

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: St. Albans Railroad Industry Historic District

Other names/site number: SHPO# KA-7690

Name of related multiple property listing: N/A

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

2. Location

Street & number: 4th Avenue, 5th Avenue, 2nd Street - 6th Street

City or town: St. Albans State: WV County: Kanawha

Not For Publication: N/A

Vicinity: N/A

3. State/Federal Agency Certification

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

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

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

___national ___statewide Xlocal

Applicable National Register Criteria:

XA ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☒
- Public – Local ☒
- Public – State ☐
- Public – Federal ☐

Category of Property

(Check only **one** box.)

- Building(s) ☐
- District ☒
- Site ☐
- Structure ☐
- Object ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>13</u>	<u>15</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>15</u>	<u>15</u>	Total

Number of contributing resources previously listed in the National Register: 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

DOMESTIC/secondary structure

COMMERCE/specialty store

TRADE/warehouse

INDUSTRY/PROCESSING/EXTRACTION/industrial storage

TRANSPORTATION/rail-related

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling

COMMERCE/business

HEALTH CARE/clinic

RECREATION AND CULTURE/museum

TRANSPORTATION/road-related

UNKNOWN

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & EARLY 20TH CENTURY REVIVALS: Colonial Revival

LATE 19TH & EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

FOUNDATION: CONCRETE

WALLS: ASBESTOS, SYNTHETICS (Vinyl), BRICK, WOOD (Weatherboard)

ROOF: ASPHALT, METAL

OTHER: BRICK, WOOD, ASBESTOS, TERRA COTTA

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The St. Albans Railroad Industry Historic District is located in the City of St. Albans in western Kanawha County, West Virginia. Situated between Charleston and Huntington, the two largest cities in the state, and along the Kanawha and Coal Rivers, the city developed from the late-nineteenth century to the mid-twentieth century as an industrial and transportation hub of the county. The Chesapeake & Ohio (C&O) railway line runs through St. Albans and establishes the northern boundary of the historic district. The 10.5-acre linear district extends along 4th Avenue, generally bounded by Sixth and Second streets. Resources include the St. Albans C&O Railroad Depot (NRHP #97000785; KA-7690-0001), industrial warehouses, residences, commercial buildings, and an overpass. These resources are vernacular in design with influences of the Italianate, Queen Anne, Colonial Revival, Craftsman, Modern and Commercial styles evident in their detailing. The varying functions, materials, and stylistic influences, as well as setback from the sidewalk reflect the diverse nature of the area as it developed not only as an industrial and transportation hub but also provided for the day-to-day lives of workers with a mixture of residences and small-scale commercial operations. In spite of this variety, the resources share general commonalities such as relatively small scale, frame and masonry construction and orientation to Fourth Avenue and the railroad tracks that emphasizes the role of the railroad in its development. Notably, portions of the historic brick street paving (KA-7690-0021) along Fourth Avenue are extant in the 400 and 500 blocks. Areas of what is now vacant land at the northern edge along the railroad tracks and the eastern boundary are included as they are part of the parcels associated with the St. Albans C&O Railroad Depot (NRHP#97000785; KA-7690-0001) and the Lantz Lumber Company (KA-7690-0002). Historically,

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secondary resources such as the freight station, a lunchroom for railroad workers, and lumber sheds occupied this vacant land. Of the twenty-one primary resources in the district, thirteen contribute to the district with a moderate level of historic integrity and eight are non-contributing due to their date of construction or loss of physical integrity. Additionally, there are nine secondary resources, of which two are contributing, including a C&O laborer's dwelling, and seven are non-contributing to the historic district

Narrative Description

Located northwest of Charleston, St. Albans is a small city in Kanawha County in central West Virginia. Kanawha County is the state's most populous county and contains eight cities and eight towns, including Charleston, the county seat and state capital. St. Albans was originally laid out in a grid pattern where the Kanawha River meets the Coal River and development expanded east and south over the course of the twentieth century. The James River and Kanawha Turnpike, a major east-west thoroughfare before the Civil War and presently part of the Midland Trail/Route 60, a transcontinental highway, runs through St. Albans as Main Street.

The St. Albans Railroad Industry Historic District is located on the west side of St. Albans. This linear district comprises approximately five blocks of industrial, residential, commercial, and transportation-related properties along Fourth Avenue across from the railroad tracks. The parcel containing the St. Albans C&O Railroad Depot (NRHP #97000785; KA-7690-0001), which historically included secondary railroad-related resources such as a lunchroom building and a freight station, extends along the C&O main rail line to form the north boundary of the district. The alley between Fourth and Fifth avenues bounds the district to the south. The large parcel of the Lantz Lumber Company building (620 Fifth Avenue/ KA-7690-0002), which historically included numerous lumber sheds, establishes the east boundary of the district and the property at 209 Fourth Avenue (KA-7690-0007) forms the west boundary. The Kanawha River runs parallel (east-west) and three blocks north of the historic district, while the Coal River, which runs north-south, is located four blocks west. The terrain within and around the district is generally level, with the exception of Third Street which runs under the Fourth Avenue Overpass (KA7690-0004) and the C&O tracks. Most of the resources are located on the south side of Fourth Avenue at varying setbacks from the concrete sidewalk in a manner that reflects the function of each building and the overall mixed-use development of the district. The C&O Railroad Depot (NRHP #97000785; KA-7690-0001) is centrally located on the north side of Fourth Avenue. The vacant land along the north side of Fourth Avenue flanking the depot are a mix of grassy and gravel lots that are part of the depot parcel and historically included other railroad-related secondary resources such as a lunchroom building and a freight station. Industrial warehouses tend to be located immediately adjacent to the sidewalk to allow the loading of goods and supplies directly into the building. Additionally, the large parcel of the Lantz Lumber Company (KA7690-0002) at 620 Fifth Avenue includes open land to the rear of the building that historically featured lumber sheds and other secondary buildings related to its operation as a lumber yard. Several of the commercial buildings feature small, paved areas for parking in front of the building while residential resources are set further back with yards in front and garages accessed from the alley at the rear of the lot. Portions of the historic brick street paving (KA-7690-0021) are extant in the 400 and 500 blocks of Fourth Avenue. The St. Albans Main Street Historic District (NRHP #00001315) is located several blocks southwest of the St. Albans Railroad Industry Historic District. The Coal River Locks, Dams and Log Boom Archaeological District, Kanawha, Boone, and Lincoln Counties) is a discontinuous district located along the Coal River (NRHP #97001417).

The historic district developed throughout the twentieth century, with significant growth occurring from 1906 to 1963, concurrent with the construction of the current train depot and the Lantz Lumber Company,

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the earliest industrial building (620 Fifth Avenue/ KA-7690-0002). The district consists of a variety of structures and buildings related to the business and employment generated by the railroad, including businesses, industrial warehouses, and workers' housing in the area along the railroad tracks. The historic residential building designs, which are vernacular in character and date between ca. 1905 and 1950, are influenced by a broad range of styles, including Colonial Revival, Queen Anne, Craftsman, and Modern. Most of the dwellings are single-family and sit back from the sidewalk with residential yards and feature front porches of varying configurations and materials. The commercial and industrial buildings are typically sited along the sidewalk and reflect influences from the Commercial style or their utilitarian function. While the residential buildings are of frame construction, the industrial and commercial buildings are either of brick construction or clad with brick veneer. All building types in the district range from one to two stories, with the exception of the three-story Lantz Lumber Company building (KA-7690-0002).

The buildings are sited at grade along concrete sidewalks with varying setbacks that reflect their function. Portions of Fourth Avenue retain the historic brick paving (KA-7690-0021). Circa 1918, several of St. Albans's "most used streets" were paved with brick as part of \$75,000 worth of city improvements undertaken as one of the first acts after the city was given its second charter in 1917, officially conferring the name of St. Albans upon the municipality.¹ The remnants of brick paving in the district highlight the importance of this thoroughfare to the city. The brick paving in the district is one of the last places, if not the only place, where brick paving remains exposed. Towards the western terminus of the district, an overpass, constructed in the 1930s as part of the St. Albans-Nitro Bridge project, carries Fourth Avenue over Third Street. This Fourth Avenue Overpass (KA-7690-0004) runs parallel to the overpass which carries the C&O tracks over Third Street.

Transportation-Related Architecture

The St. Albans C&O Railroad Depot (NRHP #97000785/ KA-7690-0001) stands at the center of the district at the intersection of Fourth Avenue and Fourth Street. The 1906 depot features a three-part form with a central block and side wings that is dictated by its function as a combination passenger and freight station. The three-part form was divided into three separate waiting rooms with a large central waiting room for the general public with separate, smaller waiting rooms for women and African American passengers. Originally, a covered passage divided the freight/baggage section from the waiting rooms, but wood siding infilled the passage by 1920. Beveled clapboard siding and a low wainscoting and 12' skirtboard sheathes the exterior frame walls and the historic double-hung sash wood windows remain intact. The depot parcel historically included a freight station and lunchroom building for the railroad workers that have been demolished. The Fourth Avenue Overpass (KA-7690-0004) was constructed in 1934 as a concrete bridge to carry Fourth Avenue over Third Street, as part of the St. Albans-Nitro Bridge project. This overpass features concrete side walls scored in a rectangular pattern, reminiscent of the Art Deco style with its emphasis on incised geometric forms.

Commercial and Industrial Architecture

The commercial and industrial buildings in the district, which include warehouses, lumber sheds, and building material retailers, all located their operations along Fourth Avenue for proximity to the railroad. These buildings are characterized by their masonry construction, rectangular forms, and parapets with terra cotta and sheet metal coping. At three stories, the 1906 **Lantz Lumber Company** (620 Fifth Avenue/ KA-7690-0002) stands as the largest building in the district and exhibits Italianate influences with its brick window hoods, metal cornice, and segmental-arched door openings. The infilled garage

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opening on the front elevation historically provided freight access into the building. A railroad spur extended along the rear of the lot. A platform, which extended from the rear of the building to the spur, provided easy transport of lumber and other building goods into the main building and surrounding lumber sheds that historically occupied the area of the parcel that is now vacant. Notably, this building featured the first interior elevator in St. Albans, which allowed vertical circulation of building materials and lumber.² The structural system of cut stone piers and heavy timber trusses carried the weight of the industrial goods and materials sold and stored in this building. The ca. 1925 warehouse at **405 Fourth Avenue** (KA-7690-0014) retains its historic industrial steel-sash windows and sliding wood door. The ca. 1915 commercial building at **409 Fourth Avenue** (KA-7690-0003) features modest brick detailing along the parapet, a wood-frame storefront system and a second story wood porch.

