

A Supplementary Survey of Historic Architecture  
in the West Ward of the City of Radford, Virginia

Conducted for  
Virginia Department of Historic Resources  
Richmond, Virginia

Conducted by  
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This report supplements the historic context and data  
in the survey report by this firm of  
the proposed East Radford Historic District , 1996  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office

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## **INTRODUCTION/DESCRIPTION OF THE PROJECT**

### **Introduction**

The Virginia Department of Historic Resources (DHR), through its Roanoke Regional Preservation Office (RRPO), conducted a preliminary historic architecture survey in the City of Radford, Virginia, during March, April, and May 1994. The results of that survey included, among other things, recommendations for comprehensive survey and eventual listing of a portion of the East Radford area in the National Register of Historic Places. This survey was conducted in cooperation with the City of Radford, the Radford Heritage Foundation, and Radford Main Street, with the assistance of many other organizations and individuals. The project was funded by State Survey and Planning Funds administered by the Virginia Department of Historic Resources and its Roanoke Regional Preservation Office. Please refer to the main report for that project for further information.

Survey of an additional forty-three properties (thirty-five reconnaissance-level and 8 intensive-level sites) was commissioned by the VDHR in the summer of 1996 and carried out in the following winter. Twenty-one of the reconnaissance and two of the intensive sites were located in an additional section of the East Radford Historic District along West Street west of Harrison Street and the remainder were in the west ward of the city. Five of these sites, spread through the commercial and residential parts of the west ward, had already been surveyed in 1994 reconnaissance-level survey and were surveyed to the intensive level as part of this project. The other sites selected were those considered most architecturally and historically significant by the VDHR staff and the consultant. Only the twenty sites (including five at the intensive level) in the west ward are part of this report. The sites on West Street are included in the report on the proposed East Radford Historic District.

The survey project was carried out by Gibson Worsham, who organized and undertook the fieldwork and prepared the final report. Kathryn Derr assisted Worsham with fieldwork, data entry of survey information into the Integrated Preservation Software (IPS) system, and in organizing materials.

### **Description of the Survey Area**

The surveyed sites were on widely dispersed locations through the westward of the city between First and Fifth streets and between Walker Street and Staples streets [see Figure 1].

Unlike the zoning in the proposed East Radford Historic District, the current zoning in the west ward study area is congruent to historic preservation goals as much as to the needs of the off-campus student population and the city's educational and business interests. The residential portion of the study area on the south side of First Street is almost all zoned R2, that is to say medium density single family residential. The zoning regulations indicate that this category is "designed to preserve the character of the existing residential areas, to encourage new residential

development in accordance with modern subdivision standards, to protect single-family areas from encroachment by potentially incompatible commercial land uses and higher density development, and to maintain a medium density of development to avoid undue burden on utilities and other public services." The First Street commercial corridor is given a B-3 zoning classification, intended "to promote an attractive pedestrian shopping environment" as well as "residential use of upper floors of commercial buildings."

## HISTORIC CONTEXT

### Historic Overview of the Survey Area

#### *Antebellum Period (1831-1860) - Civil War (1861-1865)*

The west ward of Radford began on a tract of land located that was part of the John Blair Radford property west of Connelly's Run on the southeast bank of the New River, just west of the growing town of Central Depot. Substantial settlement there did not begin until after 1854, when the Virginia and Tennessee Railroad was completed as far southwest as the depot. Dr. John Blair Radford and Col. Edward Hammet had arrived in the area in the 1830s and had each married daughters of prominent local landholders. Hammet and his wife, Clementina Craig, settled east of Connelly's Run on part of her fathers holdings and built a two-story log house. Their land was selected by the railroad as the site for machine shops, an engine house, and a depot, and the Hammets soon were selling lots in the village of Central Depot. John B. Radford's marriage to prominent landowner John McCanless Taylor's daughter, Elizabeth, in 1836, resulted in his construction of a fine brick dwelling on 100 acres given to them by her father. In time Radford purchased more land adjoining his property, known as Arnheim. Central Depot rose from a population of thirty in 1854 to nearly 100 in 1856, when the railroad was completed to Bristol and regular service was instituted. The railroad crossed the New River west of Connelly's Run as it passed in front of the Radford property.

