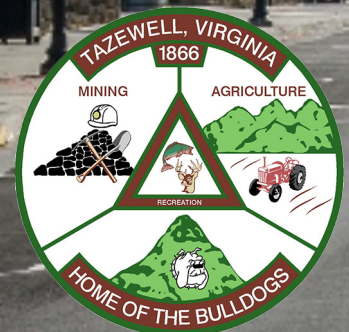


HISTORIC

TOWN OF TAZEWELL

REVIEW BOARD GUIDELINES

REVISED JULY 9, 2025



GUIDELINES

TOWN OF TAZEWELL

TOWN MANAGER

Leeanne Regon

MAYOR

Michael F. Hoops

DOCUMENT CREATED BY

EXECUTIVE ASSISTANT Susan Reeves

ZONING, BUILDING & PROPERTY MAINTENANCE OFFICIAL

Chris Hurley

HISTORIC REVIEW BOARD MEMBERS

CHAIRPERSON Erica Galloway

Term expires 12/31/2025

VICE CHAIRPERSON/SECRETARY Nate Thomas

Term expires 12/31/2026

COUNCILMEMBER Joe Beasley

Term expires 12/31/2026

MEMBER Bethany Karnes

Term expires 12/31/2027

MEMBER Dr. Terry Mullins

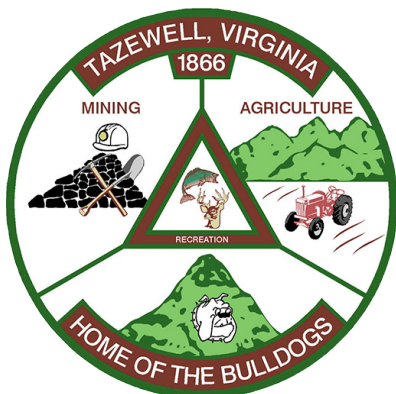
Term expires 12/31/2025

Terms are three (3) years in length.

The board must elect a Chairperson, Vice Chairperson, and Secretary.

Public meetings of the Historic Review Board are held the third Monday of each month at 6:00 pm. at Town Hall in the Town Council Chambers.

MAIN
STREET



HISTORIC REVIEW BOARD



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Main Street area expansion



1

1. THE JOHN ESTILL HOUSE

Originally sat on Main Street. It was **torn down** and is now a vacant lot.



2

2. CENTRAL HOTEL

Originally stood on the lot known to locals as the "Western Auto" lot. It served many a guest who traveled to Main Street on the trolley from the depot. It was **demolished**.



3. HOTELS AND BANKS

Two of the structures in this photo, housing a bank, hotel, and a variety of other businesses were **torn down** and replaced with structures not in character with Main Street and **vacant lots**.

WHY DOES PRESERVATION



4

4. THE OLD TAVERN

Used as both a residence and a tavern, this stately home sat on the corner of Main Street and Church Street. It was **torn down** to construct the theater, which was also later **demolished**.

5



6

5. TAZEVELL HIGH SCHOOL

Originally standing on the lot where Tazewell County Public Library is presently located, it was **demolished** and replaced with a mid-century structure not of the same character.



6. WEST MAIN STREET

The West end of Main Street was known as a multi-racial neighborhood in an era where that was exceptionally rare. Unfortunately **NONE** of the homes that lined both sides of the street remain.

MATTER?

TOWN OF TAZEWELL, VA - BYLAWS ESTABLISHED BY DIVISION 11, CHAPTER 23 CODE

BYLAWS & ORDINANCES FOR HISTORIC REVIEW BOARD AND HISTORIC DISTRICTS



Sec. 23-59. - Intent.

The purpose of these districts are to promote the public welfare through protection and preservation of historic buildings, structures, places and areas of historic interest (as a class of structural and environmental types) within the Town of Tazewell and to promote the development and maintenance of appropriate settings and environment for such buildings, structures, places and areas as provided by Code of Virginia, § 15.2-2306, as amended.

Additional purposes of these districts are to stabilize property values in the historic district and encourage new buildings and developments that will be architecturally compatible with existing historic landmarks, buildings and structures.

The preservation of historical places is intended to provide an educational experience so that succeeding generations might enjoy the history of our culture. The requirements of this district classification overlap the designated primary use district.



Sec. 23-60. - Board of historic review.

There is hereby created and established a historic review board, which shall consist of five (5) members.

(1) *Composition.* The members shall be appointed by the Town Council and shall be residents of the Town of Tazewell.

(2) *Terms of office.* The members shall serve overlapping terms of three (3) years or until they are reappointed or their successors are appointed. Initially, two (2) members shall be appointed for a term of one (1) year, two (2) members for a term of two (2) years, and one (1) member for a term of three (3) years.

After the initial appointments, all appointments shall be made for a term of three (3) years. Vacancies shall be filled by the Town Council for the unexpired term within sixty (60) days of a board vacancy. Appointed members should have a demonstrated interest and knowledge of history, architecture, or historic preservation.

(3) *Organization: Officers; rules; meetings.*

a. The board shall elect a chairperson, a vice-chairperson and secretary.

b. The board shall meet within thirty (30) days after notification by the county building inspector of an application for a permit to erect, reconstruct, substantially alter, or restore, raze or demolish a building, landmark or structure noted on the historic buildings map or lying within the confines of a historic district.

c. A permanent record shall be kept of the resolutions, transactions and determinations of the board. The board shall meet at least once a month.

d. A quorum shall be at least (3) members.

e. Any member of the board shall be disqualified to act upon a matter before the board with respect to property in which the member has an interest.

f. Excessive absences of at least three (3) board meetings within a calendar year may result in removal of board members by Town Council.

(4) *Compensation.*

a. *Salary.* The board shall receive no salary but may be compensated such amount per regular meeting as may be approved by the council for the Town of Tazewell, not to exceed fifty dollars (\$50.00) per meeting.

b. *Expenses.* The board may be reimbursed for necessary traveling and other expenses incurred in the per-



formance of his/her duties upon pre-authorization, and proper documentation and subsequent approval by the Town Manager

Sec. 23-61. - Inventory of historic buildings, areas and places.

Within one (1) year after the first organized meeting of the board, there shall be prepared and published for public distribution by the board an inventory of all landmarks, buildings and structures which lie within the town limits and which are presently known and considered to be architecturally, archaeologically, culturally, or historically noteworthy.

(1) Such inventory shall give a brief description of each landmark, building, or structure, the date of its construction as nearly as can be ascertained, the reason for including it in the inventory, the name and address of the present owner as shown in the current land books of the town, and a photograph or similar reproduction showing front, side and rear exteriors of the structure(s).

(2) Classification of landmarks, buildings and structures established as per the criteria implicit in "reasons" from [subsection] (1) above, will consist of the following designations:

a. *Exceptional.* Those of major historic, cultural, or architectural significance which should be preserved.

b. *Notable.* Those that embody the characteristics of an architectural, cultural or historical type specimen, relevant to a study of a period-style or method of construction, or which form part of a characteristic section of a given community.

TOWN OF TAZEVELL, VA - BYLAWS (CONT)

Sec. 23-62. - Establishment of historic buildings map of Town of Tazewell.

(a) The board shall select from the inventory and establish and maintain a map to be hereinafter called the "Historic Buildings Map of Tazewell" which shall contain the locations and classifications of all historic landmarks, buildings and structures so selected.

(b) Prior to the establishment of the Historic Buildings Map of Tazewell, the board shall develop and recommend to the Town Council a set of criteria to be used in the determination of landmarks, buildings, or structures as being significant for their resultant inclusion on the map.

(c) After public hearings by the board and the Town Council the criteria shall become a part of the article.

(d) Historic designation for landmarks, buildings or structures shall not be granted until such time as the criteria have been included as part of this article. Designation may, however, precede publication of the map.

(e) No building, landmark, or structure shall be placed on the map until after the board has held a public hearing and its recommendation transmitted to the Town Council for final approval after the required public hearing.

(f) A notice that a building may be included on said Inventory and Historic Buildings Map of the Town of Tazewell shall be sent by registered or certified mail to the present owners as disclosed by the land books of the county, which notice shall contain the following information: the location and street address; the reason why the building is deemed to be of historic or architectural interest and classification of the building; a copy of the pertinent portions of this chapter restricting the altering or razing of said building; the place, time and date of the public hearing of the board.

(g) The owner of any landmark, building or structure in the Town of Tazewell, including those listed on the Virginia Landmark Register or the National Register of Historic Places, may make a written request of the board for the addition of such landmarks, buildings, and structures to the inventory. The board shall recommend the requested addition if, after a public hearing, it considers the said building to be of historic or architectural merit.

Sec. 23-63. - Historic marker.

The board shall design an appropriate marker bearing the seal of the Town of Tazewell and the words "historic structure" and may require each owner of a historic landmark, building or structure to display the marker thereon. In addition, the board may at its discretion, design and display similar markers denoting "historic districts."

(l) The markers may be inscribed with such additional

information as the board deems appropriate.

(2) The cost of making, inscribing, installing, and maintaining such markers shall be paid for by the Town of Tazewell.

Sec. 23-64. - Historic districts created; boundaries of district.

(a) In order to execute the purposes and objectives declared in section 23-69, there is hereby created in the town a district to be known as a "historic district". The boundaries of such districts shall be shown on the map entitled "Historic Buildings Map of the Town of Tazewell" which shall be filed and maintained in the same manner stipulated by section 23-6 of this chapter for other zoning maps.

(b) The board, on its own motion or at the request of any interested party, shall after a hearing with notice as required of this chapter, recommend to the Town Council the establishment of historic districts. No such historic district shall extend further than one-quarter-mile from the property line of the land pertaining to any such historic landmark, building or structure.

(c) Such districts shall be established by ordinance by Town Council after a hearing with notice as required.

Sec. 23-65. - Certificate of appropriateness.

No building permit or zoning permit to authorize any erection, reconstruction alteration or demolition that affects the external appearance of any landmark, building or structure, or part thereof described on the Inventory of Historic Buildings, on the Historic Buildings Map of the Town of Tazewell or in a designated historic district, shall be issued until a certificate of appropriateness is issued by the board of the Town Council on appeal showing that such action is architecturally compatible with the historic landmark, building or structure located in such district.



When the applicant presents an approved certificate of appropriateness to the town manager or his assistant, the town manager shall notify such applicant that interested parties may, within fifteen (15) days, appeal the decision of the board and that such applicant may, therefore, commence work at his own risk during the fifteen-day appeal period.

(1) Notice to affected property owners when certificate of appropriateness to be issued; hearing to be afforded affected property owners.

Whenever the board finds that the issuance of a certificate of appropriateness, and the exercise of the rights and privileges granted thereby, will or is likely to materially and adversely affect the property or the value thereof of another; the board shall, before the issuance of the certificate, give due notice of its intention to do so to the owner of such affected property and afford such owner an opportunity to be heard with respect thereto, and the certificate shall not be issued until such notice is given and opportunity afforded.

In cases where the board deems it necessary, it may hold a public hearing concerning the application, after a notice has been given.

The time within which such certificate may be issued shall, if necessary, be extended for such additional time as is required to give such notice and allow such hearing.

(2) Procedure for review of application. Applicants for review involving alterations and/or additions to existing historic structures or the erection of any new structure within a historic district shall submit preliminary drawings and outline specifications, including color samples, for outside work to the board.

a. As used herein, drawings shall mean plans and exterior elevations drawn with sufficient detail to show, as far as they relate to exterior appearances, the architectural design, including proposed materials, textures and colors, and including samples of materials and color samples and a plot plan of all improvements affecting appearances of walls, walks, terraces, plantings, accessory buildings, lights, and other elements. Such documents shall be submitted to the board in triplicate and signed by the architect and/or owner.

b. In the case of minor projects involving repair or alterations to the exterior facade of existing buildings, the board, if the preliminary drawings and other data are sufficiently clear and explicit, may grant final approval at the review session.

c. Legible photographs of all sides of a structure to be reviewed for repair, alteration, or additions will be submitted to the board. In the event of new construction, legible photographs of the adjoining and opposite properties shall be furnished.

d. Applications for maintenance involving only a



color change will include samples of the proposed colors to the board for review for issuance of a certificate of appropriateness.

(3) Standards. The board, or the Town Council on appeal, shall consider the following in making recommendations as to the appropriateness of architectural features:

a. Exterior architectural features, including all signs which are subject to public view from a street or place.

b. General design and arrangement.

c. Uses of, and activities to be conducted within, the structure and the immediate area.

d. If the board disapproves such plans, it shall state its reasons for so doing and shall transmit a record of the reasons therefor in writing to the town manager or his assistant and to the applicant. No further action shall be taken by the town manager or his assistant to issue a construction permit. The applicant may modify his application in regard to the board's recommendations and shall have the right to resubmit his application to the board for its recommendation.

e. The board should refer to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* when considering the appropriateness, as provided for by the National Historic Preservation Act of 1966 (16USC470), and may develop new guidelines, as needed, to reflect the needs of the locality and each Historic District.

TOWN OF TAZEWELL, VA - BYLAWS (CONT)

Sec. 23-66. - Demolition and moving.

No structure or any appurtenances thereto, that has been designated as "exceptional" or "notable" on the Historic Buildings Map of the Town of Tazewell shall be demolished except as follows:

(1) Upon application to the board, the council shall appoint an appraisal committee, which committee shall be composed of two (2) local licensed real estate brokers and a local banker.

(2) If a showing is made by a property owner that a building designated as "exceptional" or "notable" is incapable of earning an economical return upon its value, as appraised by two (2) or three (3) members of the appraisal committee, the board shall be given a specified length of time not to exceed eight (8) months for buildings rated "exceptional" and six (6) months for buildings rated "notable" within which to devise a course of action satisfactory to the owner. Failure to arrive at a satisfactory course of action within the time specified shall release the owner and/or the building inspector from further restraints.

(3) The moving of a building classified as "exceptional" or "notable" and its appurtenances to a satisfactory site within a historic district or historic place may be recommended by the board, but only if no solution for its preservation on its present site can be found.

Sec. 23-67. - Appeals from the board to the Town Council.

Whenever the board of historic review shall disapprove an application for a certificate of appropriateness to construct, alter, renovate or demolish any landmark, building or structure, or part thereof as described in section 23-65 hereinabove, the applicant for such permit shall have the right to appeal the board's decision and be heard before the Town Council upon the filing of a written notice of appeal with the clerk of the Town Council within ten (10) days after the decision of the board is issued. Upon receipt of such notice, the clerk of the Town Council shall promptly schedule a public hearing before the Town Council. Notice of the hearing shall be given as required by this Chapter. Costs of appeal hearings will be paid by the applicant prior to the scheduling of said hearing.

Opponents to the granting of certificates of appropriateness by the board shall have the right to appeal to and be heard before the Town Council; provided that a written notice of appeal signed by the opponent is filed with the clerk of the Town Council within ten (10) days after the issuance of decision of the board. The provisions that apply to an applicant's appeal regarding a hearing date and advertisement thereof shall likewise apply to the setting of an opponent's appeal. Costs of opponent appeal hearings shall be paid by the opponent prior to the scheduling of said hearing.



On any such appeal, the final decision of the board appeals from shall be stayed pending the outcome of the appeal before the Town Council. The Town Council shall conduct a full and impartial public hearing on the matter before rendering any decision. The same standards and considerations aforesaid in sections 23-65 and 23-66 of this chapter shall be applied by the Town Council as are established for the board. The Town Council may affirm, reverse or modify the decision of the board, in whole or part. The decision of the Town Council, subject to the provisions of sections 23-65 and 23-66 shall be final. If approved, a certificate of appropriateness shall be signed by the town manager and shall be made available to the applicant.

Appeal to circuit court. Within thirty (30) days after any final decision is rendered by the Town Council pursuant to this article an aggrieved party may appeal as a matter of right to the circuit court for the county filing a petition at law setting forth the alleged illegality of the action of the Town Council.

The filing of the said petition shall stay the decision of the Town Council pending the outcome of the appeal to the circuit court for the county filing a petition at law setting forth the alleged illegality of the action of the Town Council.

Sec. 23-68. - Town codes and ordinances.

Whenever the regulations of this section require more restrictive standards than are required in or under any other statute, the requirements of this section shall govern. Whenever the provisions of any other statute require more restrictive standards than are required by this section the provisions of such statute shall govern.

Sec. 23-69. - Assistance of town administration.

Upon request of the board and with the approval of the town manager, the departments, bureaus, divisions, boards, commissions, agencies, and other offices of the town government shall furnish to the board such available information and render it such service as may be required for the exercise of the powers and performance of the duties and functions of the board. All town departments and agencies shall submit an application to demolish, move or alter historic public buildings, monuments, districts and places to the board for review and recommendation.

Sec. 23-70. - Acquisition of historic real property.

The town may acquire in any legal manner any historic area, landmark, building or structure, land pertaining thereto, to any estate or interest therein which, in the opinion of the Town Council, should be acquired, preserved, and maintained for the use, observation, education, pleasure and welfare of the people.

Sec. 23-71. - Injunctions.

Wherever any person has engaged in or is about to engage in any act or practice which constitutes or will constitute a violation of sections 23-65 and 23-66, the board may make application to the circuit court for an order enjoining such act of practice, or requiring such person to refrain from such prospective violation, or to remedy such violation by restoring the affected property to its previous condition. Upon proof by the board that such person has engaged in or is about to engage in any such act or practice, a temporary or permanent injunction restraining order or other appropriate order shall be granted.



§ 15.2-2306 AS OF 1/1/2020

CODE OF VIRGINIA

PRESERVATION OF HISTORICAL SITES & ARCHITECTURAL AREAS

A 1. Any locality may adopt an ordinance setting forth the historic landmarks within the locality as established by the Virginia Board of Historic Resources, and any other buildings or structures within the locality having an important historic, architectural, archaeological or cultural interest, any historic areas within the locality as defined by § 15.2-2201, and areas of unique architectural value located within designated conservation, rehabilitation or redevelopment districts, amending the existing zoning ordinance and delineating one or more historic districts, adjacent to such landmarks, buildings and structures, or encompassing such areas, or encompassing parcels of land contiguous to arterial streets or highways (as designated pursuant to Title 33.2, including § 33.2-319 of that title) found by the governing body to be significant routes of tourist access to the locality or to designated historic landmarks, buildings, structures or districts therein or in a contiguous locality. A governing body may provide in the ordinance that the applicant must submit documentation that any development in an area of the locality of known historical or archaeological significance will preserve or accommodate the historical or archaeological resources. An amendment of the zoning ordinance and the establishment of a district or districts shall be in accordance with the provisions of Article 7 (§ 15.2-2280 et seq.) of

this chapter. The governing body may provide for a review board to administer the ordinance and may provide compensation to the board. The ordinance may include a provision that no building or structure, including signs, shall be erected, reconstructed, altered or restored within any such district unless approved by the review board or, on appeal, by the governing body of the locality as being architecturally compatible with the historic landmarks, buildings or structures therein.

2. Subject to the provisions of subdivision 3 of this subsection the governing body may provide in the ordinance that no historic landmark, building or structure within any district shall be razed, demolished or moved until the razing, demolition or moving thereof is approved by the review board, or, on appeal, by the governing body after consultation with the review board.

3. The governing body shall provide by ordinance for appeals to the circuit court for such locality from any final decision of the governing body pursuant to subdivisions 1 and 2 of this subsection and shall specify therein the parties entitled to appeal the decisions, which parties shall have the right to appeal to the circuit court for review by filing a petition at law, setting forth the alleged illegality of the action of the governing body, provided the petition is filed within

thirty days after the final decision is rendered by the governing body. The filing of the petition shall stay the decision of the governing body pending the outcome of the appeal to the court, except that the filing of the petition shall not stay the decision of the governing body if the decision denies the right to raze or demolish a historic landmark, building or structure. The court may reverse or modify the decision of the governing body, in whole or in part, if it finds upon review that the decision of the governing body is contrary to law or that its decision is arbitrary and constitutes an abuse of discretion, or it may affirm the decision of the governing body.

In addition to the right of appeal hereinabove set forth, the owner of a historic landmark, building or structure, the razing or demolition of which is subject to the provisions of subdivision 2 of this subsection, shall, as a matter of right, be entitled to raze or demolish such landmark, building or structure provided that: (i) he has applied to the governing body for such right, (ii) the owner has for the period of time set forth in the same schedule hereinafter contained and at a price reasonably related to its fair market value, made a bona fide offer to sell the landmark, building or structure, and the land pertaining thereto, to the locality or to any person, firm, corporation, government or agency thereof, or political subdivision or agency thereof,

which gives reasonable assurance that it is willing to preserve and restore the landmark, building or structure and the land pertaining thereto, and (iii) no bona fide contract, binding upon all parties thereto, shall have been executed for the sale of any such landmark, building or structure, and the land pertaining thereto, prior to the expiration of the applicable time period set forth in the time schedule hereinafter contained. Any appeal which may be taken to the court from the decision of the governing body, whether instituted by the owner or by any other proper party, notwithstanding the provisions heretofore stated relating to a stay of the decision appealed from shall not affect the right of the owner to make the bona fide offer to sell referred to above. No offer to sell shall be made more than one year after a final decision by the governing body, but thereafter the owner may renew his request to the governing body to approve the razing or demolition of the historic landmark, building or structure. The time schedule for offers to sell shall be as follows: three months when the offering price is less than \$25,000; four months when the offering price is \$25,000 or more but less than \$40,000; five months when the offering price is \$40,000 or more but less than \$55,000; six months when the offering price is \$55,000 or more but less than \$75,000; seven months when the offering price is \$75,000 or more but less than \$90,000; and twelve months when the offering price is \$90,000 or more.

4. The governing body is authorized to acquire in any legal manner any historic area, landmark, building or structure, land pertaining thereto, or any estate or interest therein which, in the opinion of the governing body should be acquired, preserved and maintained for the use, observation, education, pleasure and welfare of the people; provide for their renovation, preservation, maintenance, management and control as places of historic interest by a department of the locality or by a board, commission or agency specially established by ordinance for the purpose; charge or authorize the charging of compensation for the use thereof or admission thereto; lease, subject to such regulations as may be established by ordinance, any such area, property, lands or estate or interest therein so acquired upon the condition that the historic character of the area, landmark, building, structure or land shall be preserved and maintained; or to enter into contracts with any person, firm or corporation for the management, preservation, maintenance or operation of any such area, landmark, building, structure, land pertaining thereto or interest therein so acquired as a place of historic interest; however, the locality shall not use the right of condemnation under this subsection unless the historic value of such area, landmark, building, structure, land pertaining thereto, or estate or interest therein is about to be destroyed.

