NPS Form 10-900
(Oct. 1990)

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JLR - 6/16/1999
NRHP - 5/26/2000

FINAL
ARCHIVES

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Carver Industrial Historic District

other names/site number DHR file number 127-5812

2. Location

street & number Marshall, Lombardy, Clay and Harrison Streets not for publication X

city or town Richmond vicinity N/A

state Virginia code VA county Richmond (Independent City) code 760 zip code 23223

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 4/21/2000

Virginia Department of Historic Resources
State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- ☐ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain) _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [x] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
13	3	buildings
0	0	sites
0	0	structures
0	0	objects
13	3	Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE/TRADE: business
COMMERCE/TRADE: warehouse
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions)

DOMESTIC: multiple dwelling
COMMERCE/TRADE: business
COMMERCE/TRADE: warehouse
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
VACANT/ NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

QUEEN ANNE
ROMANESQUE
COLONIAL REVIVAL
ITALIAN RENAISSANCE
SECOND EMPIRE
ART DECO

Materials
(Enter categories from instructions)

foundation BRICK
walls BRICK
STONE: Granite
roof OTHER
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

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

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

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)
ARCHITECTURE
COMMERCE
INDUSTRY

Period of Significance
1880 - 1940

Significant Dates

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Unknown

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

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

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other
  Name of repository :
  City of Richmond, Dept. of Comm. Dev.

10. Geographical Data

Acreage of Property 23.3

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	283320	4159240	2	18	283200	4159090
3	18	283360	4158920	4	18	283400	4158950

_X_ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kimberly Merkel Chen, President

organization Kimberly M. Chen & Associates, Inc. date 13 January 1999

street & number 2701 East Broad Street telephone (804) 225-9560

city or town Richmond state Virginia zip code 23223

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name See continuation sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 200137127; and the Office of Management and Budget, Paperwork Reductions Project (10240018), Washington, DC 20503.

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

SUMMARY DESCRIPTION

The Carver Industrial Historic District is a six-and-a-half block industrial area located to the northwest of the central business district of the city of Richmond. It is bounded roughly by Harrison Street on the east, West Marshall Street on the south, North Lombardy Street on the west, and West Leigh and West Clay streets on the north. The proposed district is part of the larger Carver community which is a predominately, late nineteenth century residential neighborhood. The industrial area developed between 1890 and 1930, along the tracks of the Richmond, Fredericksburg and Potomac Railroad. This was a period of rapid economic growth in the city and the railroad was the dominant means of transporting goods to and from Richmond. The district contains a major of collection of skillfully crafted and finely detailed brick industrial buildings representing a variety of architectural styles including the Gothic Revival, Second Empire, Queen Anne, Romanesque, Colonial Revival, Italian Renaissance and Art Deco. The Carver Industrial Historic District contains thirteen contributing buildings and three noncontributing buildings. None of the properties have been previously listed on the National Register of Historic Places.

ARCHITECTURAL ANALYSIS

In 1867, the city of Richmond annexed large areas on all four sides of its existing political boundaries. This annexation included a large tract to the northwest known as Coutt's Addition, of which Carver was a major part. With the exception of a few houses built in the 1840s near Belvidere along Catherine and Clay streets, the neighborhood was sparsely developed at the time it was annexed. One reason for this sparse development can be attributed to the topography of the area. Bacon Quarter Branch, a deep ravine, formed the northern edge of Coutt's Addition. Numerous small streams, with steep banks, flowed into Bacon Quarter and bisected the area north to south. These streams were crossed by small footbridges well into the late nineteenth century when they were filled and the streets graded and connected as they appear today.

Like many Richmond neighborhoods during the late nineteenth and early twentieth centuries, Carver had a mixture of residential buildings and small commercial establishments. However, the community was unique because there were also industrial activities within its boundaries. As early as 1819, brick yards were established in Carver

to take advantage of the alluvial soils found there and to capitalize on the demand for brick dwellings and commercial buildings throughout the city. These early brick yards were concentrated in the eastern part of the neighborhood along Leigh Street near its intersections with Belvidere and Gilmer streets. The brick yards were replaced with residential development by the 1890s. Also in response to the growing demand for building materials, Joseph Heppert established a planing mill and lumberyard at 512 Goshen Street about 1895.

