovations in slab and girder designs occurred which allowed for longer spans and future widenings. With the growth of the U.S. highway system and the gradual contraction of the rail infrastructure, the concrete girder surpassed the steel girder bridge as the most common bridge type in the U.S. (Condit 1968, 257).

Numerous small streams flowed from the higher northern elevations to the south where they emptied into the Jackson River. These streams were not confined to one area but rather crossed the town in a variety of locations. Development in Clifton Forge, which stretched east to west along the relatively flat, river bottomland, could not be confined to areas unbroken by waterways so from the earliest period of settlement, bridge construction was necessary. Smith Creek is one of the larger feeder streams in the town, and early industries were sited along this stream to take advantage of the water for power and processing. Because of its central location, there were a number of bridges positioned across Smith Creek as well as Dry Creek. Edward P. Fischer moved to Clifton Forge to construct the earlier bridges, which consisted of large trees felled across the creeks and covered with planks (Corron 1989, 53). By the 1890s, there was a wooden trestle bridge carrying Main Street across Smith Creek. Church Street and Pine Street had wooden trestles over the ravines along the creek banks but foot bridges over the stream (Sanborn Maps 1892, 1897). The Main Street plank bridge collapsed in 1899, and a $20,000 bond was passed to build steel girder bridges on the principal streets. By 1902, steel girder bridges, supported by brick piers, had been erected over Ridgeway Street, Main Street, and Church Street, the more heavily travelled streets in town. A stone arch bridge was

constructed to carry Ridgeway Street over Dry Creek, but the arch is no longer extant (Corron 1989, 88). By the early 1900s, there was also a covered bridge for vehicular traffic and a swinging foot bridge crossing the Jackson River to its south bank (Corron 1989, 106, 141).

After World War I, with the increasing dependence on automotive travel, the perfection of concrete bridge construction, and urban growth, the small to medium crossings in Clifton Forge were largely replaced with concrete construction (Corron 1989, 53). Bridge No. 1803, Main Street over Smith Creek, Bridge No. 8006, Lowell Avenue over Smith Creek, Bridge No. 8007, Vepco Alley over Smith Creek, and Bridge No. 1800, Ridgeway Street over Smith Creek, are all concrete deck girder spans, while Bridge No. 0002, Anne Street over Dry Creek is a small, concrete slab bridge. These bridges were built before 1927 with the exception of Bridge No. 1800, Ridgeway Street over Smith Creek, which was rebuilt in 1967. Numerous culverts were also built in the 1920s (Sanborn Map 1927).

The monumental restructuring of the Clifton Forge rail yard in the early 1920s necessitated the construction, not only of new rail bridges, but also of the U.S. Route 60 vehicular bridge over the Jackson River. Built in 1923, this bridge replaced an earlier structure located farther to the south *(Railway Age* 9 February 1924, 367) . Unlike the more common girder and slab spans, the U.S. Route 60 Bridge was constructed as a reinforced concrete, open spandrel, arch bridge. The open spandrel design reduced the dead loads on the arch, and the lighter construction was made possible by the systems of scientific reinforcing developed in the early twentieth century. Rather than mimicking the massive masonry arches, concrete arch design became more minimal even as it was adapted to longer crossings (Condit 1968, 251).

The interwar years were a period of refinement in concrete bridge technology, which permitted the construction of monumental structures in concrete. However, steel girder spans, like concrete girders, formed the vast majority of American bridge construction. Developed for railroad traffic, the steel, or iron, girder has been used continuously since the 1840s. An important twentieth century innovation in steel girder construction was the development of scientifically-based welding, which was introduced by the Westinghouse Company for bridge design in 1928. The welded seams allowed for stronger connections and thus permitted the construction of longer spans (Condit 1968, 226). Built in 1937, the U.S. Route 220 Bridge over Jackson River, an approximately 800 foot long, steel, deck girder bridge, with concrete piers and abutments, illustrates the new possibilities of steel and reinforced concrete technology (Figure V.S.2.). Constructed over both the Clifton Forge Rail Yard and the Jackson River, the bridge was erected only after a protracted political struggle among the municipality, the C.&O., and the state. This structure replaced a narrow, covered bridge which ended at the rail yard. The U.S. Route 220 bridge dramatically illustrates the demands that high volume automotive traffic placed on existing structures.

Figure V.S.2: U.S. Route 220 Bridge Over the Jackson River.
Source: Mattson, Alexander and Associates, 1994.

VI. RESEARCH DESIGN

A. Objectives

The purpose of a historic resource survey is to provide the baseline data for developing a comprehensive historic preservation plan. Specific survey goals thus need to be coordinated with other types of planning, such as local zoning, local, state, and federal public works, and private development. In order to undertake a survey useful to the City of Clifton Forge, goals and priorities were set in an initial planning meeting among the consultants, officials of the City of Clifton Forge, and V.D.H.R.

The goals of this project were: 1) to conduct a reconnaissance-level architectural survey, according to V.D.H.R. standards and guidelines, of resources distributed throughout Clifton Forge, with representatives of different resource and thematic types; 2) to prepare oral and written presentations of survey findings, including a written report containing the eighteen V.D.H.R. historical contexts; 3) to provide the preliminary architectural and historical data and parameters for expanding the boundaries of the National Register historic district; and 4) to prepare an educational slide presentation, based on the survey findings, which could be used for civic and school groups.

B. Survey Methodology

This reconnaissance-level survey included the following components.

1. Historical and Archival Research

Prior to field work, Mattson, Alexander and Associates examined previous surveys, National Register nominations, and environmental impact statements conducted in the study area, using the files of V.D.H.R. In addition, the consultants conducted historical and archival research on the history of Clifton Forge. These repositories included: the Virginia State Library and Archives in Richmond; the Clifton Forge Public Library; the Chesapeake and Ohio Historical Society; the National Trust for Historic Preservation, Main Street Program Office in Clifton Forge, the Clifton Forge Department of Public Works; Clifton Forge public records; and the Alleghany County Courthouse.

A variety of research sources were used throughout this project. They included:

a. Deeds and Plat Maps, Census Data

The grantor and grantee indices and selected deeds of the Alleghany County Courthouse were useful, particularly for the period from the 1880s to World War I, when most of Clifton Forge was developed in conjunction with the Chesapeake and Ohio Railroad Yards. In addition, there were numerous plat maps contained within the deeds. These plats

from the 1880s through the early twentieth century were helpful. Census data was examined to illuminate settlement patterns.

b. Sanborn Fire Insurance Company Maps

The Virginia State Library and Archives contains a complete series, on microfilm, of Sanborn Fire Insurance Company maps for Clifton Forge, dating from 1891 to 1949. Copies of these were supplemented by the loan of an original 1927 Sanborn map from the Clifton Forge Public Works Department.

c. City Directories

City directories were available for the years 1914 to the present. Directories provided general information on commercial and industrial development and were especially useful in correlating homeowners and addresses.

d. Engineering Plans, Historic Photographs

The Chesapeake and Ohio Historical Society contains a wealth of archival material pertaining not only to the rail yards, but also to the development of the city. In addition, the historical society has a library with sources on general railroad history, industrial and mining development in western Virginia, as well as period railroad journals.

These sources provided nineteenth century maps of the general area, plans of the rail shops and yards, numerous engineering drawings for the rail-related buildings from the 1880s to the present, and historic photographs of the yards and the city.

The National Trust for Historic Preservation, Main Street Program Office contains a good collection of historic photographs of the central business district, and these were examined.

e. General Histories

There is no comprehensive, current history of the city, but several local histories were consulted. Specific historical publications, such as school and church histories, were also useful.

V.D.H.R. contains the files for a limited survey of approximately 20 buildings in Clifton Forge. These survey files were examined, as was the nomination for the Clifton Forge Commercial Historic District, which was listed on the National Register of Historic Places

in 1992. Several limited environmental compliance reports were also used although none of these projects pertained specifically to Clifton Forge.

2. Field Work Methodology

An initial meeting was held in Clifton Forge to discuss survey priorities, goals, and boundaries. In attendance were David Edwards of V.D.H.R.; Leslie Giles of the Roanoke Regional Preservation Office; Stephen Carter of the City of Clifton Forge; Brandon Nicely of the Clifton Forge Public Works Department; and Richard Mattson and Frances Alexander of Mattson, Alexander and Associates.

During this meeting, it was agreed that one goal was to test the possibility of expanding the boundaries of the National Register historic district and determining preliminary boundaries of such an expanded district. In order to accomplish this goal, it was decided that the survey should cover, although not comprehensively, all areas of the city and include representatives of all resource types. The field work thus included samples of all house types, all remaining industrial sites, the former Chesapeake and Ohio Rail Yards, any commercial building not found in the National Register nomination, all institutional buildings, and all bridges more than 50 years in age.

Field work began on 23 February 1994 and was completed on 11 June 1994. Richard Mattson and Frances Alexander conducted the field work. The selected resources were recorded and photographed. Sanborn maps were used for site maps.

3. Data Entry

The survey data was entered into the I.P.S. data base, which prints the data onto V.D.H.R. Reconnaissance-Level Survey Forms.

4. Written Presentation of Findings

A written survey report, detailing the findings of the survey, evaluations of the resources, and recommendations for intensive-level investigation, was prepared. This survey report also contained the historical overview and the V.D.H.R. eighteen thematic historic contexts.

C. Expected Results

Based upon a preliminary drive of the city, it was expected that the boundaries of the current commercial historic district could indeed be expanded to encompass more of the city and a variety of resource types. Because this was a reconnaissance-level survey, it was anticipated that both a more comprehensive survey and an intensive-level investigation would be warranted.

VII. SURVEY FINDINGS

A. Architectural Overview of Clifton Forge

The City of Clifton Forge occupies an approximately 102 block area, located primarily on the north bank of the Jackson River in Alleghany County. The boundaries of this survey conform to the corporate limits of the city except on the east side. The eastern border of the survey is marked by the Booker T. Washington Park, the original city limits in 1907. The neighborhood east of the park was annexed in the 1950s, and this area has been excluded from this survey. This project included the residential areas on the south bank of the Jackson River which are located within the city limits. However, the project excluded the central business district of Clifton Forge, which has already been listed on the National Register of Historic Places (see Map B).

Clifton Forge is a late nineteenth century, railroad town, and the city continues to reflect the platting and architecture common to such towns. Despite the rugged terrain, the city followed the conservative grid plan, which was the simplest means of surveying and dividing land for settlement. The Chesapeake and Ohio Railway shops and yards occupy the river flats as well as later fill along the river. The yards are stretched east to west along the river, and the early street grids were oriented to the railroad tracks. Later development extended the grid north, east, and west often resulting in steeply sloping avenues and odd junctions at stream crossings. Only a few roads, such as Roxbury Street and Palace Boulevard, took their orientation from topographical features.

The earliest development in the town hovered along the rail line in the flats. Here houses, hotels, and small commercial enterprises were built in proximity to each other. These older structures have been largely demolished, and during the prosperous years of the early twentieth century, new commercial and governmental construction clustered in the flats, primarily along Ridgeway Street and Main Street. Residential construction fill the streets which rise north of the central business district. The wealthy built homes along McCormick Boulevard and Alleghany Street in West Clifton Forge. Because of segregationist housing policies, an African American district arose on the east side of town along Church and Main streets. Deep ravines were left undeveloped, and Smith Creek, which bisects the city, was the favored location for the few industries. Clifton Forge continues to reflect these geographical patterns of development.