The authority to enter into contracts with any person, firm or corporation as stated above may include the creation, by ordinance, of a resident curator program such that private entities through lease or other contract may be engaged to manage, preserve, maintain, or operate, including the option to reside in, any such historic area, property, lands, or estate owned or leased by the locality. Any leases or contracts entered into under this provision shall require that all maintenance and improvement be conducted in accordance with established treatment standards for historic landmarks, areas, buildings, and structures. For purposes of this section, leases or contracts that preserve historic landmarks, buildings, structures, or areas are deemed to be consistent with the purposes of use, observation, education, pleasure, and welfare of the people as stated above so long as the lease or contract provides for reasonable public access consistent with the property's nature and use. The Department of Historic Resources shall provide technical assistance to local governments, at their request, to assist in developing resident curator programs.

B Notwithstanding any contrary provision of law, general or special, in the City of Portsmouth no approval of any governmental agency or review board shall be required for the construction of a ramp to serve the handicapped at any structure designated pursuant to the provisions of this section.

C Any locality that establishes or expands a local historic district pursuant to this section shall identify and inventory all landmarks, buildings, or structures in the areas being considered for inclusion within the proposed district. Prior to adoption of an ordinance establishing or expanding a local historic district, the locality shall (i) provide for public input from the community and affected property owners in accordance with § 15.2-2204; (ii) establish written criteria to be used to determine which properties should be included within a local historic district; and (iii) review the inventory and the criteria to determine which properties in the areas being considered for inclusion within the proposed district meet the criteria to be included in a local historic district. Local historic district boundaries may be adjusted to exclude properties along the perimeter that do not meet the criteria. The locality shall include only the geographical areas in a local historic district where a majority of the properties meet the criteria established by the locality in accordance with this section. However, parcels of land contiguous to arterial streets or highways found by the governing body to be significant routes of tourist access to the locality or to designated historic landmarks, buildings, structures, or districts therein, or in a contiguous locality may be included in a local historic district notwithstanding the provisions of this subsection.

CERTIFICATE OF APPROPRIATENESS

DO I NEED A CERTIFICATE OF APPROPRIATENESS?

To determine if you need a Certificate of Appropriateness (COA):

- Is the property in question in a Historic District?

If the answer is NO to the question above then you DO NOT need a COA.

If the answer was YES then:

- Is this an ordinary maintenance repair of external architectural features or other improvement project when that repair does not involve a change in design, appearance, or materials?
- Is this an Impermanent or easily reversible alteration, such as storm windows, storm doors, and window air conditioners?
- Is this lawn and garden landscaping?
- Is this an Interior alteration?

If the answer to any of these questions was YES then you DO NOT need a COA.

If you are unsure or need any assistance in determining if you need a COA, contact the Zoning, Building & Property Maintenance (ZBPM) Official by calling (276)988-2501 or emailing directly to tazbuildingoff@taztown.org

STEP 1 - OBTAIN APPLICATION

You have determined you will need a COA for your project.

There are several ways to obtain this application:

- It can be downloaded from our website at www.townoftazewell.org/historic-review-board
- You can ask for the application at Town Hall
- You can call Town Hall at (276)988-2501 and ask for an application to be mailed to you
- You can email tazbuildingoff@taztown.org and ask for an application to be emailed to you

STEP 2 - COMPLETE AND RETURN APPLICATION

Return your completed application to Town Hall. To facilitate a quicker view process, please review the application materials checklist and include all applicable information.

If you need any assistance with completing the COA, then please contact the ZBPM Official at (276)988-2501 or tazbuildingoff@taztown.org

WHILE YOU WAIT

Keep in mind that the Historic Review Board applauds your purchase of a historic property! The same charm that drew you to this property is the very reason for our existence as a board. We have been given the task of guarding the Town of Tazewell's historic resources and will do our best to accommodate applications that help us with this mission.

APPLICATION REVIEW PROCESS

Your COA application is presented to the Historic Review Board (HRB) at their next monthly meeting by the ZBPM Official. The HRB meets the third Monday of each month at 6:00 pm at Town Hall in the Council Chambers. All meetings are open to the public. You are encouraged to attend, but not required.

The HRB will review your application and discuss the impact of these changes. The HRB will refer to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* when considering the appropriateness, along with guidelines developed for your particular area. If preliminary drawings and other data are sufficiently clear, the HRB may grant approval at the review session.

DID THE HRB APPROVE YOUR APPLICATION?

The HRB notifies the ZBPM Official of their decision on the application, who then notifies you.

YES

Your application is now **APPROVED**.

CONDITIONALLY

There are several reasons why you may receive a conditional approval:

The HRB may have direct instructions, such as changing of a material or color for example, that would allow approval if you accept those conditions.

Or, the HRB may have also determined your project could adversely affect another property and therefore a public hearing must be held. At the public hearing, owners of the affected properties are given notice and allowed to appear before the HRB to express their concerns.

NO

You will be given a list of reasons for denial of the application.

YOUR OPTIONS?

You can opt to revise your application and resubmit it to the HRB.

You can also opt to appeal the decision directly to Town Council with a public hearing. This appeal must be submitted within ten (10) days of the HRB's decision, by submitting a written request to the clerk at the Town of Tazewell Town Hall. You must pay the costs related to the public hearing at this time. Town Council may affirm, reverse, or modify the application terms. After a decision, you may appeal to the Circuit Court within thirty (30) days of the Town Council decision.

APPROVAL WITH CHANGES?

You will be given a list of reasons for the conditional approval of your application.

DO YOU ACCEPT CONDITIONS OF APPROVAL?

YES

If you are agreeable to the terms of the conditional approval, you must notify the ZBPM Official that you accept these terms and your application is now **APPROVED**.

NO

PUBLIC HEARING REQUIRED?

A public hearing will be scheduled and affected property owners notified. The HRB will weigh the public comments and make a final decision on your application.

The HRB notifies the ZBPM Official of their decision on the application, who then notifies you.

DID THE HRB APPROVE AFTER PUBLIC HEARING?

The HRB notifies the ZBPM Official of their decision on the application, who then notifies you.

YES

Your application is now **APPROVED**.

NO

****FOR ALL APPROVED APPLICATIONS:**

Per Town Code, there is a ten (10) day period where any interested party can appeal the HRB decision. Any work commenced during this period is at your own risk.



TOWN OF TAZEVELL

211 Central Avenue Tazewell, VA 24651
(276)988-2501 www.townoftazewell.org

HISTORIC REVIEW BOARD (HRB) CERTIFICATE OF APPROPRIATENESS APPLICATION

Property Address : _____

Type of Project Proposed (mark all that apply) :

- ☐ Change of exterior materials
 ☐ Additional square footage
 ☐ Repainting, recaulking, etc.
☐ Relocation of structure
 ☐ Signage
 ☐ Demolition

CONTACT INFORMATION

Name : _____ ☐ Owner ☐ Agent

Address : _____

Phone : _____ Email: _____

Note :

Please ask for assistance if you are uncertain of any information that is required.

APPLICATION MATERIALS CHECKLIST (mark each that is included - additional may be requested) :

- ☐ Description of the activity requiring a Historic Preservation Certificate. Describe clearly and in detail the nature of the project. Please include pertinent information about the exterior alterations, such as exterior materials, roofing, trim work, windows and doors, color scheme, siding material, chimneys, shutters, walls, etc. (Required)
☐ Drawing(s) showing the design and location of proposed alterations or new construction. Drawings may include plans and exterior elevations, drawn to scale, with sufficient detail to show the architectural design, materials and visual textures of the exterior of the building(s). Drawings are not required to be professionally prepared, but shall be clear, complete and specific. (Required for commercial properties and may be requested otherwise)
☐ Sample materials, if applicable.
☐ Photograph(s) of the building(s) involved and of adjacent structures, if attached.
☐ Signage - a detailed drawing or sample showing the type of material and proposed location(s).
☐ Demolition - a detailed description of reason(s) for demolition request. Please list the options you have considered to avoid demolition and why you feel it is needed.
☐ Relocation - a detailed description of reason(s) for relocation request. Please list the options you have considered to avoid relocation and why you feel it is needed. Also, list proposed site(s) for relocation of structure.

The Historic Review Board meets the third Monday of each month at 6:00 pm. in the Council Chambers at Town Hall. Your certificate of appropriateness application will be submitted for review at the next meeting after your request date. The application and materials will be reviewed by the Historic Review Board and your presence may be requested. To facilitate a quicker review process, please include all of the applicable information on the checklist above. You will be notified after the review is complete of the decision and conditions of your certificate approval. You may appeal the decision.

ACTIVITIES NOT REQUIRING A HISTORIC PRESERVATION CERTIFICATE

- (1) Ordinary maintenance or repair of external architectural features of any structure or other improvement project when that repair does not involve a change in design, appearance, or materials.
- (2) Impermanent or easily reversible alterations such as storm windows, storm doors, and window air conditioners.
- (3) Lawn and garden landscaping.
- (4) Interior alterations.
- (5) Alterations to structures of noncontributing properties. If you are unsure if your property is considered contributing, please ask for assistance in determination.

Printed name of applicant

Signature of applicant

Date _____

* For office use only

Date Received: _____

Is it a Contributing property?

☐ Yes ☐ No Zone : _____

Type of property?

☐ Residential ☐ Commercial ☐ Multi

Next HRB Date: _____





TAZEWELL HISTORIC DISTRICT
Tazewell, Tazewell County, Virginia
Noncontributing properties are filled in

0 50 100 250 100
NORTH

MAIN STREET VICINITY

Tazewell Historic District contains residential, commercial, and government buildings that primarily date from about 1880 to 1930. The district encompasses most of the historic town boundaries of the Tazewell County seat of government and includes 145 buildings, 77 percent of which contribute to the historic character of the district. Houses and churches constructed before the arrival of the railroad in 1889 characteristically feature Greek Revival detailing. More elaborate Queen Anne-style dwellings were built in the 1890s. Commercial buildings along Main Street include the Romanesque-style Bank of Clinch Valley, circa 1900, as well as parapeted law offices and stores.

2001

TAZEWELL HISTORIC DISTRICT ESTABLISHED

**VIRGINIA LAND-
MARKS REGISTER
LISTING DATE:**
12/05/2001

**NATIONAL REGIS-
TER OF HISTORIC
PLACES LISTING
DATE AND SITE #:**
05/16/2002
158-0005

**NATIONAL PARK
SERVICE PROPERTY
#:**
02000519

**WORSHAM
REPORT**

TAZEWELL

INITIAL LISTING FROM 2001

HISTORIC DISTRICT

112 Contributing Properties in a mix of:

MID-19th CENTURY: Greek Revival

MID-19th CENTURY: Gothic Revival

LATE VICTORIAN: Queen Anne

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

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman

Register Criteria met:

Property is associated with events that have made a significant contribution to the broad patterns of our history.

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.

Areas of Significance: Architecture and Commerce

Significant Dates: 1800 (town founded) 1866 (town incorporated)

Notable Architect/Builders: William Pierce, Andrew J. Bryan

NPS Application Form Prepared By: Gibson Worsham, Architect

Summary Description

The central commercial and residential part of Tazewell was surveyed in 1998-1999 as part of a matching grant from the Virginia Department of Historic Resources. The survey resulted in the nomination of the Tazewell Historic District, which comprises most of the historic boundaries of the town. It includes commercial properties lining Main Street and residential properties to the north on Tower, Church, Central, and Pine streets.

The predominant historic period represented by the surveyed resources is that of Reconstruction and Growth (1866-1916), reflecting the era of Tazewell's rebuilding and growth in the late nineteenth century. Commercial and residential buildings made up the majority of the documented resources. Additional building types included multiple dwellings, mixed-use buildings, fraternal lodges, churches, and schools. Areas of significance include commerce and architecture.

Narrative

Tazewell's historic settlement patterns have been influenced to a great extent by the area's hilly and mountainous environmental features. The town, originally known as Jeffersonville, was laid out in a narrow valley about one mile north of the Clinch River, near the base of Rich Mountain. Sloping land on all sides of the town restricted its urban growth to an east-west corridor along Main Street. Large outlots to the north and south were subdivided in the post Civil War period into residential suburbs.

Colony to Early National Period (1753-1830)

A 23-acre site belonging to William Peery and Samuel Ferguson was selected as the location for the seat of the new county of Tazewell in 1800. The new town of Jeffersonville was laid out in quarter-acre lots soon after. A map filed in 1825 shows that a total of twenty lots were aligned in two blocks on each side of an east-west Main Street. The town was bisected by an unusually wide north-south street labeled "Public Square" that served the purpose of the public square, the public lands consisting of one acre on each side of Main Street. The public lands apparently extended behind the south range of lots fronting on Main Street.

There were four lots on each side of Main Street to the west of the public land and six to their east. A second parallel range of ten smaller lots was laid out north of Main Street across an alley known as Back Street (now Pine Street). The original boundaries of the town corresponded to the hilly geography on the area and has little relation to the lot design. Hence a narrow Church Street (unlabeled) is shown at the east end of town, giving road access from Main Street to the east and north (as today) due to the steep slope at the eastern end of Main Street. Two outlots are shown in the present residential area to the north of the three rows of lots.

Antebellum Period (1831-1860)

The town of Jeffersonville or Tazewell Court House grew steadily during the Antebellum period. The population stood at about 150 by 1835. There were as many as 20 dwelling houses, one church, a school, four stores, and two taverns.¹ By 1852, the town had approximately 80 houses and 300 inhabitants. The focus of both commercial and residential building in the town continued to be along Main Street.

The only building in the district to survive from the Antebellum period is the jail of ca. 1832 **Old Jail [158-0005-073]** (#73 on map on page 16). The substantial brick building with Flemish bond brickwork and a hipped roof was constructed on the public land just behind the courthouse. It is a grandly conceived, square, two-story, central-passage-plan building that originally faced the rear of the courthouse to the south. A contemporary architectural elevation and plan in the collection of the Crab Orchard Museum of a proposed jail for Roanoke County show a similar building with five front bays rather than the three found here. An inscription on the plan reads "Cell #1 is the plan of a jail I built at Tazewell C.H. It is the same size as this house...."² The signature appears to read H. M. Ledbetter. The family of the jailer, who were responsible for feeding, guarding, and otherwise caring for the prisoners, occupied the front rank of rooms. A passage across the rear separated the household from a row of three cells on each of the two floors. The Tazewell jail has been much altered over a period of many years, but retains many traces of the original detailing, including the frieze that encircles the building below the cornice and the decorative wood lintels of the south facade.



Reconstruction and Growth (1866-1916)

Postwar Years (1866-1887)

Several important residential and commercial buildings in the proposed district date from the period of gradual growth in the 1870s. The **Clinch Valley News Building [158-0005-061]** (#46 on map on page 17) is a good surviving example of the mostly frame commercial buildings grouped along Main Street in the period after the Civil War. The two-story frame structure features three two-over-two windows with label molds on the unaltered, weather-boarded second floor, topped by a deep cornice with consoles. A similar cornice spans the much-altered storefront.

Several houses built for merchants and professionals date from this period. The vernacular floor plans which materialized in this and later decades as the homes of middle-class merchant and professional families include a number of forms recognized in regional architectural studies.³ One of the most popular was the symmetrical central-passage plan, in which a central passage provides access to rooms on either side often with an ell or rear shed. Additional plans include the asymmetrical side-passage-plan, where



WORSHAM REPORT (CONT.)

the passage is on one side of the house; the two-room plan, in which the domestic functions take place in a single or double row of two rooms, often supplemented by a service shed or ell; and the T-plan, where the two room or central-passage plan is given improved interior circulation and a fashionable exterior irregularity of silhouette by the projection forward of one of the rooms on the principal facade.

The **Dr. Caleb Thompson House [158-0005-022]** is typical of a small central-passage plan dwelling. Built for an early dentist in ca. 1873, the well-preserved frame house features a central entry door to the passage, which is lit by a transom and sidelights. The entry is topped by a small ornamental gable and sheltered by a three-bay porch. Exterior brick chimneys serve fireplaces in the gable ends. The larger **Dr. J. R. Gildersleeve House [158-0005-063]** (#63 on map on page 17) was built features projecting bays, sawn brackets, and an ornate porch. Two small, two-room houses with lobby entrances were built along Pine Street in the period [158-0005-029 and 030]. None of the small houses that once lined parts of Main Street survive in the proposed district, except the tiny **Dr. C. W. Greever House [158-0005-091]** (#91 on map on page 17, currently the Tazewell County Historical Society). This one-story frame house, built in about 1876, takes the central-passage form and features Greek Revival details. It was cleverly enlarged by the addition of a second, wider range of rooms across the back taking advantage of the slope to include two floors of rooms there.

The residential area to the north of Main Street was separated from the commercial area by North Street (now known as Pine Street) and bordered on the north in 1888 by Railroad Street (called Gildersleeve in 1897 and now known as Tower Street). The G. W. Spots Farm occupied the farm setting still characteristic of the **Joseph Stras Gillespie House [158-0005-013]** to the west, but the area directly north of Main Street was divided in two by an unlabeled street known at one time as Jockey Street and today as Central Avenue.

The area to the west of Central Avenue was occupied by land belonging to H. C. Alderson, includes his house, the **Alderson House [158-0005-066]** and the **Stras Memorial Episcopal Church [158-0005-067]** of 1884. The Alderson House is one of the oldest in the district, built in about 1873, and takes the form of a two-story central passage-plan house with matching facades on the east and south, each with impressive, two-story, Greek Revival-style porticos. The Episcopal Church is represented by a small frame building, the Stras Memorial Episcopal Church. Built in 1886, it is now the oldest in the community. The plain but clearly ecclesiastical Gothic Revival-style, nave-plan building features pointed windows and doors and a simple, unpainted, tongue-and-groove interior.

The two tracts on the east side of the Central Avenue belonged to Mrs. Pierce and A. F. Hargrave. Mrs. Pierce's house, known as the **R. R. Henry House [158-0005-070]**, was built about 1877. The fine example of a one-story, frame, central-passage-plan dwelling with Gothic Revival-style details is an important landmark on the corner of Central Avenue and Tower Street immediately opposite the Alderson House. Hargrave's late nineteenth-century, one-story house was replaced by the larger **C. R. Brown House [158-0005-079]** in about 1903. From the property of these three houses many of the other lots on Central Avenue and Church Street were eventually subdivided.

Railroad Access to Markets (1889-1916)

A new **Tazewell Christian Church [158-0005-025]** was built in 1898 on a site outside the commercial area to replace an earlier building at the head of Pine Street. The plain Gothic-Revival-style church has twin towers on the south facade and a cruciform roof plan. It is located on a narrow street, once known as Mechanics Avenue and now called Pine Street, that connects Church Street with the residential areas to the northeast along Tazewell Avenue. A Lutheran church, now demolished, was located on the corner of Church and Pine streets. All the churches built in the late nineteenth century were square or cross-shaped frame buildings of Gothic Revival derivation. The **Tazewell Baptist Church [158-0005-003]** of 1890 was built on a lot on Tower Street away from the commercial center. The elaborate frame structure has suffered extensive interior alterations over many years, but the exterior retains its decorative towers and crockets and pointed doors and windows.

New commercial buildings included the **Clinch Valley Bank [158-0005-045]** of 1889. This narrow two-story brick structure features the latest in industrially produced ornament, with pressed-metal cornice and brackets and a segmentally-arched second-floor window. The **H. W. Pobst Jewelry Building [158-0005-042]** of 1887 was heavily altered after a fire in 1963, but the **Spotts-Stras Building [158-0005-058]** of 1899 is a good example, as is the commercial building on Elk Street known as the **Telephone Office [158-0005-074]**.

One of the most important examples of late nineteenth-century commercial architecture in the county is the **Bank of Clinch Valley [158-0005-054]** of 1900 as remodeled in 1904. The Romanesque-style, stone-faced,

bank building has an arcaded first floor, rock-faced ashlar surface, and arch-headed second-floor windows surmounted by a steep gable. The **J. A. Greever Building [158-0005-046]** of 1914 maintains the commercial architectural tradition of the town, with a stepped parapet and stone lintels above a modernized double storefront. It replaced an earlier building of the same name that had burned in the previous year and continued to house a furniture and hardware business for many years.

Lawyer offices rivaled the commercial buildings in architectural quality and form. The Greever and Gillespie Law Office Building [158-0005-041] of 1897 and the Graham Building [158-0005-056] of 1902 are the best examples of the building type. The two-story, for law offices is very unusual in small towns in Southwest Virginia and might indicate small demand for commercial space in the town. Another two-story, law office building stood just east of the Greever and Gillespie Building in the late nineteenth century.⁶ This 1897 building had three first-floor offices each with a two-bay first-floor facade. Comparison of the Sanborn maps and another earlier historic photograph indicates that the building began life as a low-ceilinged two-room structure with a gabled roof and received a brick veneer facade and high shed roof after 1897.⁷ This section of Main Street was known as Lawyer's Row.⁸ The Graham Building is one of the town's most ornate with an elaborate pressed-metal second floor and a brick first-floor with arched windows. Law offices grouped together are a common feature of Virginia County seats, but they are not usually located on the principal street.

The houses built at the end of the nineteenth century and beginning of the twentieth showed remarkable continuity with earlier forms which were discussed previously. As many as four central-passage-plan, one side-passage-plan (a double house incorporating this plan), and three two-room-plan dwellings and as many as five T-plan houses were identified in the study area from this period. Well-preserved examples of these vernacular forms include the frame, two-story, two-room house at 103 West Tower Street [158-0005-007] which has been relocated, the two-story, frame, central-passage-plan dwelling at Dr. J. T. Cooley House on Church Street [158-0005-090], the one-story, frame, T-plan Repass House [158-0005-035], the two-story, frame, T-plan Trux Warren House [158-0005-084], the one-story, frame, double-pile, T-plan A. M. Black House [158-0005-100] on Tower Street, and the ornate, two-story, double-pile, T plan Judge Boyer House [158-0005-082]. Perhaps the best preserved of this kind of house is the small, one-story, frame Laird House [158-0005-036] with its two-room plan, lobby entrance, and an elegant porch with an early vestibule at the entry. Trux Warren is perhaps the most interesting of the householders involved. He was the successful black owner of a barber shop on Main Street and rented space for the post office. His house was built in 1885.