Essentially the land west of Connelly's Run was controlled by Radford and that to the east by Hammet. Hammet's interest in the land was inherited by his daughter Isabella and her husband, Stockton Heth. Gabriel Colvin Wharton (1828-1906), a Confederate colonel, met Dr. Radford's daughter, Anne Rebecca Radford (1843?-1890), during a campaign in the area. They were married in 1863. In the same year he was promoted to the rank of Brigadier General, Civil Engineer Brigade. They are said to have built and occupied a small cottage near the south end of the railroad bridge soon after his return from the war. Wharton, the son of John and Eliza Colvin Wharton of Culpeper County, Virginia, had attended Virginia Military Institute in the late 1840s. He led a brigade at the Battle of New Market in 1864. He served as a civil engineer in the early development of railroading until he entered the Confederate Army [Adams]. Gabriel and Anne Radford Wharton were deeded 554 acres on the river by the Radfords in 1869, although the deed was not recorded until 1872. The history of the gift of this property is complicated by the re-gift of 300 acres in the same area by Elizabeth Radford to Anne Wharton alone, because the original deed was "null and void," and the original deed of 1869 by the Radford heirs was confirmed by another deed in 1887 [Montgomery County deed books S, p. 603, W, p. 70, and 26, p. 191].

## *Reconstruction and Growth (1866-1916)*

### Central Depot (1866-1880)

In the census of 1870 Gabriel Wharton, listed as a civil engineer, was the third wealthiest landowner in the area, with real estate valued at \$36,000 and personal property worth \$5,210. His assets were exceeded only by Edward Hammet, whose property totaled \$57,000, and Wharton's father-in-law John Blair Radford, who paid taxes on real and personal property totaling \$131,000 [1870 Census quoted in Killen 2]. The Radfords and Whartons had strong interests in the village of New River Depot, in Pulaski County across the river from their property at the west end of the railroad bridge. Indeed, Wharton's interests were closely associated with those of his wealthy father-in-law for most of his active life. These interests focused principally on the west side of the river, since the Hammet family controlled the depot village on the opposite shore. They owned a three-story hotel in New River Depot, operated by the Dunlap brothers [Census of 1870 quoted in Killen 2]. Deed records show that Wharton operated a store in the village and owned a furnished house there as late as 1887 [Montgomery Co. Deed Book 26, p. 414].

The Whartons owned substantial farmlands near New River Depot. Wharton furnished lumber for construction of the town's new building stock. In 1870, he brought a mechanic's lien against a house in Central Depot for which he had furnished the materials, worth \$179.42 [Montgomery County Deed Book S, 439]. This lumber was undoubtedly furnished by Wharton's lumber and grist milling operation in New River [Killen 3]. Wharton published a newspaper, the New River Bulletin, after 1882, with C. W. Scott as the editor. As a sign of the strength of the potential of the village, Wharton founded a Masonic lodge, the Wharton Chapter, which operated from 1872 until 1885, while his wife started an Episcopal congregation known as "Mrs. Wharton's Chapel." The chapel was absorbed by Grace Episcopal Church across the river in West Radford in the 1890s [Killen 3-4].

In time, however New River Depot would fade, surpassed by development of the Radford land west of Central Depot. These would be developed on a large scale, rivaling the Heth developments to the east. Gabriel Wharton served in the post-war period as one of the community's strongest leaders, at one time representing Montgomery County in the Virginia General Assembly. According to one source, Wharton was the industrial leader, while the future Governor, J. Hoge Tyler, who had married another of Edward Hammet's daughters, was the political "man of the day" [Johnson 29]. Wharton had noted evidence of the huge coal deposits of western Virginia during the war and envisioned the locality as playing an important role in the exploitation of these resources. He secured a charter in 1871 for the construction of the "New River Railroad, Mining and Manufacturing Company" which was to build a railroad along the New River from New River Depot into the coal fields, and to extract coal and iron ore to be brought to the village for use or sale, part of a large-scale exploitation of metal ores and coal deposits through the region, and one that would take advantage of the community's central geographic location at the junction of two rail lines and a potential railhead for southwestern Virginia. Wharton's plan is said to have

stagnated after he and his partners lost control of the project to northern financiers during the Depression of 1873 and the village of New River Depot was rapidly outstripped by nearby Central Depot.

The depression did not, however, deter the Whartons from constructing a large and impressive dwelling on their property in about 1875 across from New River Depot, overlooking the New River near the railroad bridge. Other than Arnheim, the nearby, elegant, brick childhood home of Elizabeth Radford, no other house in the community approached the scale or expense of Glencoe. It more closely resembles houses from the same period in Wytheville, the established county seat of neighboring Wythe County. Tax records show that Wharton first appeared as a property owner in Montgomery County in 1873, the year after his father-in-law's death, with the 554 acres on the New River. The present house first appeared in the tax records for 1876, with a total value for buildings of \$3,000, implying that it was built in the previous year. Arnheim was given the same assessed value during the period [Montgomery County land books].