Because of the presence of the C.&O. Railway, Clifton Forge developed as a city of skilled railroad employees. The domestic architecture of the town illustrates this generally broad economic uniformity, and the unusually intact nature of the town is testament to the stability of what was essentially a company town. Because of spatial constraints, the residential areas of Clifton Forge have generally narrow lots so development is dense. Traditional house forms, such as I-houses and two room, central hall cottages, are represented, but most dwellings are vernacular interpretations of nationally popular styles and plans. Versions of the Queen Anne and Colonial Revival styles and bungalows are all common, although expressed in various forms and materials. McCormick Boulevard and

Alleghany Street, in particular, are comprised of more sophisticated examples of these same national trends.

The commercial district, most of which is located in the National Register historic district, dates primarily to the early twentieth century. The low-scale, brick and stone storefronts with restrained detailing typify small town business districts of the period. Architectural distinction is found among the churches of Clifton Forge, many of which were sophisticated, architect-designed examples of national revival styles. Industrial development was limited in Clifton Forge because, in part, of the predominance of the C.&O. A few industrial properties survive along Smith Creek, and these are generally small, brick structures or sites containing multiple buildings of frame construction. The Chesapeake and Ohio Railway yards contain numerous impressive structures associated with its terminal and shops complex. The shops complex, with its steel truss framing and brick exteriors, is more intact than some of the areas of the yards associated with freight classification.

B. Survey Reports

As part of the requirements for this survey, the survey data was entered into the Integrated Preservation Software (I.P.S.) database. One of the benefits of the database is the ability to tabulate reports detailing specific findings of the survey and grouping these findings by certain categories. Individual reports were prepared for such characteristics as style, condition, and function of resources. These reports are found in Appendices C through F.

Appendix C contains a list of the surveyed properties in Clifton Forge arranged in numerical order by V.D.H.R. survey number. Information includes V.D.H.R. survey number, name of property, and the U.S.G.S. quadrangle map on which the property is located.

Appendix D contains a list of surveyed resources in Clifton Forge indexed according to architectural style and arranged alphabetically by the name of the property. This list provides V.D.H.R. survey numbers, property names, dates of construction, architectural styles, and wuzit types.

Appendix E contains a list of surveyed properties in Clifton Forge indexed according to wuzit type. This index is arranged by V.D.H.R. survey number and also lists the property name.

Appendix F contains a frequency report on the architectural types represented by the surveyed resources in Clifton Forge.

VII. EVALUATIONS

A. Criteria

The National Register of Historic Places has four criteria for eligibility, three of which are relevant to Clifton Forge. These criteria are explained and defined in Appendix A.

Properties considered eligible for the National Register under Criterion A reflect broad patterns of American history or specific significant historical events. Most of the historic resources in the survey area of Clifton Forge would contribute to a historic district significant under Criterion A. The unusually intact nature of the town with preserved residential, commercial, institutional, and rail-related structures from the late nineteenth and early twentieth centuries reflect the boom town status of Clifton Forge at the time the Chesapeake and Ohio Railway established a major terminal, shops complex, and classification yard at Clifton Forge in 1890.

Properties associated with historically important persons are eligible under Criterion B. This survey was conducted on the reconnaissance level, and in-depth research was not conducted on each property. Undoubtedly, there are properties associated with locally significant individuals, and these persons will become evident with more research.

Criterion C covers those resources significant for architecture, engineering, or technology. A property eligible under Criterion C may be eligible as the work of a master architect or because it typifies a distinctive building type or style. There are a number of buildings and structures which may be eligible under Criterion C. The distinctive home, Hill Crest, the C.&O. Railway shops complex, the Clifton Forge Baptist Church, and the apartment row, known as the Stalls, illustrate the wide-ranging resources in Clifton Forge eligible under Criterion C. Furthermore, this collection of architectural resources would contribute to the eligibility of the historic district under Criterion C.

B. Integrity

Integrity is the ability of the property to demonstrate its significance. In order to be listed on the National Register of Historic Places, a property must not only meet at least one of the criteria, but must also retain those physical characteristics which demonstrate the areas of significance. The National Register criteria outline seven qualities by which to judge whether a property retains its integrity. These qualities are: location, design, setting, materials, workmanship, feeling, and association. These aspects are included in the evaluation process for all surveyed properties.

The process for evaluating integrity include: defining the historically important physical characteristics of the resource; determining whether these important qualities are present, and determining which aspects of integrity are essential for the property to be eligible for the National Register. In cases where a number of similar properties are being surveyed, assessments of integrity may be comparative. For instance, if a resource is a rare surviving

example of a property type, an evaluation of integrity may not be as stringent as it would be for resource types which are still numerous. The applicable criteria may also be used in evaluations of integrity. A resource found to be eligible under Criterion C will generally need to possess a higher level of integrity than one which has historical significance under Criteria A and B.

The Clifton Forge survey was selective, rather than comprehensive. In determining the 200 properties to be surveyed, preliminary judgements were made in the field as to whether a property retained integrity. Thus, this survey population retains a high degree of integrity, as does the city as a whole. There is little deterioration, and although some properties have been altered, few have been so modified that they would no longer contribute to an expanded historic district. There is remarkably little modern intrusion, and the city continues to reflect the original scale, topography, street patterns, and architectural character of its period of significance.

Because this project was a reconnaissance-level survey, further intensive-level investigations would be needed to fully evaluate the integrity of the individual properties which would comprise a historic district. Historic districts are considered to retain integrity when the majority of the constituent resources, which define the collective character, retain their integrity. The character of a historic district is usually defined by such features as building height, geographical distribution and arrangement, materials, scale, and treatment. Integrity becomes a key way of defining the boundaries of a historic district.

C. Survey Findings

The purpose of this reconnaissance-level survey was to evaluate the merits of expanding the boundaries of the existing National Register historic district to encompass more of the city. At present, the National Register historic district is limited to the central business district of Clifton Forge. An expanded district would more fully illustrate the historical development of the city by including a broader range of resource types, different geographical areas, and various land use patterns.

No properties were evaluated on the intensive level, and thus no evaluations of eligibility were made for specific resources. However, it is recommended that such intensive-level investigations be undertaken. Clifton Forge forms a cohesive historic district with no large areas of non-contributing resources except along the borders of the corporate limits. These areas could easily be excluded from the historic district. Specifically, the northern reaches of the Heights, which was largely developed in the post-World War II era, and the areas east of Booker T. Washington Park would lie outside district boundaries.

It is recommended that the proposed Clifton Forge Historic District include portions of the city on the south bank of the Jackson River, the C.&O. Railway yards, the residential areas of what was originally West Clifton Forge, the residential neighborhoods north and northwest of the central business district, the African American neighborhoods on the west

side of the Booker T. Washington Park, and the few remaining industrial properties along Smith Creek. The following provides a statement of significance and preliminary boundaries for the proposed expanded historic district in Clifton Forge.

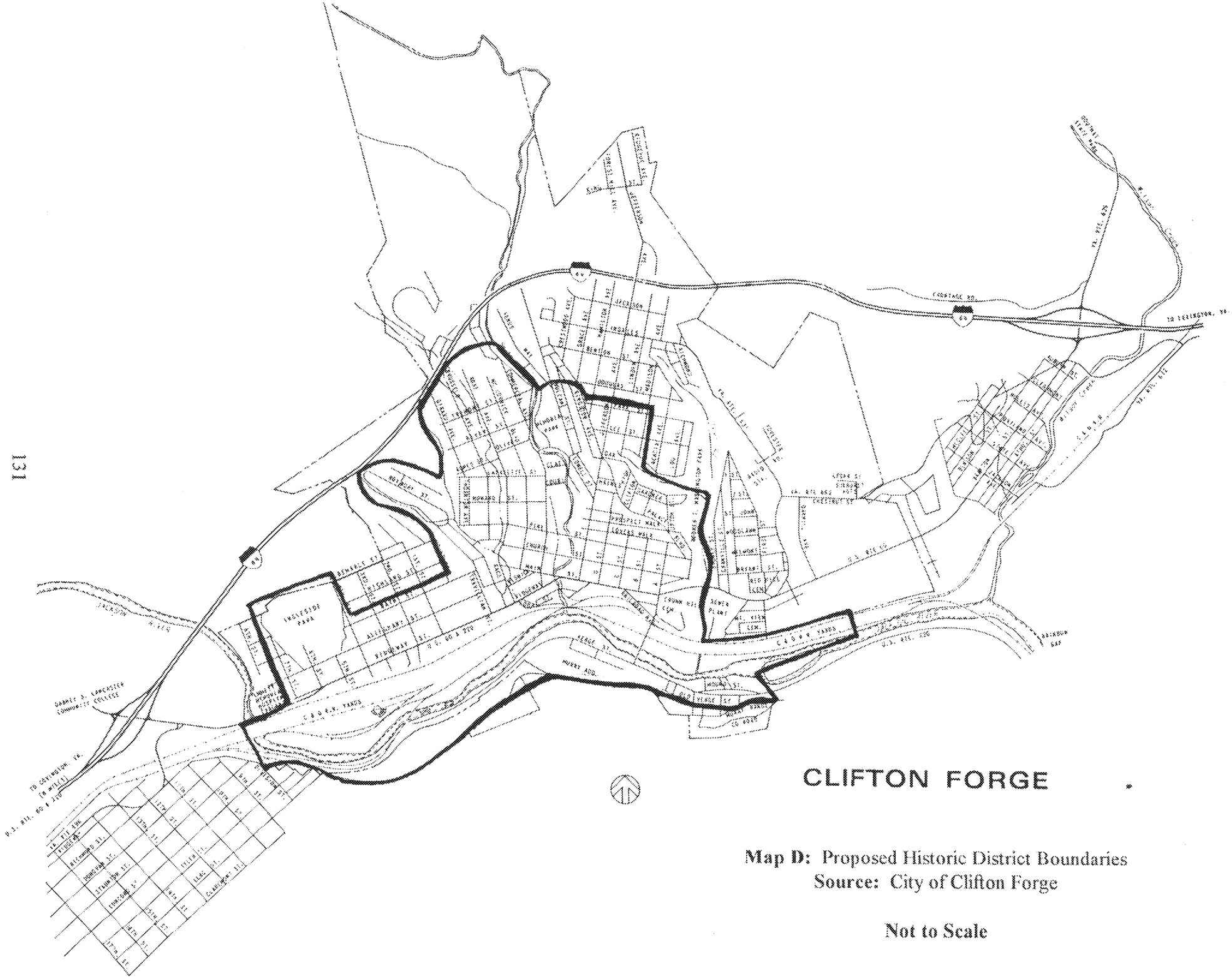
Clifton Forge Historic District

1. Boundaries

The proposed boundaries for the Clifton Forge Historic District are shown on Map D. The southern boundary of the historic district would follow the city limits on the south bank of the Jackson River to Verge Street. From Verge Street, the district would extend east along the corporate boundary of the city to include the eastern end of the C.&O. Railway yards before turning west to Crown Hill Cemetery. From the cemetery, the boundary would head north along Hazel Run through Booker T. Washington Park. The historic district border would turn northwest from the park, following a creek to Madison Avenue. At Madison, the boundary would turn north to Park Street, which would form the northern limit of the district east of Smith Creek. The district would extend north along the creek almost to Interstate 64, at which point the boundary would head southwest to encompass the Roxbury subdivision. In the area once known as West Clifton Forge, the boundary would trace the north side of Bath Street, only turning north to incorporate Ingleside Park. From the park, the boundary would be drawn along the west side of Seventh Street, excluding the modern hospital, to Ridgeway Street. The boundary would follow Ridgeway Street west to include the U.S. Route 60 Bridge and the railroad truss bridge, both of which are located at the western corporate limits of Clifton Forge.