Some of the domestic structures took the form of duplexes, similar to houses in Saltville, an industrial town in nearby Smyth County, built in the same period by the Mathieson Alkali Works. The earliest double house was made from the First Presbyterian Church building, which was relocated when a new church was built. This stood before 1897 beside the First Presbyterian Church on Church Street. It has vanished, but a fine example was built across the street beside the Lutheran Church between 1897 and 1907. The Moss-Greever Double House [158-0005-087] incorporates the traditional side-passage floor plan with separate service ells behind each unit and porches in front. Built as a tenement by J. S. Moss and J. A. Greever, it presents a very urban appearance in this part of the town.

Grand dwellings built by the most prosperous citizens include the Preston House [158-0005-011]. This elaborate Queen Anne-style dwelling with shingled upper walls was built in 1894 for Henry Preston. A contemporary article describing it said it was designed by William Pierce and featured hot and cold running water and electric bells.¹⁰ It is one of very few buildings in the district for which a designer is known. Pierce, a graduate of the University of Virginia, was the brother of a local physician.¹¹ An historic photograph shows its contrasting paint scheme.

An even more remarkable architectural specimen is the Joseph Stras Gillespie House [158-0005-013], a large Queen Anne residence built in about 1892. The two-1/2-story, frame structure has an irregular floor plan and silhouette with projecting gabled elements on each facade, a tower, polygonal bays, and a porte cochere. The interior features elaborate plaster moldings and wood wainscoting. The house is surrounded by an outstanding collection of outbuildings, including a barn, a meat house, a cellar, a spring house, and several hen houses.

The more conventional house built in 1898 on a large tract north of Tower Street for the family of Beverly Stras, Sr. and altered by W. F. Harmon [158-0005-004] is a large double-pile central-passage frame house. It is similar to the well-preserved Alexander St. Clair House [158-0005-099] across Lyon Street, built in ca. 1900, with its high hipped roof, dormers, and projecting bays and the Sexton House [158-0005-068] on Central Avenue. These houses impress by their scale but their floor plans show no level of architectural sophistication in spite of their Queen Anne details. The C. R. Brown House [158-0005-079] is a large and very picturesque dwelling built for a minister and his wife, the daughter of a coal baron from West Virginia. The frame house features a polygonal **tower** with a bell roof, a wide, wrap-around porch, and a hipped roof with a complex silhouette. An historic photograph from a 1903 issue of the Clinch Valley News shows it as built.

WORSHAM REPORT (CONT.)

The courthouse of 1874 was rebuilt in 1913 by the Falls City Construction Company of Louisville, Kentucky. The Second Empire-style facade of the earlier building was replaced by a Classical Revival-style building (**Tazewell County Courthouse [158-0005-052]**) with four Doric columns supporting a full pediment and a deck-on-hip roof. It was designed by architect Andrew J. Bryan.

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

The town of Tazewell grew modestly during the early twentieth century. Commerce continued to focus on the downtown area along Main Street, where buildings were often replaced or modernized. A new **Tazewell High School [158-0005-064]** was built in 1931 on the hill just behind the existing school that stood on the site of the present **Tazewell Public Library [158-0005-062]**. The large, two-story, brick school building incorporated a Art Deco-style classicism which lessened the monotonous effect of the large scale and repetitive window patterns of the building. Wings to the rear housed the gymnasium and auditorium. The **Tazewell Masonic Lodge #62 [158-0005-040]** built a new building in 1931, which took the form of a traditional two-story brick commercial building with a central name tablet and first-floor storefront.

The residential area to the north of Main Street was filled in during the first half of the twentieth century. The quiet, narrow, tree-lined streets, some of which, like Pine Street, wind down the hill from Main Street retain their picturesque character. The single-family resources in the region 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- and Colonial Revival-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.

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 study area, however, there are few fully realized bungalows or foursquare dwellings in the proposed district. Approximately five are one- or one ½-story houses with Colonial-style detailing instead of the Craftsman detail usually associated with bungalows. These houses, however, are like bungalows in their form and plan. No houses in the district utilized the related two-story Foursquare form. Examples of Colonial Revival-style bungalows in the proposed district include the **James H. Gillespie House [158-0005-001]** on Tower Street, a well-detailed brick dwelling, the **Buston House [158-0005-015]**, and the frame **Doak House [158-0005-033]**. The lack of bungalows in the district may relate to a strongly developed sense of the historic character of the residential section, and the choice of Colonial style buildings were seen as more in keeping with the neighborhood.

The frame **McCall House [158-0005-024]**, a bungalow on Pine Street, is said to have been purchased from Sears and Roebuck and all the materials shipped to the site. This way of purchasing a house has been documented at other sites in the region. The most elaborate house in the district from the period between the world wars were built in the Colonial Revival style, with classical entries, porch, dormers, and brick end chimneys combined with complex, functional floor plans. The brick **Coulling House** at 223 Church Street **[158-0005-077]**, with its massive dentil cornice and inset one-story inset porch forming a classical frontispiece, is one of the best-preserved examples. It dates from 1934 and has very carefully detailed arch-headed dormers on the rear. The 1920s **Robert Brown, Jr. House [158-0005-080]** was built for the son of the Rev. O. R. Brown, whose grand Queen Anne-style House was built in 1903. The brick house has eight-over-one sash windows and a pedimented Doric.

The Classical Revival-style **Tazewell Post Office [158-0005-037]** was built in 1936 on the north side of Main Street. The one-story brick structure uses classical details to give dignity to the functions of government. Beaux-Arts dictums about public art took form in many small American towns as part of the public art projects of the Great Depression era, as part of which the Federal government funded art in the form of murals in local post offices. Tazewell received an important example of this work with the two-part mural of agricultural and mining activities. The richly Arcadian imagery of the female figure, the child, and the sheep over the postmaster's doorway contrasts with the male figures and the apparent industrial wasteland depicted in a smaller mural around the corner from the main entrance. The murals were painted by William Calfee of Chevy Chase Maryland between 1938 and 1940, when it was installed. Calfee was commissioned through an anonymous competition.

The New Dominion (1946-Present)

Locally-based commercial enterprises in the city continued to serve the citizens from the centrally located business area in the modern period. Settlement patterns after World War II did not change at first, as most residential development was concentrated in pre-existing blocks in the town. Later subdivisions lie outside the boundaries of the proposed historic district. Although modernist design was utilized regularly for commercial and industrial buildings in some parts of Tazewell, most domestic architecture in the study area in the years after World War II remained heavily influenced either by traditionalist Colonial Revival styles.

As the community grew during this period, its churches also expanded. When **Tazewell Presbyterian Church [158-0005-081]** burned in 1959, everything but the brick outer shell of the building was destroyed. The architect who had designed the original brick, Classical Revival-style building in 1924 was chosen to oversee the rebuilding. The reconstructed church incorporated most of the surviving original fabric, and remains a good early example of historic preservation. When the church needed to expand its office and classroom facilities later in this period, the congregation also chose to build on site rather than seek another location.

The survey resulted in the identification of 143 resources, thirty-one of which were deemed to be noncontributing. Of these, forty-five were recorded as secondary resources, eighteen of which were noncontributing.

Statement of Significance

The proposed Tazewell Historic District meets the standards for listing in the National Register of Historic Places under criteria A and C as a historic residential and commercial area exhibiting the nineteenth- and early twentieth-century development of a regional governmental and commercial center. The period of significance extends from 1832 to 1950. The earliest building dates from 1832. Residential, commercial, and governmental buildings primarily date from a period of significance from ca. 1880 to 1930, during which time new, popular building designs gradually replaced traditional forms, although there was remarkable continuity of form and location for the various corresponding building types. A further period of significance extends from 1931 to 1950, when a few significant new structures were built and the storefronts of some of the existing commercial buildings were altered as the city's institutions and business owners responded to the Great Depression and the World War II-era surge in population with a modernization effort.

The predominant historic period represented by the surveyed resources is that of Reconstruction and Growth (1866-1916), reflecting the era of Tazewell's expansion in the late nineteenth century. Commercial and residential buildings were the most frequently documented resource type. Multiple dwellings, mixed-use buildings, a fraternal lodge, churches, and a school were also documented. Areas of significance include commerce and architecture.

European Settlement to Society (1607-1752)

Settlement of the area was encouraged by the colonial government beginning in the 1740s. The authorities gave incentives to speculators and settlers. In 1749, the Loyal Land Company was given the opportunity to settle a vast acreage from the New River to the Tennessee. The House of Burgesses encouraged increased settlement on the western waters after 1752, when settlers west of the Eastern Continental divide were permitted freedom from taxes for a period of ten years.

Colony to Early National Period (1753-1830)

Settlement in the area of Tazewell began in the late 1760s, interrupted by the Indian incursions of the early 1770s. The area around the county seat was settled by William Peery, one of three brothers who moved to the area in 1771.¹⁸ When the county was organized in 1800, Peery and his neighbor, Samuel Ferguson, proposed a 23-acre site on land belonging to them both. Peery contributed thirteen acres and Ferguson ten acres. The site was selected over another site at the forks of the Clinch River, in spite of its irregular topography. The land was presented to the county, with Peery retaining four lots and Ferguson two lots in return for their property. Joseph Moore offered to lay out quarter-acre lots for a fee and the town was formed, soon after named Jeffersonville for the newly elected U.S. president. A courthouse, illustrated on the 1825 plat, was built on the public land on the north side of Main Street, while a jail with stocks was placed directly across the street from it.¹⁹ The frame courthouse was contracted to be built by 1802 and was used until it burned in the 1830s. It was replaced by a brick courthouse on the same site.

Only one store was listed in Jeffersonville in the 1820 county tax book. It was operated by John I. Trigg. Two buildings, both no longer standing, have reputations as early taverns in the county seat, where overnight accommodation was essential when court was in session. The town's principal hostelry may have been the tavern operated in the handsome brick house built by Capt. James Crockett in the first quarter of the nineteenth century. It is said to have been converted to use as a tavern in the mid-nineteenth century. Known

WORSHAM REPORT (CONT.)

locally as the “Old Tavern,” the business was said to have been patronized by “the best citizens of the county”. This house was exceptional in having been built of brick. The two-story house, which was remodeled by Dr. Robert D. Hufford in the 1880s, is shown in an historic photograph to have had a finely crafted Flemish bond principal facade, large windows with jack arches, a central entrance passage flanked by rooms on each floor.²¹ The Old Tavern stood on the northwest corner of Main and Church streets where the Methodist Church is now located and was torn down in 1916.

Churches were founded in rural parts of the county before they were organized in the county seat. Presbyterian congregations had ceased to exist in the county in the 1830s, and were not revived until one was organized in the town in 1851. The Methodists had been in the immediate vicinity of Tazewell since 1797.

Antebellum Period (1831-1860)

The town of Jeffersonville, (often also referred to as Tazewell Court House) experienced sustained growth during the Antebellum period. In 1835 the population was approximately 150. There were approximately twenty dwelling houses, one “house of public worship” shared by several denominations, and one common school. Commercial enterprises included four mercantile stores and two taverns, while the resident craftsmen consisted of one saddler, six joiners, two boot and shoe factories, one blacksmith, two hatters, and one painter. Local industry was comprised of a tanyard, a gristmill and a manufacturing flour mill (about one mile to the north). There were two physicians and two lawyers.²³ Main Street was partly macadamized in 1845. In the same year there were three stores, one church, and twenty-five dwellings.

By 1852, the town had approximately 80 houses and 300 inhabitants. Main Street was partly macadamized, but water was hauled to houses in barrels. By this time, there were two banks, two hotels, six doctors, six lawyers, six grocery and dry goods stores, several clothing and shoe stores, one or more tanneries, three churches, two blacksmiths, and a printing office.²⁶ Economic needs of the county were supplied by two banks. These consisted of a branch of the Northwestern Bank of Virginia, based in Wheeling and the Jeffersonville Savings Bank, both of which closed before or during the Civil War. The two hotels were the Union Hotel, one door west of the courthouse and the Virginia House, three doors east of the courthouse. The churches consisted of a Presbyterian, Methodist, and more unusually in this region, a Catholic congregation. Bickley indicated there were four secret societies: the Masons, the Odd Fellows, the Sons of Temperance, and a Circle of the Brothers of the Union. According to one source, there were fifteen privately funded schools in the county in 1852.

Many of the buildings in Tazewell in the Antebellum period were undoubtedly built of log or frame construction and were replaced in the period after the arrival of the railroad brought prosperity to the town. Some of the early buildings visible in late nineteenth-century photographs include the Virginia Hotel, located on the site of the modern Bank of Tazewell County [158-0005-047].²⁹ This two-story frame building, mentioned by Bickley in 1852, had a long porch sheltering the sidewalk, and disappeared between 1897 and 1907. The Central Hotel, located on the northwest corner of Central Avenue and Main Street (the site of the Kilgore Ford Building [158-0005-043], next to the original courthouse site, is apparently the same as the Union Hotel mentioned by Bickley in 1852.³⁰ It is pictured in an historic late nineteenth-century photograph.³¹ The two-story building was demolished between 1897 and 1907. Like the Virginian Hotel, it had a two-story porch extending over the side walk.

The John M. Estill House is documented in an historic photograph. It stood on the north side of Main Street until about 1899, when it was replaced by the present Dr. W. I. Painter House [158-0005-038]. This image shows a two-story, frame or log, two-room house roofed with wood shingles, sheathed with weatherboard, and supplied with exterior brick chimneys. It also shows some of the ornamental wood fence types that lined Main Street at that time. Another building, the home of William and Amanda Cox in 1850, was a stuccoed masonry, one-story house, probably of a two-room plan. The stuccoed coating was painted to resemble stone ashlar.³³ An interesting two-story house on the north side of Main Street was incorporated into the Virginian Hotel after 1897 and belonged to Mrs. Chapman in 1888.³⁴ Historic photos indicate that it had five arched openings across the first floor with square windows above. The openings were dressed with tooled stone ashlar dressings and the detail may have been added as part of its incorporation into the hotel.

Unusually strong consciousness of local history and community are indicated by the founding of a Jeffersonville Historical Society in 1851 under the official leadership of Dr. Henry Fielding Peery.³⁵ Although there is evidence that the society was founded and publicized largely through the efforts of George F. W. Bickley, a

colorful and dubious outsider, it was said to have consisted of as many as a hundred prominent citizens, who included educational improvement among their goals. Education in the county was seen as inadequate and the society advocated the adoption of the free school system allowed by the state government, which the county did not vote to bring about.

The society was noted in an article in the *Richmond Examiner* as possessing a cabinet of mineral, vegetable, and animal specimens and a library to assist in researches upon Indian lore and natural history.³⁷ This organization, however ephemeral it was in reality, can be seen as an important antecedent to the Historic Crab Orchard Museum of today, located near the town in Tazewell County's Pisgah area. In 1852, the historical society published a study putting the local past in context. George F. W. Bickley's *History of the Settlement and Indian Wars of Tazewell County* was one of the first local histories in southwest Virginia. A woodcut in the book showed the county seat as a prosperous grouping of one- and two-story buildings surrounding the courthouse.

Before the 1830s, all roads had been locally maintained; at that time a regional turnpike company was incorporated to improve the route from through Jeffersonville from Fincastle to Cumberland Gap. The improved road linked the locality with a transportation network connecting the region with eastern markets. It was shown as partially completed in 1838. This was known as the Cumberland Gap turnpike on the 1855 edition of the same map. In the 1850s other local turnpikes were completed as part of a massive road improvement effort across the region, partly capitalized by the state. These included the Tazewell Courthouse and Fancy Gap Turnpike and the Tazewell Courthouse and Richlands Turnpike. These roads further reinforced the status of the county seat as the nexus of commerce for the locality and continued to serve exclusively as local transportation routes until the coming of the railroad in 1888.

Civil War (1861-1865)

The Civil War adversely affected Jeffersonville in a number of ways. As in most parts of Virginia, the products of the countryside were depleted in service of the confederate cause. Many local soldiers died. There was no fighting in the area of the proposed historic district. A small army of confederates was camped east of the town in the spring of 1862. A Georgia battalion camped northeast of the town in the following winter and this camp continued in use the following winter. Economic suffering after the war was limited and the political repercussions of Reconstruction were of brief duration.

Reconstruction and Growth (1866-1916)

Postwar Years (1866-1887)

Jeffersonville experienced slow growth after the Civil War. The town was incorporated in 1866.⁴¹ The 1870 census does not give a population figure for the town, but indicates a population of 508 by 1880, of which a small proportion were black. This would grow to 604 by 1890.⁴² The principal industry in the immediate vicinity of the proposed district was a small flour mill there before 1888.

Although schooling had been available in Jeffersonville since the early nineteenth century and, in spite of mid-nineteenth-century advocacy of public education, efforts to establish free schools did not begin in the community until the 1870s. Well-known schools established after the war include the Buckeye School (for boys and girls) near Jeffersonville. The Underwood Constitution of 1869 mandated that Virginia open free public schools in the 1870-71 season. State funds were to match local tax monies. The Tazewell Graded School opened in Jeffersonville in 1872.

Several important residential and commercial buildings in the proposed district date from the period of gradual growth in the 1870s. Commercial buildings remained grouped along the central part of Main Street to the east and west of the courthouse. The buildings were, for the most part, still built of frame. Urban and county stores in this and earlier periods consisted of one- or two-story buildings shaped to fit the long, narrow lots characteristic of towns in the region. A good example is the Cinch Valley News Building [158-0005-061]. Similar store buildings are visible in a late nineteenth-century photograph of the east end of Main Street.⁴⁵ Trees were planted along the street in about 1878 by the proprietor of one of the hotels and are visible in historic photographs as an unusual amenity among the main streets of small towns in western Virginia. They stood until 1923 when they were removed to provide more space on the street.

Several houses also date from this period. These include the home of two doctors and a dentist: the Dr. Caleb Thompson House [158-0005-022], the Dr. J. R. Gildersleeve House [158-0005-063], and the Dr. C. W. Greever House [158-0005-091]. The frame homes that survive from this period were largely built for professionals and merchants. The early houses of less substantial residents do not survive. They were probably one- or two-room log houses.

WORSHAM REPORT (CONT.)

An impressive new courthouse (Tazewell County Courthouse [158-0005-052]) was built in 1874 on the south side of Main Street in the center of the block west of the original public square. The brick courthouse on the original public land, built in the early 1830s, was sold at auction and converted into a store building. The new two-story, brick building, was heavily altered in 1913.⁴⁷ Although subject to a series of alterations (Sanborn maps show a dramatic change between 1897 and 1907 in the form of the building), the new two-story, brick building, featured Second Empire-style details, including roof-top finials and a central, four-stage clock tower with a Mansard-type roof and containing the entry porch.

Railroad Access to Markets (1888-1916)

In February 1881, the AM&O Railroad that served southwest Virginia had been sold to a private banking house in Philadelphia. The company was renamed the Norfolk & Western Railroad. The Norfolk & Western built a spur line to the western coalfields. Coal began flowing east as trains were connected to Pocahontas in Tazewell County by 1883. An additional line was added to the Clinch Valley in 1888 and provided service to Jeffersonville. Then began a boom in the region which brought industry and increased population to the county. The boom brought a dramatic transformation to the county seat as well.

By 1887 plans were underway to develop a new depot town for Jeffersonville, located on the Clinch River one and one half miles north of the town. The vicinity of Kelly's Mills was laid out as a small community to be called North Tazewell with a park associated with the depot grounds, as was customary in the nineteenth century.⁴⁹ Judge J. P. Kelly and his neighbor, Captain C. A. Fudge, contributed the land and built commercial buildings and houses on their lots. Kelly owned a commercial flour mill there and added a three-story planing mill. A streetcar was constructed to connect Main Street with the new depot to the north in 1892. It was pulled by horse until 1904 when it was replaced by an electric streetcar. Electric lights were installed on the streets in 1899 and telephone lines first became available in 1897.⁵⁰ North Tazewell prospered and was incorporated as a town in 1894.

By 1890, Jeffersonville had grown from a small village to a town. It had a total population of about 604.⁵¹ In 1891, the town was renamed Tazewell and the name Jeffersonville abandoned at the request of the U. S. Post Office.⁵² The earliest maps of the city to show building owner and/or function, two related drawings both made in 1888, show the town to have been almost entirely restricted to the two sides of Main Street.⁵³ As late as 1897, almost all commerce was confined to the area between the courthouse and the public school. The rest of the street was lined with houses, of only a few remain, most notably the Dr. J. R. Gildersleeve House [158-0005-063] of ca. 1877 and the Dr. W. I. Painter House [158-0005-037] of ca. 1899. Many of the houses were much smaller than these and less substantial. The architectural evidence indicates that Tazewell's economy was relatively stable at the end of the nineteenth century due to its limited industrial aspirations and was less affected by the collapse of real estate prices associated with the Panic of 1893 than were the industrial boom towns.

Improvements in education proceeded from the previous period as publicly funded and generally available schools superseded private ones. A two-story "public school" was shown on the 1888 maps and on the 1897 Sanborn Map on the site of the present-day Tazewell Public Library [158-0005-062]. The need for secondary education was traditionally addressed by private academies attended by those whose families could afford to send them. The Buckeye School had moved to town in 1867 as the Clinch Valley Seminary (for young women). The Tazewell Female Seminary was founded in 1886. The Tazewell College for Boys opened in 1890 and became a coed school after the Tazewell Female Seminary building burned in 1893. Private secondary education was generally superseded by public high school across the state in the early twentieth century.

In 1909 the Tazewell High School opened.⁵⁵ It occupied a larger two-story brick building that stood on the site of the grammar school⁵⁶ and also contained the elementary grades. This school was, in turn, demolished in 1964 to build the Tazewell Public Library [158-0005-062]. The black citizens of the town were provided with a small school before 1888, located on the north side of Main Street near its western end.