Residential development moved west along Leigh, Catherine and Clay streets. On Leigh and Catherine streets, two story, frame, row and detached, single family dwellings are prominent while brick houses are more numerous on Clay Street. Many of the corners throughout the neighborhood are punctuated by brick residences and small commercial buildings. Carver was a middle-class neighborhood, with many residents of German and Jewish extraction, until the turn of the century when it became a predominately, African-American, working class community. The transition was brought about by the expansion of the central business district along Grace Street and the steady growth of the industrial sector at its western edge. By the early twentieth century, most of the houses were occupied by renters and tenements sprang up on the cross streets of Hancock, Harrison and Bowe. The housing stock continued to decline in the twentieth century and as the importance of rail transportation waned the industrial sector also declined. By the later half of the twentieth century, many buildings, both residential and industrial, were vacant and deteriorated, and as a result many buildings were demolished.

From the 1880s to the 1930s, the industrial sector at the western end of the Carver community experienced tremendous growth. Unlike the early industrial development in the eastern part of the neighborhood, these industrial buildings were large, often three to four stories in height, and covering as much as half a block. All of the industrial buildings are constructed of brick and display a wide variety of intricate brick work. The architectural styles exhibited range from the Victorian influences of the late nineteenth century to the Revival inspired styles and Art Deco of the early twentieth century. The scale, materials and details for the industrial buildings appear to have been set by several large brick buildings constructed by the Richmond, Fredericksburg and Potomac Railroad.

At the time of its annexation in 1867, the industrial area was largely undeveloped except for the tracks of the Richmond, Fredericksburg and Potomac Railroad. The tracks of the RF&P crossed the city line just to the west of the intersection of North Lombardy and West Marshall streets and proceeded on a diagonal course to the middle of Broad Street where

they turned east and ran to the corner of Eighth and Broad streets to RF&P's offices, shops, and combined freight and passenger depots. The earliest, large scale industrial buildings in and near the proposed district were ones built by the Richmond, Fredericksburg and Potomac Railroad.

In 1872, RF&P purchased a large tract of land along Leigh Street west of Lombardy Street in an area known as Boulton just outside the northwest boundary of the city. The car shops moved to this location in 1873 and the locomotive facilities in 1875. The steam power plant, erected in 1903, was a massive, end-gable roofed, two story brick building, four bays wide by eleven bays deep. Each of the bays was set off by corbeled-brick edged recessed planes in which were set sixteen-over-sixteen, double-hung, wood sash windows with jack-arched heads. The cornice was made of molded bricks. The buildings at Boulton were demolished in the 1960s.

In 1879, the company purchased the block bounded by Broad, Marshall, Hancock and Harrison streets as the site for its new freight depot. The building was completed in 1880 and expanded in 1884 at which time it was described as "three hundred feet by seventy feet, and a good, substantial and ornamental structure."[1] In 1910, the adjacent block, bounded by Broad, Marshall, Harrison and Norton streets, was purchased. A new brick freight house, fronting on Marshall Street from Harrison to Norton was opened in 1912 and a new warehouse fronting on Broad Street in the same block was opened in 1921. The freight depot at Hancock and Broad was demolished in 1973. The remaining freight station and warehouse were razed in the 1990s.