#### Steel Rail Industrialization and Urbanization (1881-1916)

The prospects of the town of Central Depot continued to grow. In 1881, the Atlantic Mississippi, and Ohio Railroad, successor to the Virginia and Tennessee, was purchased by a Philadelphia banking house. The track was replaced with steel rails, permitting increased volume and traffic, and the company was renamed the Norfolk and Western Railroad. The spur to the coalfields proposed by General Wharton was built and Central Depot boomed. It was incorporated as the town of Central City in 1887 and received a post office in 1888, relocated from the earlier, nearby community around the Lovely Mount Tavern. In 1890 the town was renamed Radford in honor of John Blair Radford.

Northern speculators, often from Philadelphia or Cincinnati and associated with the railroad, allied themselves with local landowners and formed land companies that subdivided much of the best land adjacent to the town into extensive streets and lots. The Ingles, Radford, Heth, Hammet, and Wharton families figured prominently among those who sold off lands around the old town of Central Depot for development. Companies involved in the development of the study area were associated with the Heth family and were principally the Radford Land and Improvement Company and the Radford Development Company. Banking institutions were established to take advantage of the funding required by the commercial, industrial, and real estate development. Major industries were located chiefly along the river west of Connelly's Run, included the Radford Foundry and Pipe Company, chartered in 1891, and the Radford Stove and Range Works, Radford Steel and Iron Company, and a knitting mill [*Radford Enterprise*; Johnson:23, 27; Chataigne 1884:815-825; Hill 1897:775-786; Index to Enrolled Bills: 954-955].

Gabriel Wharton suffered from the failure of New River Depot to develop, but was able, finally, to profit from the boom across the river near Central Depot. He had apparently fallen into debt in the years that followed the Panic of 1873, for in 1887 he turned over all his property (mostly lots in New River), claims against several companies, and the "contents of his house in New River," including furniture, paintings, books, and household and kitchen furniture to his wife, in return for



her having satisfied his debts to the amount of \$6,500 [Montgomery County Deed Book 26, p. 414]. Wharton gave his son, William, power of attorney over his affairs in 1887 [Montgomery County Deed Book 28, p. 56]. However, the family's financial worries must have been eased when, in the same year, Gabriel and Anne Wharton sold their property west of Central Depot to the Radford Land and Improvement Company for \$50,000. The deed was signed by Joseph P. Doran of Philadelphia, president of the company. The 581 acres purchased did not include five acres around the "house occupied by Gabriel and Anne Wharton" and five more acres "near the well in the woods" [Montgomery County deed books 26, p. 181 and 28, p. 94].

The area west of Connelly's Run was laid out in lots soon after its purchase. In the early 1890s, the railroad showed its faith in the area by commissioning a substantial new stone passenger station, an office building, and a grand hotel, the architecturally sophisticated Radford Inn, [Tatman and Moss; Wells]. In concert with the improvements made by the railway company, public projects were undertaken at the same time, including construction of bridges over the New River and Connelly's Run, the provision of graded streets, waterworks, electricity, and public transportation in the form of a streetcar. A new curving railroad bridge was built in front of the Wharton property in 1888. Inclusion of the growing population west of the town permitted it to qualify for a city charter and in 1892 the city of Radford came into being with west and east wards. Each had their own post offices and depots.

A number of imposing buildings were built in the west ward of the city of Radford by new banking companies, industrial concerns, and institutions. The most important of the city's industries, most of which were located in the west ward, was the Radford Foundry and Pipe Company, financed by northern capital. It failed in the panic of 1893 but later reopened as the Virginia Iron, Coal and Coke Company. In 1890, Gabriel Wharton bought the section of land between his house and First Street from the Radford Land and Improvement Company for the purpose of constructing a hotel. The company required him to construct a "substantial brick hotel building" to cost not less than \$10,000. Money for the building of the hotel was advanced by the company to Wharton. General Wharton built a substantial three ½-story hotel as specified, on the corner of the tract, at Wadsworth and First streets. When the hotel failed, undoubtedly as a result of the 1893 financial disaster, the building was acquired by the city for use as a courthouse [Anderson 25]. The city suffered severely from the depression resulting from the Panic of 1893, and the west ward never recovered the momentum of investment it had previously known. It retains to this day a partially built-up appearance.