Religious congregations operated in Jeffersonville from the earliest years. By the late 1880s there were churches reflecting a broad range of Protestant denominations. The Methodist Episcopal church was a small building located across from the public school, near the present Main Street Methodist Church [158-0005-048]. What was labeled an "African Methodist Episcopal" church stood on Fincastle Street at the western end of town near the black school building in 1897, outside the proposed district.⁵⁸ The first church building used by the congregation was a log house given to them in 1869. Rebuilt in 1875, the building was rebuilt again

in 1900 and remains in use today as Wilbur Memorial United Methodist Church. A Presbyterian church also occupied a frame building near the site of the later building occupied by the same congregation [158-0005-081]. A Christian Church (Disciples of Christ) building was located on Marion Avenue just south of Main Street. The structure was later incorporated into the public school and the later high school as a chapel and auditorium.

New churches were built in the late nineteenth century for the congregations of the Tazewell Christian Church [158-0005-025], the Stras Memorial Episcopal Church [158-0005-067], and the Tazewell Baptist Church [158-0005-003] on sites outside the commercial area. The churches, each of which survive, share frame building materials and Gothic Revival-style details.

The town was provided with all the amenities of a fast-growing boom town. An opera house was located on the former upper floor of the Witten Building of 1888 [158-0005-044] which housed two businesses on the first floor. A durable Tazewell business, the Jackson Drug Store, opened in the Witten Building in 1897. The building was rebuilt after a fire in 1913 without a second story as the Jackson Drug Store. A new opera house to serve the citizens of Tazewell was provided in 1916 with the building of the Clinch Theater at the corner of Church and Main streets.⁶¹ This theater was demolished in the 1980s to enlarge the Methodist Church.

The Masonic Lodge built an imposing three-story frame commercial building on Main Street across from the new courthouse with the lodge room on the top floor.⁶² New industry included a steam-powered planing mill on the creek south of Main Street built between 1897 and 1907 near the older grist mill.

The town in the 1880s possessed a cohesive appearance with consistent materials, scale, and detailing. The economic improvements brought about by the advent of the railroad resulted in the town we see today, but it disappointed two female visitors writing an 1889 edition of *The Baltimorean*, who sensed that radical change was to come and who deplored the intrusiveness of the ornate Queen Anne houses then under construction. They noted that "a number of modern houses are being built, which look out of place, and are fast destroying the quaintness and picturesque antiquity of the town". The tree-lined Main Street was at that time provided with brick sidewalks.

Medical services in the town had been provided by one or more doctors throughout the town's history, but in 1899 Dr. R. B. Gillespie opened a small hospital and surgery in connection with his office on Main Street. It could accommodate four or five patients. Hotel accommodation continued to be provided by the Central and Virginian Hotels. The Central Hotel was demolished in the period between 1897 and 1907 and after that the Virginian, now known as the Jeffersonville Hotel, alone supplied hotel lodgings to travelers.

Commercial construction transformed the appearance of the downtown area. The earlier frame buildings of the 1870s and 1880s were replaced by brick structures beginning in the late 1880s. Masonry construction was more substantial and fire-resistant. Residential structures became larger and more elaborate, frequently utilizing nationally popular stylistic models, such as the Queen Anne and Colonial Revival modes.

The courthouse square was dignified in 1903 by the erection of an industrially produced metal monument to the Confederate dead from Tazewell County. A stone wall was built around the square in 1908. The courthouse of 1872 was replaced or remodeled in 1913 by the Falls City Construction Company of Louisville, Kentucky. Most sources indicate that the earlier building was remodeled.⁶⁸ The new, two-story, brick, Classical Revival-style Tazewell County Courthouse [158-0005-052] is said to have been the work of the firm of Peery and Branson. The architect was Andrew J. Bryan.⁷⁰ The new building gives an appropriate classical emphasis to the county's principal public building. The post office, as in many small towns, was housed in rented commercial space until well into the twentieth century.

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

Tazewell's population increased very modestly as the twentieth century progressed. In 1900, it stood at 1,096. By 1920, it was about 1,261 and, by 1950, it had grown to 1,347. Service and commercial activity remained Tazewell's principal source of employment and growth during the period between the world wars. Commerce continued to focus on narrow buildings on contiguous lots in the downtown section. New buildings replaced old buildings or were added on vacant lots on the periphery. The streetscape lining Main Street was gradually filled in and renewed. The downtown area continued to be served by the electric streetcar running to North Tazewell.

The town hall, including the fire engine, was housed in a former house or commercial building [158-0005-094] on Fincastle Street just off Main Street during the 1920s. A new Tazewell High School [158-0005-064] was built in 1931 on the hill just behind the existing school that stood on the site of the present Tazewell Public Library [158-0005-062]. The large, two-story, brick school building incorporated a Art Deco-style classicism

WORSHAM REPORT (CONT.)

which lessened the monotonous effect of the large scale and repetitive window patterns of the building. Wings to the rear housed the gymnasium and auditorium. The building was used as the elementary school from 1951, when the new county high school was built on the edge of town, to 1965, when a new elementary school opened, and as a middle school until 1981, since which time it has housed school board offices. Black students in the area were served, during the days of segregation, by Tazewell County High School, which ceased operation upon the integration of the two high schools in 1965.

A new Tazewell Masonic Lodge #62 [158-0005-040] was built in 1931. The hotels of Tazewell changed greatly in this period. The old Central Hotel had disappeared before 1907, but the Jeffersonville Hotel continued to function through the mid-1920s, having jettisoned the westernmost part and connected to an existing neighboring building to the east in the period between 1897 and 1907. The old part of the hotel was demolished and a new three-story brick hotel rose on the site before 1929, called the Tazewell Hotel. An historic photograph shows it to have been a plainly detailed structure with first-floor storefronts. It was demolished in the 1970s to build a new Bank of Tazewell County [158-0005-047]. Movies were viewed at the Clinch Theater, the former opera house built in 1916.

The streetcar ceased operation in 1933, probably due to competition from automobile transportation. The residential area to the north of Main Street was filled in during the first half of the twentieth century. The quiet, narrow, tree-lined streets, some of which, like Pine Street, wind down the hill from Main Street retain their picturesque character.

There were no planning or zoning ordinances. Population between 1940 and 1950 remained static at about 1,300. The Great Depression did not as seriously affect Tazewell as it did larger communities with an industrial labor base. Among other projects, Depression-era Federal agencies' programs resulted in the Postal Service constructing a commodious building in 1936. The Classical Revival-style Tazewell Post Office [158-0005-037] remains in use in the project area. It is a good example of the kinds of substantial architecture constructed by the Federal government in the early twentieth century. Nearly identical to the post offices built in some other small towns in the region, including the post office in Christiansburg, Virginia. It is part of an important group of post offices built in the region as part of a New Deal-era government works projects and part of a nationwide collection of architecturally refined public buildings. It continues to serve its original purpose, combining Federal Revival and Greek Revival details in an innovative and expressive manner suggesting to users the eighteenth century origins of the U. S. and expressing the increased presence of the Federal government.

The New Dominion (1946-Present)

The Jeffersonville Hospital opened in 1947 operated by Dr. Mary Elizabeth Johnston and Dr. Rufus Brittain.⁷⁸ It closed in 1973 when the town's newest hospital, Tazewell Community Hospital, opened in at the far east end of the town.

Locally-based commercial enterprises in the city continued to serve the citizens from the centrally located business area. After the middle of the century, rather than invest in new buildings or demolish the existing stock of commercial buildings, merchants and building owners chose, in many cases, to modernize the exteriors of the existing building stock. Often this took the form of a new aluminum storefronts. Many stores received this treatment, substantially transforming the streetscape. A number of important buildings burned or were demolished at the same time. Principal among these was the Pobst Building [158-0005-0] and the Tazewell Hotel, both on the north side of Main Street.

New shopping areas began to draw shoppers away from pedestrian-oriented neighborhoods and business district. Competition from the automobile and long-distance air travel led to the closing of the rail passenger station at North Tazewell. The loss of traditional commerce downtown has been softened by the opening of new specialty shops, restaurants, and other businesses mostly serving the legal and government office population. A new municipal building was built a block north of Main Street. Expansion of public facilities and services was a necessary accompaniment to the changes Tazewell experienced during the period. A number of commercial buildings were converted to county government use.

In 1987, the county's citizens, under the direction of organizing president Bettie Byrd St. Clair, revived the concept of a historical society to aid in the improvement and preservation of historic materials, including buildings. The society has encouraged preservation of buildings and has published a number of pictorial histories. Toward that end, the society has worked closely with local government and the Virginia Department of Historic Resources to identify strategies for achieving historic preservation goals in the community.

Boundary Description

Beginning at a point on the northwest corner of the intersection of School Street and the Fincastle Turnpike, and proceeding west and north with School Street and Marion Avenue to the rear lot line of the property at 158-0005-0076 on Marion Avenue, thence west with the south lot lines of that property and that of 158-0005-0075 on Elk Avenue to Elk Avenue, and thence west with the south (rear) lot lines of the properties along the south side of Main Street to the west side of the property at 158-0005-0049, thence north with the west lot line of that property to Main Street, thence north across Main Street, thence east with the north side of Main Street to a point at the southwest corner of the property at 158-0005-0037, thence north with the west side of that property to a point on the north side of Pine Street, thence west with the north side of Pine Street to a point at the southwest corner of the property at 158-0005-0013, thence north, west, and northeast with the lines of that property to the southwest side of Tower Street, thence southeast with the southwest side of Tower Street to a point on Tower Street opposite the west line of the property at 158-0005-0001, thence north, east, and south with the west side of that property and the west, north, and east sides of the property at 158-0005-0004 to the northwest corner of the property at 158-0005-0005, thence northeast with the northwest side of that property to Lyons Street, crossing Lyons Street, and continuing with the northwest side of the property at 158-0005-0099 to the north corner of that property, thence southeast with the northeast side of that property to a point on the northwest side of Tower Street, thence southwest with the northeast side of Tower Street to a point opposite the northwest line of the property at 158-0005-0012, thence southeast with the northwest line of that property to the east corner of that property, thence northeast with the northwest line of the properties at 158-0005-0026 and 158-0005-0027 to a point at the north corner of the latter property, thence southeast with the northeast line of the latter property to a point on the northwest side of Pine Street, thence southwest with the northwest side of Pine Street to a point opposite the northeast side of the property at 158-0005-0036, thence southeast with the northeast side of that property to a point at its east corner, thence southwest with the eastern (rear) lot lines of the properties on the southeast side of Pine Street on the eastern side of Fincastle Turnpike to a point at the southeast corner of the property at 158-0005-0095, thence southwest with the southeastern lot line of that property to a point on the western side of Fincastle Turnpike, thence south with the west side of Fincastle Turnpike to the point of origin at the northwest corner Fincastle Turnpike and School Street.

WORSHAM REPORT (CONT.)

SITE INVENTORY

Properties in the inventory are organized by street and numerically by address. Entries list the name of the property, the approximate date of construction, and secondary resources. The sites listed below are identified on the Tazewell Historic District map on pages 18-19, using the bold portion of the id to match the map id.

Abbreviations used in the inventory include:

CB = contributing building NB = noncontributing building CS = contributing site
CSt = contributing structure NSt = noncontributing structure CO = contributing object Ca. = circa

CENTRAL AVENUE

279 Central Avenue
158-0005-00**66** 2CB, 1NB
Date: 1873

Two-story, three-bay, L-plan, central-passage plan dwelling with two principal facades to Central Avenue and to the town to the south, predates Episcopal Church and other buildings between it and Main Street. Two-story, three-bay pedimented porch. Nineteenth-century frame summer house.



251 Central Avenue
158-0005-00**67** 1CB
Date: 1884

Gabled frame Gothic-Revival church with gable front to the street, with a four-bay nave plan, projecting chancel, diamond paned arched windows, projecting gabled vestibule. Small belfry and small spire.

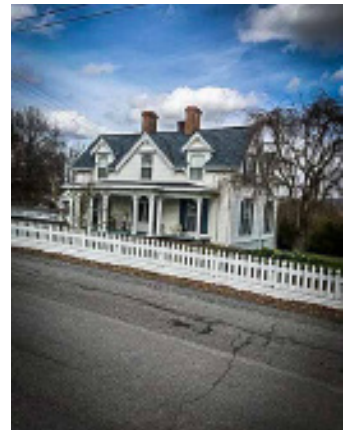


245 Central Avenue
158-0005-00**68** 1CB
Date: 1897

Two-story, three-bay, single-pile dwelling with 1/1 sash, one-story windows on each side of front centered door, full-width porch across front of house with a two-story porch on the rear. Front porch has chamfered posts and sawn brackets.



286 Central Avenue
158-0005-00**70** 1CB, 1NB
Date: 1877
Carpenter Gothic, one-1/2 story frame three-bay single-pile dwelling with 6/6 sash with flat cornice tops and segmentally headed top sash on both floors, central gable flanked by gabled wall dormers at the upper floor. The dormers and gables are filled with sawn ornamental bargeboards with finials. Massive chimney stacks.



194 Central Avenue
158-0005-00**73** 1CB
Date: 1832

Two-story, three-bay Flemish-bond brick building with three bays on each facade, most window openings altered ca. 1900. Wood lintels with bull's eye corner block. Paneled interior shutters on south side.



CHURCH STREET

249 Church Street
158-0005-0077 2CB
Date: 1934

Two-story brick Colonial Revival dwelling with exterior end chimneys and massive dentil cornice. Elaborate dormers on rear. Brick garage to the rear



227 Church Street
158-0005-0078 2CB
Date: 1924

Two-story brick Colonial Revival dwelling with hip roof with hip dormers in front and sides. Seven-light transom over door with sidelights. Brick garage to rear.



203 Church Street
158-0005-0079 1CB
Date: 1903

Two-story frame Queen Anne dwelling with complex roof system and polygonal three-story tower with bell roof.



175 Church Street
158-0005-0080 1CB
Date: 1920s

Two-1/2-story brick Colonial Revival three-bay dwelling with pedimented one-story porch with paired fluted Doric columns.



149 Church Street
158-0005-0081 1CB
Date: 1924

Pedimented gable-ended front church with projecting tower with double-leaf Doric frontispiece.



131 Church Street
158-0005-0082 1CB
Date: 1905

Two-story frame Queen Anne dwelling with complex roof system and metal roof cresting, recessed bay second floor porch with paired Ionic columns, asymmetrical composition.



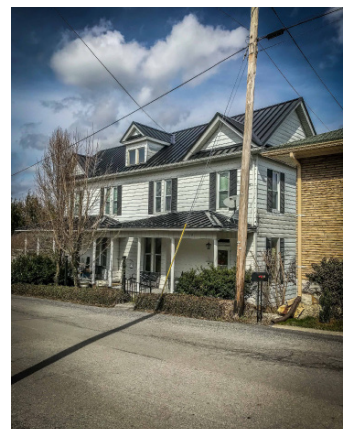
232 Church Street
158-0005-0084 1CB
Date: 1885 ca

Two-story frame dwelling with early additions.



176 Church Street
158-0005-0087 1CB
Date: 1900

Two-story frame duplex dwelling with side passage plan, bay windows on first floor, pedimented gable and dormer. One-story ell behind house.



CHURCH STREET (CONT.)

108 Church Street
Date: 1910
158-0005-0090 2CB

Originally weather-boarded, later brick veneered, central front gable, later porch. Two-story three-bay center passage plan dwelling with 2/2 sash windows. Contributing brick garage to match house.



NORTH ELK STREET

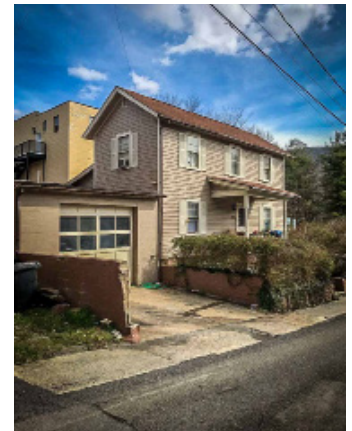
236 - 240 Elk Street
158-0005-0074 1CB
Date: 1894

Two-story, brick commercial building with shed roof and heavy bracketed cornice across the top of the first floor storefront; the second floor windows and the top of the building. Altered first floor storefront.



182 Elk Street
158-0005-0075 1CB
Date: 1910 ca

Two-story, three-bay frame four-room dwelling with rear wall chimneys and one-story shed. A concrete block garage was added on north elevation.



FINCASTLE TURNPIKE

101 Fincastle Turnpike
158-0005-0091 ICB
Date: 1870s

Central front gable with blind lunette, one-story, three-bay single dwelling with center passage plan and large 6/6 sash windows. Turned posts, spindle brackets, and turned balustrade on full-width front porch.



113 Fincastle Turnpike
158-0005-0092 ICB
Date: 1900

Frame one-story shed roofed commercial building or office. Simple cornice across front



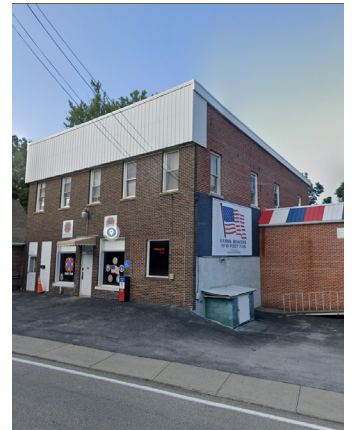
133 Fincastle Turnpike
158-0005-0093 ICB
Date: 1885 ca

Two-story frame dwelling with gable at south end of principal facade, gable has decorative brackets.



139 - 143 Fincastle
Turnpike
158-0005-0094 ICB
Date: 1930

One-story frame gable fronted commercial building facing the Fincastle Turnpike with altered storefront, return cornices, shed-roof addition, and inappropriate Colonial-Revival pediment over door.



173 - 181 Fincastle
Turnpike
158-0005-0095 ICB
Date: 1900

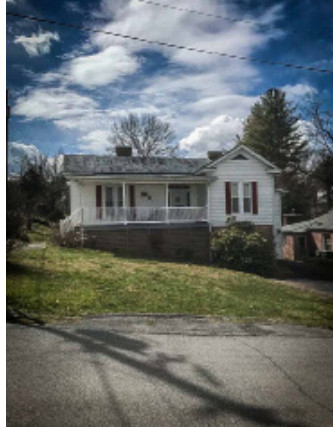
Two-story brick commercial building with 5-bay on second floor and replaced 1/1 original windows. Central entry flanked by shop windows.



LYONS AVENUE

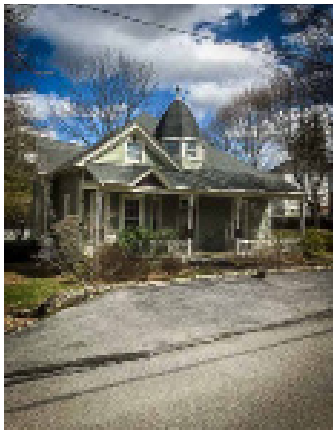
117 Lyons Avenue
158-0005-00**98** ICB
Date: 1890 ca

One-story center plan dwelling with rear ell, paired and single 1/1 sash, four-panel entry door with sidelights and transom sheltered by one-story porch across front with turned posts and balustrade.



132 Lyons Avenue
158-0005-0**100** ICB
Date: 1900 ca

One-1/2-story frame dwelling with weatherboard siding and a projecting bay. One-story three-bay porch with turned columns and brackets and balustrade.

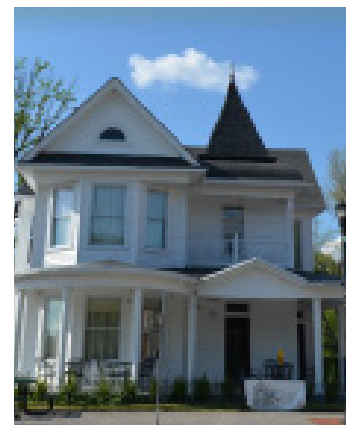


MAIN STREET

276 Main Street
158-0005-00**37** ICB
Date: 1936
One-story, five-bay brick Colonial-Revival style post office with 12/12 sash windows, central Greek Revival entry with frontispiece made up of Doric half columns and an elliptical arch above with a gilt American eagle. Cupola at center of roof ridge. Integral flatroofed section across rear.



254 Main Street
158-0005-00**38** ICB
Date: 1899 ca
Two-story, frame Queen-Anne style dwelling. The structure has a side gabled section with a projecting gabled element. A square pyramidal-roof tower infills the angle of the projecting element which has an undercut bay window on both floors. A one-story wraparound porch ends in a curved element in front of the bay window.



MAIN STREET (CONT.)

242 Main Street
158-0005-0039 ICB
Date: 1916-1918

One-story, three-bay brick commercial building with single-leaf entry with transom and concrete lintels, cornice across front, parapet above has recessed panel flanked by inset diamonds and rock-faced sills and lintels on side.



234 - 238 Main Street
158-0005-0040 ICB
Date: 1931

Two-story, brick, shed-roof lodge building with a commercial first floor high parapet with central tablet inscribed "Masonic Building" above masonry cornice, four central second-floor 1/1 sash window bays with transoms flanked by wide brick strip pilasters. The inset storefront has a covered transom flanked by the second floor entrance and topped with a cornice.



228 - 232 Main Street
158-0005-0041 ICB
Date: 1897

Two-story, brick, four-bay double building with a 7-bay first floor, a central entry to the second floor separates two first-floor offices. The four upper windows have pressed metal ornamental cornices and 1/1 replacement windows. There is a pressed metal ornamental main cornice with brackets dentils a raised central tablet and turned finials, and a metal cornice spans the first floor. Each of the first floor offices has three bays with a central door with transoms.