2. Statement of Significance

The Clifton Forge Historic District is significant under Criteria A and C with resources eligible in the areas of domestic and religious architecture, transportation, ethnicity/immigration, industry, engineering, and planning/community development. Resources within the district date from circa 1890, representing the earliest surviving construction in the city of Clifton Forge, to the present. Houses within the district represent a number of domestic types and are primarily vernacular in character. There is a collection of architect-designed buildings as well, which illustrates the work of well-known architectural firms, such as Frye and Chesterman, Heard and Caldwell, and George Washington Kramer. There are several churches in the district which are important examples of early twentieth century architecture, and two are associated with the African American community. Clifton Forge has a substantial and distinct African American neighborhood with a variety of resource types, and these are represented within the historic district. Clifton Forge owes its existence and character to the establishment of rail yards and terminal facilities by the C.&O Railway in 1890. The importance of the C.&O. to the town cannot be overestimated, and the rail yards are found within the boundaries of the district. The district also includes industrial and utilities sites, which are located along Smith Creek and a spurline of the C.&O., as well as a number of historic bridges of



Map D: Proposed Historic District Boundaries
Source: City of Clifton Forge

Not to Scale

various types built over the Jackson River and streams for railroad and vehicular crossing. The district as a whole illustrates well the topographical constraints of town planning and development in this mountainous region and the predilection for grid street patterns.

The Clifton Forge Historic District maintains a unusually high degree of integrity and cohesion. While there has been modifications to some individual buildings and some post-World War II construction, the district has no areas which could be viewed as modern intrusions. The importance of Clifton Forge lies not in the preponderance of individually distinctive buildings, but in the collection of largely vernacular properties dating from the late nineteenth and early twentieth centuries. Clifton Forge maintains the scale, lay-out, and feeling of a turn-of-the-century railroad town.

XII. RECOMMENDATIONS

A. Recommendations for National Register Eligibility

This survey of Clifton Forge was conducted on the reconnaissance level, and thus, no evaluations of eligibility for listing on the National Register of Historic Places were made. The purpose of this project was to assess generally the merits of a more intensive-level survey as the basis for extending the current historic district boundaries.

B. Recommendations for Further Study

Clifton Forge represents an unusually undisturbed railroad town of the late nineteenth and early twentieth centuries. Almost all the buildings date from the coming of the C.&O. Railway in 1890. As a reconnaissance survey, the level of research necessary for determining eligibility, the firm delineation of boundaries for an extended historic district, and the determination of contributing and non-contributing resources were not prepared. In addition, the interiors of properties were not examined so final assessment of integrity could not be made.

However, from this selected survey, it appears that Clifton Forge does indeed warrant further study in order to extend the boundaries of the current historic district. In order to nominate such an expanded district, a more complete and intensive-level survey of the resources located within the proposed historic district boundaries would need to be conducted. The boundaries would perhaps need adjusting, and each property within the proposed district would need to be evaluated as contributing or non-contributing to the district.

C. Preservation Organizations, Neighborhood Associations, and Historical Societies

Clifton Forge has expressed great interest in historic preservation activities and the prospect of expanding its National Register historic district. However, there are few formal organizations within the city to coordinate such activities. Clifton Forge is designated as a National Trust for Historic Preservation Main Street town, and the program office could provide valuable assistance. In addition, there are a number of important local contacts, which are listed below.

Main Street Program Office
Ed Smyth, Program Director
Main Street
Clifton Forge, Virginia 24422

Chesapeake and Ohio Historical Society
Philip A. Shuster, Executive Director
P.O. Box 78
Clifton Forge, Virginia 24422
(804) 862-2210

Clifton Forge Public Library
Michael Armstrong, Director
Church Street
Clifton Forge, Virginia 24422

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APPENDICES

APPENDIX A: National Register Criteria for Evaluation

Criterion A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Properties that are associated with the lives of person significant to our past.

Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations (Exceptions)

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B. a building or structure removed from its original location but which is significant primarily for architectural value or which is the surviving structure most importantly associated with a historic person or event; or

C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or

D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from distinctive design features, or from association with historic events; or

E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same association has survived; or

F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. a property achieving significance within the past 50 years if it is of exceptional importance.

APPENDIX B: Properties in the Clifton Forge Commercial Historic District

Clifton Forge Grocery Company Building
512 Church Street

Clifton Forge Post Office
Corner of Church and Commercial streets

J.C. Carpenter and Company Building
314 Commercial Avenue

E.A. Snead Furniture Company Building
500 Main Street

Carpenter, Moody and Company Building
504 Main Street

Building
508 Main Street

Stonewall Masonic Opera House
510 Main Street

First National Bank of Clifton Forge
511 Main Street

Building
512 Main Street

Farrar Building
525 Main Street

Building
527-529 Main Street

Building
528 Main Street

Building
530 Main Street

Building
531-533 Main Street

Building
532-538 Main Street

Building
535 Main Street

Building
537 Main Street

Mountain National Bank
540 Main Street

Clifton Forge City Hall
549 Main Street

Service Station
600 Main Street

Pure Oil Company Service Station
603 Main Street

Building
606 Main Street

Building
610 Main Street

Building
612 Main Street

Building
614-618 Main Street

Building
620-622 Main Street

Clifton Forge C.&O. Railway
Freight Depot
700 Block of Main Street

Buildings
700 Main Street

Robert S. Wiley House
704 Main Street

Hawkins Brothers Store
708 Main Street

Clifton Forge Ice and Bottling
Works Building
720 Main Street

James A. Ford Store
800 Main Street

Building
804 Main Street

House
808 Main Street

Building
812-816 Main Street

Chesapeake and Ohio Railway
Office Building
300 Block of East Ridgeway Street

Clifton Forge Chamber of
Commerce Building
300 Block of East Ridgeway Street

W.W. Pendleton Building
312 East Ridgeway Street

Building
400 East Ridgeway Street

Produce Stand
404 East Ridgeway Street

Building
406 East Ridgeway Street

Building
408 East Ridgeway Street

Building
410 East Ridgeway Street

Building
411-413 East Ridgeway Street

Building
412 East Ridgeway Street

Building
414 East Ridgeway Street

Building
415 East Ridgeway Street

Building
416 East Ridgeway Street

Building
417 East Ridgeway Street

Ridge Theatre
418 East Ridgeway Street

Building
419 East Ridgeway Street

Building
420 East Ridgeway Street

Building
421 East Ridgeway Street

Building
422 East Ridgeway Street

Building
423-425 East Ridgeway Street

Building
424 East Ridgeway Street

Building
426 East Ridgeway Street

Building
427-429 East Ridgeway Street

Building
428-430 East Ridgeway Street

Building
431 East Ridgeway Street

Building
431B East Ridgeway Street

Building
432 East Ridgeway Street

Building
433 East Ridgeway Street

Building
434 East Ridgeway Street

Building
435 East Ridgeway Street

Building
436-438 East Ridgeway Street

Building
437-439 East Ridgeway Street

(Former) Clifton Forge National Bank
441 East Ridgeway Street

Bridge Pharmacy Building
501 East Ridgeway Street

Building
503 East Ridgeway Street

Alleghany Building
505-511 East Ridgeway Street

A.O. Surber Building
515-521 East Ridgeway Street

APPENDIX C: Clifton Forge Basic Inventory by V.D.H.R. Number

VDHR ID	PROPERTY NAME	USGS QUAD MAP
105-0042-000	Hill Crest	CLIFTON FORGE
105-0043-000	Overstreet (W.B.) House	CLIFTON FORGE
105-0044-000	Revercomb (C.W.) House	CLIFTON FORGE
105-0045-000	Goodwin (J.B.) House	CLIFTON FORGE
105-0046-000	Thacker (J.E.) House	CLIFTON FORGE
105-0047-000	Hatch (J.W.) House	CLIFTON FORGE
105-0048-000	Harvey (O.B.) House	CLIFTON FORGE
105-0049-000	House, 803 McCormick Boulevard	CLIFTON FORGE
105-0050-000	Sachs (S.M.) House	CLIFTON FORGE
105-0051-000	Thomas (B.H.) House	CLIFTON FORGE
105-0052-000	Kraft (W.E.) House	CLIFTON FORGE
105-0053-000	Clifton Forge Baptist Church	CLIFTON FORGE
105-0054-000	Apartment Building, 405-407 Pine Street	CLIFTON FORGE
105-0055-000	Johnson (R.R.) House	CLIFTON FORGE
105-0056-000	First Christian Church	CLIFTON FORGE
105-0057-000	House, 520 Tremont Street	CLIFTON FORGE
105-0058-000	Slough (J.W.) House	CLIFTON FORGE
105-0059-000	Woodward (H.E.) House	CLIFTON FORGE
105-0060-000	Warmsley (J.H.) House	CLIFTON FORGE
105-0061-000	Hamilton (W.C.) House	CLIFTON FORGE
105-0062-000	Hayslett (C.A.) House	CLIFTON FORGE
105-0063-000	Graves (J.B.) House	CLIFTON FORGE
105-0064-000	King (F.W.) House	CLIFTON FORGE
105-0065-000	Payne (Ira J.) House	CLIFTON FORGE
105-0066-000	Moseley (E.W.) House	CLIFTON FORGE
105-0067-000	Clifton Forge Armory	CLIFTON FORGE
105-0068-000	Clifton Forge High School	CLIFTON FORGE
105-0069-00	Andrews (W.F.) House	CLIFTON FORGE
105-0070-000	Clifton Forge Light and Gas Company	CLIFTON FORGE
105-0071-000	Auto Garage, Pine Street	CLIFTON FORGE
105-0072-000	House, 1020 Sioux Street	CLIFTON FORGE
105-0073-000	Foster (Floyd) House	CLIFTON FORGE
105-0074-000	Apartment Building, 600 Rose Avenue	CLIFTON FORGE
105-0075-000	House, 200 Church Street	CLIFTON FORGE
105-0076-000	House, 120 Church Street	CLIFTON FORGE
105-0077-000	House, 512 Thornton Avenue	CLIFTON FORGE
105-0078-000	House, 800 Brussels Avenue	CLIFTON FORGE
105-0079-000	Mitchell (E.H.) House	CLIFTON FORGE