The complex of buildings associated with the Peter Stumpf Brewing Company, owners and operators of the Home Brewery, was erected around 1891. They are the earliest large scale industrial buildings not constructed by the Richmond, Fredericksburg and Potomac Railroad to be built in the Carver district. An illustration in *The City on the James* published by the Chamber of Commerce in 1893 shows the buildings much as they appear today. The building located at 1125 West Clay Street (127-5812-002), served as the offices of the Peter Stumpf Brewing Company or the Home Brewery. It is a Second Empire-inspired, stretcher-bond, brick building with a false mansard roof and twin projecting bays. The windows have rough hewn stone sills and lintels. The decorative brick work on this building is typical of that found throughout the district. Between the

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[1] William E. Griffin, Jr., *One Hundred Fifty Years of History: Along the Richmond, Fredericksburg and Potomac Railroad*, (Richmond, VA: Whittet & Shepperson, 1984) 58.

windows on the first and second stories are rectangular panels of bricks laid in a dogtooth-pattern. The projecting brick points are staggered in the seven courses creating a rich and heavily textured diagonal pattern. The frieze is composed of four courses of corbeled bricks, a course of brick dentils, and it is topped by two more courses of corbeled bricks with a wooden cornice above.

The brewery and bottling building located at 1203 - 1209 West Clay Street (127-5812-003) is a Romanesque-style building. The stretcher-bond brick building is four stories in height and three bays wide by six bays deep. The foundation is constructed of coursed ashlar and there are ashlar belt courses at each floor line. Buttresses at each corner are corbeled out below the first belt course and just above the third belt course. The buttresses project above the roof line to form diminutive towers topped by pyramidal roofs with finals on top. The six-over-six, double-hung, wood sash windows are topped with segmental-arched lintels with stone keys and corbeled terminuses. The cornice is a rich composition of brick patterns. There are three courses of corbeled bricks, then a dogtooth-course and a rowlock. Above this are vertical panels of stretcher-course bricks that are alternately flush and projecting. This composition is topped by the same pattern of corbeled bricks, dogtooth-course and rowlock found at the base of the cornice. Finally this entire composition is canted out from the main plane of the facade.

The Home Brewery Company Stable (127-5812-004), located at 703 - 707 North Harrison Street, is a richly ornamented two story, stretcher-bond, brick building. The inspiration for this building appears to come from the heavy ornamentation associated with Queen Anne-style architecture while the form is more Italian Renaissance. At the spring line of the segmental arches above the doors is a band of three courses of brick laid in a dogtooth pattern. The projecting points are aligned creating a regular pattern of highs and lows. The segmental arches over the doors and windows are an interesting composition -- the first course is a soldier course with the bricks alternately projecting, the second course is a flush soldier course and the third course is a dogtooth course with the bricks laid tightly together to form a ridge or eyebrow. Above the second story windows the lintel is similar except, the third course is a projecting rowlock. Above the window heads on the second story is a band of regularly spaced recessed panels. The band is framed by two courses of corbeled bricks on top and bottom. Above the decorative band, at regular intervals, are placed projecting blocks which rise above the roof line forming diminutive towers topped by pyramidal roofs with finials on top. Between the small towers, the parapet is topped with regularly spaced projecting bricks creating a crenelated effect. In 1924, an addition was made to the northern end of the building by the Beaufont Company, the name

assumed by Home Brewery during Prohibition. The addition continues the decorative band and projecting towers observed in the earliest portion of the building but the segmental arched lintels are unadorned and the dogtooth belt course is absent. The last of the Peter Stumpf Brewing Company buildings is located at 715 Norton Street (127-5812-008). The inspiration for this seven-course, American bond, end-gable roofed brick building is more colonial than its elaborate neighbors. With the exception of fine segmental-arched window lintels and a belt-course at roof line in the gable end, this building is unadorned.

In 1903, the print shop for the Baughman Stationary Company (127-5812-012) was constructed at 1418 - 1428 West Marshall Street. The inspiration for this building seems to be a simplified interpretation of the Italian Renaissance-style of architecture. The main block of this brick building is three stories in height and six bays wide. The bays are paired by applied pilasters at the corners and between every two bays. The edges of the pilasters are corbeled down to the main plane of the facade which is pierced by regularly spaced windows with segmental arched heads. The vertical pilasters are united by a corbeled coping at the edge of the parapet. Flanking the main block are two story, two bay wide wings. The corners of the wings are accentuated by paired pilasters with decorative brick cornices.