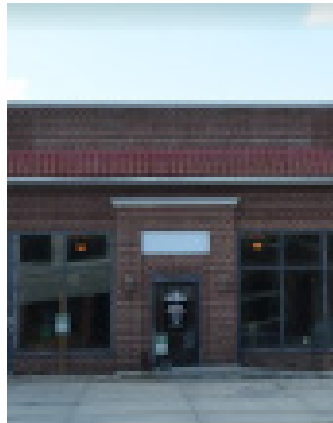
216 Main Street
158-0005-0042 ICB
Date: 1887 -89

One-story, much altered brick commercial building with exposed brick on the west side, recent facade alteration featuring Colonial-style treated wood weatherboard siding; recessed central single-leaf wood with large glass panel entry with three-light transom, brick floor in recess, 9/9 sash windows with three-light transom above and paneled inoperable shutters, and shed roof with metal coping.



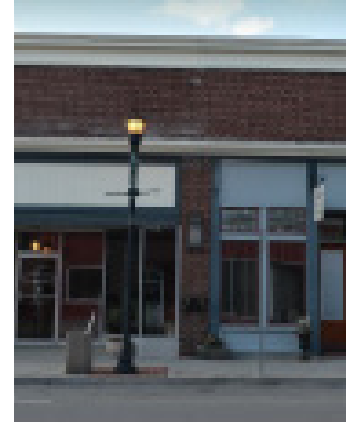
206 Main Street
158-0005-0043 ICB
Date: 1930 ca

One-story, four-bay, masonry garage with running-bond brick facade; basement level opens to alley on Pine St; central modern metal glass entrance with transom, garage doors located to west of entry door, additional garage doors located along the alley; storefront windows; stepped parapet with wood coping and tile pent roof in front.



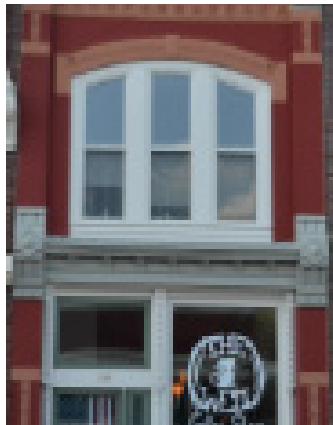
172 - 178 Main Street
158-0005-0044 ICB
Date: 1914

One-story, double commercial building with brick facade; central recessed entries, one single-leaf metal and glass, and other double-leaf wood and glass; storefront windows, one unit with metal and glass and other with wood and decorative cornices across storefronts and across top of principal facade; shed roof with straight parapet across front, stepped parapet along sides.



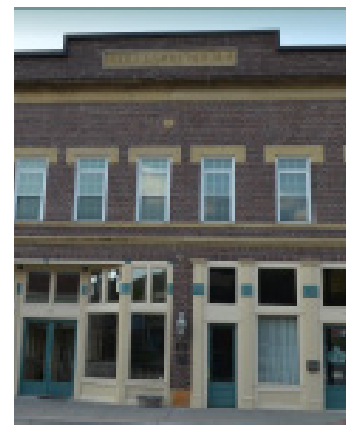
168 Main Street
158-0005-0045 ICB
Date: 1889 ca

Two-story, two-bay, masonry commercial building with brick facade; recessed off-center singleleaf entry with modern metal replacement door; replacement double-hung sash windows under one large decorative soldier row segmental arch with concrete keystone and ends; cast iron cornice with decorative ends across top of principal facade.



158 - 164 Main Street
158-0005-0046 ICB
Date: 1914

Two-story, double store with brick facade; storefront doors and windows; soldier row across store openings; 1/1 sash windows with stone lintels on second floor; three decorative 'tiles' across front above lintels; unadorned cornice across top; and shed roof with stepped parapet.



MAIN STREET (CONT.)

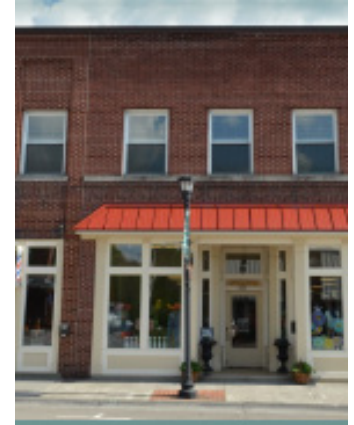
118 Main Street
158-0005-0048 ICB
Date: 1913
Gabled brick Gothic-Revival church with gable front to street, a small gable projection to west side, and large seven-sided apse to rear. A three-stage tower containing vestibule and arched entry door located at the SE corner of the streetfront with a louvered belfry at top below a battlement parapet. Has buttresses at the corners and between window bays with stone details, stone keystones, and brick pointed arches at all openings.



Main Street
158-0005-0050 ICB
Date: 1950 ca
Two-story, brick double commercial building with large store at east end and smaller store at west. The larger storefront has a replacement glass and metal infill with inset entry at east end. The smaller one has an original wood inset storefront with black ceramic tile. The second floor has 8 window bays with metal casements. A concrete coping separates the floors and tops the wall.

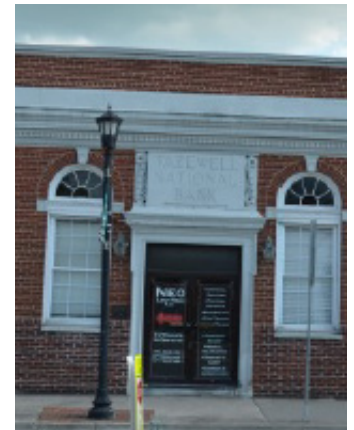
**(LOST TO FIRE
SINCE INVENTORY
COMPLETED IN 2001)**

291- 297 Main Street
158-0005-0049 ICB
Date: 1925 ca
Two-story, brick double store with stone foundation, parapet roof with concrete and ceramic tile coping; original smaller storefront at the east end has flush wooden storefront with central wood door and transom. The larger storefront at west end has inset entry with black tile floor flanked by wide windows and a transom. The eastern section has been added.



273 Main Street
158-0005-0051 ICB
Date: 1940 ca.

Two-story brick commercial building.

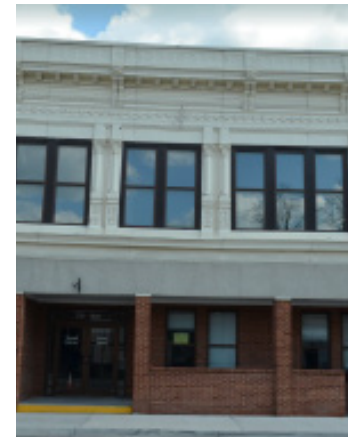


115 - 135 Main Street
158-0005-0052 ICB
Date: 1913

Two-story, brick courthouse with a pressed metal ceiling at the porch. Original 1/1 wood sash windows on second floor. First floor contains metal replacement with wood infill; concrete sills; paired 1/1 over double leaf entry; concrete sign at entry. Beige brick. Concrete corbelled cornice at sides and recessed front. Bell under portico. Hip roof with flat in center.



209 Main Street
158-0005-0053 ICB
Date: 1900 ca
Two-story, brick double commercial building with shed roof with stepped parapet and metal coping. Double row with side windows of metal 1/1 replacement windows with rounded infill and bricked up windows. Several different types of brick on side. Recessed double entry with sidelights and transom. Metal and glass double leaf entry to second floor. Altered storefront. Decorative bracketed cast iron cornice and second floor pilasters



203 Main Street
158-0005-0054 ICB
Date: 1900 ca
Two-story, brick with stone facade commercial building with shed roof with gabled parapet. Bank entry single leaf with sidelights and transom, wood storefront, grillwork and arches. Second floor entry at end, entries with round arched transoms. Round-headed first-floor windows.



197 Main Street
158-0005-0055 ICB
Date: 1900 ca
Two-story, brick commercial building with shed roof and massive parapet. Brick buttresses on sides, elaborate cornices, flower detail on storefront cornice. Storefront altered with vertical plywood siding. One large side window-bricked. Beige brick with red painted decorations on facade, corbelling at top. Red brick on sides. Stone keystone in front. Recessed double-leaf entry with transom. Heavy cast-iron bracketed cornice. Fanlight over central second floor windows.



MAIN STREET (CONT.)

179 Main Street
158-0005-0056 1CB
Date: 1902 ca
Two-story, brick commercial building with shed roof and bracketed cornice and stepped parapet along the side. Paired 1/1 windows on second floor. First floor altered by modern metal and glass storefront. Cornice work is same as 158-5- 57. Decorative bracketed cast-iron cornice; corbelled brickwork, brick pilasters, segmental-arched windows. Recessed entry.



173 - 177 Main Street
158-0005-0057 1CB
Date: 1902 ca
Two-story, brick commercial building with shed roof and bracketed cast-iron cornice, corbelled brickwork and segmental-arched windows. Second floor has replaced 1/1 sash windows with wood infill. Modern storefront with recessed entry for first floor entry and flush for second floor, transoms on both. Stepped parapet with chimney.



171 Main Street
158-0005-0058 1CB
Date: 1899 ca

One-story, brick commercial building with shed roof and small bracketed cast-iron cornice. Original storefront with large transom above! Decorative pressed metal cornice. Dropped ceiling inside.



147 - 151 Main Street
158-0005-0060 1CB
Date: 1910

Two-story frame commercial building with weather-boarded second floor, brick added on first floor, and bracketed cornice.

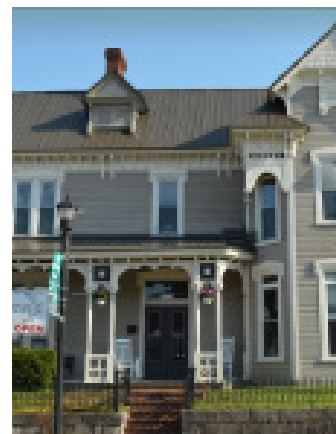


145 Main Street
158-0005-0061 1CB
Date: 1878 ca

Two-story, four-bay, brick commercial building with heavy bracketed cornice, one-over-one sash windows on the second floor, and large arched windows on the first floor.



109 Main Street
158-0005-0063 2CB, 1NSt
Date: 1877
Two-story elaborate center-passage-plan T-plan dwelling with fine late-nineteenth-century detailing, including paired brackets on tall ornamental frieze, paired and single one-over-sash windows with cornices and louvered blinds, undercut bay on projecting offset gabled T-bar with bracketed second-floor porches in the corners, and elaborate one-story porch with sawn brackets and turned posts. Well-detailed brick garage.



MARION AVENUE

132 Marion Avenue
158-0005-0076 1CB
Date: 1950 ca

Two-story, brick commercial building with shed roof.



PINE STREET

191 Pine Street
158-0005-0013 11CB, 1NB
Date: 1892 ca

Two 1/2-story frame Queen Anne dwelling with irregular floor plan and irregular silhouette, projecting gabled sections on each facade; undercut bay window on east side; small polygonal tower porch on second floor at southwest corner; long rear ell wing incorporating partially exterior brick chimney; gabled dormer on south front over entry. Porte cochere projects from west gabled element. A one-story porch extends from center of south front around to west gabled element, incorporates turned columns, sawn brackets, and arched opening with gable over front entry. The west side of the porch has been enclosed. Massive brick chimneys rise from the interior with ornamentally paneled sides and tapered tops. Two-story frame meathouse with stone foundation and asbestos shingled siding. One-story, concrete, one-room outbuilding with shallow gabled concrete roof and small, frame, one-room addition to rear. A later, mid-20th-century, one-room, second-floor frame addition stands over the concrete section on brick piers. One-story frame shed. Frame, weather-boarded, one-story, three-door building said to have been a poultry shed.

Frame, two-story barn with board-and-batten siding, double doors, probably served as a carriage house.

Frame one-story garage; long central aisle barn with hay loft, vertical board siding, doors at each end, gabled standing-seam metal roofing, small openings to horse stalls on each side, and stone foundation.

Concrete cellar partially set into earth in center of circular drive; earth over the top; door near southwest corner on west side, small glazed vent on south.

Metal covered outbuilding with concrete foundation.

One-story frame two-room outbuilding with wide glazed opening, gable-end entry.



269 Pine Street
158-0005-0015 1CB
Date: 1940

One 1/2-story, three-bay frame Colonial Revival dwelling with bungalow related features, and two gabled dormers flanking a projecting gabled entry vestibule. Triple 9/9 sash windows flank the entry. An early garage stands against the east side.



239 Pine Street
158-0005-0014 2CB
Date: 1870

Two-story, three-bay, single-pile, central-passage, frame dwelling with one-story, three-bay porch with turned posts; 1/1 sash windows with heavy, original cornices; asphalt-shingled side-gable roof with front gable in central bay; and massive exterior brick chimneys with stone footings. One-story, early 20th-century frame outbuilding.



Pine Street
158-0005-0017 1CB
Date: 1940 ca

One-story, one-bay, frame garage with weatherboard siding; roll-up garage door with painted over glass inset at top, single-leaf entry door at rear; and front gable roof of asphalt roll paper.

**(DEMOLISHED
SINCE INVENTORY
COMPLETED IN 2001)**

469 Pine Street
158-0005-0020 1CB
Date: 1890

One-story, three-bay, central-passage, frame dwelling with rear central ell; central gable over probable entry at center of front (south) facade, now blocked; single-leaf entry now located in shed addition at west end; single and paired, vertical 2/2 sash windows; and gable roof.



PINE STREET (CONT.)

491 Pine Street
158-0005-0021 ICB
Date: 1870

One-story, three-bay, central-passage-plan T-plan dwelling with modern 9/9 sash windows, a one-story, three-bay porch, and returned cornice in the gables.



503 Pine Street
158-0005-0022 2C, 1NB
Date: 1870

Frame, one-story, three-bay, single-pile, central-passage-plan dwelling with central gable over central entry with sidelights and transom and large brick end chimney. One-story frame meat house. Non-contributing, one-story, asphalt-shingled front gable modern garage.



529 Pine Street
158-0005-0023 ICB
Date: 1920

One 1/2 story, three-bay, frame, gable-fronted dwelling with wood shingles in gable, weatherboard, paired and single 1/1 sash, central front entry, and Doric porch across the front.



541 Pine Street
158-0005-0024 2CB
Date: 1920

One-story, three-bay, frame, side-gable bungalow with paired and single 6/6 sash windows, central entry with sidelights and glass panel under gable porch supported on square posts carried by shingled plinths. Contributing frame garage.



593 Pine Street
158-0005-0025 ICB
Date: 1896

Frame, T-shaped church with lower gable on rear to form a cross shape, three-pointed arched sash with tinted glass on each front with a circular window over, large entry vestibule in two-stage SW corner tower with modern spire.



613 Pine Street
158-0005-0026 ICB
Date: 1920

Two-story frame three-bay center-passage T-plan dwelling with 1/1 sash windows shallow-roof one-story one-bay porch at entry and entry door with sidelights and transom.



629 Pine Street
158-0005-0027 2CB
Date: 1900 -10
Two-story, double-pile T-plan frame dwelling with added aluminum siding. One-story, three-bay porch with turned posts and sawn brackets partially enclosed. Single-leaf entrance door of wood with one glass panel and transom above. Hip roof with projecting gables. One-story frame shed with weatherboard siding and SSM gable roof.



358 Pine Street
158-0005-0028 ICB
Date: 1930 ca

Two-story brick commercial building with parapet shed roof, original 1/1 sash on second floor, large factory sash on first floor now blocked and concealed by exterior insulation finish system.



PINE STREET (CONT.)

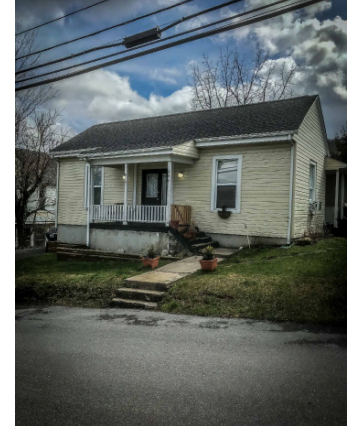
472 Pine Street
158-0005-0029 ICB
Date: 1870 ca

One-story, three-bay, double-cell, frame dwelling with aluminum siding; one-story, one-bay hiproofed porch with open metal supports, central single-leaf entry with sidelights and transom; 1/1 replacement sash windows; SSM side-gable roof, and interior brick chimney.



484 Pine Street
158-0005-0030 ICB
Date: 1870

One-story, three-bay frame central lobby-entry double-pile dwelling with much altered form; one-story, two-bay porch with treated lumber posts and railing. The windows were six-over-six.



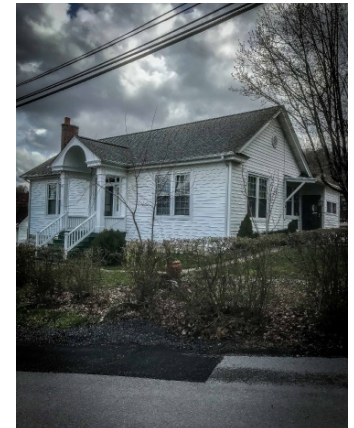
502 Pine Street
158-0005-0031 ICB, 1NB
Date: 1897 ca

Two-story, three-bay, frame center-passage T-plan with 1/1 sash windows, hip roof, one-story porch across entire front with turned posts and balusters and sawn brackets. SSM gable roof. Noncontributing modern concrete block garage.



574 Pine Street
158-0005-0033 ICB, 1NB
Date: 1930 ca

One-story, frame bungalow-style Colonial dwelling with double windows, exterior end chimney, and central porch sheltering a central entry with sidelights and transom. Noncontributing, modern concrete block garage.



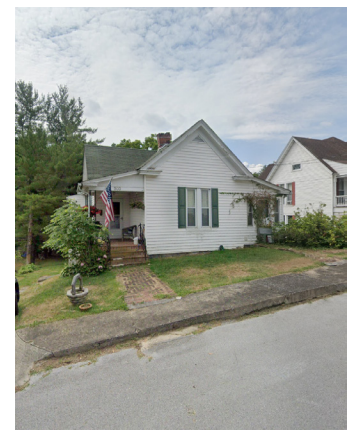
590 Pine Street
158-0005-0034 ICB, 1NB
Date: 1900 ca

One-story, frame three-bay T-plan dwelling with paired and single 1/1 sash windows, and oval glass panel door sheltered by a two-bay porch with turned posts sawn brackets and turned baluster rail.. Noncontributing modern garage.



602 Pine Street
158-0005-0035 ICB
Date: 1900 ca

One-story, frame three-bay T-plan dwelling with paired 1/1 sash windows, an enclosed porch on both sides of the projecting central T-stem.



614 Pine Street
158-0005-0036 3CB
Date: 1890 ca
One-story, frame three-bay two-room dwelling with a lobby entry, pressed metal shingle roof, central porch with ornamental panels of diagonal tongue-and-groove panels, sawn brackets, vestibule with chamfered corners and paired glass panel doors. The house has a central ell with a rear porch with turned posts and sawn balustrade. One-room frame meathouse to the rear. One-room frame out-building to the east.



SCHOOL STREET

140 School Street
158-0005-0064 ICB, 1NB
Date: 1930s

U-shaped two-story school building with central entrance flanked by stone pilasters; original windows replaced. Modern one-story annex adjacent.



TOWER STREET

393 Tower Street
158-0005-0001 2CB
Date: 1930 ca

One and 1/2 story brick bungalow with soldier course at floor level, also door and window lintels. Stone, hip-roofed garage built into bank



483 Tower Street
158-0005-0003 1CB, 1NB
Date: 1890
Frame, gable-fronted, nave-plan church with pressed metal shingle roof, small gable over triple window on south side, triple doorway on principal facade with three-stage tower at southeast corner, and a tiny ornamental tower at northeast corner. The pointed-arched stained-glass windows are separated by ornamental wood buttresses. A gabled wing added to the rear contains baptistry. A corridor connects the church to a former house next door and converted into a church hall in the mid-20th -century.



413 Tower Street
158-0005-0002 2CB, 1NB
Date: 1900 ca
Two and 1/2 story, frame, three-bay, double-pile, center-passage-plan dwelling with 1/1 sash windows; projecting central pavilion containing two-story polygonal entry bay topped by gabled dormer opening into balcony; 1-story, 5-bay porch across front with chamfered square columns and sawn brackets, and pressed metal shingle hip roof. One car stone veneer garage on street with hipped pressed-metal shingle roof, built into slope on site.



491 Tower Street
158-0005-0004 3CB
Date: 1898 ca
Two and 1/2 story, frame, three-bay, Colonial Revival house made from an earlier center passage-plan dwelling. The house features paired 9/9 sash windows flanking a central single-leaf entry, sheltered by a one-story porch with modern replacement paired columns. The porch turns the east end of the house and is enclosed there to form a sun porch. Two-story bays stand on each side, and a small polygonal sun porch is located on the west side. A two-story service ell extends to the rear (north) with a latticed porch along the west side. One-story frame meathouse. Two-story brick garage/office building.



581 Tower Street
158-0005-0005 3CB
Date: 1919 -20
One 1/2 story, five-bay, frame Colonial-style dwelling with a one-story, three-bay Tuscan porch across the front covering the 6/6 sash windows and the central entry with a fanlight and Colonial surround. End chimneys project slightly on exterior. A pair of gabled dormers light the upper floor on the front, which is expanded by a wide shed dormer on the rear. A shallow hip roof covers a rear wing. The asbestos shingled gable roof extends with slight kick over the front porch. One-story, frame detached two-car garage with slightly kicked roof to match house. One-story frame shed with shed roof.



366 Tower Street
158-0005-0006 1CB
Date: 1940

Heavily remodeled one-story, three-bay, double pile, two-room dwelling with Bungalow features.



TOWER STREET (CONT.)

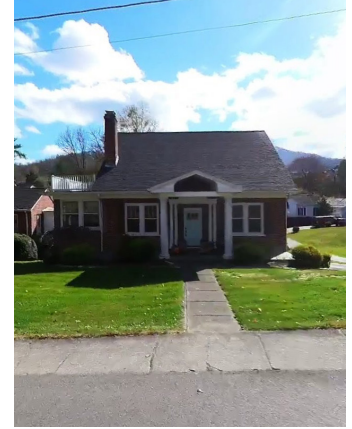
374 Tower Street
158-0005-0007 2CB
Date: 1900 -10

One-story, two-room, frame dwelling with one-story, three-bay porch with square posts and shed roof; central single-leaf entry; replacement windows; and asphalt-shingled side-gable roof. One-story, weather-boarded frame shed.