105-0080-000	House, 717 Alleghany Street	CLIFTON FORGE
105-0081-000	Mathews (W.G.) House	CLIFTON FORGE
105-0082-000	House, 305 Bath Street	CLIFTON FORGE
105-0083-000	House, 113 Bath Street	CLIFTON FORGE
105-0084-000	Ridgely	CLIFTON FORGE
105-0085-000	Lewis (M.B.) House	CLIFTON FORGE
105-0086-000	Smith (J.S.) House	CLIFTON FORGE
105-0087-000	James (R.G.) House	CLIFTON FORGE
105-0088-000	Edmond (Dr. C.E.) House	CLIFTON FORGE
105-0089-000	House, 110 Ridgeway Street	CLIFTON FORGE
105-0090-000	House, 108 Ridgeway Street	CLIFTON FORGE
105-0091-000	Dean (E.M.) House	CLIFTON FORGE
105-0092-000	Walton (H.J.) House	CLIFTON FORGE
105-0093-000	House, 832 Brussels Avenue	CLIFTON FORGE
105-0094-000	House, 804 Rose Avenue	CLIFTON FORGE
105-0095-000	House, 113 Seventh Street	CLIFTON FORGE
105-0096-000	U.S. Route 220 Bridge	CLIFTON FORGE
105-0097-000	House, 401 Church Street	CLIFTON FORGE
105-0098-000	House, 508 McCormick Boulevard	CLIFTON FORGE
105-0099-000	House, 1040 McCormick Boulevard	CLIFTON FORGE
105-0100-000	House, 1002 McCormick Boulevard	CLIFTON FORGE
105-0101-000	Smith (W.G.) House	CLIFTON FORGE
105-0102-000	St. Andrew's Episcopal Church	CLIFTON FORGE
105-0103-000	Cagle (L.C.) House	CLIFTON FORGE
105-0104-000	Kincaid (T.M.) House	CLIFTON FORGE
105-0105-000	House, 414 Olive Street	CLIFTON FORGE
105-0106-000	House, 743 Commercial Avenue	CLIFTON FORGE
105-0107-000	Cahoon (Cecil) House	CLIFTON FORGE
105-0108-000	House, 705 Commercial Avenue	CLIFTON FORGE
105-0109-000	House, 517 Court Street	CLIFTON FORGE
105-0110-000	Towles (T.) House	CLIFTON FORGE
105-0111-000	House, 711 Rose Avenue	CLIFTON FORGE
105-0112-000	House, 614 Rose Avenue	CLIFTON FORGE
105-0113-000	Schweickert (C.E.) House	CLIFTON FORGE
105-0114-000	Apartment Building, 414 Church Street	CLIFTON FORGE
105-0115-000	Lawrence (M.P.) House	CLIFTON FORGE
105-0116-000	Fisher (E.J.) House	CLIFTON FORGE
105-0117-000	Wine (C.J.) House	CLIFTON FORGE
105-0118-000	The Stalls	CLIFTON FORGE
105-0119-000	Harris (D.L.) House	CLIFTON FORGE
105-0120-000	Reid (L.K.) House	CLIFTON FORGE
105-0121-000	Davis (G.T.) House	CLIFTON FORGE
105-0122-000	Store, 244 Ridgeway Street	CLIFTON FORGE
105-0123-000	House, 324 Bath Street	CLIFTON FORGE
105-0124-000	House, 316 Bath Street	CLIFTON FORGE

105-0125-000	Chambers (W.E.) House	CLIFTON FORGE
105-0126-000	Taylor (R.B.) House	CLIFTON FORGE
105-0127-000	House, 16 Alleghany Street	CLIFTON FORGE
105-0128-000	Savage (Dr. W.H.) House	CLIFTON FORGE
105-0129-000	Farrar (G.M.) House	CLIFTON FORGE
105-0130-000	Edgar (I.W.) House	CLIFTON FORGE
105-0131-000	Foster (E.D.) House	CLIFTON FORGE
105-0132-000	Fry (J.G.) House	CLIFTON FORGE
105-0133-000	Wysor (Dr. J.C.) House	CLIFTON FORGE
105-0134-000	Holiness Church	CLIFTON FORGE
105-0135-000	Automobile Showroom, 40-42 Ridgeway	CLIFTON FORGE
105-0136-000	Whiting Oil Company, Gas Station	CLIFTON FORGE
105-0137-000	Gilliland (J.F.) House	CLIFTON FORGE
105-0138-000	Paul (Rev. L.H.) House	CLIFTON FORGE
105-0139-000	St. Joseph's Catholic Church	CLIFTON FORGE
105-0140-000	St. Joseph's Catholic Church, Rectory	CLIFTON FORGE
105-0141-000	Merriman (J.N.) House	CLIFTON FORGE
105-0142-000	Bowles (W.D.) House	CLIFTON FORGE
105-0143-000	Via (A.C.) House	CLIFTON FORGE
105-0144-000	Hawkins (Mrs. R.P.) House	CLIFTON FORGE
105-0145-000	Duplex, 546-548 Prospect Walk	CLIFTON FORGE
105-0146-000	House, 1002-1004 Church Street	CLIFTON FORGE
105-0147-000	Allen (William) House	CLIFTON FORGE
105-0148-000	James (Joseph) House	CLIFTON FORGE
105-0149-000	Scott (E.F.) House	CLIFTON FORGE
105-0150-000	Smith (R.B.) House	CLIFTON FORGE
105-0151-000	McMullan (A.N.) House	CLIFTON FORGE
105-0152-000	Nair (C.P.) House	CLIFTON FORGE
105-0153-000	Sentz (C.F.) House	CLIFTON FORGE
105-0154-000	Clifton Forge Grocery Company	CLIFTON FORGE
105-0155-000	Bridge No. 1803	CLIFTON FORGE
105-0156-000	Bridge No. 8007	CLIFTON FORGE
105-0157-000	Zentmyer (C.H.) House	CLIFTON FORGE
105-0158-000	Culvert, Church Street over Rose Run	CLIFTON FORGE
105-0159-000	Bridge No. 0002	CLIFTON FORGE
105-0160-000	Taylor (C.C.) House	CLIFTON FORGE
105-0161-000	Moody High School	CLIFTON FORGE
105-0162-000	Gallagher (John B.) House	CLIFTON FORGE
105-0163-000	Jefferson Street Grocery	CLIFTON FORGE
105-0164-000	House, 825 Jefferson Avenue	CLIFTON FORGE
105-0165-000	Alley (L.F.) House	CLIFTON FORGE
105-0166-000	Eades (W.M.) House	CLIFTON FORGE
105-0167-000	House, 612 Pine Street	CLIFTON FORGE
105-0168-000	House, 621 Pine Street	CLIFTON FORGE
105-0169-000	Golden (A.G.) House	CLIFTON FORGE

105-0170-000	(Former) African American School	CLIFTON FORGE
105-0171-000	Jefferson School	CLIFTON FORGE
105-0172-000	Smith (W.H.) House	CLIFTON FORGE
105-0173-000	Apartment Building, 815-817 Church	CLIFTON FORGE
105-0174-000	Main Street Baptist Church	CLIFTON FORGE
105-0175-000	House, 916 Railroad Avenue	CLIFTON FORGE
105-0176-000	Conner (Dr. E.T.) House	CLIFTON FORGE
105-0177-000	House, 321 B Street	CLIFTON FORGE
105-0178-000	House, 653 Verge Street	CLIFTON FORGE
105-0179-000	House, 589 Verge Street	CLIFTON FORGE
105-0180-000	House, 517 Verge Street	CLIFTON FORGE
105-0181-000	House, 617 Church Street	CLIFTON FORGE
105-0182-000	Apartment Building, 403-405 Keswick	CLIFTON FORGE
105-0183-000	Clark (W.A.) House	CLIFTON FORGE
105-0184-000	Fifer (W.L.) House	CLIFTON FORGE
105-0185-000	House, 418 Keswick Street	CLIFTON FORGE
105-0186-000	Planing Mill	CLIFTON FORGE
105-0187-000	McKee (R.G.) House	CLIFTON FORGE
105-0188-000	House, 301 Revere Street	CLIFTON FORGE
105-0189-000	Riddlebarger (Cecil) House	CLIFTON FORGE
105-0190-000	Clifton Forge Woman's Club	CLIFTON FORGE
105-0191-000	House, 617 Verge Street	CLIFTON FORGE
105-0192-000	House, 625 Verge Street	CLIFTON FORGE
105-0193-000	Hatcher (Will) House	CLIFTON FORGE
105-0194-000	House, 1032 Main Street	CLIFTON FORGE
105-0195-000	Clark (M.S.) House	CLIFTON FORGE
105-0196-000	House, 1002 Main Street	CLIFTON FORGE
105-0197-000	Beverly (Claude) House	CLIFTON FORGE
105-0198-000	House, 912 Main Street	CLIFTON FORGE
105-0199-000	Goodwin (Iverson) House	CLIFTON FORGE
105-0200-000	First Baptist Church	CLIFTON FORGE
105-0201-000	Marshall (D.M.) House	CLIFTON FORGE
105-0202-000	Smith (A.L.) House	CLIFTON FORGE
105-0203-000	Duplex, 359-361 Roxbury Street	CLIFTON FORGE
105-0204-000	Downer (J.C.) House	CLIFTON FORGE
105-0205-000	House, 581 Ann Street	CLIFTON FORGE
105-0206-000	Nicely (W.R.) House	CLIFTON FORGE
105-0207-000	Bridge, U.S. Route 60	CLIFTON FORGE
105-0208-000	Chesapeake and Ohio Railway Yards, Pratt Truss Bridge	CLIFTON FORGE
105-0209-000	Chesapeake and Ohio Railway Yards, Blacksmith Shop	CLIFTON FORGE
105-0210-000	Chesapeake and Ohio Railway Yards, Machine Shop	CLIFTON FORGE

105-0211-000	Chesapeake and Ohio Railway Yards, Power Plant	CLIFTON FORGE
105-0212-000	Chesapeake and Ohio Railway Yards, Hoist House	CLIFTON FORGE
105-0213-000	Chesapeake and Ohio Railway Yards, Pipe and Tin Shop	CLIFTON FORGE
105-0214-000	Chesapeake and Ohio Railway Yards, Locker Room	CLIFTON FORGE
105-0215-000	Chesapeake and Ohio Railway Yards, Store House and Office	CLIFTON FORGE
105-0216-000	Chesapeake and Ohio Railway Yards, Turntable	CLIFTON FORGE
105-0217-000	Chesapeake and Ohio Railway Yards, Warren Truss Bridge	CLIFTON FORGE
105-0218-000	Chesapeake and Ohio Railway Yards, Coal Elevator	CLIFTON FORGE
105-0219-000	Chesapeake and Ohio Railway Yards, Storage Building	CLIFTON FORGE
105-0220-000	Chesapeake and Ohio Railway Yards, Oil House	CLIFTON FORGE
105-0221-000	Chesapeake and Ohio Railway Yards, Sand House	CLIFTON FORGE
105-0222-000	Chesapeake and Ohio Railway Yards, Storage Building	CLIFTON FORGE
105-0223-000	Chesapeake and Ohio Railway Yards, Carman House	CLIFTON FORGE
105-0224-000	Chesapeake and Ohio Railway Yards, C.& O. Hospital Laundry	CLIFTON FORGE
105-0225-000	Chesapeake and Ohio Railway Yards, Passenger Concourse	CLIFTON FORGE
105-0226-000	Bridge No. 8006, Memorial Bridge	CLIFTON FORGE
105-0227-000	Landrum (E.B.) House	CLIFTON FORGE
105-0228-000	Crown Hill Cemetery	CLIFTON FORGE
105-0229-000	Red Hill Cemetery	CLIFTON FORGE
105-0230-000	Beckner (O.L.) House	CLIFTON FORGE
105-0231-000	Revercomb (Dr. W.M.) House	CLIFTON FORGE
105-0232-000	McGuire (L.C.) House	CLIFTON FORGE
105-0233-000	Payne (J.R.) House	CLIFTON FORGE
105-0234-000	Payne (Rev. W.G.) House	CLIFTON FORGE
105-0235-000	Smith (D.E.) House	CLIFTON FORGE
105-0236-000	Murray (R.F.) House	CLIFTON FORGE
105-0237-000	Knick (Ollie) House	CLIFTON FORGE
105-0238-000	Haskins (H.T.) House	CLIFTON FORGE
105-0239-000	House, 406 Alleghany Street	CLIFTON FORGE
105-0240-000	House, 221 Roxbury Street	CLIFTON FORGE

105-0241-000	House, 209 Roxbury Street	CLIFTON FORGE
105-0242-000	House, 353 Roxbury Street	CLIFTON FORGE