The families associated with the land development companies, the Heths, Tylers, and Ingles, each built large and substantial houses on tracts carved from their earlier holdings, and each with a romantic name, such as Norwood, Halwyck, and La Riviere. Most were built in the early 1890s. The Wharton House, which they called "Glencoe," had been built more than a decade earlier than the others. The house stood originally on a large farm outside the village. By 1890, it was located near the center of a city block with an impressive view of the New River and the railroad bridge. Outbuildings included an icehouse some distance to the west, a barn to the south, and a smokehouse and chicken house rear the south corner of the house.

The financial panic that gripped the country in 1893 and the ensuing depression seriously affected the industrial output of the city and led to a halt in the real estate promotion and expansion. Several industrial developments were proposed in the region, including Carnegie City to the northeast and Pulaski City to the southwest. Many of these failed after 1893, although Pulaski weathered the depression as an iron and zinc smelting center, in part due to the proximity of appropriate metallic ores. The survival and continued growth of Radford can be principally attributed to its strategic geographic location at an important rail junction. The location ensured that, unlike many other regional boom towns, the industrial firms in Radford would recover and continue for many years. This growth is reflected in the gradual addition of a series of substantial commercial and domestic structures.

At the same time that industry was expanding, there was a corresponding growth in local trade and commerce. A duplication of many services and an informal rivalry grew up between the east and west wards of the burgeoning community. By 1897, West Radford had its own post office; both wards had a full complement of retail stores, professionals, and businesses [Hill 1897:775-786]. Commercial areas in each ward were focused on the railroad stations, although the eastern ward became the chief commercial center and the western ward primarily the sector for industry.

A number of important commercial buildings were constructed on First Street in the west ward in the 1890s. These include the three-story, brick, Romanesque Radford Trust Company (126-0058, not resurveyed) and the **Randolph Block (126-0050)**, a three-story iron-fronted structure, and an interesting three-story, brick, double commercial building, the **Ashmead Building (126-0059)**. A typical commercial structure from the turn of the century is the two-story, brick, double structure at **241-243 First Street (126-0091)** [Plate 1]. The building consists of a two-story pair of storefronts divided by a central pavilion containing an entrance to the residential upper floor. The brick facades incorporate large glass storefronts, replaced in the mid-twentieth century, and regularly-spaced, double-hung, sash windows on the second floor, surmounted by a low hipped roof. Another early commercial building is the three-story brick structure at 327-329 First Street (126-15 and 64, not resurveyed) on the north side of the street. Like many others in the growing city, the building incorporated apartments on an upper floor, arch-headed windows in the upper floors, and a parapet with a pressed metal cornice concealing a shallow shed roof.

Government buildings were originally located in the east ward but most gravitated to the west end of town. The three and a half-story brick building (not surveyed), built in the early 1890s by General G. C. Wharton for use as a hotel, was later purchased by the city for use as a courthouse [Johnson 1975:25]. In the nineteenth century post offices were usually housed in privately owned conventional commercial buildings.

A wide variety of housing was available in the city as dwelling units were added to accommodate the rapidly growing population. Many commercial structures were equipped on the upper floors with small apartments or boarding houses, including the **Randolph Block (126-0050)** [Plate 2]. A range in scale and detail was found among single dwellings, for houses, most often utilizing

vernacular forms, were built for working families as well as commercial and industrial leaders. Laboring families often occupied small, one- or two-room, frame buildings. The Sanborn maps of the period indicated a number of structures identified as "shanties" among the more substantial dwellings of the city, although none were surveyed on this side of the city.

A few central-passage-plan and side-passage-plan dwellings exist in the study area from this period. Only two well-preserved examples of these vernacular forms was surveyed, the slate-roofed, two-story, three-bay, frame, central-passage-plan dwelling with bay windows flanking the entry at **126-0092 on Third Street** [Plate 3] and the house at **118 Second Street (126-0096)**, a two-story, frame side-passage-plan dwelling with Queen Anne-style detailing.

Skilled railroad employees, substantial merchants, and tradesmen could afford larger and more comfortable houses, often built of frame and with complex vernacular-influenced floor plans, such as the house at **126-0095**, on Third Street, a frame two ½-story frame house with complex roofline and Queen Anne detailing, the **Loughon House (126-0013)** [Plate 4], a highly ornate, two-story, frame dwelling with elaborate interior woodwork and a keyhole staircase window. Both houses have large living halls containing stairways, related to British and American Queen Anne domestic designs.