Residential Architecture

Approximately eight residences that date from the early-twentieth century into the 1950s currently survive within the district. According to the city directories and census records, many of the occupants of these houses worked for the C&O Railroad. The residential architecture is of frame construction and is one to two stories in height. The ca. 1906 Hutcheson House at **301 Fourth Avenue** (KA-7690-0009), which is one of the earliest buildings in the district, reflects the Colonial Revival style with its symmetrical façade, hipped roof, and Tuscan wood porch columns. The Hutchison family lived in this house throughout much of the period of significance. Charles Hutchison, the patriarch, worked as a telegraph operator for the C&O. Another early house, located at **215 Fourth Avenue** (KA-7690-0005) (ca. 1910), is clearly influenced by the Queen Anne style with its L-shaped form, cross-gable roof, scroll-sawn ornament accenting the front gable and turned wood porch columns. According to the 1940 census, the owner of a pool room, likely one of the two in the district at either 317 Fourth Avenue or 401 Fourth Avenue (both demolished), lived here. Notably, one of the secondary, frame buildings at this address, which is approximately one-and-a-half blocks west of the C&O depot, functioned as a C&O laborer's boarding house with its three entrances. The house at **509 Fourth Avenue** (KA-7690-0006/ KA-0062) was built in 1918 for Claud Trowbridge, a railroad engineer for the C&O. With its cross-gambrel roof, the vernacular design of this house is reflective of the Dutch Revival style. Construction of new residences exhibiting the influences of popular architectural styles continued into the middle of the twentieth century. The house at **401 Fourth Avenue** (KA-7690-0013) was constructed ca. 1945 and is an excellent example of the Minimal Traditional style. This modest and cost-effective style was popular from the Great Depression into the early 1950s. With its small scale, boxy form, minimal ornament and projecting gable on the front elevation, this house typifies this popular, working-class style. Constructed ca. 1950, the house at **417 ½ Fourth Avenue** (KA-7690-00016) is influenced by Modern design with its square massing, integrated garage, and sash windows with stacked horizontal panes.

Statement of Integrity

The St. Albans Railroad Industry Historic District retains integrity of location and setting as the resources continue to occupy their original lots along Fourth Avenue with the C&O (now CSX) railroad tracks and the Kanawha River to the north, the Lantz Lumber Company (KA-7690-0002) to the east and the Fourth Avenue Overpass (KA-7690-0004) to the west. While many of the industries that historically surrounded the district no longer exist, the C&O Railroad Depot and tracks, the Lantz Lumber Company building (KA-7690-0002), several warehouses, and modest workforce housing continue to provide sufficient integrity of feeling and association in the district to reflect the historic role of the city as an industrial and transportation center. With the exception of the individually listed C&O Railroad Depot (NRHP #97000785; KA-7690-0001), which retains a high level of integrity, most of the buildings have a

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moderate level of integrity of design, workmanship and materials due to alterations. In spite of the removal of original fabric and features and/or the introduction of additions and new materials, the historic vernacular design of the buildings remains evident and retains sufficient integrity to convey their historic function, form and date of construction. As with most evolved districts that are over 100 years old, there are instances of porch and storefront remodeling, replacement doors and windows, and the use of contemporary exterior cladding and roofing materials. However, these alterations are not cumulative to a point that obscures the historic form, building type and period of construction of the contributing resource. In limited cases where the historic form and design of a building constructed within the period of significance (1906-1963) has been altered to such an extent that it no longer conveys its historic form, function, and period of construction, the historic resource is considered to be non-contributing. Alterations of this magnitude are limited and include significant changes to roof forms, large front or side additions that obscure or modify the historic scale and massing of the building, and changes to door and window openings to an extent that the building no longer conveys its original function. The majority of the resources identified as non-contributing date after the end of the period of significance. These non-contributing resources are scattered throughout the district, with many being secondary resources (often located towards the rear of a property), and fail to detract from the sense of function, time, and place of the district. Both individually and cumulatively, the resources of the district convey its development as a working-class, mixed-use area that served as the hub for St. Albans' role as an industrial and transportation center from the early to mid-twentieth century.

INVENTORY

The following is a list of resources located within the St. Albans Railroad Industry Historic District boundaries. The resources are listed alphabetically by street name and numerically by address number. Each parcel is assigned a district number (i.e. 1, 2, 3, etc.) with sub-numbers assigned for secondary resources on the same parcel (i.e. 1a, 1b, etc.). These numbers are also keyed to each building or structure footprint on the accompanying sketch map. The entry for each parcel begins with the West Virginia Historic Property Inventory (HPI) Site Number (Site #KA-7690-xxxx) which refers to the county, the historic district, and the individual resource. The street address, date of construction, number and type of resources and its contributing status are also listed for each property.

All resources, including both primary and secondary, are identified as either contributing or non-contributing based upon their date of construction and physical integrity to convey the areas and period of significance identified for the district. As stated in Section 8, the St. Albans Railroad Industry Historic District is significant under Criterion A in the areas of industry and transportation with a period of significance from 1906 to 1963. All non-contributing resources are noted as such due to either their construction dating after the period of significance (post-1963) or because extensive alterations result in a lack of physical integrity to convey the relationship of the resource to the areas and period of significance for the district. The inventory entry for each property also includes a brief architectural description for each resource (primary and secondary) on the parcel.

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Fourth Avenue

1. Site # KA-7690-0007

209 Fourth Avenue

Single Dwelling

c. 1945

1 contributing building

Photo #4

This two-story, frame house is rectangular in form with a side gable roof. Historically, the first story functioned as a garage, while the second story functioned as a dwelling. Textured tile sheathes the exterior walls of the first story, while scalloped asbestos siding sheathes the exterior walls of the second story. The roof is covered with asphalt shingles. A gable dormer protrudes from the north roof plane. On the north elevation, the second story, partial-width porch with a shed roof is supported by steel posts. The porch railing is clad with scalloped asbestos siding. The garage bays are infilled with T1-11 siding. The entrances contain single-leaf, non-historic doors. An entrance on the north elevation contains an historic 6-panel wood door. The windows are vinyl double-hung sash replacements. A double-hung sash 3/1 wood window remains intact on the east side elevation. Paired casement windows are extant in the gable dormer.

1a. Commercial Building

c. 2004

1 non-contributing building

A 1 1/2-story commercial building stands to the north of the dwelling. This CMU building is rectangular in form with a side gable roof clad with asphalt shingles. Two gable dormers protrude from the north roof plane. The façade (north elevation) is sheathed with brick veneer and vinyl siding sheathes the gable fields and dormers. The projecting entrance has a front gable roof and contains a single-leaf, non-historic, panel door flanked by sidelights. The casement windows are vinyl.

2. Site # KA-7690-0005

215 Fourth Avenue

Single Dwelling

Mary Searls House

c. 1910

1 contributing building

Photo #8

This one-story, frame house is L-shaped in form with a cross gable roof and stands on a rusticated CMU foundation. Weatherboards sheath the exterior walls, portions of which are covered by tar paper. Scroll-sawn ornament accentuates the front gable. Two interior brick chimneys, one of which retains its corbeling, extend above the roof which is covered with 5V crimp metal roofing. The full-width porch is supported by turned wood spindles. Historically, the porch wrapped around to the east side elevation. The façade is comprised of a vinyl picture window and single leaf entrance, which is covered by a plywood board. The side elevations feature double-hung sash vinyl windows and a metal horizontal pane window. The entrance and window openings on the rear are obscured by plywood boards and overgrown vegetation.

2a. Multiple Dwelling (Laborer's House) c. 1910

1 contributing building

This one-story, frame C&O laborer's house is rectangular in form with a side gable roof. The roof is covered with 5V crimp metal. The exterior walls are sheathed with weatherboard siding. Decorative corner boards accent the four corners of the building. The outbuilding stands on CMU blocks. The three entrances on the north elevation contain single-leaf, vertical-board, wood doors. The single-pane, wood windows on wood sills are surrounded by simple wood trim.

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- 2b. Garage c. 1935 1 contributing building**
This one-story, frame garage is rectangular in form with a front gable roof. The roof is covered with 5V crimp metal and has exposed rafter tails. Wood vents are located in the gable fields. German siding sheathes the exterior walls. The swinging, wood garage doors are multi-light-over-panel and are located on the south elevation. A paneled, wood, single-leaf door is on the west elevation. The windows are covered by plywood boards and are surrounded by Colonial Revival-style, wood trim.
- 3. Site # KA-7690-0008 221-223 Fourth Avenue Commercial Building c. 1996 1 non-contributing building**
This one-story, CMU building is rectangular in form with a hipped roof sheathed with asphalt shingles. The CMU is textured. The front entrance contains two, single-leaf, aluminum frame doors and projects out from the central building mass. Other entrances around the building include sliding doors, single-leaf flush doors and single-leaf aluminum-frame doors. The fixed vinyl windows stand on concrete sills and are either single, paired, or tri-partite.
- 4. Site # KA-7690-0004 Fourth Avenue Overpass Bridge c. 1934 1 contributing structure Photo #2, 11**
This concrete overpass with steel railings carries Fourth Avenue over Third Street and runs parallel to the underpass carrying the C&O railroad tracks over Third Street. The concrete parapets feature incised rectangles.
- 5. Site # KA-7690-0009 301 Fourth Avenue Single Dwelling c. 1906 1 contributing building Photo #2**
This two-story, three-bay, frame house with a symmetrical façade stands on a parged concrete foundation. The hipped roof is clad with asphalt shingles. Vinyl siding sheathes the exterior walls. The full-width porch features wood balustrades, scroll-sawn ornament and Tuscan columns supporting the front gable roof with eave returns and pediment. A one-story, polygonal, bay window projects from the western elevation. The windows are obscured by exterior storm windows. The front entrance contains a single-leaf, replacement door. A one-story addition appends the rear elevation. The addition stands on a CMU foundation and has a shed roof covered with asphalt shingles. The double-hung sash and sliding windows are obscured by exterior storm windows. An entrance on the east side elevation contains a flush door. The window and door openings around the house are flanked by non-historic, louvered shutters.
- 6. Site # KA-7690-0010 307 Fourth Avenue Warehouse c. 1989 1 non-contributing building**
This one-story building is rectangular in form with a front gable roof. The roof is covered with ribbed, corrugated metal roofing. The exterior walls are clad with ribbed metal siding. The entrance contains a flush metal door on the south elevation.

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7. Site # KA-7690-0011

319 Fourth Avenue

Commercial Building

c. 1989

1 non-contributing building

This commercial building comprises three, one-story sections arranged in a u-shaped footprint. The western, CMU block is rectangular in form with a flat roof. A parapet with sheet metal coping rises above the roof. The front elevation wall is clad with brick veneer. The central, CMU block is L-shaped in form with a flat roof. A sheet metal parapet rises above the roof. The front elevation wall is clad with brick veneer. A sheet metal awning extends over the storefront. The front entrance comprises double-leaf, aluminum-frame doors. The storefront windows have aluminum frames. This block features a garage bay in the recessed section, which connects the central block to the eastern block. The rectangular eastern block is clad with ribbed metal siding. The low-pitched, front gable roof is covered with metal roofing. There are no visible windows or exterior entrances from the public right-of-way.

8. Site # KA-7690-0012

323 Fourth Avenue

Commercial Building

c. 1981

1 non-contributing building

This one-story, CMU commercial building is rectangular in form. The side gable roof is covered with asphalt shingles. The gable fields are clad with aluminum siding. The façade (east elevation) is sheathed with brick veneer and the south side elevation is parged. The fixed windows are vinyl, and the entrances contain single-leaf, flush, metal doors.