530 Tower Street
158-0005-0008 1CB
Date: 1935 -40

One ½ -story, brick, gable-roofed Bungalow with three-over-one sash windows and Colonial Revival details including an elegant frontispiece with paired colonettes.



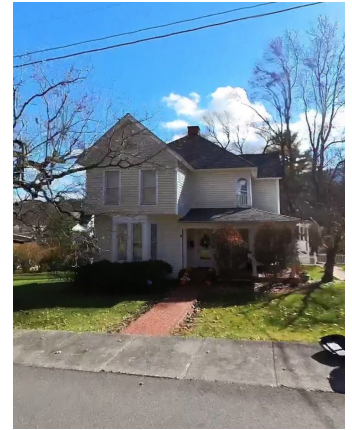
542 Tower Street
158-0005-0009 1CB
Date: 1930

One 1/2-story, three-bay, brick, Colonial revival-style dwelling with central entry flanked by 6/6 sash windows with concrete sills and operable louvered blinds in front, side porch with paired square columns, square baluster railing, and tile floor, three pedimented dormers on front, and a basement garage.



558 Tower Street
158-0005-0010 2CB
Date: 1900

Two-story, frame dwelling with aluminum weatherboard siding; one-story three-bay porch (originally a wrap-around) with Tuscan style aluminum columns and metal railing on roof; single-leaf entry; polygonal bay window in front, 1/1 vinyl replacement sash windows with applied tracery in upper panel, original detailing at second story corner window remains; asphalt-shingled pyramidal roof with projecting gables and brick chimney at apex of pyramid. One-story, shed roof, frame chicken coop.

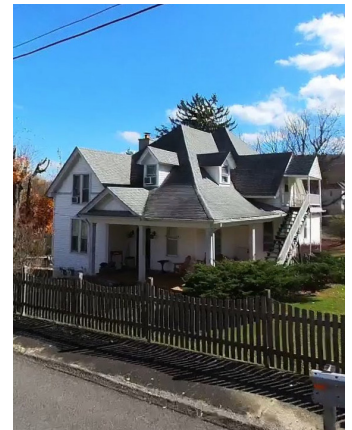


584 Tower Street
158-0005-0011 1CB
Date: 1894
Two 1/2-story, frame, Queen Anne-style dwelling with a rectangular form with flanking pyramidally-roofed dormer, and a projecting conically-roofed tower on the center. A shallow balcony over the arched opening to the entry projects in a shallow curve. The first floor is sheathed with weatherboard, while the second floor, which flares over the first floor, is sheathed with wood shingles. The paired sash on the front and single windows elsewhere have geometric tracery in the upper sash and a single light below.



624 Tower Street
158-0005-0012 1CB
Date: 1890s

One 1/2-story, frame, three-bay, double-pile, T-plan dwelling with paired and single roof with cresting at peaks, and wrap-around, one-story porch under a continuation of the main roof. The sides have gabled, undercut bays in the center of each, a projecting roof to front contains front rooms, and two gabled dormers light the attic.

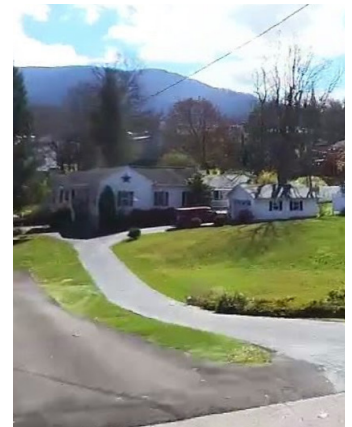


639 Tower Street
158-0005-0099 1CB, 1NB
Date: 1900 ca
Two-1/2-story three-bay frame double pile dwelling with weatherboard siding and gabled dormers on all four sides of the deck on hip roof. Polygonal one-story bay on south side, inset entry with arched opening with one-story porch with paired and triple colonettes on paneled wooden plinths. Metal roof cresting on deck atop hip roof.



522 Tower Street
158-0005-0101 1CB, 1NB
Date: 1870 ca

One-story, three-bay, center-passage plan frame dwelling with later alterations. Noncontributing modern garage,



TAZEWELL DEPOT

Tazewell Depot is important for its association with the Norfolk & Western Railway (later Norfolk Southern Corporation), a driving economic force in the region and county, beginning in the late 1800s, when the area's coal and other natural resources began to be systematically extracted and exploited. The depot is situated 1.5 miles north of the county courthouse in the bottom lands of the Clinch River. Constructed in 1928 of brick, the depot separated passenger traffic from growing freight shipments of livestock, lumber, and coal. Previously, both passengers and freight were routed through a frame depot built in 1888. The two depots operated side-by-side until around 1957, when a decline in passenger service removed the need for both depots. As a result, the Norfolk and Western Railway demolished the 1888 depot and modified the 1928 depot to accommodate both freight and passenger service on the Clinch Valley Line. By 1959 passenger service was discontinued, leaving the lone depot for freight traffic until its closing in 1974. The Tazewell Depot embodies the hallmarks of the N & W design, and remains a significant landmark in the Town of Tazewell, which owed the building at the time of its listing. Its relatively late construction date and solid masonry workmanship contribute to its good condition today and make it one of only two remaining depots of the 29 that once served the 103-mile long Clinch Valley Line between Bluefield, WV, and Norton, VA.



2014 TAZEWELL TRAIN STATION RECOGNIZED

**VIRGINIA LAND-
MARKS REGISTER
LISTING DATE:**
12/11/2014

**NATIONAL REGIS-
TER OF HISTORIC
PLACES LISTING
DATE:**
02/17/2015

**NATIONAL PARK
SERVICE PROPERTY
#:**
15000020

TAZEVELL

INITIAL LISTING FROM 2015

DEPOT

1 Contributing Properties in a mix of:

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style, Bungalow/Craftsman
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival, Late Gothic Revival

Register Criteria met:

Property is associated with events that have made a significant contribution to the broad patterns of our history.

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.

Areas of Significance: TRANSPORTATION, ARCHITECTURE

Period of Significance: 1928-1965

Dates of Significance: 1928, ca 1957, 1959

Architect/Builder: Pettyjohn & Co., John P. (Contractor), Lynchburg, VA

NPS Application Form Prepared By: Anne Stuart Beckett

Summary Description

The Tazewell Depot is situated on Railroad Avenue at the center of North Tazewell, originally a village called Kelly's Mill that settled in an oxbow of the Clinch River, which in 1969 merged with the Town of Tazewell. The former passenger station stands vacant on the southern edge of the active rail line now operated by Norfolk Southern Corporation. The 1928 solid brick building retains a high level of historic integrity and is one of only two remaining depots on the former Norfolk and Western Railroad's Clinch Valley Line that ran the coal fields between Bluefield, West Virginia, and Norton, Virginia in the late 1880s. The first depot in this location was built in 1888, and due to heavy freight traffic was augmented by the 1928 passenger depot. The one story Flemish bond brick building features a prominent slate-covered hipped roof with projecting bays, dormers, and deep, flared and bracketed eaves. With the rise of the automobile, railroad passenger service declined, and by 1957 the first depot was removed and the Tazewell Depot was converted to a combination station, with the formerly segregated 'colored' section converted to freight service. Passenger service was discontinued in 1959. However, the depot and its setting remain remarkably intact. The depot was decommissioned in 1974, and was used for storage until the Town of Tazewell purchased it from the Norfolk Southern Corporation in 2012. The Tazewell Train Station Research Committee and the Town of Tazewell are currently working together to reopen the depot to the public.

Narrative

The Town of Tazewell, a southern Appalachian town of less than 5,000 residents, lies in the middle of Tazewell County in southwest Virginia, at the headwaters of the Clinch River in the picturesque and mineral-rich Clinch Valley. The town is located 24 miles southwest of Bluefield, West Virginia, along the valley's State Route 19/460 corridor. Following the Clinch River, the current Norfolk Southern Corporation tracks extend east/west through what is referred to as North Tazewell, a community in the Town of Tazewell. Located in the core of this small commercial, yet rural community, the Tazewell Depot stands on the north side of Railroad Avenue and faces the rear elevation of early-twentieth-century warehouses across the railroad tracks. Metal silos accent the skyline on the east side of the depot and a concrete and gravel parking lot lies on its west side. On the south side of Railroad Avenue, an early-20th-century frame store, a stone hotel foundation, and a frame residence remain from the early economic railroad boom in Tazewell. Early 20th-century frame residences continue to line the south side of the street separated from the commercial locus by steep topography. The western terminus of Railroad Avenue is just beyond the depot, at Tazewell Avenue, the main two-lane route through North Tazewell.

The 1928 depot was built to augment the then existing 1888 depot, which was built as a frame passenger and freight depot on the Norfolk & Western Railroad's Clinch Valley Line [see historic images at end of Section 8]. The 1928 passenger depot was built to the west side of the one-story, board-and-batten depot, which continued as a Freight Station until ca.1957. The amount of freight generated from Tazewell County, particularly the lush Burke's Garden area, justified the atypical use of two depots operating at the same time.

The foundation of the approximately 28 x 84-foot passenger depot consists of poured-in-place concrete walls and footers. The floor is a concrete slab-on-grade in the majority of the building and an elevated poured-in-place floor over the basement area. The centrally located basement is accessed from an exterior concrete stairwell in front of the projecting bay of the south street elevation. The basement consists of poured-in-place concrete walls and floors with two hallways, a coal room, and a furnace room, with its original coal furnace.

The depot's exterior walls are constructed of a multi-wythe brick system in a Flemish bond pattern, with a rowlock-course water table. The south, street-facing elevation (street elevation), features a 5-foot deep x 14-foot wide projecting bay accented with a gable roof with elongated cornice returns, a decorative rowlock brick course, and a tripartite window with matching singlelight transoms. The north, track-facing elevation (track elevation), features a more elaborate, 12-ft. wide polygonal-shaped bay with matching slate-covered roof, and 1/1 wood windows with single-light transoms on all three sides. Both bays feature extended roof eaves. The building's deeply-set roof eaves support a flared hipped roof covered in original slate shingles. Paired wooden scroll brackets support the eaves. Louvered hipped-roof dormers with extended eaves provide ventilation at both hipped roof ends. A centrally located, corbelled-cap brick chimney extends from the roof near the polygonal bay. The foundation and walls, including bricks and mortar, are in good condition. The eaves, soffits, and slate roof shingles on the track elevation have sustained moisture and mildew damage, while elsewhere the roof and soffit remain in fair condition.

All remaining windows in the building are the original 1/1 wood windows with cast-stone sills and brick soldier-course lintels, and excluding the smaller, single-light obscured glass bathroom windows (seven), all windows (ten) are accented with a single light transom. The entrance doors on the western half of the building, or 'white' section, on both the track and street elevations, are double-leaf wood doors with a raised-panel lower half and a single-light upper half. In addition, the one remaining track elevation door of the 'colored' section is more modest than those of the 'white' section, as it is a five-panel, double-leaf, wood door entrance, with no transom. All windows and doors are in good condition.

In 1957, just prior to the Norfolk & Western Railway discontinuing passenger service in 1959, the depot was converted for freight use only, and its eastern half, or its 'colored' section, was consequently modified. On the exterior, most of the door and window openings of this section were either in-filled with brick or replaced with freight doors. However, the replacement brickwork was done with such precision as to produce an almost seamless joinery, with no visible jamb lines. Further, the new bricks' type and size match the original bricks. The ca. 1957 freight conversion modifications to the depot were limited to the segregated 'colored' section. All further descriptions of the 1928 depot are based on Norfolk & Western's 1928 floor plan [see historic images at the end of Section 8]. On the eastern-half street elevation, all fenestration, but one bathroom window, was in-filled, including: the double-leaf entrance door to the waiting room (the four rounded concrete entrance steps remain); two windows; and a double-leaf door entrance to the former baggage area. On the east end elevation, the three original windows were in-filled, and a sliding, wood batten door with a bumper guard that accommodated vehicular deliveries was centered on the elevation. On the track elevation, two windows were in-filled (a bathroom window remains), and the double-leaf entrance door from the baggage area to the then existing dock was converted into a sliding, wood batten door to further accommodate freight deliveries. And as mentioned above, the five-panel, double-leaf exit doors from the waiting room

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to then existing dock remain. All remaining original exterior windows (17), doors (five double-leaf and cargo), and brick and mortar in the building are in good condition.

The track-side loading dock for freight and passengers was removed for safety reasons as the railroad tracks were still active. Based on a historic photograph, the loading dock extended from the projecting bay eastward along the building and continued further east along where the 1888 depot once stood. The dock was accessed from inside the building and by a ramp at the eastern end of the dock.

Accessed from Railroad Avenue, four, wide, rounded concrete steps lead up to the double-leaf entrance door and its flanking windows and transoms on the western half of the building that leads into the former 20 x 25-foot 'waiting room (white).' The openness of the room is complemented by its 14-foot tall ceiling and the matching symmetrical fenestration on the track elevation interior wall. The waiting room is trimmed with baseboard, chair rail, and crown moldings. Volunteers with the Tazewell Train Station Research Committee have sensitively stripped the paint from this trim. All door and window jambs are framed with four-inch trim and topped with a projecting cornice. A double-backed seating bench once lined the middle of the waiting room and single benches lined the interior room walls. Throughout the building, all the walls and ceilings are plastered (faded paint) (all ceilings are 14-feet tall), and the floors are unpainted poured concrete slabs, all in good condition.

The centrally located 'ticket office' (11 x 21-foot) (and telegraph office--as noted on other N&W plans of similar depots) features the 'white' ticket booth opening and its 3-inch-thick solid wood counter supported by two Norfolk & Western-associated designed curved brackets. Upon entering the office from a corner doorway near the track-side, the original 3-inch-thick, solid wood telegraph counter spans across the triple windows of the polygonal shaped bay. Both the ticket booth counters and the telegraph counter are angled slightly downward creating a deliberate ergonomic feature. The 'colored' ticket booth, however, was changed to a doorway when the depot was converted to freight; its outline still visible. The original 'circuit panel cabinet,' installed on the west side office wall with its circuit breaker inscriptions still visible, include the two marked 'colored' and 'white' waiting rooms. No trim is associated with this room. One of two original metal, commercial-grade overhead light fixtures that hung from the ceiling still remains, and is the only remaining light fixture in the building (outlines are still visible on the other ceilings).

The 'womens toilet' and its antecedent 'white womens retiring room' and a 'white mens toilet' are on the west end wall. The women's bathroom contains the two original metal stalls and toilets, but the corner sink has been removed; likewise, the benches that originally lined the three sides of the 'retiring room' have been removed, leaving only their shadow lines. The men's bathroom retains its paired urinals, two stalls, toilets, and porcelain sink. No trim is associated with these rooms.

Across the hall from the ticket office, the 6 x 12-foot record room is tucked into the projecting bay of the street elevation, and its tripartite windows and transoms light this small room and its open wood shelving units on both end walls. One exposed light bulb hangs from the center of the ceiling. No trim is associated with this room, although its original door remains. The door featured a matching tripartite single-light transom, which now has one end light of the transom covered by an added doorway in the adjoining hallway. This hall originally separated the white and the colored waiting rooms by a 'pipe rail' across its width.

The ca. 1957 freight modifications involved the removal of the 'waiting room (colored),' the 'col. women's toilet,' the 'col. men's toilet,' and the 'baggage & express room' that created one open space. A 3-foot tall concrete slab platform was then installed in the majority of this newly created room, and leaving only enough space for egress from the hallway to the loading dock through the existing double-leaf pedestrian doors. A thick metal pipe railing runs about 2/3 the length of the platform. The former 15 x 25-foot colored waiting room also once featured a double-back bench down the exact middle of the waiting room, and single-width benches lined the interior room walls. Although the platform obscures the original floor plan, the layout is mirrored on the plastered ceiling above, the walls of the baggage room and bathrooms clearly denoted. A foundation impression, perhaps from scales, is evident on the platform near the trackside freight door. The two original corner doors were converted to sliding freight doors, and three of the five window openings were in-filled and re-plastered on the interior, leaving the original fenestration outlines clearly visible.

The depot's 1928 floor plan also denotes the lighting fixtures; two overhead fixtures lighted each of the waiting rooms, the baggage and express room, and the ticket office, while one fixture lighted the women's bathroom, the retiring room, the men's bathroom, the record room, and the hall. In addition, a 50-Watt bracket

fixture illuminated both ticket counters. However, while the white waiting room enjoyed 200-Watt lights, the slightly smaller colored waiting room had only 150-Watt lights. All four exterior corners of the building received 100-Watt light fixtures, and the exterior projecting bay of the ticket office received a 'Semaphore Light,' which is a signal arm with colored lights on it that provides communication to the oncoming train engineer.

In 1959, when the Norfolk & Western discontinued passenger service to its Clinch Valley Line, the depot had only served passengers for 30 years, during which the occurrence of the Great Depression and World War II deferred any updates, thus keeping the depot intact. Although consequently modified somewhat to include freight service ca. 1957, the Tazewell Depot, with the majority of its historic character-defining features, feeling, and fabric intact, is an excellent example of a small-town depot.

Statement of Significance Summary

Located in Tazewell, a courthouse town in southwest Virginia, the Tazewell Depot is eligible at the local level of significance under Criterion A in the area of Transportation for its association with the Norfolk & Western Railway (Norfolk Southern Corporation), which was the driving economic force of Tazewell County and environs with the exploitation of the area's coal resources, beginning in the late 19th century. The depot is located 1.5 miles north of the courthouse in the bottomlands of the Clinch River. The brick passenger depot was constructed in 1928 to augment the existing frame, 1888 passenger and freight depot due to the heavy shipping of livestock, lumber, and coal from the area. Both depots operated side-by-side until ca. 1957, when the decline in passenger service negated the use of both depots, and the 1928 Depot was modified to include freight service. Passenger service on the Clinch Valley Line was discontinued in 1959, although the depot continued to accommodate freight until its closing in 1974. The Tazewell Depot is also eligible at the local level of significance under Criterion C in the area of Architecture as a distinguishable Norfolk & Western designed depot, and as a significant landmark in the town. Its relatively late construction date and solid masonry construction contribute to its good condition. The depot is one of two remaining of the 29 depots that served the 103-mile long Clinch Valley Line from Bluefield, West Virginia, to Norton, Virginia. The Norfolk Southern Railway still operates freight on the single-line track. Its period of significance spans from its construction in 1928 to 1965, the 50-year period of significance cut-off mark.

Criterion A – Transportation

The Tazewell Depot is locally significant in the area of Transportation as a remarkably intact example of a standardized 1920s masonry depot of the Norfolk & Western Railway that served southwest Virginia from 1928 through the post-World War II prosperity era and into the early 1970s. The integrity of the building allows it to illustrate the industrial railroad features attributed to the Norfolk & Western Railway.

In the late 19th-century, Tazewell County, and particularly its courthouse town then known as Jeffersonville, and its associated Kelly's Mill community that was located in the bottomlands of the Clinch River, developed with the arrival of the Norfolk & Western Railroads' Clinch Valley Line in 1888. In order to take advantage of the rich coal fields of southwest Virginia and southern West Virginia, the line began at Bluefield, West Virginia, in 1887 and terminated at Norton, Virginia, in 1891. With this explosion of freight production, the village of Kelly's Mill along the Clinch River, which the railroad followed, became the site of the first passenger and freight depot for this area in 1888. Although it had doubled in size by the early 20th century, the frame depot eventually proved insufficient to carry the increased coal, cattle, and lumber traffic, and based on arguments from prominent citizens of the town, the State Corporation Commission forced the Norfolk & Western Railway to construct a second depot, thus the brick Tazewell Passenger Depot was built in 1928. Both depots then operated side-by-side until ca. 1957; the 1888 depot served freight use only, while the new depot catered to passenger and mail service. The post-World War II prosperity that hastened the popularity of the automobile and the emergence of the interstate highway system (with freight being delivered by trucks) also hastened the decline of stations across America. The Clinch Valley Division was no exception, and was the last railroad line in southwest Virginia to discontinue passenger service. Its last passenger train departed Bluefield, West Virginia, as a festive train excursion on Saturday, April 4, 1959. The Tazewell Depot had converted to freight by 1957, and served the Clinch Valley Line until it closed in 1974. The Norfolk Southern Railway continues to carry freight on the onetrack line.

The Tazewell Depot was one of four brick depots on the Clinch Valley Line-- the three others served the larger communities of Richlands, St. Paul, and Norton-- and is one of only two depots that remain on the Clinch Valley Line, the other being a restored frame depot in the Town of Coeburn. Further, the Tazewell Depot is the only known depot on the Clinch Valley Line that was built to augment another operating depot. The Tazewell Depot design is comparable to others of the Norfolk & Western during the early 20th century. Of all the depots that were erected on the three lines that ran the coal-producing counties of Buchanan, Dickenson,

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Lee, Russell, Scott, Tazewell, and Wise counties of southwest Virginia and Bluefield, West Virginia, the Tazewell Depot is one of only four known surviving depots (Coeburn, Dante, and Dungannon) from the railroad era that dominated southwest Virginia from the late 1880s to the early 1970s.

Criterion C - Architecture

With its basic masonry construction, simple lines, flared hip roof, 1/1 windows, and projecting bays, the 1928 Tazewell Depot epitomizes the early-20th-century Norfolk & Western Railway depots. It stands as a lone landmark in the rural yet industrial community of North Tazewell, a reminder of a bygone era, and a symbol of its achievement as a viable community. The town recognizes the importance of this historic landmark and embraces its heritage and what the depot represents to the community and surrounding counties that once thrived on the coal production of the region, and are now struggling in the changing economy. The depots' future restoration symbolizes the towns' revitalization efforts.

The building remains in good condition with most of its historic material intact, although some fenestration and interior walls were changed when it was converted to freight use ca. 1957. The section of the depot that was modified involved the original segregated "colored waiting room;" the conversion included the demolition of these interior rooms, the removal of the colored ticket booth, and the infilling or replacement of exterior doors and windows. These modifications do not adversely affect the building's massing, scale, and feeling; the building still strongly conveys an early-20th century, small-town, southwest, Virginia, Norfolk & Western passenger depot. After the building closed in 1974, the railroad leased it for storage. With civic pride and determination, the Town of Tazewell purchased the building from Norfolk Southern on April 18, 2007, with plans of its future restoration to again serve the town, community, and county of Tazewell.