Although there are churches and other institutional buildings in the west ward, none were surveyed as part of this project.

#### *World War I to World War II (1917-1945)*

Radford's population continued to increase as the twentieth century progressed. In 1900 it stood at 3,300. By 1920 it was about 4,600 and by 1940 it had grown to 7,000 [U.S. Census: 1900, 1920, 1940: City of Radford, Va.]. Industrial and transportation activity remained Radford's principal source of employment and growth during the period between the world wars. Heavy and light industry dominated the landscape in the west ward. In 1929, there were fifteen major industrial enterprises active in Radford, including an iron and steel production plant, a chemical plant, and the railroad repair shop [Humbert 1929:71-72]. Few of these industries, other than the railroad shop, were located in the proposed east Radford historic district.

Commerce continued to focus on narrow commercial buildings on contiguous lots in the downtown sections of each ward. New buildings continually replaced old buildings or were added on vacant lots on the periphery. While the streetscape lining Norwood Street in the east ward became filled in, the west ward remained a more scattered collection of major and minor buildings, never completely overcoming the collapse of real estate prices associated with the Panic of 1893. By 1917, the west ward included four attorney's offices, one bank, one billiard room, one cigar and tobacco shop, one specialty clothier, two dentists, one druggist, two dry goods stores, one furniture dealer, one service garage, ten general stores, six grocers, two hotels, one livery stable, one meat market, one milliner, one musical instruments store, one newspaper publisher, two physicians, two plumbers, one restaurant, two tailors, and one undertaker [Hill

1917, 639-648, quoted in Giles:1994, 37]. Typical commercial buildings from the period between the world wars are the two-story brick stores of ca. 1940 on First Street (**126-0087 and 0088**), that resemble the commercial structures of earlier decades. A concrete block commercial building nearby (**126-89**) [Plate 6] was built during the nineteen-twenties and demonstrates the growing popularity of new materials in the country at large. The growing significance of the automobile is represented by the construction of an automobile dealership for **Cunningham Ford (126-0082)** [Plate 5] on First Street in about 1925. The provision of a new, classically detailed building for the telephone company (**126-0086**) on First Street indicates the growing importance of that communication medium in rural America.

Along with the increase in Radford's population, which had grown by more than one third between 1900 and 1920 [U.S. Population Census: 1920: Montgomery Co., Va] there was an increase in construction of single and multiple housing. It has been estimated that about 400 houses were constructed in and around Radford during the years 1921 to 1928 for a total of about 1,400 houses of "average or somewhat better than average" quality on the eve of the Great Depression [Humbert 1929:84]. New apartment buildings such as the Creston Apartments (126-43, not surveyed) and converted single dwellings became a more common housing form, reflecting the decreasing popularity of rooming houses in favor of independent rental units. Apartment construction may also represent a higher cost of home ownership in the 1920s.

The single-family resources associated with this suburban residential development of the third, fourth, and fifth decades of the twentieth century include houses of various forms: bungalows, American Foursquare houses, and derivations of Tudor Revival, Colonial Revival, and even Spanish Colonial style dwellings. Bungalows and American Foursquare dwellings, both resulting from a popularization of the Craftsman movement, began to appear several years before the 1917 start of this period, but the majority of them are later and all of them are counted together here. The house forms, popularized in national publications, were largely differentiated by height, and both are among the first houses in the region to utilize irregular, functionally laid-out plans. Of the houses in the survey, five are one- or one ½-story bungalows or utilize the related two-story Foursquare form. Good examples of bungalows in the study area include the nearly identical houses (**126-0093 and 99**) [Plate 7] on the north side of Third Street, probably built as speculative housing by a single builder and feature deep side gable roofs, central gabled dormers, and decorative eave brackets. The related houses at **319 and 321 Third Street (126-0097-98)** are two-story versions of the same house form, with pyramidal roofs, small gabled dormers, decorative eave brackets, and wide gabled front porches. The extraordinary bungalow known as **the McHarg House (126-0055)** [Plate 8] is a most unusual variation on the type, with a massive curved wrap-around porch almost concealing the expansive floor plan on the extensively landscaped lot. It may have been built at the end of the previous period.