9. Site # KA-7690-0013

401 Fourth Avenue

Single Dwelling

c. 1945

1 contributing building

Photo #6

This one-story, frame house irregular in form with a cross gable roof. The roof is covered with asphalt shingles. A large, exterior, brick chimney is on the front of the house. A gable dormer projects from the side (west) roof plane. Vinyl siding sheathes the exterior walls. The house stands on a rusticated, CMU foundation. The front entrance is contained within a protruding front gable. The single-leaf, wood entrance door is divided-light-over-vertical-panel. The replacement windows are fixed single-light. A non-historic, two-story addition appending the rear elevation stands on a rusticated CMU foundation. The addition is rectangular in form with a front gable roof clad with asphalt shingles. The double-hung sash vinyl windows are 1/1. Vinyl siding sheathes the exterior walls. Single-leaf, non-historic doors access the addition on the rear (south) and side (west) elevations.

10. Site # KA-7690-0014

405 Fourth Avenue

Warehouse/Commercial Building

Economy Wholesalers (Grocery)

c. 1925

1 contributing building

Photo #1

This one-story, brick commercial building is rectangular in form and stands on a poured concrete foundation. Stepped parapets with either sheet metal or terra cotta coping rise above the flat roof. The brick exterior walls are laid in seven-course common bond. Ribbed metal siding has been applied to the façade (north elevation). The industrial steel-sash windows stand on rowlock brick sills and are capped by wood lintels. The façade entrance contains a metal roll-up garage door while the rear entrance contains a sliding wood door with most of its metal cladding removed.

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11. Site # KA-7690-0003

**409 Fourth Avenue
Commercial Building**

**College Tin Shop
c. 1915**

1 contributing building

Photo #1, 10

This two-story brick building is rectangular in form with a flat roof. A brick parapet with terra cotta coping rises above the roof. There is modest brick detailing on and below the parapet. The front (north) elevation is laid in stretcher bond and the side (east) elevation is laid in seven-course common bond. The recessed entrance features a single-leaf door capped by a wood-frame transom; the door is obscured by a plywood board. The storefront windows with wood frames are partially obscured by T1-11. The storefront transom has a wood frame with aluminum grilles dividing it into multiple lights. The second story wood porch projects above the storefront system. A wood railing featuring remnants of three wood balusters encloses the porch. The replacement windows are double-hung sash with rusticated concrete sills and lintels. An historic paneled wood door capped by a wood-frame transom and concrete lintel is located on the second story of the façade.

12. Site # KA-7690-0001/ NRHP #97000785

**410 Fourth Avenue
Depot**

**C&O Rail Depot
1906**

1 contributing building

Photo #1, 5, 13

This train depot comprises a 1 ½-story central block with two one-story wings. Each of the three sections has a hipped roof covered with asphalt shingles. Gable dormers with divided-light wood awning windows protrude from the north and south roof planes. Beveled clapboard siding with low vertical wainscoting and a 12" baseboard sheathes the frame walls. A wood loading dock appends the west side elevation. The front (south) entrance contains a single-leaf, six-panel wood door. The transom historically capping this entrance has been modified with the clapboard siding. The secondary front entrance contains a single-leaf, six-panel, wood door capped by a wood, divided-light transom. The rear (north) entrance contains double-leaf, six-panel, wood doors capped by a wood, divided-light transom. Secondary rear entrances contain single-leaf and double-leaf, wood, paneled doors. On the west side a wood, roll-up garage door accesses the loading dock. The windows on the first story are double-hung, wood sash that are either 9/4 or 6/6. The clerestory windows in the ½ story are divided-light wood.

12a. Office Building

c. 1996

1 non-contributing building

The secondary building is rectangular in form with a hipped roof and is located to the east of the depot. The roof is covered with asphalt shingles. The building stands on a concrete foundation. The exterior walls are sheathed with vinyl siding. The entrance contains a non-historic, single-leaf door. The casement windows are vinyl.

12b. Garage

c. 2010

1 non-contributing building

A rectangular garage is located to the east of the depot and secondary building. The garage is covered with plywood board siding. The shed roof is covered with ribbed metal roofing. A porch with a side gable roof is supported by wood posts. The garage bay contains a non-historic, roll-up, panel door. The vinyl windows are fixed.

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13. Site # KA-7690-0015

413 Fourth Avenue

Single Dwelling

c. 1940

1 contributing building

Photo #12

This one-story, frame house is rectangular in form. The house stands on a painted, CMU foundation. The front gable roof is covered with asphalt shingles. Scalloped, asbestos siding sheathes the exterior walls. The original full-width, hipped-roofed porch has been modified with the construction of a front addition with a front-gable roof. Below the porch roof extends a metal awning. Cast iron supports brace the roof and awning. The single-leaf, front door is obscured by a screen door. Divided-light, wood casement windows are extant on the east side elevation. A double-hung wood sash window that is 6/6 remains intact on the rear elevation. The remaining sash and casement windows around the house are vinyl replacements.

13a. Shed

c.1995

1 non-contributing building

A one-story, frame shed with a metal roof is located to the west of the house. The shed stands on CMU blocks. The exterior walls are sheathed with T1-11 siding. The windows are covered with plywood boards.

14. Site # KA-7690-0016

417 ½ Fourth Avenue

Single Dwelling

c. 1950

1 contributing building

Photo #12

This two-story house is rectangular in form. The second story, which is of frame construction, cantilevers out over the first-story CMU garage. Asbestos siding sheathes the exterior walls of the second story. The hipped roof is covered with asphalt shingles. The garage bays containing paneled wood garage doors flank the central entrance, which contains a plywood door. An entrance on the north elevation contains an historic 6-panel wood door. The windows on the front and side elevations are wood casement and double-hung wood sash that are 2/2 with stacked horizontal panes. The wood picture windows on the rear elevation have horizontal panes. The windows have wood or concrete sills.

15. Site # KA-7690-0017

505 Fourth Avenue

Single Dwelling

c. 1917

1 non-contributing building

Photo #9

This two-story, frame house has a hipped roof covered with ribbed metal. The ribbed metal covers the second story to create a faux mansard roof. The first story of the façade is clad with brick veneer. The secondary elevations are sheathed with vinyl siding. The full-width porch is supported by vinyl columns on brick piers. An awning covered with ribbed metal projects over the porch to create a faux mansard roof. A polygonal bay window projects from the front elevation. The windows are vinyl replacements. The single-leaf entrance contains a non-historic door. A large, two-story addition appends the rear elevation.

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16. Site # KA-7690-0006/ KA-0062

509 Fourth Avenue

Trowbridge House

Single Dwelling

c. 1915

1 contributing building

Photo #9

The 1 ½-story, square-massed house stands on a parged foundation. Vinyl siding sheathes the exterior walls of the frame house. The gambrel roof with eave returns is covered with ribbed corrugated metal. Fish scale shingles sheathe the gambrel fields. The front gambrel field features a half-round replacement window. Wood Tuscan columns and a turned baluster railing support the full-width front porch with a hipped roof. A polygonal bay window projects from the front elevation. The front entrance contains a non-historic, single-leaf door flanked by sidelights. Storm windows obscure the double-hung sash and sliding windows. A one-story addition appends the rear elevation.

17. Site # KA-7690-0018

521 Fourth Avenue

Commercial Building

c. 1990

1 non-contributing building

Photo #9

This one-story, CMU building is rectangular in form. Brick veneer sheathes the façade and wraps around a portion of the east side elevation. A parapet with sheet metal coping rises above the flat roof. The slender, fixed windows have aluminum frames. The front entrance contains a single-leaf, aluminum-frame door flanked by sidelights. The east side elevations features two entrances with flush, metal, single-leaf doors and a garage bay with a roll-up, metal door.

18. Site # KA-7690-0021

Fourth Avenue

Brick-Paved Street

c. 1917

1 contributing structure

Photo #1, 7, 9

Portions of Fourth Avenue between 410 and 521 Four Avenue retain the historic red brick paving undertaken as part of city-wide infrastructure improvements undertaken in 1917 when the City of St. Albans was incorporated.

Fifth Avenue

19. Site # KA-7690-0002

620 Fifth Avenue

Lantz Lumber Company

Warehouse/Commercial Building

c. 1906

1 contributing building

Photo #3

The three-story, brick commercial building is rectangular in form with a flat roof. A parapet with terra cotta coping and an elevator penthouse rise above the roof. A metal cornice ornaments the façade. The brick walls are laid in seven-course common bond. Signs reading, "LANTZ LUMBER COMPANY" and "GEO WEIMER & SONS LUMBER & BUILDING MATERIALS," are painted on the north and south elevations respectively. The original configuration of the façade on the first story has been altered with the brick infill in the garage bay and the installation of the aluminum-frame storefront windows and single-leaf door with wide sidelights. The storefront windows and sidelights are infilled with plywood boards. The historic window openings feature brick window hoods and concrete sills. The window openings, which historically contained double-hung wood sash windows, contain single-light windows. Original window openings on the first story of the north side elevation have been modified with

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the introduction of industrial steel sash windows. The south side elevation contains two, single-leaf entrances covered with plywood boards.

- 19a. Garage c. 1991 1 non-contributing building**
This one-story, CMU garage is rectangular in form with a gable roof. The west elevation contains six garage bays containing metal roll-up doors, a single-leaf, aluminum-frame door and an aluminum-frame storefront window.
- 19b. Garage c. 1995 1 non-contributing building**
This one-story, CMU garage comprises two rectangular sections with side gable roofs. The garage contains six garage bays containing roll-up doors. The south elevation contains a garage bay with a roll-up metal door and a single-leaf, half-light, metal door.

Fifth Street

- 20. Site # KA-7690-0019**
400 Fifth Street
Commercial Building c. 1972 1 non-contributing building
This one-story CMU building is rectangular in form with a faux mansard roof. Brick veneer covers the north and west elevation walls. Single-leaf entrances containing aluminum-frame doors are located on the north, west, and south elevations. The double-hung sash vinyl windows are 6/6.
- 21. Site # KA-7690-0020**
401 Fifth Street
Commercial Building c. 1980 1 non-contributing building
This one-story building is rectangular in form with a side gable roof. The roof is covered with asphalt shingles. The building stands on a CMU foundation which is clad with brick veneer on the north and west elevations. Vinyl siding sheathes the exterior walls. A gable canopy shelters the front entrance, which contains a non-historic, single-leaf door. The double-hung sash and picture windows are vinyl.
- 21a. Garage c. 2003 1 non-contributing building**
A one-story, CMU garage with contemporary, roll-up doors is located to the south of the building. Although originally constructed as a separate structure, a covered walkway now connects the two buildings.