APPENDIX D: Clifton Forge Basic Inventory by Architectural Style

VDHR ID #	PROPERTY NAME	YEAR	ARCH. STYLE	WUZIT
105-0170-000	(Former) African American School	1910	Colonial Revival	School
105-0147-000	Allen (William) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0165-000	Alley (L.F.) House	1890	Late Victorian	Dwelling
105-0069-000	Andrews (W.F.) House	1920	Late 19th and Early 20th Century American Movements	Dwelling
105-0182-000	Apartment Building, 403-405 Keswick Street	1900	Colonial Revival	Multiple Dwelling
105-0054-000	Apartment Building, 405-407 Pine Street	1900	No Style Listed	Multiple Dwelling
105-0114-000	Apartment Building, 414 Church Street	1900	Colonial Revival	Multiple Dwelling
105-0074-000	Apartment Building, 600 Rose Avenue	1915	Late 19th and Early 20th Century American Movements	Multiple Dwelling
105-0173-000	Apartment Building, 815-817 Church Street	1920	Colonial Revival	Multiple Dwelling
105-0071-000	Auto Garage, Pine St.	1910	No Style Listed	Garage
105-0135-000	Automobile Showroom 40-42 Ridgeway Street	1910	No Style Listed	Car Showroom
105-0230-000	Beckner (O.L.) House	1900	Queen Anne	Dwelling
105-0197-000	Beverly (Claude) Hse.	1915	Late 19th and Early 20th CenturyAmerican Movements	Dwelling
105-0142-000	Bowles (W.D.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0159-000	Bridge No. 0002	1920	No Style Listed	Bridge
105-0155-000	Bridge No. 1803	1920	No Style Listed	Bridge
105-0226-000	Bridge No. 8006, Memorial Bridge	1928	No Style Listed	Bridge
105-0156-000	Bridge No. 8007	1920	No Style Listed	Bridge
105-0207-000	Bridge, U.S. Route 60	1923	No Style Listed	Bridge
105-0103-000	Cagle (L.C.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling

105-0107-000	Cahoon (Cecil) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0125-000	Chambers (W.E.) Hse.	1930	Colonial Revival	Dwelling
105-0209-000	Chesapeake and Ohio Railway Yards, Blacksmith Shop	1890	No Style Listed	Blacksmith Shop
105-0224-000	Chesapeake and Ohio Railway Yards, C.&O. Hospital Laundry	1925	No Style Listed	Other
105-0223-000	Chesapeake and Ohio Railway Yards, Carman House	1900	No Style Listed	Other
105-0218-000	Chesapeake and Ohio Railway Yards, Coal Elevator	1920	No Style Listed	Coal Tower
105-0212-000	Chesapeake and Ohio Railway Yards, Hoist House	1920	No Style Listed	Other
105-0214-000	Chesapeake and Ohio Railway Yards, Locker Room	1910	No Style Listed	Other
105-0210-000	Chesapeake and Ohio Railway Yards, Machine Shop	1890	No Style Listed	Other
105-0220-000	Chesapeake and Ohio Railway Yards, Oil House	1921	No Style Listed	Other
105-0225-000	Chesapeake and Ohio Railway Yards, Passenger Concourse	1920	Beaux Arts	Other
105-0213-000	Chesapeake and Ohio Railway Yards, Pipe and Tin Shop	1900	No Style Listed	Other
105-0211-000	Chesapeake and Ohio Railway Yards, Power Plant	1921	No Style Listed	Power Plant
105-0208-000	Chesapeake and Ohio Railway Yards, Pratt Truss Bridge	1915	No Style Listed	Bridge
105-0221-000	Chesapeake and Ohio Railway Yards, Sand House	1920	No Style Listed	Other
105-0219-000	Chesapeake and Ohio Railway Yards, Storage Building	1920	No Style Listed	Other
105-0222-000	Chesapeake and Ohio Railway Yards, Storage Building	1930	No Style Listed	Other
105-0215-000	Chesapeake and Ohio Railway Yards, Store House and Office	1921	No Style Listed	Other
105-0216-000	Chesapeake and Ohio Railway Yards, Turntable	1911	No Style Listed	Other
105-0217-000	Chesapeake and Ohio Railway Yards, Warren Truss Bridge	1920	No Style Listed	Bridge
105-0195-000	Clark (M.S.) House	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0183-000	Clark (W.A.) House	1910	Colonial Revival	Dwelling

105-0067-000	Clifton Forge Armory	1940	No Style Listed	Armory
105-0053-000	Clifton Forge Baptist Church	1896	Gothic Revival	Church
105-0154-000	Clifton Forge Grocery Company	1917	No Style Listed	Warehouse
105-0068-000	Clifton Forge High School	1928	Colonial Revival	School
105-0070-000	Clifton Forge Light and Gas Company	1888	No Style Listed	Power Plant
105-0190-000	Clifton Forge Woman's Club	1939	Colonial Revival	Clubhouse
105-0176-000	Conner (Dr. E.T.) Hse	1905	Queen Anne	Dwelling
105-0228-000	Crown Hill Cemetery	1910	No Style Listed	Cemetery
105-0158-000	Culvert, Church Street over Rose Run	1925	No Style Listed	Bridge
105-0121-000	Davis (G.T.) House	1910	Colonial Revival	Dwelling
105-0091-000	Dean (E.M.) House	1925	Late 19th and Early 20th Century American Movements	Dwelling
105-0204-00	Downer (J.C.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0203-000	Duplex, 359-361 Roxbury Street	1900	Queen Anne	Multiple Dwelling
105-0145-000	Duplex, 546-548 Prospect Walk	1900	Late Victorian	Multiple Dwelling
105-0166-000	Eades (W.M.) House	1890	Late Victorian	Dwelling
105-0130-000	Edgar (I.W.) House	1900	Queen Anne	Dwelling
105-0088-000	Edmond (Dr. C.E.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0129-000	Farrar (G.M.) House	1910	Colonial Revival	Dwelling
105-0184-000	Fifer (W.L.) House	1900	Queen Anne	Dwelling
105-0200-000	First Baptist Church	1900	Gothic Revival	Church
105-0056-000	First Christian Church	1906	Late Gothic Revival	Church
105-0116-000	Fisher (E.J.) House	1900	Late Victorian	Dwelling
105-0131-000	Foster (E.D.) House	1900	Queen Anne	Dwelling
105-0073-000	Foster (Floyd) House	1900	Queen Anne	Dwelling
105-0132-000	Fry (J.G.) House	1900	Queen Anne	Dwelling
105-0162-000	Gallagher (John B.) House	1910	Colonial Revival	Dwelling
105-0137-000	Gilliland (J.F.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0169-000	Golden (A.G.) House	1900	Other	Dwelling

105-0199-000	Goodwin (Iverson) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0045-000	Goodwin (J.B.) Hse.	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0063-000	Graves (J.B.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0061-000	Hamilton (W.C.) Hse.	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0119-000	Harris (D.L.) House	1895	Late 19th and Early 20th Century American Movements	Dwelling
105-0048-000	Harvey (O.B.) Hse.	1920	Colonial Revival	Dwelling
105-0238-000	Haskins (H.T.) House	1920	Late 19th and Early 20th Century American Movements	Dwelling
105-0047-000	Hatch (J.W.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0193-000	Hatcher (Will) House	1900	Other	Dwelling
105-0144-000	Hawkins (Mrs. R.P.) House	1889	Queen Anne	Dwelling
105-0062-000	Hayslett (C.A.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0042-000	Hill Crest	1914	Classical Revival	Dwelling
105-0134-000	Holiness Church	1910	No Style Listed	Church
105-0196-000	House, 1002 Main St.	1900	Other	Dwelling
105-0100-000	House, 1002 McCormick Boulevard	1920	Dutch Colonial	Dwelling
105-0146-000	House, 1002-1004 Church Street	1890	No Style Listed	Dwelling
105-0072-00	House, 1020 Sioux Street	1930	Late 19th and 20th Century Revivals	Dwelling
105-0194-000	House, 1032 Main St.	1900	Other	Dwelling
105-0099-000	House, 1040 McCormick Boulevard	1920	Colonial Revival	Dwelling
105-0090-000	House, 108 Ridgeway	1905	Queen Anne	Dwelling
105-0089-000	House, 110 Ridgeway	1905	Queen Anne	Dwelling
105-0083-000	House, 113 Bath Street	1915	Late 19th and Early 20th Century American Movements	Dwelling

105-0095-000	House, 113 Seventh St.	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0076-000	House, 120 Church St.	1920	Late 19th and Early 20th Century American Movements	Dwelling
105-0127-000	House, 16 Alleghany	1925	Bungalow/Craftsman	Dwelling
105-0075-000	House, 200 Church St.	1910	Classical Revival	Dwelling
105-0241-000	House, 209 Roxbury	1900	Late Victorian	Dwelling
105-0240-000	House, 221 Roxbury	1890	Late Victorian	Dwelling
105-0188-000	House, 301 Revere St.	1925	Bungalow/Craftsman	Dwelling
105-0082-000	House, 305 Bath Street	1890	Queen Anne	Dwelling
105-0124-000	House, 316 Bath Street	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0177-000	House, 321 B Street	1900	Other	Dwelling
105-0123-000	House, 324 Bath Street	1905	Queen Anne	Dwelling
105-0242-000	House, 353 Roxbury	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0097-000	House, 401 Church St.	1900	Late Victorian	Dwelling
105-0239-000	House, 406 Alleghany	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0105-000	House, 414 Olive St.	1890	Late Victorian	Dwelling
105-0185-000	House, 418 Keswick	1890	Late Victorian	Dwelling
105-0098-000	House, 508 McCormick Boulevard	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0077-000	House, 512 Thornton	1920	Colonial Revival	Dwelling
105-0109-000	House, 517 Court St.	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0180-000	House, 517 Verge St.	1890	Late Victorian	Dwelling
105-0057-000	House, 520 Tremont	1920	Bungalow/Craftsman	Dwelling
105-0205-000	House, 581 Ann St.	1900	Late Victorian	Dwelling
105-0179-000	House, 589 Verge St.	1890	Late Victorian	Dwelling
105-0167-000	House, 612 Pine St.	1890	Late Victorian	Dwelling
105-0112-000	House, 614 Rose Ave.	1915	Dutch Colonial	Dwelling
105-0181-000	House, 617 Church St.	1890	Late Victorian	Dwelling
105-0191-000	House, 617 Verge St.	1890	Other	Dwelling
105-0168-000	House, 621 Pine St.	1890	Late Victorian	Dwelling
105-0192-000	House, 625 Verge St.	1900	Late 19th and Early 20th Century American Movements	Dwelling