Historical Background

Railroad Background

The Norfolk and Western Railroad Company was organized in 1881 from the Atlantic, Mississippi and Ohio Railroad, which had been sold to the firm of E.W. Clark & Co., of Philadelphia, PA. Primarily a line carrying agricultural products, the Norfolk & Western (reporting mark NW) quickly became associated with the mineral development of southwestern Virginia and southern West Virginia. By mid-1881, it had acquired the franchises to four other lines, which became the basis for the N&W's New River Division, which ran to the coalfields to the west [<http://spec.lib.vt.edu/railroad/rrintro.htm>].

During the Civil War, Confederate General Gabriel Wharton of Montgomery County discovered huge coal deposits in southwest Virginia, and he envisioned the potential importance of exploiting these resources. In the early 1880s, he and other investors including Confederate Major General William Mahon secured charters to extend a line from a connection with N&W's main line near Radford and along the New River toward the coalfields of Bluefield and the Pocahontas area, but they lost control of the project to northern financiers, and in 1882, the project was incorporated into the newly organized N&W, who had also realized the coalfields' potential. [Worsham, *A Survey of Historic Architecture, Tazewell County, Virginia*. 1999:11; Wolfe, et al. *Norfolk & Western's Clinch Valley Line*, 2013:10].

By the end of 1881, N&W's first vice-president Frederick J. Kimball, a civil engineer and partner with E.W. Clark & Co., had based the company in a Virginia village on the Roanoke River called Big Lick (Roanoke) and was committed to "...reaching out into the coal fields." Kimball based his vision on his knowledge of several previous investigations of the untapped coal resources, including specific deposits of coal in the Clinch River Valley of Tazewell County. Based on this knowledge, Kimball decided that it was economically viable to build a railroad route to the coal fields, thereby supplying coal to eastern factories and domestic markets, as well as supplying the N&W with its own source of inexpensive fuel [Norfolk & Western Railway Freight Station, Roanoke, Virginia NRHP nomination, 2011:8]. W

Work on N&W's New River Division, which ran from the New River Depot in Radford to the newly created mining town of Pocahontas (Tazewell County), commenced in late 1881. By early 1883, the first coal car was loaded at its mine and bound for Norfolk, Virginia, on the Elizabeth River. The N&W realized that they would need a larger facility for loading the coal onto ships, and by 1886, constructed extensive piers and coal warehouses at Lambert's Point, (now home to Norfolk Southern's Pier 6, the largest and fastest coal exporting facility in the Northern Hemisphere) [http://en.wikipedia.org/wiki/Lambert_Point]. The N&W correctly predicted that its New River Division "will mark a new era of prosperity for this road and the county traversed by it." The completion of this branch line opened for exploitation one of the largest coal fields in the United States and set in motion events that would drastically transform life in that corner of the state. [Norfolk & Western Rail-

way Freight Station NRHP, 2011:8; Eller, *Miners, Millhands, and Mountaineers: Industrialization of the Appalachian South, 1880-1930*, 1982:70].

Kimball served as N&W President from 1883 – 1895, and under his leadership, the N&W continued its westward expansion. After the completion of the N&W's New River Division from Radford to Pocahontas in 1883, the development of the Pocahontas—Flat Top coal fields escalated. In 1888, the line was extended into McDowell County, West Virginia, by tunneling 3,100 feet through Flat Top Mountain. And in 1889, Kimball began the N&W's Ohio extension in order to connect with the growing industrial markets of the Midwest. But coal transported to Norfolk became the N&W's primary commodity, and led to great wealth and profitability [Eller, *Miners, Millhands, and Mountaineers*, 1982:74].

The last major extension of the N&W during these feverish days of the railroad's growth was the extension into the Clinch Valley of southwest Virginia, where rich coal deposits had been discovered in Wise County along the Kentucky border. Prior to 1886, a charter had been obtained for the construction of a railroad called "The Clinch Valley Railroad," and at the annual meeting of the stockholders in 1886, a resolution was passed. By the terms of the charter, the N&W was given authority to locate and construct a road "Commencing in Tazewell County, at a point at or near the New River division of the Norfolk & Western Railroad Company, and running thence to a point on or near the Clinch River, Powell River, or either, or any branch thereof, in Russell, Wise, Scott, or Lee counties, and by such route as might be deemed most suitable to the directors of the said company." [Jack, et al. *The History of Roanoke County*, 1912:150; *Tazewell County Deed Book* 22:84].

On March 8 and May 2, 1887, the N&W and the Louisville & Nashville Railroad Company (LN) entered into contracts by which each agreed to construct and finish (each one respectively from its lines) this extension to a point in Wise County, Virginia, both connecting there. This extension into the Clinch Valley allowed for an outlet of its timber, livestock, and agricultural products, this area being one of the richest and productive of Southwest, Virginia [Jack: 150].

Construction of the Clinch Valley Line, of the Pocahontas Division, began June 20, 1887, on a line running from Graham, West Virginia (Bluefield), on the New River Division, to Norton, Virginia, near the Kentucky state line, a distance of 103 miles. The tracks of the N&W reached Norton in April 1891, along with those of the LN, which had constructed a branch up the Powell River Valley from Cumberland Gap. And about this time, the Virginia and Southwestern was also completed from Bristol to Appalachia, Virginia, just below Norton; the completion of these three lines opened up markets for Wise County coal to be carried to the Southeast, the West, and the eastern seaboard [Eller: 75].

Although much of the early years of the N&W was a time of expansion and acquisitions of other lines, the nationwide economic depression of 1893-1894 forced the railroad into receivership in 1895. The N&W was sold under foreclosure and on September 24, 1896, emerged as the newly reorganized Norfolk and Western Railway. Henry Fink was elected president and Kimball was elected Chairman of the Board of Directors, with the company still based in Roanoke. The now 1,700 mile-long rail system remained committed to its role as a coal carrier, with one of its nicknames being "King Coal." [<http://spec.lib.vt.edu/railroad/rrintro.htm>; Wolfe, et al, 2013:11].

The N&W was famous for manufacturing its own steam locomotives, which were produced at the Roanoke Shops, as well as its own hopper cars. Around 1960, they became the last major American railroad to convert from steam to diesel power. In December, 1959, N&W merged with the Virginian Railway, a longtime rival in the Pocahontas coal region. In 1982, N&W then merged with the Southern Railway to form the Norfolk Southern Corporation, and its subsidiary Norfolk Southern Railway. The former N&W trackage remains a vital portion of Norfolk Southern, the nation's second largest railroad and a Fortune 500 company, headquartered in Norfolk, Virginia [http://en.wikipedia.org/wiki/Norfolk_and_Western_Railway].

Historical Background

The Town of Tazewell and the Depot

Settlement in what would become Tazewell County began in the late 1760s, and the area that would become its courthouse town was settled by William Peery in 1771. When the county was organized in 1800, Peery and Samuel Ferguson proposed a 23-acre site on land belonging to both of them. Joseph Moore offered to lay out quarter-acre lots for a fee and the town was formed, soon after named Jeffersonville for the newly elected U.S. President. A frame courthouse on the north side of Main Street was constructed by 1802 and was used until it burned in the 1830s, when it was replaced by a brick courthouse on the same site [Worsham, 8-9].

The Town of Jeffersonville (often referred to as Tazewell Court House) experienced sustained growth during

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the antebellum period (1831-1860). In 1835, the population was almost 150 and by 1852 it had doubled. Tazewell's civic pride is deep-rooted as in 1851, Dr. Henry Fielding Peery established the Jeffersonville Historical Society, with its predecessor, the Tazewell County Historical Society still currently active. During the late 1830s, a regional turnpike company was incorporated to improve the route from Fincastle, Virginia through Jeffersonville, and unto the Cumberland Gap. (This route, still marked as the Fincastle Turnpike runs through downtown as part of Main Street). In the 1850s, other local turnpikes were completed and this further reinforced the county seat as the nexus of commerce for the locality and served as the only means of transportation until the coming of the railroad in 1888 [Worsham,11].

Jeffersonville experienced slow growth after the Civil War. The town was incorporated in 1866, and the current brick courthouse was constructed on the south side of Main Street in 1874. By 1880 the population had doubled again, with a small proportion being black. The principle industries were tanneries and mills. But that was all about to change. By 1877, plans were underway to develop a new depot town for Jeffersonville, to be located on the Clinch River 1.5 miles north of the courthouse. The vicinity of Kelly's Mill was laid out as a small community called North Tazewell with a park associated with the depot grounds, as was customary in the 19th century. Both Judge J.P. Kelly and his neighbor Captain C.A. Fudge owned land in the vicinity of the coming railroad, and in its anticipation, built commercial buildings and houses on their lots. Kelly already had a mill there (hence the community's name) and added a three-story planing mill [Ibid: 14]. However, it was C.A. Fudge and his wife M.J. who sold land to the railroad for the depot grounds.

On June 1, 1887, an Indenture made with the "Norfolk and Western Railway Company of the one part, and the Fidelity Insurance Trust and Safe Deposit Company of Philadelphia of the other part" that explained the N&W's charter from the Virginia General Assembly was filed at the Tazewell County Court House [TCDB 22:84]. On October 13, 1887, C.A. Fudge and his wife M.J. Fudge deeded parcels of their land to the Norfolk & Western Railroad Company for the 'station,' and on December 10, 1887, also exchanged two parcels when the position of the 'station' changed. [TCDB 22:500; TCDB 22:602].

Construction of the depot began on June 20, 1887, and was overseen by J.C. Rawn, Engineer in Charge, Clinch Valley Division, who reported to N&W Chief Engineer W.W. Coe. Initial projections called for completion of the line to Tazewell Court House, 22 miles, by July 1, 1888, and to Richlands, 42 miles, by September 1, 1888 [Wolfe: 15]. Newspapers throughout the Clinch Valley area, particularly Tazewell's Clinch Valley News, kept readers informed as to the construction progress. The June 17, 1887, editorial noted "...Today twenty-five miles of the Clinch Valley Railroad was let to contract—Maj. Walton securing the contract. He will put a force of hands to work Monday morning at Graham and during the next week another force, with headquarters at Kelly's Mills...." (All excerpts from the Clinch Valley News are from the Tazewell County Historical Society archives.)

The July 7, 1887 editorial boasted that "An order for ten new engines for the Clinch Valley Div. of the N & W R. R. has been received at the Roanoke Machine Works." And on September 16, 1887, the editorial noted that a survey of the railroad "puts the line through... Judge Kelly's new building...." And a week later on September 23, that "The grounds at Kelly's Mills are being graded for the depot building," and further that "As soon as the track of the Clinch Valley Railroad is laid this far Jeffersonville is to be made the depot of supplies for the entire line." And the October 7 edition exclaimed, "There is something of a stir about the vicinity of Kelly's Mills, the site of the Jeffersonville depot. Messrs. Peery and Higginbotham opened their new mercantile house there yesterday; a saw mill is being put in place, while other enterprises are being spoken of from time to time. This is to be the most important depot along the line of the Clinch Valley Division." Articles in the February 10 and 28, 1888, issues noted that "The Roanoke Machine Works" were constructing "four large iron plate girder bridges for the Clinch Valley Division of the Norfolk & Western railroad" and that "Mr. N. Hockman, of Salem, and proprietor of the Salem Planing Mills, has received contract from the (N&W) to build all depots on the line of the Clinch Valley Division." Other articles noted that Stratton & Stratton would also be building the depots.

As the town prepared for the train, the editor of the March 3, 1888, edition proposed that what if the passengers that stepped off the first train, "could step on to the cars of the Tazewell Street Railway..." The streetcar service became reality four years later, and it transported residents and visitors between the town and the depot, with a fare of 10 cents until 1933. The line ran from Main Street down the 'Car Line' (Carline Avenue today), the main road through the African-American area, to the depot and a waiting platform. Early service was by a horse drawn car. In 1904, Tazewell's power plant was expanded to provide electric streetcar service; the single track streetcar line operated with one car. This gave Tazewell the distinction of being the smallest town in America with an electric streetcar. However, with the advent of bus and automobile service, the streetcar line

was abandoned. [Tazewell Depot PIF 2014, p.6; Wolfe, 44].

"Work has begun on the foundation at the Tazewell depot" noted the August 3, 1888 edition, and less than three weeks later on August 24, the description continued that "Messrs. John P. Pettyjohn & Co., of Lynchburg, the contractors, will rush to complete the Tazewell depot. This depot is to be of the 1st class, the only one on the line." And on September 14, 1888, "The railroad is completed from Graham, where it leaves the New River Division of the N&W to Tazewell C. H. depot." The 73 x 18-foot building was clad with board-and-batten siding and its gable roof was covered with standing-seam metal. "Substantial" cattle pens had already been erected. The new station was called Tazewell, and less than four years later, the town followed suit and the State Legislature changed the town's name of Jeffersonville to Tazewell.

Just two months later, the train was doing a "heavy" freight business, and by December a "good passenger business." Nearly two years later, the August 8, 1890, edition noted that "Freight service on the Clinch Valley Railroad has been doubled and the business is heavy." By August the following year, "The through freight business over the Clinch Valley Division seems to be increasing daily. It is said that arrangements are making to handle 300 cars daily. These cars are from all points in the West" and that "...through trains of sleeping cars will be put into service..." Tazewell became the business center for most of the county and the depot was a place of great activity, including telegraph service. In addition to hauling coal, the freight business was busy with forest products, livestock, crushed limestone, poultry, eggs, and butter.

The October 4, 1889, newspaper edition printed that "There are fifteen stations on the Norfolk & Western railroad in Tazewell County, eight of which are of the first class." The railroad was predicted to be completed to Norton by April 15, 1891. The 1894 passenger timetable had two daily trains. Freight and passenger service remained strong, and the one-story frame depot was expanded in 1904, and again in 1909. By 1913, the depot was twice as long as its original size, at a substantial 120 feet, with a 120 foot long covered freight platform [1913 Sanborn Map].

The 1897 Sanborn Map (the earliest Tazewell Sanborn map) depicts the depot and one main track flanked by two siding tracks. The map also notes numerous dwellings, stores, and small warehouses in the immediate vicinity. Located north across the tracks and on the north side of Wolfe Street (E. Riverside Drive/Route 61), were single dwellings on larger lots and a brick Lutheran Church (extant). The 1913 Sanborn Map first denotes 'North Tazewell,' and that it had a population of 500, which stayed unchanged for the successive maps. By 1913, the immediate area grew with more general stores, warehouses, a lumber yard, and the Standard Oil Company. Across the street from the depot on Railroad Avenue stood a poultry and produce building and a grocery store that were built on the stone foundations. This foundation still exists, and it was used for the ca. 1923 Clinchview Hotel that faced directly toward the 1928 depot. The 1913 Sanborn Map further depicts the one main track and three siding tracks (this remains constant), including one that branches off to a coal yard. Prior to 1917, passenger service had increased to four daily trains: Nos. 5, 6, 11, and 12. By 1923, larger warehouses were built across the tracks, on the south side of Wolfe Street (E. Riverside Drive), with an extended branch track to their rear elevations. Though now vacant, these warehouses remain.

According to a newspaper editorial in the Clinch Valley News (June 13, 1963) by L.L. Dickenson (a former 'Railroad Cashier'), shortly after WWI, members from the town's newly formed American Legion Post negotiated with N&W for a "commodious and modern depot" at Tazewell. At a hearing in Richmond with the State Corporation Commission, the N&W argued against a new depot, but with the demands 'of the coal operators, lumbermen, livestock shippers who resided at Tazewell...' the commission ordered that the new depot be built. The N&W unsuccessfully appealed to the Supreme Court of Appeals who argued that only the State Corporation Commission had jurisdiction over public utilities, and although the N&W sought to build a combination passenger and freight facility, they were forced to build a new passenger depot. Consequently, these two depots operated side by side until ca. 1957.

The 1929 Sanborn Map denotes both depots; with the 1928 'N&W RY Passenger Station' built at the west end of the former 1888 passenger and freight depot, which now featured a Freight Station on its western half, and an 'Express Office' on its eastern half. Four tracks served the depot; differing tracks for passengers, coal, and freight. The depot became a busy center in the county because of its proximity to Burke's Garden, which is a substantially productive agricultural area in Tazewell County that produced and shipped bountiful cattle and sheep wool.

Furthermore, the drawings of the 1928 N&W floor plans include a site plan that shows the 1888 depot, now 150 feet long with a 200 foot long frame platform that connected to a 75 x 100-foot 'stock pen.' The site plan also depicts the 'Elect. RY' running alongside both depots; it also depicts the Clinchview Hotel as a '3-Story Store.' The site plan further shows a grade-level, concrete 'platform' that was in-filled between the two main

**BECKETT REPORT
(CONT.)**

tracks. This platform no longer exists, although it shows in ca. 1940s photographs.

Although this area was substantially built up with houses, warehouses, and stores, the 1929 Sanborn Map shows the ca. 1913 Clinchview Hotel building as vacant and flanked by a 'Drugstore' and a 'Store.' The 1945 Sanborn Map confirms that North Tazewell continued to thrive, and the Clinchview Hotel was open again with a Post Office on its eastern side, plus a restaurant and a movie theatre (the building is extant). Railroad Avenue, the street that the depot faces, was never named on the Sanborn maps as it was always listed as 'R.R. Right of Way.'

The 1945 Sanborn Map denotes that the 1888 depot operated as a Freight Station, and that it was connected to the 1928 depot by a 1500-Watt electrical circuit. However, the 1957 N&W site plan denotes only the 1928 depot at the location, including the concrete platform and the stock pens, but not the 1888 depot [see historic images at the end of Section 8]. Further, a Bluefield Daily News 'special' article of May 8, (unknown year) stated that the N&W... 'have begun the task of remodeling and adaptation of the brick passenger station at North Tazewell to combine its freight and passenger business.' The article continued that 'The plans for the project converts the space designed for the use of the Express Company and a waiting room, no longer required by law, into a freight warehouse, thus making possible the razing of the old station.' (This article never mentioned that the 'colored' section was the part being altered, but the timing of the depot being converted into freight would coincide with the U.S. Supreme Court's 1954 decision *Brown v. Board of Education of Topeka, Kansas*.)

Between 1957 and 1959, only two passenger trains ran daily, the No. 5 (west bound from Bluefield), and the No. 6 (east bound from Norton). Additionally, the No. 6 operated only as a 'flag stop,' stopping at the depots if flagged down [Norfolk and Western Historical Society]. Just as the State Corporation Committee had forced the N&W to build a new passenger station in 1928, it also granted them permission to discontinue its passenger service of the remaining No. 5 and 6 trains of the Clinch Valley Line. The N&W had argued that they were losing money on the passenger service and that the revenue received from the mail and express service was insufficient to pay their operating expenses. Of the three lines that ran in southwest Virginia, the N&W was the last to carry passengers, and they ran their last passenger train, as an excursion train out of Bluefield, West Virginia, on Saturday morning, April 4, 1959.

The 1928 depot continued to run freight service until 1974, when it was permanently closed. In 1982, the N&W merged with Southern Railway to form the Norfolk Southern Corporation, headquartered in Norfolk, Virginia. Norfolk Southern continued to own the depot which they leased for storage, until the Town of Tazewell acquired the 2,472 square foot 'Tazewell Station Building' through a Deed of Donation from the Norfolk Southern Railway Company, a subsidiary of NS, in 2007 [TCDB 0999:0487].

While most of the original 29 depots that were built along the Clinch Valley Line were frame, four brick depots, including Tazewell's, were also constructed during the 1920s. The other three brick depots, which were more substantial, served the larger municipalities of Richlands (Tazewell County), St. Paul (Russell and Wise counties), and the western terminus of the line at Norton (Wise County); none of these three depots survive. The only other remaining depot along the Clinch Valley Line is the frame depot at Coeburn, which was renovated for public use and serves for Town Council meetings. The Tazewell Depot stands as a surviving symbol of a prosperous era associated with the N&W in a small southwestern Virginia town, and one that is becoming an increasingly rare sight across the Virginia landscape.

Acreage of Property: Less than one acre

Verbal Boundary Description

The nomination applies only to the depot itself, as deeded to the Town of Tazewell by the Norfolk Southern Railway Company and recorded in Tazewell County DB0999:0488. The historic boundary is shown on the attached map entitled "Location Map, Tazewell Depot, Town of Tazewell, Tazewell County, VA."

Boundary Justification

As deeded to the Town of Tazewell by the Norfolk Southern Railway Company, the proposed National Register boundary includes only the building. There are no other resources (contributing or non-contributing) associated with the depot.