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8. Statement of Significance

Applicable National Register Criteria

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

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

TRANSPORTATION

Period of Significance

1906-1963

Significant Dates

1910

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Located at the confluence of the Coal and Kanawha rivers, Saint Albans, West Virginia, has served as an industrial and transportation center for the many natural resources of the Kanawha Valley since it was first settled as Coalsmouth in the early nineteenth century. Salt, lumber, and coal, which were found in abundance in the Kanawha Valley, combined with the improvements of the James River and Kanawha Turnpike in the 1820s and the completion of the Chesapeake & Ohio (C&O) Railway in 1873, brought settlement to the area that would become St. Albans in the early 1870s. With the rich resources and transportation network of rivers, roads, and rails, St. Albans developed as an industrial city and transportation hub in central West Virginia. The St. Albans Railroad Industry Historic District extends along Fourth Avenue and the C&O tracks between Second and Sixth streets in the northwest section of the city to encompass the railroad and industrial resources, as well as workforce housing and associated commercial businesses, that remain of this important industrial and transportation center between Charleston and Huntington, West Virginia.

The St. Albans Railroad Industry Historic District is eligible for listing on the National Register under Criterion A with significance on the local level in the areas of industry and transportation for its role as a railroad-shipping hub for the surrounding industries that processed, sold, and shipped raw goods and products associated with the abundant natural resources of the region. In addition to the C&O Railroad Depot property (NRHP #97000785; KA-7690-0001), which historically included a freight depot (demolished), the district includes several warehouses and businesses - such as the College Tin Shop (KA-7690-0003), which operated as a wholesale grocery warehouse, and the Lantz Lumber Company (KA-7690-0002) - that relate directly to the processing and shipping activities of the railroad and nearby

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industries. The activities of processing, storing, selling, and shipping goods and products employed a number of people, which also led to the development of workforce housing and associated commercial businesses in the district along the C&O Railway tracks. The period of significance for the district begins in 1906, with the construction of the St. Albans C&O Railroad Depot (NRHP #97000785/ KA-7690-0001) and extends to 1963 when the depot ceased operations and the population of St. Albans began to decline for the first time.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criteria A: Transportation

Since its initial settlement in the early nineteenth century as Coalsmouth, St. Albans has served as a transportation hub for the region. Beginning with improvements to the James River and Kanawha Turnpike in the 1820s and the completion of the Chesapeake & Ohio (C&O) Railway in 1873, the network of rivers, roads, and rails has provided a foundation for the development of St. Albans. Once the C&O Railroad was established through St. Albans in 1873, shipping by rail became the primary mode of transporting goods and products in the region. With the St. Albans C&O Railway Depot (NRHP #97000785/ KA-7690-0001) and its associated freight depot (demolished) located at its center and the tracks forming the boundary to the north, the district developed in close association with the railroad as industries and warehouses located nearby to take advantage of this means of transporting their supplies and products. Railroad employment also provided jobs to many local residents of St. Albans with many living in houses in the district along Fourth Street.

Criteria A: Industry

The St. Albans Railroad Industry Historic District is eligible for listing on the National Register under Criteria A in the area of industry as the area along the C&O Railway tracks, as well as the Coal and Kanawha rivers to the north and west, developed with numerous industries taking advantage of the rich natural resources of the Kanawha Valley and the transportation network that passed through St. Albans. While many of these industries were located beyond the district boundaries, they were in close proximity and directly impacted the development of the district along the railroad tracks. With the St. Albans C&O Railway Depot (NRHP #97000785/ KA-7690-0001) and associated freight depot (demolished) at the center of the district, the area developed as the transportation hub for shipping the goods and products of these surrounding industries. Several warehouses and businesses operated along Fourth Avenue in the district to store or sell goods and products shipped on the railroad. The Lantz Lumber Company (KA-7690-0002) located a lumber yard at 620 Fifth Avenue, with a railroad spur connecting it to the main C&O tracks, to sell building materials associated with the lumber industry and take advantage of the nearby railroad. The College Tin Shop (KA-7690-0003) was built directly across from the depot at 409 Fourth Avenue to serve as a wholesale grocery warehouse. Workers' housing and commercial businesses that supported the industries and the associated workforce also developed in the district as a result of the employment and economic activity generated by the industries.

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Historical Background

Early Industries and Settlement of Coalsmouth

The area that would become known as St. Albans was originally named Coalsmouth for its location at the mouth of the Coal River. It is unclear whether this name came from John Peter Salley, who discovered the Coal River in 1746 during a six-year journey from Virginia to New Orleans and back, or Samuel Coal, who deserted the Big Sandy expedition led by Major Andrew Lewis in 1756, found the Coal River and followed it to the Kanawha River.³ In either case, the Coal River was the impetus for settlement with the earliest industries in the area located at the confluence of the Coal and Kanawha rivers. With an abundance of salt, timber, and coal found in the Kanawha Valley, early industries - such as salt furnaces, sawmills, and flatboat builders - developed to extract, process, and transport the valuable resources.

The rich salt deposits of the Kanawha Valley attracted wildlife and Native Americans for centuries. The “gaming paths” created by the wildlife and hunters established natural routes through the area that led to fords in the river and the salt deposits. Colonel Andrew Lewis and his troops followed this route and discovered the salt deposits in 1774 as they marched to the Battle of Point Pleasant. Following their victory, settlement began to expand westward into the region and the route used by the Native Americans and Colonel Lewis was first improved by the state of Virginia as the “Old State Road.” Road improvements began in 1785 and, after passing through the village of Coalsmouth, were completed to the Ohio River by 1800.⁴

Following his explorations into the Ohio River Valley in 1784, General George Washington purchased a large tract of land in the Kanawha Valley in the area of present-day St. Albans.⁵ A portion of this land would be sold in 1810 to Morris Hudson, one of the earliest settlers in the area. By 1817, a post office was established in Coalsmouth. That same year, Phillip Rootes Thompson purchased a large tract of land, built a stone house, and laid out a town which he would later rename Phillipi in 1829.⁶ Between 1820 and 1824, the route of the “Old State Road” would be further improved as the James River and Kanawha Turnpike, serving as the overland section of the James River and Kanawha Canal project. From 1829 to 1832, a subsequent project, sanctioned by the Virginia legislature, extended the route to the Big Sandy River on the Ohio River. This important route passed through the village of Phillipi and is known today as Route 60 or Main Street in St. Albans.⁷

The production of salt from brine was the earliest industry in the Kanawha Valley with the first salt furnace established in 1797 at the mouth of Campbell Creek, a tributary of the Kanawha River southeast of Charleston. By 1815, there were fifty-two salt furnaces in the area and coal was first used in 1817 to reduce the brine more efficiently. With more than three million bushels of salt produced in 1846, the Kanawha Valley became the largest supplier of salt in the United States.⁸ The first industries in Coalsmouth were a tannery (1800), a sawmill (1819) and a flatboat company to transport salt and coal down the river.⁹ As early as 1848, eight coal companies established the Coal River Navigation Company, which, by 1859, completed a series of eight locks and dams along the river to improve transportation.¹⁰ These locks, which pre-date those built along the Kanawha River in 1875, continued to operate until 1884 when the railroad forced them to close.¹¹ This early navigation system along the Coal River attracted more industries and settlement in the area, and Phillipi was designated the village of Kanawha City by special charter in February 1868.¹² Colonel John Cunningham, who had purchased most of the lots of the former village of Phillipi and the surrounding area, was instrumental in obtaining the charter for Kanawha City and served as one of the first supervisors directed to hold local elections.¹³

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Establishment of the Chesapeake & Ohio (C&O) Railway

In the 1840s and 1850s, numerous small railroad lines operated independently throughout Virginia. The Commonwealth continued its drive to connect the James and Ohio rivers, financed and incorporated several railroad companies in the 1850s to cross the mountains and expand westward. The Louisa Railroad, which expanded from Richmond to Charlottesville in 1850 was renamed the Virginia Central Railroad. The Blue Ridge Railroad, also funded by the state, took on the difficult task of building tunnels through the Blue Ridge Mountains while the Virginia Central established a line through the Shenandoah Valley to Jackson's River Station (later renamed Clifton Forge) in 1856. At the same time, the Covington & Ohio Railroad extended west of the Alleghany Mountains towards Charleston. These efforts, however, were interrupted by the Civil War.

Following the war, the Virginia Central Railway continued its efforts with the Covington & Ohio Railway to connect the James and Ohio rivers; however, capital investment was needed to help the railroad recover from the destruction of rails and the financial losses of the war. After unsuccessful attempts to secure British investment, the railroad company attracted the attention of Collis P. (C.P.) Huntington of New York. Huntington, who was one of the main investors in the Central Pacific section of the recently-completed Transcontinental Railway, saw the potential for the Virginia Central to complete his dream of a true transcontinental railroad as the eastern link.¹⁴ Huntington became president of the newly-formed Chesapeake & Ohio (C&O) Railway in 1869, which merged the Virginia Central and the Covington & Ohio lines, and committed to extending the railroad west from the Alleghany Mountains to the Ohio River. With legislative support from West Virginia, the C&O purchased 5,000 acres west of the Guyandotte River in 1870 to establish the western terminus of the line. After designating land for an extensive railyard, the Central Land Company, a subsidiary of the C&O, platted the remaining land to establish the city of Huntington, West Virginia, in 1871. By the end of that year, the line extended from Huntington to Charleston, passing through the towns of Milton, Hurricane, Scott Depot and St. Albans. The rail connection between Newport News on the Chesapeake Bay and Huntington on the Ohio River was completed on January 29, 1873, with the last spike driven into place near Hawks Nest, West Virginia.¹⁵ Most significantly, the completion of the C&O served to connect the vast coalfields of West Virginia to both national and international industrial markets and led to the development of towns and cities, such as St. Albans, along the line. These new towns and cities developed as commercial, industrial and transportation centers during the late-nineteenth and early-twentieth centuries.

Prior to the establishment of the C&O depot in St. Albans, a depot and railyard were located at Lewis, a settlement in Kanawha County on the west side of the Coal River. By 1871, however, the depot and yard were relocated one-and-one-half miles east to Kanawha City. Allegedly when the local saw mills refused to supply the C&O with lumber for railroad ties at a low price, C.P. Huntington authorized the Central Land Company, serving as the railroad's land agent, to purchase the remaining tracts of undeveloped land from Colonel John Cunningham to establish his own saw mills.¹⁶ On February 28, 1871, the West Virginia legislature passed an act to change the name of Kanawha City to St. Albans, purportedly at the request of C&O official H.C. Parsons in honor of his hometown of St. Albans, Vermont.¹⁷

The first depot in St. Albans, located on Fifth Street within the district, served both passengers and freight. In 1906, the present St. Albans C&O Railroad Depot (NRHP #97000785; KA-7690-0001) was constructed at the intersection of Fourth Avenue and Fourth Street at the center of the historic district. The original depot on Fifth Street was then used exclusively as a freight station until it was destroyed by fire in 1910 and replaced with a new, two-story building.¹⁸ The associated railyard, including a coal dock, water tank, pump house, railroad shops and sidings, represented a substantial investment and commitment by the C&O to the town.¹⁹ The 1906 C&O Railroad Depot served primarily as a passenger station with separate "Ladies" and "Colored" waiting rooms as well as an attached building for baggage and express packages. The depot originally featured a watch tower on its central hipped roof for the station operator to

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observe oncoming trains in order to switch the tracks. In 1907, the C&O purchased the Coal River and Western Railway, which had begun competing operations along the Coal River four years earlier, and made improvements, including extending the line up the Little Coal River and the Big Coal River, double-tracking the main line, adding sidetracks, and moving the switch operations to a small signal tower at C Street near the intersection of the two lines. At this time, the St. Albans depot was remodeled, and the watch tower was removed. The freight station (demolished) was also remodeled to provide office space for the new Coal River Division.²⁰