105-0178-000	House, 653 Verge St.	1900	Late Victorian	Dwelling
105-0108-000	House, 705 Commercial	1900	No Style Listed	Dwelling
105-0111-000	House, 711 Rose Ave.	1910	No Style Listed	Dwelling
105-0080-000	House, 717 Alleghany	1920	Late 19th and Early 20th Century American Movements	Dwelling
105-0106-000	House, 743 Commercial	1910	No Style Listed	Dwelling
105-0078-000	House, 800 Brussels	1900	Other	Dwelling
105-0049-000	House, 803 McCormick Boulevard	1900	No Style Listed	Dwelling
105-0094-000	House, 804 Rose Ave.	1900	Queen Anne	Dwelling
105-0164-00	House, 825 Jefferson	1925	Bungalow/Craftsman	Dwelling
105-0093-000	House, 832 Brussels	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0198-000	House, 912 Main St.	1890	Other	Dwelling
105-0175-000	House, 916 Railroad	1890	Late Victorian	Dwelling
105-0148-000	James (Joseph) House	1890	No Style Listed	Dwelling
105-0087-000	James (R.G.) House	1900	Late Victorian	Dwelling
105-0171-000	Jefferson School	1927	Colonial Revival	School
105-0163-000	Jefferson St. Grocery	1930	No Style Listed	Market
105-0055-000	Johnson (R.R.) House	1900	Queen Anne	Dwelling
105-0104-000	Kincaid (T.M.) House	1905	Late 19th and Early 20th Century American Movements	Dwelling
105-0064-000	King (F.W.) House	1915	Late 19th and Early 20th CenturyAmerican Movements	Dwelling
105-0237-000	Knick (Ollie) Hse.	1900	Late Victorian	Dwelling
105-0052-000	Kraft (W.E.) House	1890	Queen Anne	Dwelling
105-0227-000	Landrum (E.B.) House	1900	Queen Anne	Dwelling
105-0115-000	Lawrence (M.P.) Hse.	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0085-000	Lewis (M.B.) House	1907	Late 19th and Early 20th Century American Movements	Dwelling
105-0174-000	Main Street Baptist Church	1921	Gothic Revival	Church
105-0201-000	Marshall (D.M.) Hse.	1900	Queen Anne	Dwelling
105-0081-000	Mathews (W.G.) Hse.	1900	Queen Anne	Dwelling
105-0232-000	McGuire (L.C.) Hse.	1910	Colonial Revival	Dwelling
105-0187-000	McKee (R.G.) House	1900	Queen Anne	Dwelling
105-0151-000	McMullan (A.N.) Hse.	1900	Late Victorian	Dwelling
105-0141-000	Merriman (J.N.) Hse.	1900	Queen Anne	Dwelling

105-0079-000	Mitchell (E.H.) Hse.	1920	Colonial Revival	Dwelling
105-0161-000	Moody High School	1908	Colonial Revival	School
105-0066-000	Moseley (E.W.) Hse.	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0236-000	Murray (R.F.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0152-000	Nair (C.P.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0206-000	Nicely (W.R.) House	1920	Bungalow/Craftsman	Dwelling
105-0043-000	Overstreet (W.B.) Hse.	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0138-000	Paul (Rev. L.H.) Hse.	1900	Queen Anne	Dwelling
105-0065-000	Payne (Ira J.) House	1900	Late Victorian	Dwelling
105-0233-000	Payne (J.R.) House	1890	Late 19th and Early 20th Century American Movements	Dwelling
105-0234-000	Payne (Rev. W.G.) Hse	1900	Queen Anne	Dwelling
105-0186-000	Planing Mill	1900	No Style Listed	Processing Plant
105-0229-000	Red Hill Cemetery	1910	No Style Listed	Cemetery
105-0120-000	Reid (L.K.) House	1890	No Style Listed	Dwelling
105-0044-000	Revercomb (C.W.) Hse	1925	Bungalow/Craftsman	Dwelling
105-0231-000	Revercomb (Dr. W.M.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0189-000	Riddlebarger (Cecil) House	1890	Other	Dwelling
105-0084-000	Ridgely	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0050-000	Sachs (S.M.) House	1920	Colonial Revival	Dwelling
105-0128-000	Savage (Dr. W.H.) Hse	1910	Late Victorian	Dwelling
105-0113-000	Schweickert (C.E.) Hse	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0149-000	Scott (E.F.) House	1900	Queen Anne	Dwelling
105-0153-000	Sentz (C.F.) House	1910	Queen Anne	Dwelling
105-0058-000	Slough (J.W.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling

105-0202-000	Smith (A.L.) House	1920	Late 19th and Early 20th Century American Movements	Dwelling
105-0235-000	Smith (D.E.) House	1900	Queen Anne	Dwelling
105-0086-000	Smith (J.S.) House	1900	Queen Anne	Dwelling
105-0150-000	Smith (R.B.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0101-000	Smith (W.G.) House	1900	Late 19th and Early 20th Century American Movements	Dwelling
105-0172-000	Smith (W.H.) House	1910	Colonial Revival	Dwelling
105-0102-000	St. Andrew's Episcopal Church	1900	Late Gothic Revival	Church
105-0139-00	St. Joseph's Catholic Church	1925	No Style Listed	Church
105-0140-00	St. Joseph's Catholic Church, Rectory	1900	Queen Anne	Dwelling
105-0122-000	Store, 244 Ridgeway	1915	No Style Listed	Market
105-0160-000	Taylor (C.C.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0126-000	Taylor (R.B.) House	1915	Late 19th and Early 20th Century American Movements	Dwelling
105-0046-000	Thacker (J.E.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0118-000	The Stalls	1915	No Style Listed	Multiple Dwelling
105-0051-000	Thomas (B.H.) House	1890	Queen Anne	Dwelling
105-0110-000	Towles (T.) House	1910	Late 19th and Early 20th Century American Movements	Dwelling
105-0096-000	U.S. Route 220 Bridge	1937	No Style Listed	Bridge
105-0143-00	Via (A.C.) House	1920	Late 19th and Early 20th Century American Movements	Dwelling
105-0092-000	Walton (H.J.) House	1895	Late Victorian	Dwelling
105-0060-000	Warmsley (J.H.) House	1900	Queen Anne	Dwelling
105-0136-000	Whiting Oil Company, Gas Station	1925	No Style Listed	Gas Station
105-0117-000	Wine (C.J.) House	1900	Late Victorian	Dwelling
105-0059-000	Woodward (H.E.) Hse.	1920	Bungalow/Craftsman	Dwelling
105-0133-000	Wysor (Dr. J.C.) Hse.	1900	Queen Anne	Dwelling

105-0157-000	Zentmyer (C.H.) Hse.	1925	Bungalow/Craftsman	Dwelling

APPENDIX E: Clifton Forge Basic Inventory by Resource and Wuzit

VDHR ID #	PROPERTY NAME	WUZIT(S)
105-0042-000	Hill Crest	Single Dwelling
105-0043-000	Overstreet (W.B.) House	Single Dwelling
105-0044-000	Revercomb (C.W.) House	Single Dwelling
105-0045-000	Goodwin (J.B.) House	Single Dwelling
105-0046-000	Thacker (J.E.) House	Single Dwelling
105-0047-000	Hatch (J.W.) House	Single Dwelling
105-0048-000	Harvey (O.B.) House	Single Dwelling
105-0049-000	House, 803 McCormick Boulevard	Single Dwelling
105-0050-000	Sachs (S.M.) House	Single Dwelling
105-0051-000	Thomas (B.H.) House	Single Dwelling
105-0052-000	Kraft (W.E.) House	Single Dwelling
105-0053-000	Clifton Forge Baptist Church	Church
105-0054-000	Apartment Building, 405-407 Pine Street	Multiple Dwelling
105-0055-000	Johnson (R.R.) House	Single Dwelling
105-0056-000	First Christian Church	Church
105-0057-000	House, 520 Tremont Street	Single Dwelling
105-0058-000	Slough (J.W.) House	Single Dwelling
105-0059-000	Woodward (H.E.) House	Single Dwelling
105-0060-000	Warmsley (J.H.) House	Single Dwelling
105-0061-000	Hamilton (W.C.) House	Single Dwelling
105-0062-000	Hayslett (C.A.) House	Single Dwelling
105-0063-000	Graves (J.B.) House	Single Dwelling
105-0064-000	King (F.W.) House	Single Dwelling
105-0065-000	Payne (Ira J.) House	Single Dwelling
105-0066-000	Moseley (E.W.) House	Single Dwelling
105-0067-000	Clifton Forge Armory	Armory
105-0068-000	Clifton Forge High School	School
105-0069-000	Andrews (W.F.) House	Single Dwelling
105-0070-000	Clifton Forge Light and Gas Company	Power Plant
105-0071-000	Auto Garage, Pine Street	Garage
105-0072-000	House, 1020 Sioux Street	Single Dwelling
105-0073-000	Foster (Floyd) House	Single Dwelling
105-0074-000	Apartment Building, 600 Rose Avenue	Multiple Dwelling
105-0075-000	House, 200 Church Street	Single Dwelling
105-0076-000	House, 120 Church Street	Single Dwelling
105-0077-000	House, 512 Thornton Avenue	Single Dwelling
105-0078-000	House, 800 Brussels Avenue	Single Dwelling
105-0079-000	Mitchell (E.H.) House	Single Dwelling
105-0080-000	House, 717 Alleghany Street	Single Dwelling
105-0081-000	Mathews (W.G.) House	Single Dwelling

105-0082-000	House, 305 Bath Street	Single Dwelling
105-0083-000	House, 113 Bath Street	Single Dwelling
105-0084-000	Ridgely	Single Dwelling
105-0085-000	Lewis (M.B.) House	Single Dwelling
105-0086-000	Smith (J.S.) House	Single Dwelling
105-0087-000	James (R.G.) House	Single Dwelling
105-0088-000	Edmond (Dr. C.E.) House	Single Dwelling
105-0089-000	House, 110 Ridgeway Street	Single Dwelling
105-0090-000	House, 108 Ridgeway Street	Single Dwelling
105-0091-000	Dean (E.M.) House	Single Dwelling
105-0092-000	Walton (H.J.) House	Single Dwelling
105-0093-000	House, 832 Brussels Avenue	Single Dwelling
105-0094-000	House, 804 Rose Avenue	Single Dwelling
105-0095-000	House, 113 Seventh Street	Single Dwelling
105-0096-000	U.S. Route 220 Bridge	Bridge
105-0097-000	House, 401 Church Street	Single Dwelling
105-0098-000	House, 508 McCormick Boulevard	Single Dwelling
105-0099-000	House, 1040 McCormick Boulevard	Single Dwelling
105-0100-000	House, 1002 McCormick Boulevard	Single Dwelling
105-0101-000	Smith (W.G.) House	Single Dwelling
105-0102-000	St. Andrew's Episcopal Church	Church
105-0103-000	Cagle (L.C.) House	Single Dwelling
105-0104-000	Kincaid (T.M.) House	Single Dwelling
105-0105-000	House, 414 Olive Street	Single Dwelling
105-0106-000	House, 743 Commercial Avenue	Single Dwelling
105-0107-000	Cahoon (Cecil) House	Single Dwelling
105-0108-000	House, 705 Commercial Avenue	Single Dwelling
105-0109-000	House, 517 Court Street	Single Dwelling
105-0110-000	Towles (T.) House	Single Dwelling
105-0111-000	House, 711 Rose Avenue	Single Dwelling
105-0112-000	House, 614 Rose Avenue	Single Dwelling
105-0113-000	Schweickert (C.E.) House	Single Dwelling
105-0114-000	Apartment Building, 414 Church Street	Multiple Dwelling
105-0115-000	Lawrence (M.P.) House	Single Dwelling
105-0116-000	Fisher (E.J.) House	Single Dwelling
105-0117-000	Wine (C.J.) House	Single Dwelling
105-0118-000	The Stalls	Multiple Dwelling
105-0119-000	Harris (D.L.) House	Single Dwelling
105-0120-000	Reid (L.K.) House	Single Dwelling
105-0121-000	Davis (G.T.) House	Single Dwelling
105-0122-000	Store, 244 Ridgeway Street	Market
105-0123-000	House, 324 Bath Street	Single Dwelling
105-0124-000	House, 316 Bath Street	Single Dwelling
105-0125-000	Chambers (W.E.) House	Single Dwelling
105-0126-000	Taylor (R.B.) House	Single Dwelling