Public improvements of the period included an ornamental "White Way"--225 three-lamp streetlights--stretching along Norwood and First streets in both wards; city-owned water and electric services; a city-owned bus system replacing the street railway; paved streets and sidewalks in the business area; and the first city fire truck [Johnson 1975:45 cited in Giles:1994, 39].

Municipal services were still based primarily in the Radford Courthouse in the west ward dating from the 1890s.

*The New Dominion (1946-Present)*

After the end of World War II, Radford experienced the loss of about a quarter of its population; from a high of about 12,000 residents in 1943 to only 9,026 in 1950 [Johnson 1975:63 cited in Giles 1994:46]. The arsenal was renamed the Radford Army Ammunition Plant and continued to serve as a major regional employer, manufacturing propellant, powder, and other materiel for the Korean Conflict of 1950-1953 and the Vietnam War of 1965-1973. The city and civic associations continued to promote and support industrial and commercial business. Many of the large employers that had characterized manufacturing since Radford's founding as a city continued to operate through the third quarter of the twentieth century.

The only building surveyed as part of this project was the **Pearson House (126-0042)** [Plate 9], an unusual modernist dwelling designed in 1951 by Charles A. Pearson Jr., a professor at V.P.I. and local architect, for his own use. The house draws on the motifs of American architect Frank Lloyd Wright for its low, landscape-hugging form which enhances its sloping site. Brick piers and chimney complement the banded doors and dramatic shed roof with clerestories and a sunscreen serving the main room within. This is an unusual element in the architecture of the period in Radford.

New shopping centers, such as the one at Fairlawn, across the river from Radford, began to draw shoppers away from pedestrian-oriented neighborhoods and business districts. Competition from the automobile and long-distance air travel led to the closing of the rail passenger station on Norwood Street in 1971. The loss of traditional commerce downtown has been softened by the opening of new specialty shops, restaurants, and other businesses serving the student population.

Plate 1  
Commercial Block  
126-0091



Plate 2  
Randolph building  
126-0050  
Second-floor corridor



Plate 3  
Frame House  
on Third Street  
126-0092



Plate 4  
Loughon House  
126-0013



Plate 5  
Cunningham Ford  
126-0085



Plate 6  
Concrete Block  
Commercial Building  
126-0089



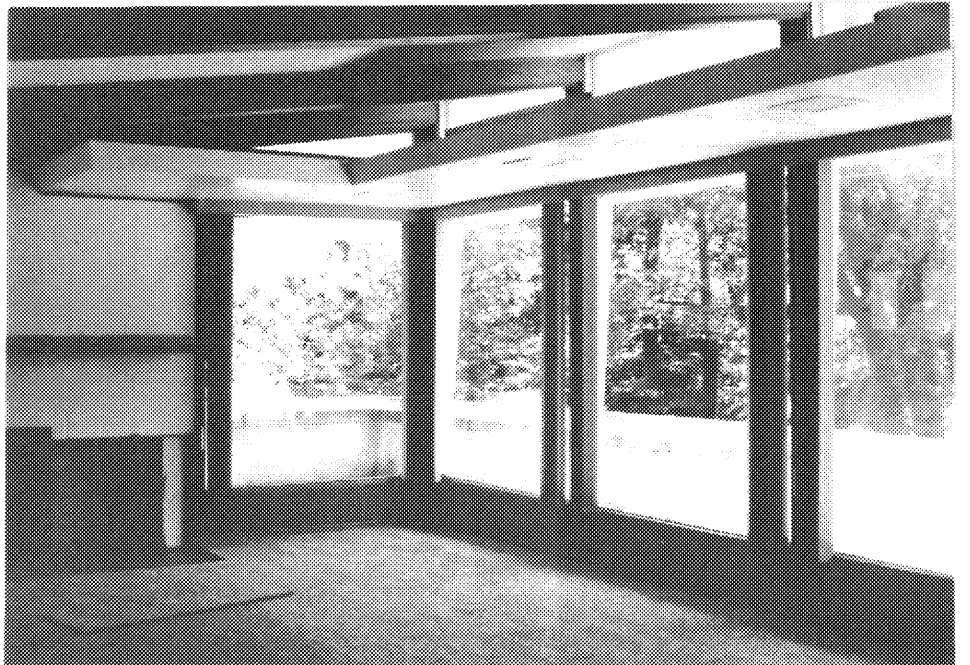
Plate 7  
Bungalow  
126-0093



Plate 8  
McHarg House  
126-0055



Plate 9  
Pearson House  
126-0042





## Survey Results by Theme and Period

The following list includes seven previous survey sites in the study area that were not resurveyed as a part of this project. A few of the sites in the current survey were assigned more than one theme.