Industrial Development and the Growth of St. Albans

The development of St. Albans during the late-nineteenth and early-twentieth centuries resulted directly from the establishment of the C&O Railway and its Coal River Division. The population of the town nearly doubled from 482 in 1880, following the completion of the railroad, to 816 in 1900. Industries - such as the St. Albans Flour Mill, The Montague Manufacturing Company (a saw and planing mill), the Bowman Lumber Company, and the American Column & Lumber Company - were located near the railroad tracks to the west and north of the district towards the Coal and Kanawha rivers.²¹ The lumber business, which both provided ties for the railroad and depended on the rails for shipping raw materials and finished products, dominated the industries in St. Albans in the late-nineteenth and early-twentieth century with as many as fourteen mills located in the area at one time.²² George C. Weimer came to St. Albans in 1889 from Buffalo, New York, where he had been in the lumber business since 1870. With his three sons, he established the Geo. Weimer & Sons Planing Mill in 1891 near the Bowman Lumber Company.²³

In 1904, Grant P. Hall purchased the remaining undeveloped land in town from the Central Land Company and subdivided it with graded streets and individual lots for sale.²⁴ By 1906, residences began to be built across from the railroad on Fourth Avenue, including the ca. 1906 house built by Charles Hutchison, a railroad telegraph operator, at 301 Fourth Avenue (KA-7690-0009). New industries continued to locate to the west of the district, closer to the Coal River and the Coal River Division rail line, including the McGregor Manufacturing Company, which produced columns and balusters, on the former site of the Montague Manufacturing Company.

In 1906, the same year the C&O built the current depot, two devastating fires destroyed the commercial core of Main Street. In spite of this setback, the town continued to grow and develop with the population increasing by 72 percent to 1,209 during the first decade of the twentieth century. The St. Albans Building Company had completed a three-story brick building at 620 Fifth Avenue (KA-7690-0002) that same year to serve as a wholesale grocery warehouse near the new depot; however, this use did not materialize and the St. Albans Opera, the St. Albans Philharmonic Society and Long's Minstrels located in this building for several years after the Opera House on Main Street burned.²⁵ The *Charleston Gazette* celebrated the resiliency of the town in 1910 with a special edition entitled "THRIVING HUSTLING ST. ALBANS". The newspaper noted the construction of a new city hall, two new churches, several commercial buildings, hotel renovations, the expansion of Central School, and the establishment of the Atkinson Car & Foundry Company. In 1910, Geo. Weimer & Sons closed their planing mill and moved to the building at 620 Fifth Avenue, previously occupied by the opera, to launch a retail operation selling a full range of building materials and finished products with a rail spur connecting it to the main line of the C&O Railroad for shipping.²⁶ In addition to the Weimer operation, the 1912 Sanborn Fire Insurance Company map depicts ten residences, two restaurants, two grocers, an office, a warehouse, and a hay and feed store located on Fourth Avenue in the district between Second and Sixth streets. The ca. 1910 house at 2015 Fourth Avenue (KA-7690-0006) also included a C&O laborers residence with three units in the rear yard.

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St. Albans became incorporated as a city in February 1917 and began making infrastructure improvements with a \$75,000 bond to finance street paving, sidewalks, and sewer construction.²⁷ This original brick street paving (KA-7690-0021) is still visible in sections of Fourth Avenue in the district. By 1920, the population of St. Albans totaled 2,825, an increase of 133 percent over the previous decade. The newly-incorporated city boasted two banks, two hotels, paved streets, electric lights, and a weekly newspaper.²⁸ The railroad remained a major industry employing as many as 250 workers in the area.²⁹ However, the lumber mills, which had previously served as the largest employer, began to close and were replaced with new industries such as: the Virginian Rubber Co (manufacturers of automobile tires and tubes); St. Albans Water, Light & Ice Co.; Wink-O Products Co (soap manufacturers); Nurnberger & McCormick's Planing Mill; and the St. Albans Glass Company.³⁰ The location of these new industries in the area between the rivers and the railroad demonstrated the continued importance of the railroad as the primary means of shipping goods and products. By 1927, the city had purchased the St. Albans Water, Light & Ice Company in order to establish the St. Albans Public Works Company.³¹ The approximately five blocks along Fourth Avenue in the historic district were fully developed with a mixture of working-class residences, warehouses, and commercial businesses, including the addition of a tailor shop and two pool rooms with the owner of one of the pool rooms living at 215 Fourth Avenue (KA-7690-0005).³²

The growth of the city slowed over the following two decades with the population increasing by only 14 percent to 3,254 in 1930 with only an additional 304 residents reported in 1940. The 1931 Sanborn Fire Insurance map shows the addition of the College Tin Shop in the former ca. 1915 warehouse at 409 Fourth Avenue (KA-7690-0003) as well as the appearance of several garages on properties in the district. New industries to the west of the district include the St. Albans Machine Works and an "auto wrecking" business on the site of the former St. Albans Flour Mill.³³ Occupations listed in the 1930 census for both men and women demonstrate the working-class character of the district with strong connections between the residents, the railroad, the surrounding industries, and local businesses. The 1930 census listed the following occupations of residents with addresses on Fourth Avenue within the district: two railroad conductors (315 and 401), a railroad supervisor (503), two railroad telegraph operators (301/ KA-7690-0009 and 311), a railroad mail clerk (505/ KA-7690-0017), three carpenters (201, 205 and 509/ KA-7690-0006), a garage owner (313), a garage mechanic, two department store clerks (205 and 309), a cook (209), a pool room owner (215/ KA-7690-0005), four teachers, a judge's clerk (301/ KA-7690-0009), a restaurant owner (323), a restaurant manager (401), four waitresses, a general laborer, a chemical plant machinist (401), a tin shop owner and worker (409/ KA-7690-0003), two retail merchants, two truck drivers (423), a stenographer (503), a pipe fitter (505/ KA-7690-0017), and a wholesale grocery shipping clerk (515).³⁴ Most significant during this period was the construction of the bridge over the Kanawha River in 1934 to connect St. Albans and Nitro, which is located approximately four blocks north of the district. This ambitious construction project was partially funded by a federal loan with the requirement that the City of St. Albans build an underpass at the C&O tracks.³⁵ The Fourth Avenue overpass (KA-7690-0004) was also constructed as part of the project in 1934 to cross over Third Street. The new bridge connection to Nitro, with its government ammunition plant built in 1917 and other industries, provided access to new jobs for many of the St. Albans residents. St. Albans continued to be known for its industries and transportation as noted in a 1938 promotional publication:

"St. Albans, now a thriving little city, offers to those who seek a place to establish a home the unique combination of all the conveniences of a great city but with the friendly citizenry of the small town, and to those who seek an industrial site it offers coal, natural gas, electricity, cheaply and in abundance, and transportation by rail and water. Located twelve miles West of Charleston, the State Capitol, it is the gateway to one of the state's great coal fields, as well as to the industrial section of Kanawha Valley, which is now known as the Chemical Capitol of the World."³⁶

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The area of the district along Fourth Avenue continued to be characterized in the 1940s by the C&O Railroad Depot and tracks with industries to the north, east and west. Properties within the district included warehouses, lumber sheds, building supply stores, restaurants, pool halls, grocery stores and other services as well as workforce housing. A 1948 advertisement for The Jos. A. McCormick Restaurant (demolished), located on Fourth Avenue across from the depot, gives a sense of the types of businesses in the district as it offered “good rooms” as well as “Fish & Oysters, Fruits & Candies, Tobacco & Cigars.”³⁷ In addition to the occupations noted in the 1930 census for residents in the district along Fourth Avenue, the 1940 census listed: a filling station owner (205), a railroad foreman and a brakeman (209), a wholesale hardware sales agent (209), six chemical plant workers (201, 215, 311, 313, 417, and 503), locomotive engineer (311), a telephone operator (313), a gas pipe fitter (319), an electric lineman (417), a railroad inspector (503), a wholesale dry goods sales agent (509), a steel worker (515), and a brick layer (515).³⁸ The Geo. Weimer & Sons Company at 620 Fifth Avenue was purchased by Clifford L. Lantz in 1946 with the business name changing to Lantz Lumber Company in 1956.

During the years of World War II and immediately after, St. Albans experienced tremendous growth with a 170 percent increase in population to 9,870 in 1950. This growth included newly annexed areas as well as a 50 percent increase within the former city limits.³⁹ Building permits and property values also reflected the post-war growth and prosperity with permit amounts increasing from \$265,800 in 1940 to \$1,388,001 in 1962, while property values in general increased from \$7,219,475 in 1948-1959 to \$30,998,750 in 1962-1963. The city also completed a new water sewage treatment plan and sewer system in 1963.⁴⁰

The city would reach its peak population in 1960 with 15,103 residents before declining over the subsequent decades to 11,567 in 2000. In spite of increased rail traffic at St. Albans in the years during and immediately after World War II, the C&O Railroad ceased providing passenger service to St. Albans in 1963 and closed the Depot. That same year, the freight station was demolished.⁴¹ As the C&O Railroad began merging with the Baltimore & Ohio Railroad in 1963, it is possible that the decision to close the depot and demolish the freight station resulted from a need to consolidate facilities.⁴² Rail traffic in general, however, declined during this time as automobile and truck traffic increased with the construction of interstate highways and railroads faced new competition. The depot remained vacant until 1991 when the city purchased the land and CSX donated the station. In 1993, the city leased the station to the C&O Depot Restoration Committee for renovation as a railroad museum and the depot was listed on the National Register in 1997.

Conclusion

The St. Albans Railroad Industry Historic District continues today to represent the important role of the city as a transportation and industrial center for the rich natural resources of the region. With the 1906 St. Albans Railroad Depot at the center of the district, the railroad tracks forming the northern boundary, and the Fourth Avenue Overpass (built in 1934 in connection with the bridge project over the nearby Kanawha River to Nitro), the district connects the city to the network of rivers and railroads that formed the foundation for its development from the late-nineteenth century through the mid-twentieth century. Closely related to these transportation resources, industrial buildings, such as the 1906 Lantz Lumber Company, and warehouses that remain extant provided employment for many residents of St. Albans, and further emphasize the strategic location of the city as an industrial and transportation hub. The remaining workforce housing and small-scale commercial buildings constructed throughout the twentieth century complete the district as they reflect the daily lives of those who lived, worked, and conducted business there. Cumulatively, the resources in the St. Albans Railroad Industry Historic District represent a significant aspect of the history and development of the city as a whole as it grew and evolved throughout the twentieth century.

St. Albans Railroad Industry Historic District
Name of Property

Kanawha County, WV
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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St. Albans Railroad Industry Historic District
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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 10.5

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

- | | |
|-------------------------|------------------------|
| 1. Latitude: 38.388545° | Longitude: -81.834881° |
| 2. Latitude: 38.387109° | Longitude: -81.829436° |
| 3. Latitude: 38.385958° | Longitude: -81.829861° |
| 4. Latitude: 38.386292° | Longitude: -81.831053° |
| 5. Latitude: 38.386726° | Longitude: -81.830868° |
| 6. Latitude: 38.387878° | Longitude: -81.835206° |

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Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries include all tax parcels indicated within the boundary lines on the attached St. Albans Railroad Industry Historic District Sketch Map.