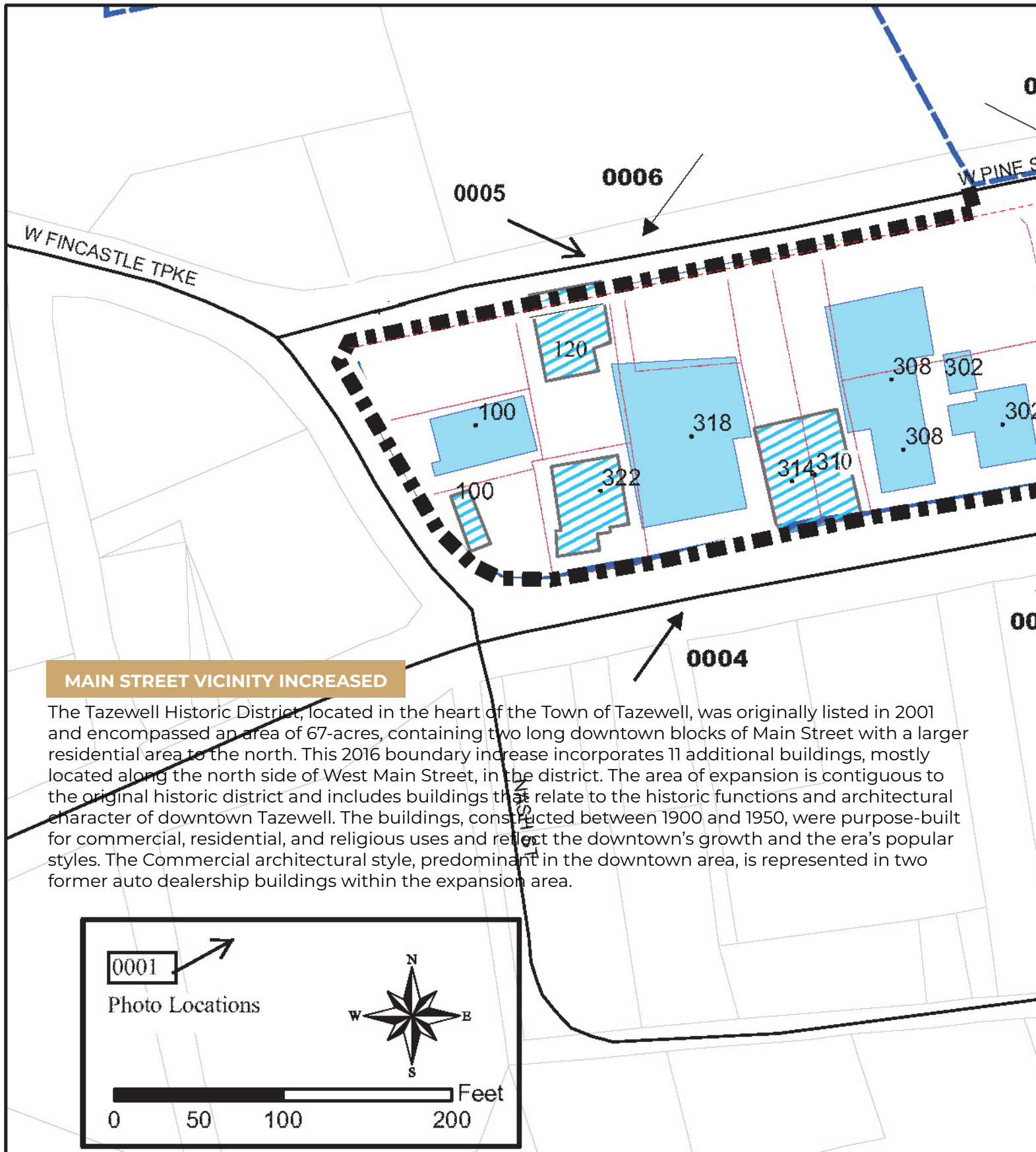
[illegible]

Tazewell Historic District 2016 Expansion

Tazewell County, VA

DHR#158-5053

Sketch Map and Photo Locations





**NATIONAL PARK
SERVICE PROPERTY
#:**
16000541

TAZEVELL

2016 BOUNDARY INCREASE

HISTORIC DISTRICT

6 Contributing Properties in a mix of:

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style, Bungalow/Craftsman
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival, Late Gothic Revival

Register Criteria met:

Property is associated with events that have made a significant contribution to the broad patterns of our history.

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.

Areas of Significance: Architecture and Commerce

Period of Significance: 1900-1950

NPS Application Form Prepared By: Anne Stuart Beckett

Summary Description

The original Tazewell Historic District is located in Tazewell County, Virginia, the heart of the Town of Tazewell on Main Street, the main corridor through the town. Listed in the National Register of Historic Places (NRHP) in 2001 under Criteria A (Commerce) and C (Architecture), the original 67-acre historic district boundaries encompass two long downtown blocks of Main Street with a larger residential area to the north along Church, Tower, and Pine streets, and Central Avenue. This district, predominantly composed of commercial and residential buildings, includes most of the historic boundaries of the town. Historically and today, downtown Tazewell is the county's center of government and commercial buildings, religious institutions, and residences. The boundary increase that is the subject of this nomination includes 11 total resources that are mostly located along the north side of W. Main Street. Of the 11 resources, 6 are contributing, and 5 are non-contributing. Ranging in date from ca. 1900 to 1950, the buildings are contiguous to the original historic district along W. Main Street and relate to the historic functions and architectural character of downtown Tazewell. Resource types that are represented include a church, professional office, automobile showroom, auto parts store, telephone company building, and private dwelling. The 5 non-contributing resources postdate the district's period of significance.

Narrative

The town of Tazewell, originally known as Jeffersonville, was laid out in a narrow valley about one mile north of the Clinch River, near the base of Rich Mountain. Sloping land restricted its urban growth to an east-west corridor along Main Street. Jeffersonville was laid out in quarter acre lots after 1800 when the site of the first county courthouse was established. By 1825, twenty lots were aligned in two blocks on each side of Main Street. Smaller lots were laid out north of Main Street across an alley, now Pine Street. The original boundaries of the town corresponded to the hilly geography of the area and have little relation to the lot design. The town of Jeffersonville, incorporated as Tazewell in 1833, grew steadily into the 21st century as commercial buildings have been built, replaced, or modernized along Main Street.

Dating from 1900 to 1950, the 9 primary resources within the Tazewell Historic District 2016 Boundary Increase are commercial, residential (now offices), and religious in function and are an extension of Main Street in the original district. The resources in the boundary increase area range from former automobile showrooms, to single-dwellings, to a church. Most of the commercial buildings are of two-story brick construction while the domestic buildings and the church are of one-story frame construction. The contributing buildings exhibit styles from the early twentieth century, including Commercial, Craftsman, and Gothic and Colonial revivals. The edges of the entire original historic district were examined during the boundary determination process. Buildings not included in the boundary increase lacked physical, architectural, and/or historical continuity with the original district.

The oldest resource in the boundary increase area is the 1900 Wilber Memorial United Methodist Church (158-5043/158-5053-0001), standing at the western end of the district at 100 West Fincastle Turnpike. The original Tazewell Historic District contains five historic churches, the oldest of these being the 1866 Episcopal Church (the oldest in Tazewell). Two other churches in the historic district were built around the same time as Wilber United Methodist, including the Tazewell Christian Church (1898) and the Tazewell Baptist Church (1890). Additionally, a brick, 1913 Gothic Revival church remains in the downtown area at the eastern end of Main Street. The Wilber Memorial Church is a good example of a frame Gothic-Revival style church with its nave form, front-gabled roof, corner tower, and pointed-arch windows of solid-colored stained glass wood windows. The tall frame building rests on a coursed limestone foundation, but brick has been added to the front foundation. The weatherboard walls are covered with vinyl siding. The tall gable roof and bell tower are covered with pressed-metal shingles.

A contributing domestic resource in the boundary increase area is the ca. 1929 Single Dwelling (158-5053-0004) located at 302 W. Main Street. The 1½-story, three-bay, Bungalow-style house rests on a brick foundation. Fiberglass shingles cover the steeply-pitched, side-gabled roof, and a facade shed-roofed dormer. Aluminum siding clads the frame house and 6/1 wood sash windows light it. A post 1929, two-story, Bungalow-style frame garage stands off the rear NW corner of the house. Three surviving Queen Anne-style single-dwellings stand along Main Street in the original historic district. Several bungalows and Colonial Revival-style houses are in the residential area of the original historic district.

The Commercial style, an architectural style found throughout Tazewell's downtown area, is depicted in two former auto dealership buildings in the boundary increase area. These brick buildings have large storefront window facades. The one-story, ca. 1945 Auto Service Building (158-5053-0007) at 318 West Main Street stands on a poured concrete foundation and features brick walls laid in a 1:6 stretcher bond pattern. Its flat roof has a brick-corbelled parapet. The rear elevation features two-stories; the poured concrete first floor has industrial steel windows while the second floor consists of a ribbon of industrial steel windows. The storefront has been modified with aluminum frames and doors, and added metal paneling obscuring the storefront transom.

The other Commercial Style building is the 1948 Tazewell Equipment & Motor Corporation (158-5053-0003) at 214-218 W. Main Street. The square, two-story, five-bay building has divided storefront and rests on a concrete foundation with a three-story rear section. Brick veneer clads the building and a flat tar and gravel roof with a short brick parapet with concrete coping covers it. The storefronts consist of plate glass windows with metal framing and wood-and-glass doors. The windows on the residential second story floor have replacement 1/1 vinyl sash; all other windows remain industrial steel windows.

A contributing commercial building (public utility building) that is located in the boundary increase area is the ca. 1945 General Telephone Company (158-5053-0005) at 308 W. Main Street. The Colonial Revival-style one-story, three-bay, rectangular-shaped building rests on a poured concrete and brick foundation. Brick veneer clads the building. The window openings have been infilled with brick and are accented with cast-concrete sills and splayed headers. The main building serves as an office while two large brick rear additions are used for service work.

BECKETT REPORT (CONT.)

The non-contributing resources in the boundary increase area continue the commercial and residential building trends of the original historic district but with post-mid-20th century construction dates and non-compatible architectural character. These four non-contributing buildings range from office buildings to a single-dwelling to a garage. Their construction dates range from 1955 to 1997, such as the Tazewell Professional Building (158-5053-0002) located at 208 W. Main Street. The one-story, four-bay, 1955 rectangular-massed building is clad with brick veneer and vertical metal paneling. The 1997 building is a frame single-dwelling (158-5053-0008) that is now used as an office.

Statement of Integrity

The Tazewell Historic District 2016 Boundary Increase retains a moderate level of integrity as a collection of early-to-mid-twentieth century commercial, residential, and religious buildings that continue the character of the original district. Of the 9 primary resources, 5 are contributing; the remaining 4 are non-contributing because they postdate the district's period of significance. Of the two secondary resources, one is contributing, and one is non-contributing; the latter postdates the district's period of significance. The Tazewell Historic District 2016 Boundary Increase as a whole retains integrity of location, design, setting, materials, workmanship, and association.

Statement of Significance

The 2016 Boundary Increase incorporates 11 additional resources into the Tazewell Historic District. The boundary increase area is locally significant under Criterion A in the area of Commerce, as it is directly associated with downtown Tazewell's significant commercial functions, and Criterion C in the area of Architecture, as it contains representative examples of historic commercial, residential, and religious institution architectural styles popular in Tazewell from the early-to-mid-twentieth century. The period of significance for the original district extends from 1832 to 1950, starting with the construction date of the earliest contributing resource and ending with construction of the most recent contributing resources, which date to the post-World War II prosperity era. The boundary increase area's period of significance is 1900-1950, which encompasses construction dates of all contributing resources within the area and falls within the original historic district's period of significance.

Criteria Justification

Criterion A: Commerce

The Tazewell Historic District 2016 Boundary Increase is locally significant under Criterion A in the area of Commerce as its resources represent the continuation of downtown Tazewell's commercial, residential, and religious functions, which began with the town's establishment, continued through the twentieth century, and is maintained today. The boundary increase area is contiguous to the original historic district along its south and west boundaries and encompasses 11 resources along the north side of W. Main Street (with one each on W. Fincastle Turnpike and W. Pine Street). These commercial, residential, and religious resources are historically associated with the development of downtown Tazewell after 1900, especially as modern technology, notable automobiles and telephones, required construction of new purpose-built resources such as the former Dodge dealership and automobile showroom at 318 W. Main Street, the Tazewell Equipment and Motor Company building at 214-218 W. Main, and the General Telephone Company building at 308 W. Main. The resources in the boundary increase also contribute to the significance of the original historic district as they represent the continued growth and prosperity of downtown Tazewell as a commercial hub of southwest Virginia from the early-to-mid-twentieth century.

Criterion C: Architecture

Dating between ca. 1900 and 1950, the resources associated with the boundary increase continue the architectural character of the historic district, as they relate to the commercial enterprises as well as the single-dwellings and religious institutions of downtown. The Commercial style of the mid-twentieth century is common along Main Street. The Craftsman, Gothic Revival, and Colonial Revival styles are reflected in a business, church, and residence at the west end of Main Street. Although the buildings individually are not high style, collectively they are a united historically and aesthetically in their design.

Historical Background

Euro-Americans began settling the area around the Tazewell County seat led by William Peery, who moved there in 1771. When the county was organized in 1800, Peery and his neighbor, Samuel Ferguson, proposed the county seat to be placed on a 23-acre tract of land that belonged to them both. This site was selected over another site at the forks of the Clinch River, in spite of its irregular topography. Quarter-acre lots were laid and the town was formed, soon after named Jeffersonville for the newly elected U.S. president.

BECKETT REPORT (CONT.)

A courthouse was built on the public land on the north side of Main Street, while a jail was placed directly across the street from it. The frame courthouse was contracted to be built by 1802 and was used until it burned in the 1830s. It was replaced by a brick courthouse on the same site. Churches were important to the residents and were founded in rural parts of the county before they were organized in the county seat. Presbyterian congregations had ceased to exist in the county in the 1830s, and were not revived until one was organized in the town in 1851. The Methodists had been in the immediate vicinity of Tazewell since 1797.

The town of Jeffersonville experienced sustained growth during the antebellum period. In 1835 the population was approximately 150. There were approximately twenty dwelling houses, one “house of public worship” shared by several denominations, and one common school. Main Street was partly macadamized in 1845. In the same year there were three stores, one church, and twenty-five dwellings. By 1852, the town had approximately 80 houses and 300 inhabitants. Churches consisted of a Presbyterian, Methodist, and an atypical Catholic congregation. Many of the buildings in Tazewell were undoubtedly built of log or frame that was replaced by brick after the 1888 arrival of the railroad brought prosperity to the town.

Reconstruction and Growth (1865-1914)

Jeffersonville experienced slow growth after the Civil War, but the town was incorporated in 1866. The 1880 census indicated a population of 508, of which a small proportion consisted of African Americans. The number of inhabitants grew to 604 by 1890. Commercial buildings remained grouped along the central part of Main Street to the east and west of the courthouse. The buildings were, for the most part, still built of frame. A new, two-story brick Tazewell County Courthouse (158-0005-052), part of the original historic district, was built in 1874 on the south side of Main Street in the center of the block west of the original public square; it was rebuilt in 1914.

By 1883, the Norfolk & Western Railroad had built a spur line to the western coalfields of Virginia, which opened up industrialization to the area. But in 1888, an additional line was added to the local Clinch Valley Railroad that provided service to Jeffersonville, which prompted an industrial and population boom to the region, and the county seat as well. By 1890, Jeffersonville had grown from a small village to a town with a total population of about 604, and was renamed Tazewell in 1891. The town was almost entirely restricted to the two sides of Main Street. As late as 1897, almost all commerce was confined to the area between the courthouse and the public school (that stood two blocks to the east). Houses lined the rest of the street. Commercial construction transformed the appearance of the downtown area, and earlier frame buildings gave way to brick edifices beginning in the late 1880s.

Religious congregations thrived in Tazewell from the earliest years, and by the late 1880s, churches reflected a broad range of Protestant denominations. Labeled on the 1900 Sanborn map as an “African Methodist Episcopal” church, at the western end of town at the terminus of the boundary increase area stands today’s 1900 Wilbur Memorial United Methodist Church (158-5043 and 158-5053-0001). The church is the last remaining evidence of an African-American residential enclave that was located on Main Street less than two blocks west of the courthouse. Facing west at 100 W. Fincastle Turnpike, the Gothic Revival-style frame church stood west of a “Colored School” that was interspersed with mostly one-story frame houses. The dwellings housed the “domestic help” that served the affluent white population.⁷ A 1½-story parsonage stood off the northwest corner of the church. The first church building used by the congregation was a log house conveyed to them in 1869. A new building was erected in 1875, and it was rebuilt again in 1900. The church remains in use today, serving both the white and black population of Tazewell.

World War I and World War II (1914-1945)

Tazewell’s population slowly increased as the twentieth century progressed. In 1900, it stood at 1,096. By 1920, it was about 1,261 and, by 1950, it had grown to 1,347. Service and commercial activity remained Tazewell’s principal source of employment and growth during the period between the world wars. The Great Depression did not as seriously affect Tazewell as it did larger communities with a resource extraction-based economy and industrial labor base. Commercial activity in Tazewell continued to focus on narrow buildings on contiguous lots in the downtown section. The streetscape lining Main Street was gradually filled in without any planning or zoning ordinances. Population between 1940 and 1950 remained static at about 1,300. Along with earlier single dwellings established on both sides of Main Street, a later single dwelling was constructed on the west end of Main Street. The 1½-story, three-bay, Bungalow style, ca. 1929 Single Dwelling (158-5053-0004) with a two-story garage stands on a through lot at the NW corner of W. Main Street and West Avenue, and today houses a commercial office.

BECKETT REPORT (CONT.)

The New Dominion (1945-present)

Locally-based commercial enterprises in the city continued to serve the citizens from the centrally located business area. After the middle of the 20th-century, rather than invest in new buildings or demolish the existing stock of commercial buildings, merchants and building owners chose, in many cases, to modernize the exteriors of the existing building stock. Often this took the form of new aluminum storefronts. Many stores received this treatment, substantially transforming the streetscape.

Two Commercial Style buildings in the boundary increase area were built towards the mid-20th century. The one-story, masonry ca. 1945 Auto Service Building (158-5053-0007) at 318 West Main Street housed a Dodge Dealership and was depicted on the 1945 Sanborn Map as a Garage. This otherwise intact building has a modified facade with the typical replacement of metal framing and doors; its storefront transom is obscured with metal paneling. The other Commercial Style building, the 1948 Tazewell Equipment & Motor Corporation (158-5053-0003) at 214-218 W. Main Street, is a large two-story masonry building with a relatively modified storefront.

A contributing commercial building (public utility building) that is located in the boundary increase area is the ca. 1945, Colonial Revival-style General Telephone Company (158-5053-0005) at 308 W. Main Street. The original telephone company was located in the two-story, frame 1894 building at 110-112 North Elk Street (158-0005-0074) just off E. Main Street near the courthouse and within the original historic district. Expansion of public facilities and services was a necessary accompaniment to the changes Tazewell experienced during the period.

As the 20th century progressed, new shopping areas began to draw shoppers away from downtown Tazewell's pedestrian-oriented business district. The loss of traditional commerce downtown has been softened by the opening of new specialty shops, restaurants, and other businesses mostly serving the legal and government office workers who continue daily business at the county courthouse. Local government functions expanded during this period as well, resulting in a new municipal building a block north of Main Street, and several commercial buildings on Main Street being converted to county government use. Today the town is working aggressively in attracting more visitors as well.

In 1987, the county's citizens, under the direction of organizing President Bettie Byrd St. Clair, revived the concept of a historical society to aid in the preservation of historic buildings. The Tazewell County Historical Society has also published a number of pictorial histories. Toward that end, the society has worked closely with local government and the Virginia Department of Historic Resources to identify strategies for achieving historic preservation goals in the community. Alongside the newly formed Tazewell Today LLC, the society has teamed together for current and future preservation efforts of downtown Tazewell.

Geographical Data

Acreage of Property 2.96 acres

Verbal Boundary Description

The boundary increase includes all tax parcels indicated within the boundary lines on the attached tax parcel map entitled "Tazewell Historic District 2016 Boundary Increase, Tazewell County, VA, DHR #158-5053, Tax Parcel Map." Each parcel is recorded by Tazewell County as beginning with the prefix 084B4A, and the last four digits of each parcel number is shown on the parcel itself, along with the parcel's street address number. The true and correct historic boundaries also are shown on the attached Location Map and Sketch Map/Photo Key.

Boundary Justification

The boundaries encompass a collection of resources that relate to the contiguous Tazewell Historic District. The original 67-acre district comprises two long downtown blocks along both sides of Main Street with a larger residential area to the north along Church, Tower, and Pine streets, and Central Avenue. The 2016 boundary increase area extends the district boundaries west along the western half of the 200 block and the entire 300 block of W. Main Street that includes mid-20th-century commercial resources and earlier domestic and religious resources. The western edge of the increase is bordered by W. Fincastle Turnpike and W. Pine Street. Inclusion of this area strengthens the boundaries of the historic district to include additional resources dating from the mid-20th century with significance in the areas of Architecture and Commerce.

**BECKETT
REPORT (CONT.)**

SITE INVENTORY

The following inventory lists the resources within the Tazewell Historic District 2016 Boundary Increase. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction, architectural style, current building use, VDHR File number, and the contributing status with the district. Whether a building is considered contributing or non-contributing was determined based on whether it was constructed during the historic district's period of significance of ca. 1900-1950 and whether it retains integrity as it supports the historic district's significance under Criterion A for Commerce and Criterion C for Architecture. Resources are keyed to the Sketch Map/Photo Key by their numerical street address.

JEFFERSONVILLE ST

651 Jeffersonville Street
158-5043/5053-0001

Primary Resource: Church/Chapel (Building), Wilber Memorial United Methodist Church, Stories 1, Style: Gothic Revival, 1900

***100** on Map on pages 58-59



MAIN STREET

320 - 330 Main Street
158-5053-0003

Primary Resource: Commercial Building (Building), Tazewell Equipment & Motor Corporation, Stories 2, Style: Commercial Style, 1948

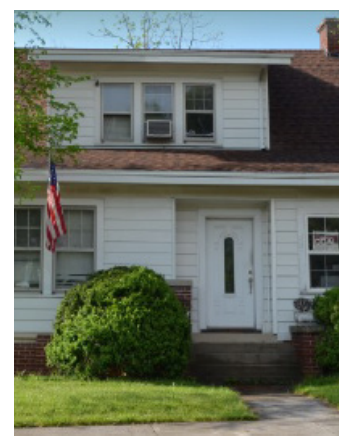
***214 - 218** on Map on pages 58-59



352 Main Street
158-5053-0004

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1929

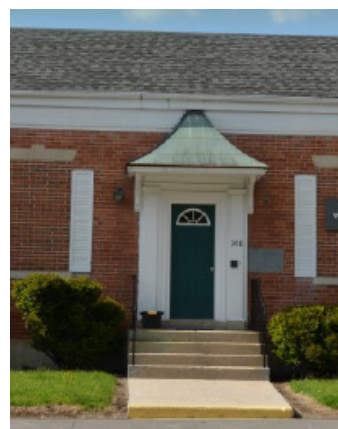
***302** on Map on pages 58-59



366 Main Street
158-5053-0005

Primary Resource: Commercial Building (Building), General Telephone Co., Stories 1, Style: Colonial Revival, Ca 1945

***308** on Map on pages 58-59



386 Main Street
158-5053-0007

Primary Resource: Automobile Showroom (Building), Stories 1, Style: Commercial Style, Ca 1945

***318** on Map on pages 58-59