Domestic Theme: This theme relates to the homes of study area residents. Property types in the city include chiefly single family residences as well as multiple residences. Eleven of the sites in the current survey project relate to this theme.

### Contributing Domestic Sites by period

Reconstruction and Growth (1866-1916)	8
World War I to World War II (1917-1945)	2
The New Dominion (1946-Present)	1
Total	11

Transportation / Communication Theme: This theme relates to the process and technology of conveying passengers, materials, and information. Property types associated with transportation and communication networks in Radford have historically included water-related resources (ferries), rail-related resources (railroads, passenger and freight stations, engine houses, trains, and bridges), road-related resources (roads, turnpikes, taverns, streetcar systems, automobiles, bridges), and pedestrian-related resources (sidewalks, trails). The only related resource identified in this survey was the Telephone Company Building (126-0086).

### Contributing Transportation/ Communication Sites by period

Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	1

Commerce / Trade Theme: This theme relates to the process of trading goods, services, and commodities. Property types in Radford historically associated with the theme include office buildings, stores, warehouses, commercial blocks, a market building, and banks; these resources housed various businesses, hotels, department stores, specialty stores, restaurants, and the offices of professional, organizational, and financial institutions. Historically significant commercial buildings in the proposed district include a bank (126-0058), an automobile dealership (126-85), and seven traditional commercial buildings along First Street.

### Contributing Commerce/ Trade Sites by period

Reconstruction and Growth (1866-1916)	4
World War I to World War II (1917-1945)	4
The New Dominion (1946-Present)	0
Total	8

### **SURVEY FINDINGS**

The survey produced results indicating the high survival rate of important resources, chiefly dwellings and commercial buildings, related to the growth and expansion of the town of Central City and the city of Radford in the years after the Civil War as an industrial and transportation hub. The residential area seems to have stabilized as new owners have increasingly discovered and restored older houses. Pressure from the Radford Community Hospital on Eighth Street has caused conversion of some houses to office use on the periphery of the survey area, but relocation of the hospital now planned will possibly allow them to return to residential use and remove the immediate threat of further erosion of the residential character of the area. The commercial streetfront along the sides of First Street in the west ward has been incomplete since the slowdown in construction in the 1890s. The area continues to have commercial viability, but most pedestrian traffic is centered in the east ward, where the university is located. Carefully drawn preservation policies will preserve those remaining structures in the survey area.

Several of the surveyed properties were identified as possessing significance warranting nomination to the National Register of Historic Places: the Loughon House (126-0013), the Pearson House (126-0042), the Randolph Block (126-0050), the McHarg House (126-0055), and the Ashmead Building (126-0059).

The following page contains a tabulated list of survey sites, listing the property type, potential significance and date of construction for each.

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0013	Loughon House	Single Dwelling	C01	1890 ca
126-0042	Pearson House	Single Dwelling	C01	1950
			C02	
126-0050	Randolph Block	Commercial Building	C01	1900-1910
126-0055	McHarg House	Single Dwelling	C01	1908
126-0059	Ashmead Building	Commercial Building	C01	1890
126-0085	Cunningham Ford Building	Car Showroom		1925 ca
126-0087	Commercial Building (213-215 First Street)	Commercial Building		1940 ca
126-0088	Commerical Building (219 First Street)	Commercial Building		1930 ca
126-0089	Commerical Building (227-233 First Street)	Mixed:Commerc/Do mest		1925 ca
126-0090	Long's Hardware Company	Commercial Building		1915 ca
126-0091	Commercial Building (241-243 First Street)	Commercial Building		1900-1910
126-0092	Frame House (Third Street)	Single Dwelling		1900 ca
126-0093	Frame House (621 Third Street)	Single Dwelling		1915 ca
126-0094	Stuccoed House (Third Street)	Single Dwelling		1935 ca
126-0095	Frame House (Third Street)	Single Dwelling		1890-1900
126-0096	Frame House (118 Second Street)	Single Dwelling		1890-1900
126-0097	Frame House (321 Third Street)	Single Dwelling		1910-1920
126-0098	Frame House (319 Third Street)	Single Dwelling		1910-1920
126-0099	Frame House (419 Third Street)	Single Dwelling		1915 ca
126-0100	Telephone Co. Building	Communication Facil.		1939-1940