Boundary Justification (Explain why the boundaries were selected.)

The St. Albans Railroad Industry Historic District is a linear district comprising approximately five blocks of residential, commercial, industrial, and transportation-related properties along Fourth Avenue. Cross streets include Third Street, Fourth Street, and Fifth Street. The C&O main rail line bounds the district to the north and the alley between Fourth and Fifth avenues bounds the district to the south. The eastern terminus of the district is 620 Fifth Avenue, and the western terminus is 209 Fourth Avenue. The boundaries include all known properties along Fourth Avenue that were historically related to the C&O Railroad and retain their integrity. Fourth Avenue continues west approximately four more blocks, however the properties along these blocks were not included in the boundaries due to a lack of continuity with the historic district because of significant alterations and construction dates of buildings.

11. Form Prepared By

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organization: Hill Studio
street & number: 120 Campbell Avenue SW
city or town: Roanoke state: VA zip code: 24011
e-mail: ablanton@hillstudio.com
telephone: 540-342-5263
date: September 2019

Additional Documentation

Submit the following items with the completed form:

- **Maps:** St. Albans Railroad Industry Historic District topographic map
- **Sketch map:** St. Albans Railroad Industry Historic District sketch map

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Historic Figure Index

Historic Figure 1: Circa 1920 illustration of St. Albans. Courtesy of the St. Albans Historical Society.

Historic Figure 2: Circa 1907 photograph of C&O Station, front elevation. Courtesy of the St. Albans Historical Society.

Historic Figure 3: Circa 1907 photograph of C&O Station, rear elevation. Courtesy of the St. Albans Historical Society.

Historic Figure 4: Circa 1923 photograph of C&O Station interior. Courtesy of the St. Albans Historical Society.

Historic Figure 5: Circa 1923 photograph of C&O Station interior. Courtesy of the St. Albans Historical Society.

Historic Figure 6: Circa 1960 photograph of C&O Station rear and C&O railroad tracks. Courtesy of the St. Albans Historical Society.

Historic Figure 7: Circa 1907 photograph of 620 Fifth Avenue. Courtesy of the St. Albans Historical Society.

Historic Figure 8: Circa 1908 photograph of 620 Fifth Avenue. Courtesy of the St. Albans Historical Society.

Historic Figure 9: Circa 1960 photograph of 620 Fifth Avenue with lumber shed. Courtesy of the St. Albans Historical Society.

Historic Figure 10: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1912. Showing approximate boundaries of present historic district, west end.

Historic Figure 11: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1912. Showing approximate boundaries of present historic district, east end.

Historic Figure 12: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1920. Showing approximate boundaries of present historic district, west end.

Historic Figure 13: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1920. Showing approximate boundaries of present historic district, east end.

Historic Figure 14: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1931. Showing approximate boundaries of present historic district, west end.

Historic Figure 15: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1931. Showing approximate boundaries of present historic district, east end.

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Historic Figure 16: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1948. Showing approximate boundaries of present historic district, west end.

Historic Figure 17: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1948. Showing approximate boundaries of present historic district, east end.

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Historic Figure 1: Circa 1920 illustration of St. Albans



C. & O. Station.

Historic Figure 2: Circa 1907 photograph of C&O Station, front elevation

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Historic Figure 3: Circa 1907 photograph of C&O Station, rear elevation



Historic Figure 4: Circa 1923 photograph of C&O Station interior

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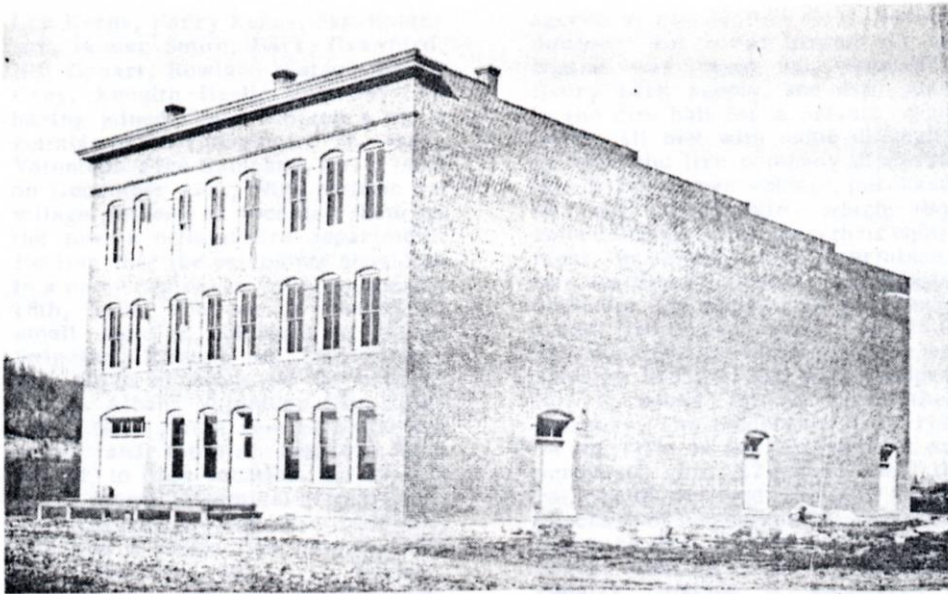
Historic Figure 5: Circa 1923 photograph of C&O Station interior



Historic Figure 6: Circa 1960 photograph of C&O Station rear and C&O railroad tracks

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1907 -- Ground Floor Made A Nice Auditorium.
Historic Figure 7: Circa 1907 photograph of 620 Fifth Avenue



Historic Figure 8: Circa 1908 photograph of 620 Fifth Avenue

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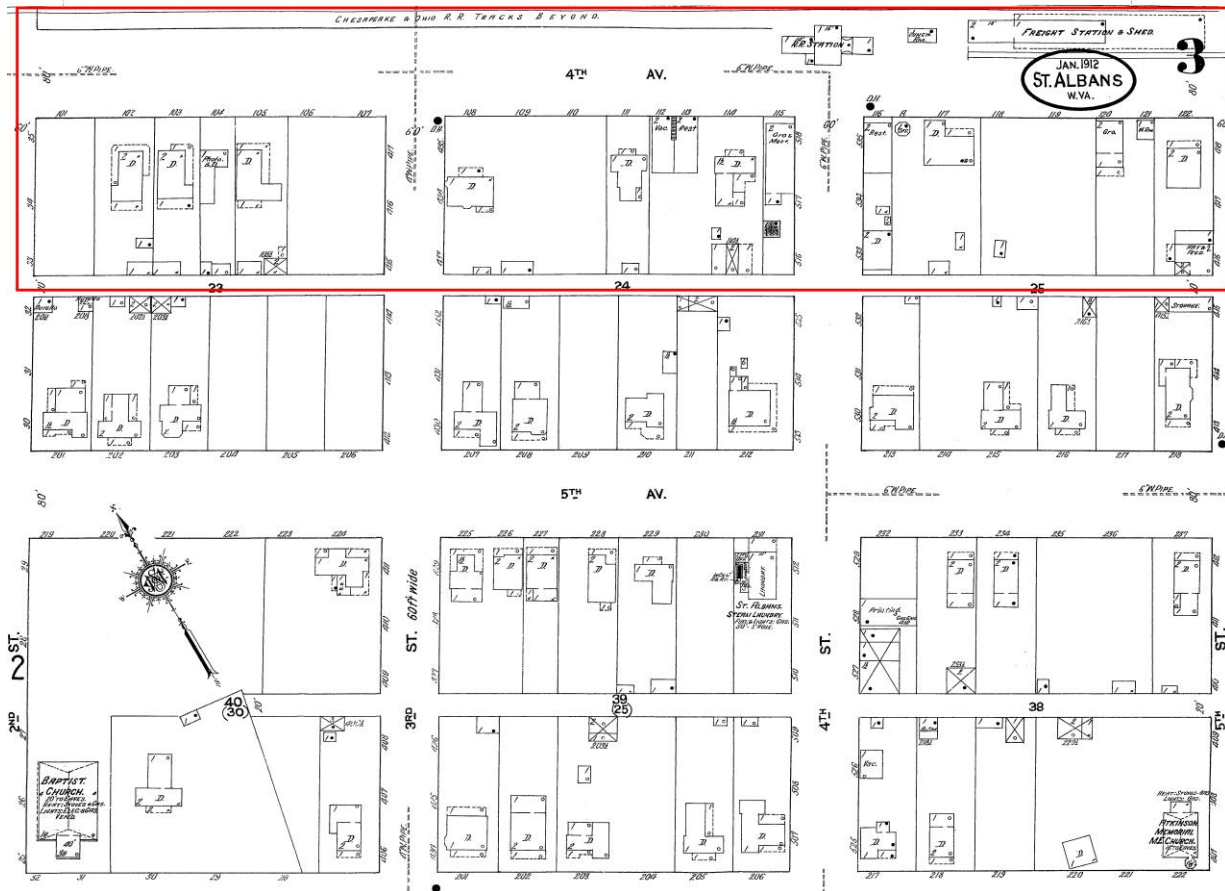
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Historic Figure 9: Circa 1960 photograph of 620 Fifth Avenue with lumber shed