105-0127-000	House, 16 Alleghany Street	Single Dwelling
105-0128-000	Savage (Dr. W.H.) House	Single Dwelling
105-0129-000	Farrar (G.M.) House	Single Dwelling
105-0130-000	Edgar (I.W.) House	Single Dwelling
105-0131-000	Foster (E.D.) House	Single Dwelling
105-0132-000	Fry (J.G.) House	Single Dwelling
105-0133-000	Wysor (Dr. J.C.) House	Single Dwelling
105-0134-000	Holiness Church	Church
105-0135-000	Automobile Showroom, 40-42 Ridgeway	Car Showroom
105-0136-000	Whiting Oil Company, Gas Station	Gas Station
105-0137-000	Gilliland (J.F.) House	Single Dwelling
105-0138-000	Paul (Rev. L.H.) House	Single Dwelling
105-0139-000	St. Joseph's Catholic Church	Church
105-0140-000	St. Joseph's Catholic Church, Rectory	Single Dwelling
105-0141-000	Merriman (J.N.) House	Single Dwelling
105-0142-000	Bowles (W.D.) House	Single Dwelling
105-0143-000	Via (A.C.) House	Single Dwelling
105-0144-000	Hawkins (Mrs. R.P.) House	Single Dwelling
105-0145-000	Duplex, 546-548 Prospect Walk	Multiple Dwelling
105-0146-000	House, 1002-1004 Church Street	Single Dwelling
105-0147-000	Allen (William) House	Single Dwelling
105-0148-000	James (Joseph) House	Single Dwelling
105-0149-000	Scott (E.F.) House	Single Dwelling
105-0150-000	Smith (R.B.) House	Single Dwelling
105-0151-000	McMullan (A.N.) House	Single Dwelling
105-0152-000	Nair (C.P.) House	Single Dwelling
105-0153-000	Sentz (C.F.) House	Single Dwelling
105-0154-000	Clifton Forge Grocery Company	Warehouse
105-0155-000	Bridge No. 1803	Bridge
105-0156-000	Bridge No. 8007	Bridge
105-0157-000	Zentmyer (C.H.) House	Single Dwelling
105-0158-000	Culvert, Church Street over Rose Run	Bridge
105-0159-000	Bridge No. 0002	Bridge
105-0160-000	Taylor (C.C.) House	Single Dwelling
105-0161-000	Moody High School	School
105-0162-000	Gallagher (John B.) House	Single Dwelling
105-0163-000	Jefferson Street Grocery	Market
105-0164-000	House, 825 Jefferson Avenue	Single Dwelling
105-0165-000	Alley (L.F.) House	Single Dwelling
105-0166-000	Eades (W.M.) House	Single Dwelling
105-0167-000	House, 612 Pine Street	Single Dwelling
105-0168-000	House, 621 Pine Street	Single Dwelling
105-0169-000	Golden (A.G.) House	Single Dwelling
105-0170-000	(Former) African American School	School
105-0171-000	Jefferson School	School

105-0172-000	Smith (W.H.) House	Single Dwelling
105-0173-000	Apartment Building, 815-817 Church Street	Multiple Dwelling
105-0174-000	Main Street Baptist Church	Church
105-0175-000	House, 916 Railroad Avenue	Single Dwelling
105-0176-000	Conner (Dr. E.T.) House	Single Dwelling
105-0177-000	House, 321 B Street	Single Dwelling
105-0178-000	House, 653 Verge Street	Single Dwelling
105-0179-000	House, 589 Verge Street	Single Dwelling
105-0180-000	House, 517 Verge Street	Single Dwelling
105-0181-000	House, 617 Church Street	Single Dwelling
105-0182-000	Apartment Building, 403-405 Keswick St.	Multiple Dwelling
105-0183-000	Clark (W.A.) House	Single Dwelling
105-0184-000	Fifer (W.L.) House	Single Dwelling
105-0185-000	House, 418 Keswick Street	Single Dwelling
105-0186-000	Planing Mill	Processing Plant
105-0187-000	McKee (R.G.) House	Single Dwelling
105-0188-00	House, 301 Revere Street	Single Dwelling
105-0189-000	Riddlebarger (Cecil) House	Single Dwelling
105-0190-000	Clifton Forge Woman's Club	Clubhouse
105-0191-000	House, 617 Verge Street	Single Dwelling
105-0192-000	House, 625 Verge Street	Single Dwelling
105-0193-000	Hatcher (Will) House	Single Dwelling
105-0194-000	House, 1032 Main Street	Single Dwelling
105-0195-000	Clark (M.S.) House	Single Dwelling
105-0196-000	House, 1002 Main Street	Single Dwelling
105-0197-000	Beverly (Claude) House	Single Dwelling
105-0198-000	House, 912 Main Street	Single Dwelling
105-0199-000	Goodwin (Iverson) House	Single Dwelling
105-0200-000	First Baptist Church	Church
105-0201-000	Marshall (D.M.) House	Single Dwelling
105-0202-000	Smith (A.L.) House	Single Dwelling
105-0203-000	Duplex, 359-361 Roxbury Street	Multiple Dwelling
105-0204-000	Downer (J.C.) House	Single Dwelling
105-0205-000	House, 581 Ann Street	Single Dwelling
105-0206-000	Nicely (W.R.) House	Single Dwelling
105-0207-000	Bridge, U.S. Route 60	Bridge
105-0208-000	Chesapeake and Ohio Railway Yards, Pratt Truss Bridge	Bridge
105-0209-000	Chesapeake and Ohio Railway Yards, Blacksmith Shop	Blacksmith Shop
105-0210-000	Chesapeake and Ohio Railway Yards, Machine Shop	Other
105-0211-000	Chesapeake and Ohio Railway Yards, Power Plant	Power Plant

105-0212-000	Chesapeake and Ohio Railway Yards, Hoist House	Other
105-0213-000	Chesapeake and Ohio Railway Yards, Pipe and Tin Shop	Other
105-0214-000	Chesapeake and Ohio Railway Yards, Locker Room	Other
105-0215-000	Chesapeake and Ohio Railway Yards, Store House and Office	Other
105-0216-000	Chesapeake and Ohio Railway Yards, Turntable	Other
105-0217-000	Chesapeake and Ohio Railway Yards, Warren Truss Bridge	Bridge
105-0218-000	Chesapeake and Ohio Railway Yards, Coal Elevator	Coal Tower
105-0219-000	Chesapeake and Ohio Railway Yards, Storage Building	Other
105-0220-000	Chesapeake and Ohio Railway Yards, Oil House	Other
105-0221-000	Chesapeake and Ohio Railway Yards, Sand House	Other
105-0222-000	Chesapeake and Ohio Railway Yards, Storage Building	Other
105-0223-000	Chesapeake and Ohio Railway Yards, Carman House	Other
105-0224-000	Chesapeake and Ohio Railway Yards, C.& O. Hospital Laundry	Other
105-0225-000	Chesapeake and Ohio Railway Yards, Passenger Concourse	Other
105-0226-000	Bridge No. 8006, Memorial Bridge	Bridge
105-0227-000	Landrum (E.B.) House	Single Dwelling
105-0228-000	Crown Hill Cemetery	Cemetery
105-0229-000	Red Hill Cemetery	Cemetery
105-0230-000	Beckner (O.L.) House	Single Dwelling
105-0231-000	Revercomb (Dr. W.M.) House	Single Dwelling
105-0232-000	McGuire (L.C.) House	Single Dwelling
105-0233-000	Payne (J.R.) House	Single Dwelling
105-0234-000	Payne (Rev. W.G.) House	Single Dwelling
105-0235-000	Smith (D.E.) House	Single Dwelling
105-0236-000	Murray (R.F.) House	Single Dwelling
105-0237-000	Knick (Ollie) House	Single Dwelling
105-0238-000	Haskins (H.T.) House	Single Dwelling
105-0239-000	House, 406 Alleghany Street	Single Dwelling
105-0240-000	House, 221 Roxbury Street	Single Dwelling
105-0241-000	House, 209 Roxbury Street	Single Dwelling
105-0242-000	House, 353 Roxbury Street	Single Dwelling

APPENDIX F: Frequency Report on Architectural Styles

Frequency	Use Code	Architectural Style
0	73	Art Deco
0	63	Chicago
0	10	Colonial
0	62	Commercial Style
0	21	Early Classical Revival
0	20	Early Republic
0	34	Exotic Revival
0	22	Federal
0	11	French Colonial
0	58	French Renaissance
0	15	Georgian
0	41	Gothic
0	31	Greek Revival
0	72	International Style
0	57	Italian Renaissance
0	33	Italian Villa
0	42	Italianate
0	30	Mid 19th Century
0	56	Mission/Spanish Colonial Revival
0	90	Mixed (more than 3 styles from different periods)
0	70	Modern Movement
0	71	Moderne
0	35	Octagon Mode
0	14	Postmedieval English
0	61	Prairie School
0	59	Pueblo
0	48	Renaissance
0	47	Romanesque
0	43	Second Empire
0	46	Shingle Style
0	64	Skyscraper
0	12	Spanish Colonial
0	44	Stick/Eastlake
0	54	Tudor Revival
1	51	Beaux Arts
1	50	Late 19th and 20th Century Revivals
2	53	Classical Revival
2	13	Dutch Colonial
2	55	Late Gothic Revival

3	32	Gothic Revival
8	65	Bungalow/Craftsman
9	80	Other
20	52	Colonial Revival
24	40	Late Victorian
31	45	Queen Anne
46	01	No Style Listed
52	60	Late 19th and Early 20th Century American Movements

SCRIPT

Clifton Forge Architectural Survey

Mattson, Alexander and Associates
309 East Park Avenue
Charlotte N.C. 28203

SCRIPT FOR SLIDE PRESENTATION

CLIFTON FORGE ARCHITECTURAL SURVEY

Prepared for
Virginia Department of Historic Resources
and
City of Clifton Forge Department of Planning
and Community Development

Prepared by
Mattson, Alexander and Associates
309 East Park Avenue
Charlotte, North Carolina 28203

October 22, 1994

INTRODUCTION

This slide presentation was prepared as partial fulfillment of the requirements of the historic architectural survey of the City of Clifton Forge, Virginia. This survey was conducted by Mattson, Alexander and Associates of Charlotte, North Carolina, between February 22 and June 11, 1994.

CITY OF CLIFTON FORGE

Slide No. 1
Railroad Tracks and Rail Yard

In its history and architecture, Clifton Forge is a railroad town. . .

Slide No. 2
Overall View of Clifton Forge

. . . Its development along the flats and terraced hills of the Jackson River followed the fortunes of the Chesapeake and Ohio Railway. The C.&O. arrived in 1873, designating the small village of several hundred residents as one of its major new terminals. By 1884, the year of incorporation, Clifton Forge boasted a population of nearly 1,000--mainly railroad workers. In 1890, the C.&O. built a massive new rail yard just west of the city, and speculators rushed in with grand schemes for development and industrial growth. "Clifton Forge," as one observer wryly stated, "was to be the Altoona of the South." However, the boom-town atmosphere ended abruptly with the nationwide depression of the 1890s. Clifton Forge, nevertheless, grew steadily through the nineties and early twentieth century, reflecting the prosperity of the railway. Most of the historic properties in the city date from this period. . .

Slide No. 3
Repair Shops, Rail Yard

. . . These historic properties encompass a broad range of building types and styles, from the functional railroad shops on the river flats. . .

Slide No. 4
100 Block Alleghany Street

. . . to the stylish houses on the hilltops.