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## **EVALUATION**

### **Potential Historic Designation**

The Virginia Landmarks Register provides for the recognition of significant state historic landmarks and for the review of impacts which state-funded or permitted projects might have on registered landmarks. Occasionally, state funding is available to properties listed on or eligible for the Virginia Landmarks Register. The National Register of Historic Places is a federal designation that honors a property by recognizing its importance to its community, state or the Nation. Owners of listed property may be able to obtain Federal historic preservation funding, when funds are available. In addition, Federal investment tax credits for rehabilitation and other provisions may apply. Federal agencies whose projects affect a listed or eligible property must consult with the State Historic Preservation Officer and the Advisory Council on Historic Preservation to try and minimize any harmful effects of the project upon the historic property.

The survey project has resulted in the recognition of several potentially eligible National Register individual properties, identified in the potential significance column of the survey findings list. These consist of five individual sites: the Loughon House (150-0013), the Pearson House (150-0042), the Randolph Building (150-0050), the McHarg House (150-0055), and the Ashmead Building (150-0059).

## **PRESERVATION RECOMMENDATIONS**

Please see the main report for more guidance in this area and for planning recommendations. Since this project was limited in scope to the number of sites surveyed, it necessarily excluded many historic resources (those fifty years of age or older) that remain within the city. A comprehensive survey would also aid in the identification and delineation of boundaries for potential historic districts in the city. The 1994 survey report's chronological historic overview points out many specific examples of significant resources that should be documented in future projects.

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## APPENDICES



## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0013	Loughon House	RADFORD NORTH
126-0042	Pearson House	RADFORD NORTH
126-0050	Randolph Block	RADFORD NORTH
126-0055	McHarg House	RADFORD NORTH
126-0059	Ashmead Building	RADFORD NORTH
126-0085	Cunningham Ford Building Thompson Tire	RADFORD NORTH
126-0087	Commercial Building (213-215 First Street)	RADFORD NORTH
126-0088	Commerical Building (219 First Street)	RADFORD NORTH
126-0089	Commerical Building (227-233 First Street)	RADFORD NORTH
126-0090	Long's Hardware Company Grandma's Memories	RADFORD NORTH
126-0091	Commercial Building (241-243 First Street)	RADFORD NORTH
126-0092	Frame House (Third Street)	RADFORD NORTH
126-0093	Frame House (621 Third Street)	RADFORD NORTH
126-0094	Stuccoed House (Third Street)	RADFORD NORTH
126-0095	Frame House (Third Street)	RADFORD NORTH
126-0096	Frame House (118 Second Street)	RADFORD NORTH
126-0097	Frame House (321 Third Street)	RADFORD NORTH
126-0098	Frame House (319 Third Street)	RADFORD NORTH
126-0099	Frame House (419 Third Street)	RADFORD NORTH
126-0100	Telephone Co. Building	RADFORD NORTH

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## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0059	Ashmead Building	RADFORD NORTH
1 ) 0087	Commercial Building (213-215 First Street)	RADFORD NORTH
126-0091	Commercial Building (241-243 First Street)	RADFORD NORTH
126-0088	Commerical Building (219 First Street)	RADFORD NORTH
126-0089	Commerical Building (227-233 First Street)	RADFORD NORTH
126-0085	Cunningham Ford Building Thompson Tire	RADFORD NORTH
126-0096	Frame House (118 Second Street)	RADFORD NORTH
126-0098	Frame House (319 Third Street)	RADFORD NORTH
126-0097	Frame House (321 Third Street)	RADFORD NORTH
126-0099	Frame House (419 Third Street)	RADFORD NORTH
126-0093	Frame House (621 Third Street)	RADFORD NORTH
126-0092	Frame House (Third Street)	RADFORD NORTH
126-0095	Frame House (Third Street)	RADFORD NORTH
126-0090	Long's Hardware Company Grandma's Memories	RADFORD NORTH
126-0013	Loughon House	RADFORD NORTH
126-0055	McHarg House	RADFORD NORTH
126-0042	Pearson House	RADFORD NORTH
126-0050	Randolph Block	RADFORD NORTH
126-0094	Stuccoed House (Third Street)	RADFORD NORTH
126-0100	Telephone Co. Building	RADFORD NORTH

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Figure 1  
 City of Radford  
 Westward  
 Map of Survey Properties  
 scale: 1" = 80'



Robertson S

124-0072

Fulk St

124-0013

WADSWORTH

SPRING ST

124-0073

WESTERN

NORFOLK