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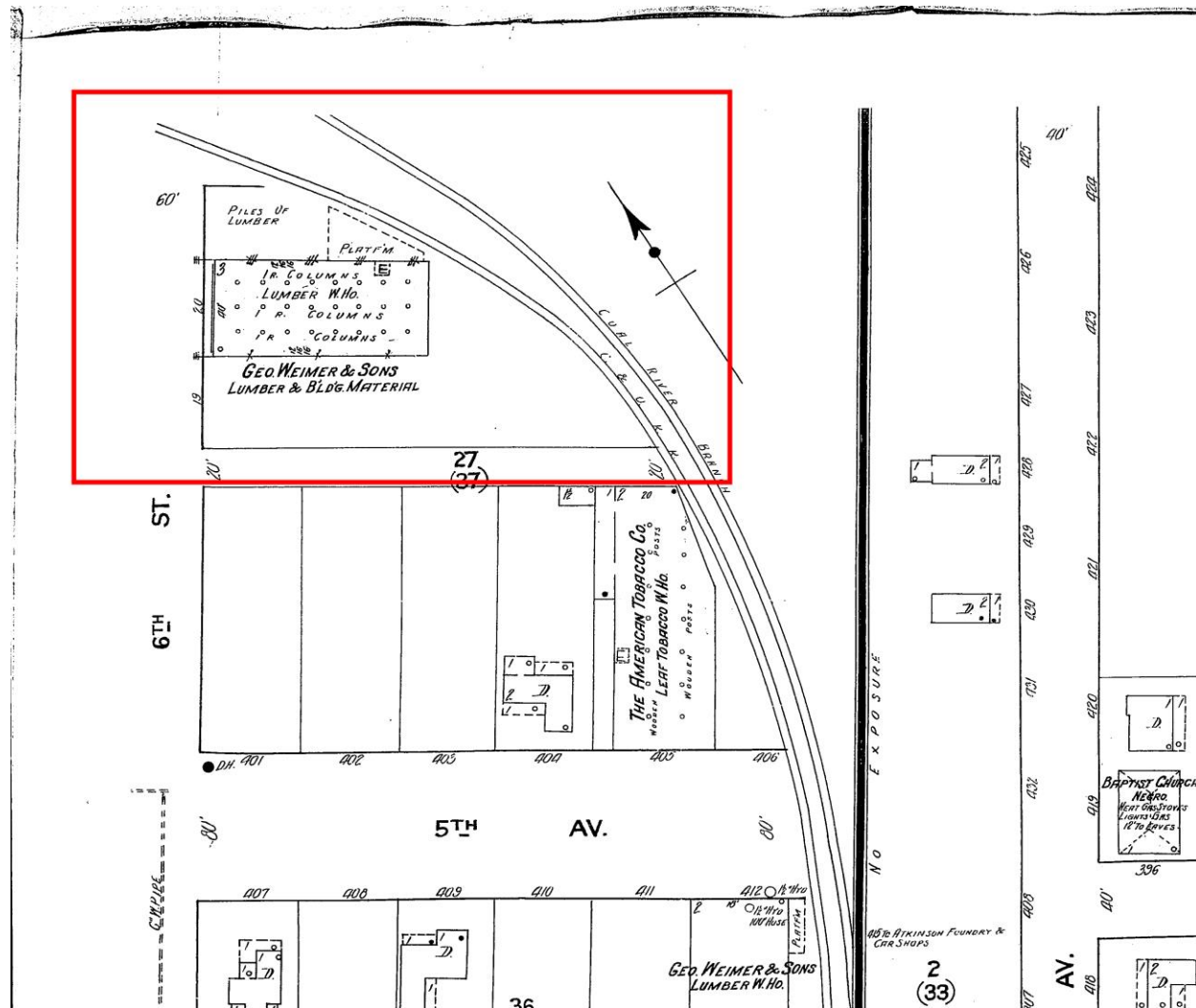
Historic Figure 10: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1912. Showing approximate boundaries of present historic district, west end.

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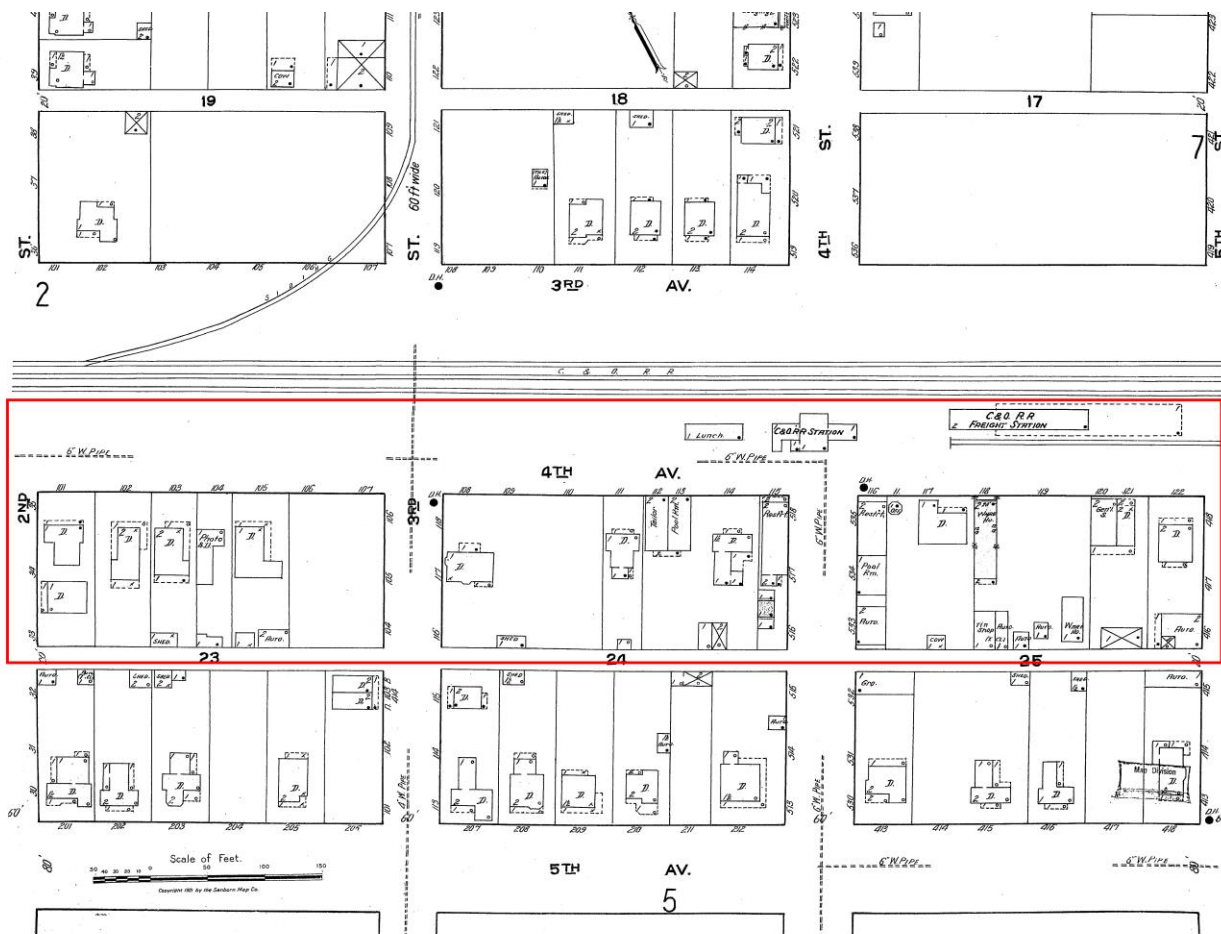
Historic Figure 11: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1912. Showing approximate boundaries of present historic district, east end.

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Historic Figure 12: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1920. Showing approximate boundaries of present historic district, west end.

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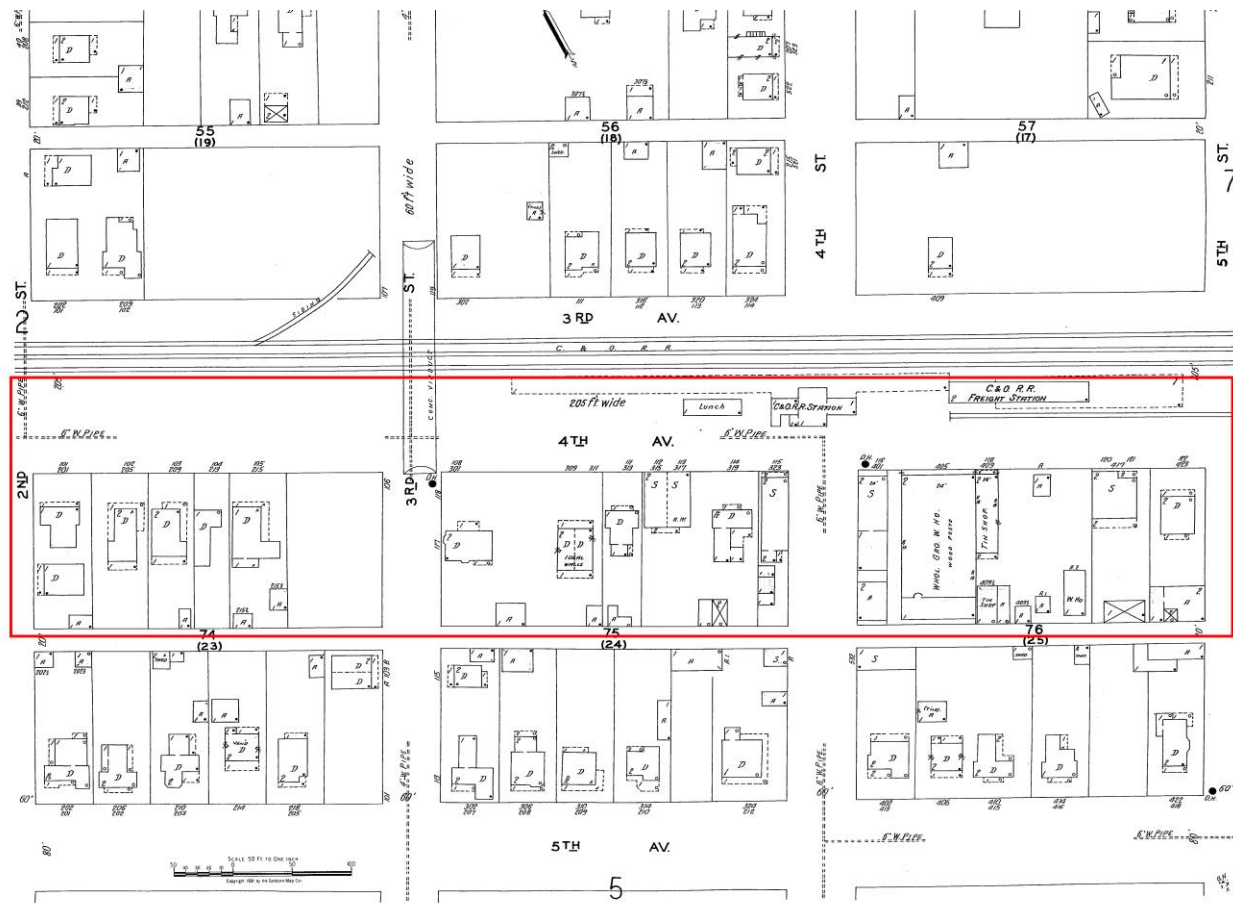
Historic Figure 13: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1920. Showing approximate boundaries of present historic district, east end.

