

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The building originally constructed as the Strasburg Stone and Earthenware Manufacturing Company, now used as the Strasburg Museum, is a two-story structure, ten bays long, built of brick laid in seven-course American bond. All of the windows in both stories have segmental heads as do the door openings. Early in the building's history, when it was converted to railroad use, the second-story windows were shortened and six-light sashes were installed. This allowed for the attachment of a one-story pent roof, cantilevered out on molded supports and sheltering the two long sides of the building and the east end. At the northeast corner of this roof is a small gabled portal facing the railroad tracks. The building is covered with a slate-clad hipped roof surmounted by a hipped monitor clad in round-butted wooden shingles and ventilated by a series of round-headed louvrs. Short chimneys pierce the roof at each end and in the center of the front (north) side.

Originally a single large room, the interior now has a small gift shop partitioned off in the northwest corner and an irregularly shaped room cut off at the east end. A gallery encircles the north, east and south sides of the interior. These partitions replace one installed by the railroad which separated a west-end waiting room from the depot space in the rest of the building.

The roof structure is noteworthy. Reminiscent of a standard German roof framing system frequently used in the area, it is most directly derived from a plate published almost fifty years before in Asher Benjamin's Elements of Architecture (1843)--plate XIX.

BOUNDARY JUSTIFICATION

The building sits in a heavily-developed section of Strasburg, and hence the bounds have been drawn as a rather small quadrilateral, with the railroad tracks and East King Street forming the east and north sides, respectively, and imaginary lines forming the two sides.

DU

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1890

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This large brick industrial structure, built in 1891 as a pottery factory and adapted for use as a railroad depot in 1913, now houses the Strasburg Museum. The Museum, often referred to as the Steam Pottery, is a landmark to several facets of the area's industrial history: Strasburg's status as a railroad junction, the Shenandoah Valley's tradition of ceramics manufacturing, and the short-lived economic boom of the 1890s in western Virginia.

Strasburg was established in 1761 at the site of a Moravian mission set up in 1747. Among its early Continental settlers were several potters who were attracted to the area by its abundant supply of clays eminently suited to stoneware production. By the early 19th century the town was well-known for its ceramics, and in fact had once been known as Pot Town.

Built as the Strasburg Stone and Earthenware Manufacturing Company, this two-story, ten-bay-long structure represented an effort to shift the area's small-scale production to a high-volume industrial system. It was one of several commercial and economic development projects undertaken during a brief boom by the Strasburg Land and Improvement Company. As such it reflects the sudden burst of economic activity in the Virginia uplands in the late 19th century, activity which was most noticeable in the timberlands and coalfields of Southwest Virginia but which affected the Blue Ridge and the Valley of Virginia as well.

The production of much larger factories in other areas and the increased use of tin and glass for vessels which formerly were made of fired earths resulted in the failure of the pottery company before it got off the ground. Thus the building is representative both of the traditional industry and of its failure to make the transition from handcrafts to mass production.

Strasburg was also a key railroad junction in the last half of the 19th century on the Southern Railroad's line from Washington to the Valley and on the Chesapeake and Ohio as well. In 1913 the town's old station was torn down and the unused steam pottery structure was purchased by the Southern Railroad and served as a station and depot for both lines until the mid-20th century. The Southern Railroad still owns the structure, but it is leased on a long-term basis to Strasburg, Inc., for use as a town museum.

MTP/DU

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Benjamin, Asher. Elements of Architecture (1893). New York, 1970.
 Keister, E. E. Strasburg, Virginia and the Keister Family. Strasburg, 1972.
 Wayland, John W. A History of Shenandoah County, Virginia. Strasburg, 1927.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 2 acres

QUADRANGLE NAME Strasburg, Virginia

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	1,7	7,2,8,9,9,0	4,3,1,9,4,8,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			
E				F			
G				H			

VERBAL BOUNDARY DESCRIPTION Beginning at a point 400' S of State Route 635 and 800' ESE of intersection of US Route 11 and State Route 55; thence extending 300' ESE to railroad tracks; thence extending 200' SSE along W side of said tracks; thence extending almost 400' WNW; thence extending 200' N to point of origin.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Virginia Historic Landmarks Commission Staff

ORGANIZATION

Virginia Historic Landmarks Commission

DATE

April 1979

STREET & NUMBER

221 Governor Street

TELEPHONE

(804) 786-3144

CITY OR TOWN

Richmond

STATE

Virginia 23219

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Tucker Hill, Executive Director
 Virginia Historic Landmarks Commission

DATE April 17, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

5362 11 SW
(MOUNTAIN FALLS)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH
DIVISION OF MINES
JAMES L. CALVER,
536
(MIDDLE)

78° 22' 30" 728000m E. WINCHESTER 14 MI. 20' 1731
39° 00' CLARY 1.9 MI. 1729 1 MI. TO INTERSTATE 81 1732

U.S.G.S. 7.5' quadrangle (Scale 1:24,000)
Strasburg, Virginia 1966 (PR 1972)

STRASBURG STONE & EARTHENWARE MFG. CO.
Shenandoah County, Virginia

UTM References:
17/728990/4319480