The architectural survey of the city was conducted by Mattson, Alexander and Associates, an historic preservation consulting firm in Charlotte, North Carolina. The purpose was to record both outstanding and typical examples of architecture reflecting the development of the city, and to recommend the establishment of National Register historic districts. The survey consisted of 200 selected properties and excluded buildings located in the Clifton Forge Commercial Historic District, which is already listed in the National Register.

Slide Nos. 5-7
Rail Shops and Yard

Because the history of Clifton Forge is so intimately tied to the railroad, the early architecture in the C.&O. rail yard has great historical importance. The

yard has undergone some major changes in recent decades and no longer has the roundhouse. But numerous important elements still exist, such as the large machine shop and repair shop, one of the original truss bridges.

The C.&O. Railway brought hundreds of skilled jobs and economic well being to the young city. The prosperity was measured in the construction of commercial buildings, churches, and schools, and particularly new houses--built not only for rail workers, but for scores of shop clerks, businessmen, and professionals as well.

Slide No. 8
The Heights Neighborhood, McCormick Boulevard

By the early 1900s, some of the finest houses in town were located in the Heights, a neighborhood situated in the steep hills above Main Street. These houses reflected the nationally popular styles of the period, including the Queen Anne, Neo-Classical Revival, Colonial Revival, and bungalow. Today, the Heights remains filled with blocks of sophisticated residences dating from the early twentieth century.

This view of McCormick Boulevard, which runs through the heart of the neighborhood, shows the handsome, pillared Hill Crest residence, which crowns the north end of the street. One of the city's most elegant houses, Hill Crest was built in 1914 for A. O. Surber, a prominent businessman. It was later owned by Dr. J. M. Emmett, chief surgeon at the C.&O. Railway Hospital.

Slide No. 9
F. W. King and Ira J. Payne Houses
736 and 732 McCormick Boulevard

These two handsome houses are also located on McCormick Boulevard. The brick residence in the foreground was built about 1915 for F. W. King. Its neighbor with the striking center tower dates to the turn of the century, and originally belonged to Ira J. Payne .

Slide Nos. 10-11
R. P. Hawkins House, Palace Boulevard

This well-preserved house on Palace Boulevard is one of the oldest dwellings in the Heights. It was built about 1890 for R. P. Hawkins, who owned a grocery store and later an insurance business in town. Its irregular shape, abundance of windows, and decorative wood shingles neatly illustrate the early influence of the Queen Anne style in Clifton Forge.

Slide No. 12
100 Block Alleghany Street

Some of the finest examples of the Queen Anne style were built on Alleghany Street in West Clifton Forge. In the 1890s, Alleghany Street was populated by many of the city's wealthiest residents, and through the first half of the twentieth century, this street overlooking the rail yards rivaled the Heights in social prestige. This row of handsome frame houses on the 100 block of Alleghany display such hallmarks of the Queen Anne style as irregular massings, deep wraparound verandahs . . .

Slide No. 13
Detail, 132 Alleghany Street

. . . and fancy porch brackets, posts, and balusters. The woodwork for these houses and many others in town was manufactured at a sawmill beside Smith Creek owned by Andrew Jackson Acord. Mr. Acord, who was also a house builder, is credited with having constructed 183 dwellings in Clifton Forge.

Slide No. 14
Servant's Quarters behind L.C. McGuire House, 320 Alleghany Street

The houses of the well-to-do stood on the largest lots, which also often contained a variety of other smaller buildings, including servants' houses. Although many of these early domestic buildings have been lost, this modest, two-room frame dwelling is typical of the servants' quarters that once lined back alleys on Alleghany Street and in the Heights neighborhood. It is located behind the L.C. McGuire House on Alleghany Street.

Slide No. 15
400 Block Keswick Street

While several wealthy areas had appeared by the early twentieth century, Clifton Forge developed mainly as a middle-class city. It was characterized by railroad workers who held skilled jobs and owned homes on streets such as Keswick, illustrated here. Today, blocks of closely-spaced, two-story houses built mainly for families of C.&O. employees continue to dominate the landscape. Although most of the dwellings have been remodeled over the years--some with new siding, others with new porch posts or windows--they remain essentially intact and in good or stable condition.

Slide No. 16
Close-Up View, 400 Block Keswick Street

Like the houses on Keswick Street, the hundreds of houses built for the city's skilled workers were usually conservative, well-built expressions of the popular Queen Anne and Colonial Revival styles. Local developers and contractors generally repeated a few basic designs which suited the tastes and budgets of their clients.

Slide No. 17
229-245 Roxbury Street

This row of boxy brick houses on Roxbury Street was built around World War I. They illustrate that developers sometimes erected groups of look-alike dwellings to accommodate the rapid influx of railroad workers.

Slide No. 18
200 Block Roxbury Street

Although most of the domestic architecture reflected middling status, smaller dwellings--often rental housing--were erected for laborers and other members of the working class. These narrow, gable-front dwellings built at the turn of the century on Roxbury Street are typical .

Slide No. 19
The Stalls, Brussels Street

A small number of duplexes and apartment buildings also appeared in the early twentieth century. The largest apartment complex was this long row of attached wooden rental units known as the Stalls, erected on Brussels Street.

Slide No. 20
African American District, 900 Block Church Street

During the same period that white railroad workers were streaming into Clifton Forge, a sizable African American district arose at the east side of town. Approximately 1,000 African Americans lived in Clifton Forge by the turn of the century, making up about a third of the total population. The vast majority of the black work force was confined to low-paying jobs typical of black employment patterns in the urban South. They worked as laborers (usually in the C.&O. rail yard) and in an assortment of personal service occupations. But some also took better paying jobs as porters and yard brakemen for the railroad, custodians in the C.&O. Railway Hospital, and porters in the new hotels. A small number rose in status as physicians, ministers, and educators.

Today, the east side of town retains a variety of important houses, schools, and churches associated with the contributions made by blacks to the growth of the city.

Slide No. 21
Edmund F. Scott House, 900 Church Street

This grand Queen Anne house on Church Street was built about 1910 for Edmund F. Scott. Scott was among the leading residents of the black community, and one the city's wealthiest residents in the early twentieth century. Mr. Scott arrived in the Clifton Forge area in 1881, and operated orchards north of town. In 1889, he sold over 300 acres of land to several iron mining companies, and began investing in real estate in both Clifton Forge and Covington. By the early 1900s, Scott held title to a restaurant, livery, brick and coal yards, as well as numerous city lots.

Slide No. 22
812-822 Pine Street

These one-story frame houses on Pine Streets were built as rental property for black laborers. The three houses on the right were designed to be duplexes--note the original pair of front doors on two of them. The narrow, gable-front houses on the left side are "shotgun houses," one room wide and three rooms deep. By the early 1900s, such shotgun quarters--ideally suited for narrow lots--symbolized black housing in cities throughout the South.

Slide No. 23
Former School, 1011 Church Street

Two important early schools also survive in the African American community. Now vacant, this brick building on Church Street opened in 1902 as five-room school. It included the city's first accredited high school for black students.

Slide No. 24
Jefferson School, Corner Church Street and A Street

In 1927, the substantially larger Jefferson School opened its doors at the corner of Church and A streets. Until the end of segregation the building was a focus of black intellectual life in Clifton Forge. It remains active today as an elementary school.

Slide No. 25
Main Street Baptist Church, Corner Main Street and A Street

Churches played a vital part in the lives of African Americans in Clifton Forge. As in other black communities, the local churches were hubs of urban life, performing not only a religious role but also functioning as performance and lecture halls, and as centers of political activity. Today, Main Street Baptist Church, shown here, and First Baptist, located on Church Street, stand as the most imposing edifices in the African American district. Main Street Baptist Church was founded in 1895, and the striking Gothic Revival building that exists today was constructed in 1921.

Slide No. 26
Clifton Forge Baptist Church, McCormick Boulevard

White Baptists began religious services in Clifton Forge in 1876. In 1878, services for all Protestant denominations were being held in one simple frame building on Main Street, but shortly thereafter separate church buildings appeared. In 1881 the Clifton Forge Presbyterian Church built its first edifice on Church Street, and by 1886 the Methodists and First Christians followed suit and selected Church Street sites. A decade later the Clifton Forge Baptist Church moved from its original house of worship on the corner of A and Main streets to this new brick church in the Gothic Revival style on McCormick Boulevard.

The C.&O. Railway supported these religious endeavors in various ways. The railroad defrayed shipping costs for the building materials for the Baptist Church and may have done the same for other churches.

Slide No. 27
First Christian Church, Church Street

It is also known that the C.&O. donated land for church properties, including the First Christian Church, shown here. This red-brick Gothic Revival church was built in 1906, and was designed by New York City architect George Washington Kramer.

Indeed, as congregations built new facilities in the latest fashions to reflect their growing size and status, they often turned to prominent out-of-town architects. In 1907, a year after the First Christian Church was finished, the Presbyterians commissioned the influential Lynchburg firm of Frye & Chesterman to design their elegant Spanish Mission style church. And in 1908, the Methodists hired Covington architect Sidney Pace to design their tasteful Gothic Revival church on Main Street.

Slide Nos. 28-29
Clifton Forge High School

During the 1920s, the major single architectural project was the construction of Clifton Forge High School. Architect Clarence Hinnant of Roanoke and Lynchburg was commissioned by the city council to design the three-story brick structure. Completed in 1928 for $127,000, this building reflected the national trend towards large schools as multiple-use complexes, with gymnasiums, auditoriums, and other community spaces. Typical of Colonial Revival high school architecture of the era, the red-brick walls are trimmed with stone, with ornamentation at the entry pavilion, and banks of tall windows designating classrooms. This beautiful facility continues to operate as a school.

Slide No. 30
View of Railroad Tracks and Yard

As stated at the beginning of this presentation, the fortunes of the city have closely followed those of the railroad. In 1950, with the advent of diesel engines, the Chesapeake and Ohio repair shops and terminal facilities were transferred to Huntington, West Virginia. As a result Clifton Forge was the only independent city in Virginia to decline in population after World War II. To be sure, the loss of stable railroad work and drop in population have had dramatic effects. The business district has suffered and stores have closed. The city continues to rank high in home ownership, but more and more dwellings, including some of the finest along Alleghany Street, are now owned by absentee landlords. Many properties are in need of substantial repairs.

Slide No. 31
Streetscape, McCormick Boulevard

Nevertheless, Clifton Forge has strong reasons for optimism. Although some properties suffer from neglect, the vast majority of the housing stock is in sound condition.

Slide Nos. 32-33
Streetscape, Jefferson Street
Streetscape, Olive Street

Quiet residential streets lined with handsome dwellings still characterize the town, and at present, the architectural fabric is overwhelmingly intact. In recent years, several of the most historic houses have been restored, like the Hawkins House on Palace Boulevard; and a burst of preservation activity is occurring downtown.

Slide Nos. 34-35
Main Street, Overall View and Detail

In 1992, Clifton Forge was designated a Main Street City by the National Trust for Historic Preservation, and in that same year, the downtown was listed in the National Register of Historic Places.

Slide No. 36
Overall View, Jefferson Street

An important step in the revitalization of the city would be the designation of the great majority of Clifton Forge as a National Register Historic District. This large district would span both sides of the river, and include the rail yards and the scores of residential streets that developed up to about World War II. This designation, would honor the history of this city, and help foster neighborhood pride. A new appreciation of the city's architectural heritage would in turn encourage the restoration of houses, instead of demolition or renovations that destroy important architectural features. Finally, the designation of the historic district would mean direct financial assistance to owners of income-producing properties. They would be entitled to apply for Federal income tax credits for historic renovation.