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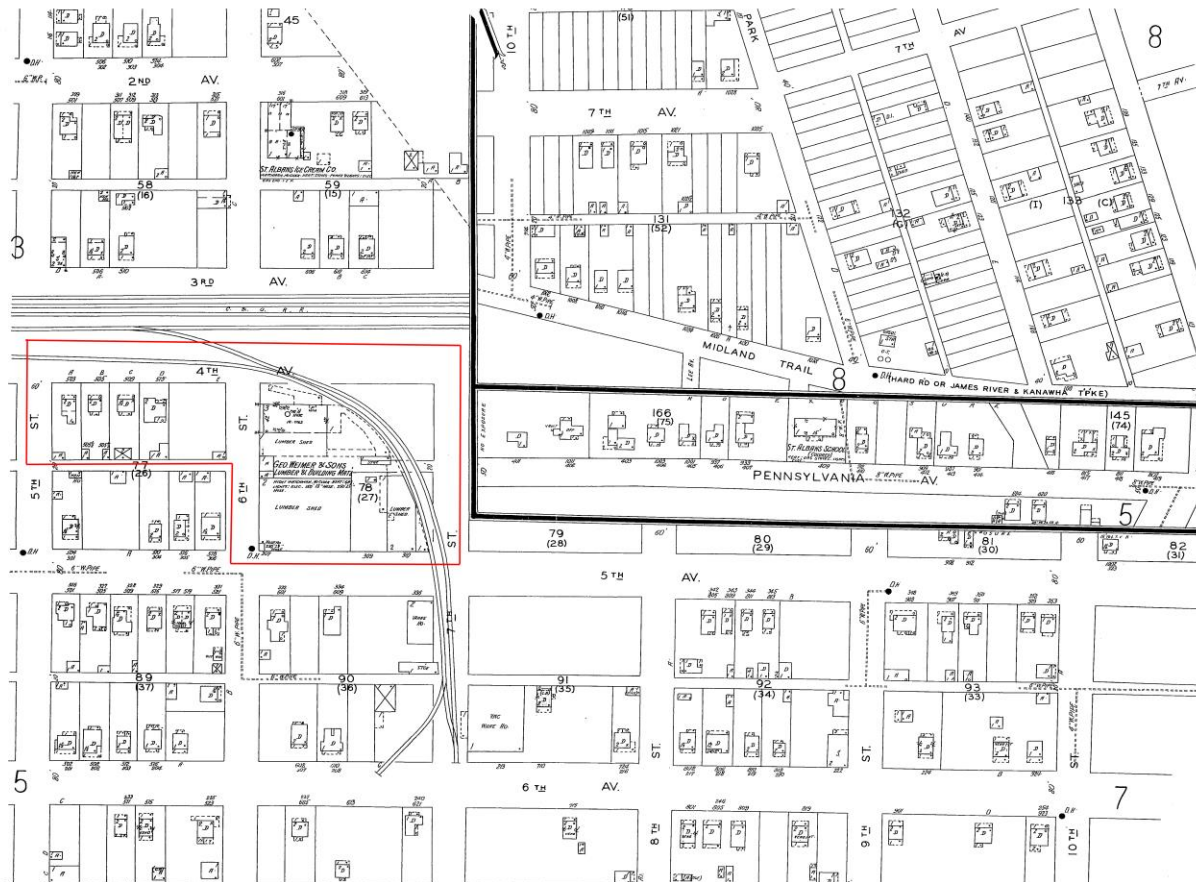
County and State



Historic Figure 14: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1931. Showing approximate boundaries of present historic district, west end.

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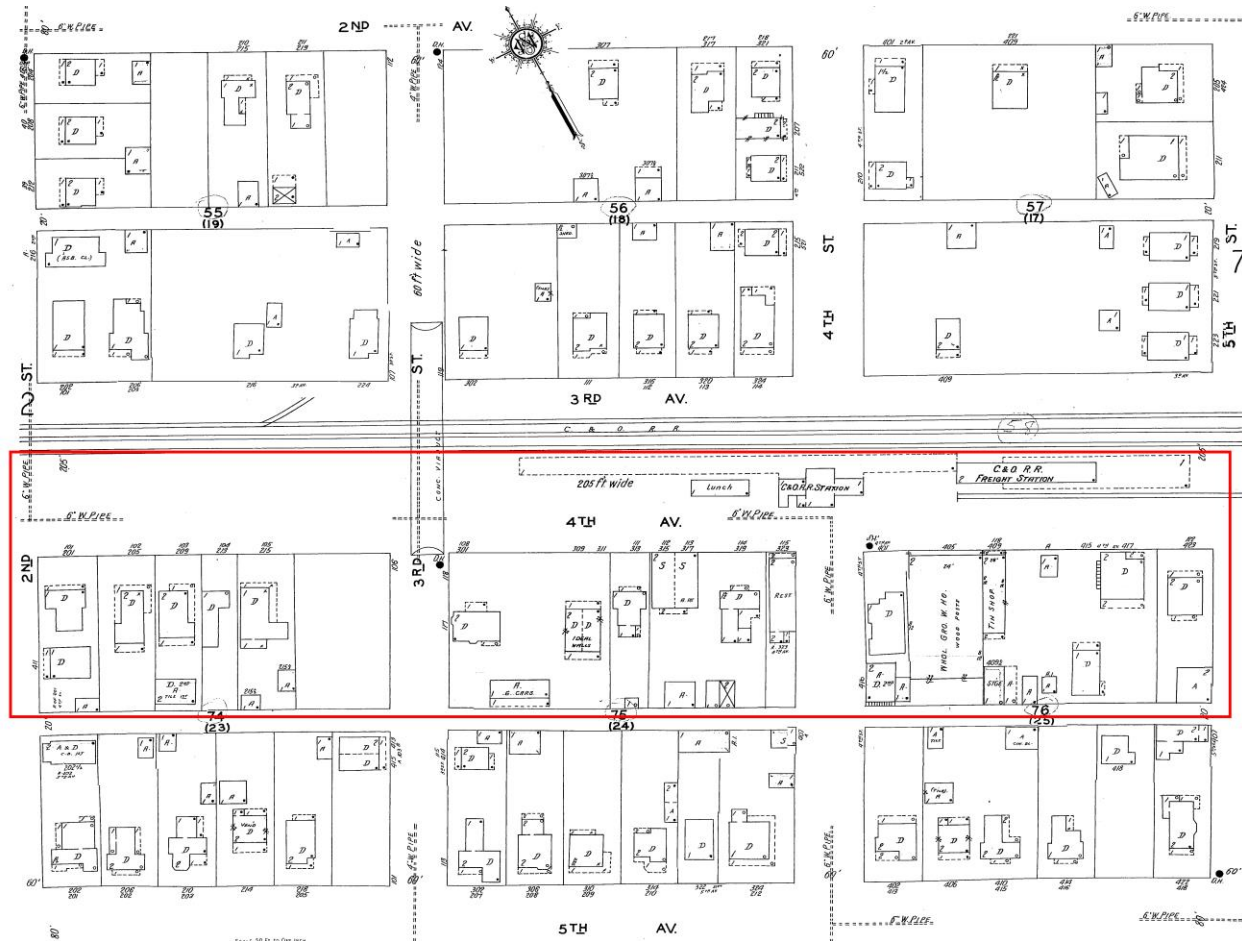
Historic Figure 15: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1931. Showing approximate boundaries of present historic district, east end.

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Historic Figure 16: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1948. Showing approximate boundaries of present historic district, west end.

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Historic Figure 17: Sanborn Fire Insurance Company, "Saint Albans, West Virginia," 1948. Showing approximate boundaries of present historic district, east end.

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Photo Log

Photo 1 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Fourth Avenue, 400 Block, resources 10, 11, 12, and 18

View east

Photo 2 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Intersection of Fourth Avenue and Third Street, resources 4 and 5

View southeast

Photo 3 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resource 19

View southeast

Photo 4 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resource 1

View southwest

Photo 5 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Railroad tracks and resource 12

View northeast

St. Albans Railroad Industry Historic District

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Photo 6 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resource 9

View southeast

Photo 7 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Brick-paved block, Resource 18

View west

Photo 8 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resource 2

View southeast

Photo 9 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Fourth Avenue, 500 Block, resources 15, 16, 17, and 18

View southeast

Photo 10 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resource 11

View southwest

Photo 11 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resource 4

View east

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Photo 12 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

St. Albans, Kanawha County, West Virginia

Resources 13 and 14

View south

Photo 13 of 13

Photographer: Kate Kronau

Date: July 23, 2019

St. Albans Train Depot and Railroad Industry

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Resource 12 and 18

View northwest

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Photo 1: Fourth Avenue, 400 Block, resources 10, 11, 12, and 18, view east



Photo 2: Intersection of Fourth Avenue and Third Street, resources 4 and 5, view southeast

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Photo 3: Resource 19, view southeast



Photo 4: Resource 1, view southwest

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Photo 5: Railroad tracks and resource 12, view northeast



Photo 6: Resource 9, view southeast

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Photo 7: Brick-paved block, resource 18, view west



Photo 8: Resource 2, view southeast

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Photo 9: Fourth Avenue, 500 Block, resources 15, 16, 17, and 18, view southeast



Photo 10: Resource 11, view southwest

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Photo 11: Resource 4, view southwest



Photo 12: Resources 13 and 14, view south

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Photo 13: Resources 12 and 18, view northwest

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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-
- ¹ Garland H. "Dart" Ellis, *St. Albans, West Virginia, It's Origin and Development*, 78.
² William H. Dean, *Coal, Steamboats, Timber and Trains*, 156.
³ Paul D. Marshall, *St. Albans Historic & Architectural Survey*, 5.
⁴ Billy Joe Peyton, "James River & Kanawha Turnpike."
⁵ Ellis, 2.
⁶ Marshall, 11.
⁷ Peyton.
⁸ "History of West Virginia Mineral Industries – Salt."
⁹ St. Albans Historical Society. *St. Albans History*, 48.
¹⁰ The West Virginia Centennial Committee of St. Albans, *A Century with St. Albans, West Virginia*, 8.
¹¹ St. Albans Historical Society, 50; Katherine M. Jourdan and Vera Ellis, "St. Albans Chesapeake & Ohio Depot," Section 8, page 2.
¹² The West Virginia Centennial Committee, 9.
¹³ The West Virginia Centennial Committee, 9-10.
¹⁴ "History of the C&O Railway."
¹⁵ Jourdan and Ellis, Section 8, page 2.
¹⁶ Ellis, 54.
¹⁷ Dean, 228.
¹⁸ Jourdan and Ellis, Section 8, page 2; Ellis, 54.
¹⁹ Ladislav Segoe & Associates. *City Plan: St. Albans, West Virginia*, 21.
²⁰ Jourdan and Ellis, Section 8, page 3.
²¹ Sanborn Fire Insurance Map, 1902.
²² Marshall, 27.
²³ St. Albans Historical Society, 48.
²⁴ Dean, 229.
²⁵ Ellis, 67; "Lights Growing Dim at Lantz Lumber."
²⁶ "Lights Growing Dim at Lantz Lumber"; The West Virginia Centennial Committee, 12.
²⁷ Ellis, 78.
²⁸ *Polk's greater Charleston directory, including boroughs of Dunbar and St. Albans, 1922.*
²⁹ The West Virginia Centennial Committee, 14.
³⁰ Ibid, 15; 1920 Sanborn Fire Insurance Map.
³¹ Marshall, 61.
³² Sanborn Map and Publishing Company, 1920.
³³ Sanborn Map and Publishing Company, 1931.
³⁴ Ancestry.com. *1930 United States Federal Census*
³⁵ Ellis, 88.
³⁶ St. Albans Fire Department. *Historical Sketch of St. Albans, W. Va., "The Friendly Little City", 1938.*
³⁷ Sanborn Map and Publishing Company, 1948; St. Albans Historical Society, *The Coalsmouth Journal*, 21.
³⁸ Ancestry.com. *1940 United States Federal Census*
³⁹ Ladislav Segoe, 3
⁴⁰ The West Virginia Centennial Committee, 27
⁴¹ "C&O Freight Depot at St. Albans Going."
⁴² "History of the C&O Railway"




St. Albans Railroad Industry Historic District

→ Photo Vantage Points

 District Boundary

 Contributing

 Non-Contributing

0 150 300 600 feet