The Consumers Ice Company building (127-5812-005) was erected at 700 North Harrison Street in 1906. It is a massive, Colonial Revival inspired building. The side-gable roofed building rises three stories in height and is constructed of brick laid in a six-course, American bond pattern. There are no windows or doors on the south, east and north elevations and a modern, prefabricated metal building on the west side has obscured any original openings. The only visible penetrations are a series of five, arched-louvered openings in the gable ends. These openings have stone keys and diminish in size with the roof slope. The only other decorative elements on the building are a soldier course water table, a decorative iron band with regularly spaced rectangular blocks projecting below the band, and a brick cornice.

Also built in 1906, the American Tobacco Company warehouse (127-5812-014) occupies the 700 to 900 blocks of Bowe Street from the railroad tracks at Marshall Street to Leigh Street. The one story, five-course American bond building is divided into seven sections, each four bays wide, by buttresses that corbel out from the main plane of the building and rise above the roof forming a fire wall that extends the full width of the building. These fire walls are topped with a tiled coping. The entire building is covered by a shallow, gable

roof. There is a two story portion on the southeast corner. While utilitarian in form the use of buttresses is inspired by Gothic Revival-style architecture.

The first of the two Eagle Paper Company buildings was constructed in 1906 in the middle of the 1400 block of West Marshall Street. The four story, brick building was ten bays wide and covered the block from the street face to the alley. According to City of Richmond, Office of Assessor records the building was 87 feet wide and 153 feet deep. The western corner was clipped and a one story, two bay wide square tower with a round section on top rose above the roof in the center of the building. The building was demolished in 1987 to make room for a parking lot.

For forty years, the Pin Money Pickles Company stood at 1500 West Marshall Street. Built in 1910, the five story brick building was seven bays wide by seven bays deep with a one bay wide clipped corner. This feature is repeated in other buildings in the district. The clipped corner was emphasized by a recessed panel that extended from the first to the fourth story and from the fifth story to the cornice. Like the buildings associated with the Peter Stumpf Brewing Company the brick work on this building was especially fine. A projecting brick belt course separated the fourth and fifth stories and an elaborate brick cornice topped off the entire building. A one-story, one-bay square brick tower rose above the roof in the center of the north elevation. The tower was decorated with recessed panels and a brick cornice. From the photographs it appears that the segmental arched windows heads had a projecting brick course. The building was demolished in 1950 to make way for a parking lot.

In 1912, the Eagle Paper Company (127-5812-011) expanded its operations with a new building at 1400 West Marshall Street. This new building was linked to the 1906 factory by bridges at the third and fourth floors. The five story, five bay wide by sixteen-bay deep, six-course, American bond building displays many Italian Renaissance-style inspired features. The western corner of the building is clipped. The brick work on the lower two stories is broken up by regularly spaced projecting, brick courses which mimic the visual effect of rustication. The second story was separated from the third story by a projecting metal cornice that was removed in the 1990s. The five bays on the upper three stories are organized into three sections by pilasters and recessed panels. The pilasters have projecting brick cornices and are linked by a corbeled brick band. A projecting metal cornice topped off the composition until it was removed in the 1990s. There are diamond-shaped stone decorations above and below the fourth-story windows. The windows on the facade and east elevation have stone sills and segmental arched heads. The sashes have

INVENTORY

BOWE STREET

700, 800 and 900 BLOCKS

-0013 715 - 721: Industrial (Cusson, May and Company), ca. 1921. Brick; corbeled pilasters and recessed panels; 3-story, 3-bay facade, with 2-story, 2-bay wing to north; flat roof with parapet; tripartite, 4/4, double-hung wood sash; Italian Renaissance. Contributing.

-0014 700 - 900: Warehouse (American Tobacco Company), ca. 1906. Brick, 5-course American bond; corbeled buttresses between bays; 1-story; gable roof with standing seam metal. Gothic Revival. Contributing.

CLAY STREET

1100 BLOCK

127-5812-0001 1120: Substation (Virginia Railroad and Power Company), ca. 1915. Brick, 6-course American bond; 2-story, 3-bay facade; flat roof with parapet. Colonial Revival. Contributing.

-0002 1125: Office (Peter Stumpf Brewing Company/Home Brewery), ca. 1891. Brick, Stretcher bond, Dogs tooth panels, brick cornice; 2-story, paired, 3-sided bays; false mansard slate roof. Second Empire. Contributing.

1200 BLOCK

-0003 1203 - 1209: Brewery (Peter Stumpf Brewing Company/Home Brewery), ca. 1891. Brick, Stretcher bond, ashlar foundation and belt courses, corbeled buttresses at corners, brick cornice; 4-story, 3-bay facade; flat roof with parapet. Romanesque. Contributing.

HARRISON STREET

700 BLOCK

-0005 700: Industrial (Consumers Ice Company), ca. 1906. Brick, 6-course American bond, Soldier belt course; 3-story, 5-bay facade; gable roof with asphalt shingles; arched louvers in gable ends. Colonial Revival. Contributing.

-0004 703 - 707: Stables (Peter Stumpf Brewing Company/Home Brewery), ca. 1891. Garage (Beaufont Company) addition ca. 1924. Brick, Stretcher bond, brick decoration and cornice; 2-story, 13 bay facade; flat roof with parapet. Queen Anne. Contributing.

LEIGH STREET

1600 BLOCK

-0016 1601: Office (Export Leaf Tobacco Company), ca. 1969. Modern. Brick, corbeled buttresses; 2-story, 5-bay facade; flat roof with parapet. Noncontributing.

LOMBARDY STREET

900 BLOCK

-0015 900: Industrial (Export Leaf Tobacco Company), ca. 1915. Brick, 5-course American bond, brick cornice; 5-story, 6-bay facade; flat roof with parapet. Italian Renaissance. Contributing.

MARSHALL STREET

1200 BLOCK

-0006 1200: Office (Saunders Oil Company), ca. 1930. Brick, 6-course American bond; 1-story, 7-bay facade; flat roof with parapet. Colonial Revival. Contributing.

-0007 1208: Industrial (Haines, Jones and Cadbury Company), ca. 1926. Brick, 5-course

American bond, corbeled pilasters with stuccoed panels and bands; 3-story, 5-bay facade, canted corners; flat roof with parapet. Art Deco. Contributing

1300 BLOCK

-0009 1300: Distribution (Tomlinson, Heating and Plumbing Supplies), ca. 1924. Heavily altered. Brick; 1-story, 6-bay facade. Noncontributing.

-0010 1328: Distribution (Henley Enterprises, Inc.), ca. 1970. Modern. Prefabricated metal. Noncontributing.

1400 BLOCK

-0011 1400: Industrial (Eagle Paper Company), ca. 1912. Brick, 6-course American bond; 5-story, 4-bay facade; flat roof with parapet. Italian Renaissance. Contributing.

-0012 1418 - 1428: Industrial (Baughman Stationary Company), ca. 1903. Brick, painted, corbeled brick pilasters; 3-story, 5-bay center block with flanking 2-story, 2-bay wings; flat roof with parapet. Italian Renaissance. Contributing.

NORTON STREET

700 BLOCK

-0008 715: Industrial (Peter Stumpf Brewing Company/Home Brewery), ca. 1891. Brick, 7-course American bond; 1-story, 3-bay facade. Colonial Revival. Contributing.

all been replaced. The windows on the west elevation are metal, multi-light, industrial sashes with operative sections in the middle.

The Virginia Railroad and Power Company substation (127-5812-001) was constructed at 1120 West Clay Street in 1915. This Colonial Revival-style, six-course, American bond brick building is two stories high and three bays wide by eight bays deep. The twenty-light, metal industrial windows have stone sills and lintels. A decorative wood cornice tops the building with a parapet rising behind. The parapet is crowned with a second cornice. The only other decorative elements on the building are four square metal plates below the cornice.

In 1915, Export Leaf Tobacco Company constructed a large factory (127-5812-015) at 900 North Lombardy Street. The main building is an Italian Renaissance-style inspired, five story, six-bay wide by twenty-seven-bay deep brick edifice. On the east elevation there are three, two-bay wide by one-bay deep projecting stair towers -- one at each corner and an intermediate tower located fifteen-bays from the south end. The stair towers rise above the roof and are topped by a corbeled brick cornice and stone coping. The regularly spaced, three-over-three, double-hung, wood sash widows have stone sills and segmental arched heads. A stone belt course encircles the building at the sill line of the third story. The building is crowned by an elaborate brick cornice composed of six-course, corbeled brick modillions, eight corbeled brick courses, and a stone coping.

Cusson, May and Company (127-5812-013) established their printing factory at 715 - 721 Bowe Street in 1921. The three-story, three-bay wide by six-bay deep brick building has a two story, two bay wide wing to the north. The bays of the main block and the wing are set off by corbeled brick pilasters and recessed panels. The recessed planes are pierced by tripartite ribbons of four-over-four, double-hung, wood sash windows. The parapet on the facade is decorated with a series of corbeled brick courses. The tops of the pilasters project slightly above the parapet. This building like many others seeks inspiration from Italian Renaissance-style architecture.

The Haines, Jones and Cadbury Company (127-5812-007) constructed a finely crafted Art Deco-style building at 1208 West Marshall Street in 1926. The east elevation and the northwest corner of the three-story, tan brick building are canted. The end bays at each corner are emphasized by stepped pylons that rise above the parapet and terminate in stone pediments. The windows in these end bays are separated by recessed, brick panels with stuccoed, diamond-shaped decorations in the center. The intermediate bays are

separated by brick pilasters. The base of the building is concrete and there are contrasting concrete bands at the heads of the first and third story windows. The tops of the pylons and pilasters have stuccoed decorations. The entrances are demarcated by arched concrete pediments and wide concrete architraves.

The Saunders Oil Company building (127-5812-006), constructed circa 1930, is located at 1200 West Marshall Street. According to City Directories the building was originally used as offices for the City Ice Company. The earliest portion of this one-story, brick building is three bays wide by three bays deep with pilasters at the corners. The pilasters rise above the stepped parapet and have corbeled caps. This portion of the building has nine-over-nine, double-hung wood sash windows with segmental arched heads. A modern, brick addition with a flat roof and tripartite picture windows extends to the west and wraps around the west and north sides of the building.

The three remaining buildings in the district were found to be non-contributing structures. All or part of the building (127-5812-009), located at 1300 West Marshall Street, was built in 1924 as the Tomlinson Plumbing and Heating Supply Company. It is now occupied by the VASCO company. However, the one story, brick building has been so heavily altered that it no longer contributes to the architectural character of the district. Henley Enterprises, Inc. (127-5812-010), 1328 West Marshall Street, occupies a pre-fabricated metal building that was erected in the 1970s and does not contribute to the architectural character of the district. On the other hand, the Export Leaf Tobacco Company Office (127-5812-016), 1601 West Leigh Street, built in the 1969 can not be considered as a contributing building because of its age. However, it is recommended that when this building reaches the fifty year threshold that it be made a contributing building to the district. While of modern design, the Export Leaf Tobacco Company Office (127-5812-016), a two story brick building reinterprets many of the elements displayed in the historic buildings found in the district. Of particular note are the corbeled buttresses that segment the building, the fine brick work, the contrasting concrete band that separates the stories and the deep concrete fascia at the roof line. The building was designed by David Warren Hardwicke, a native Richmond architect who studied at the University of Virginia. Hardwicke is associated with the design of several noteworthy buildings in the city including the north wing of the Virginia Museum of Fine Arts.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

SUMMARY STATEMENT OF SIGNIFICANCE

The Carver Industrial Historic District is significant because it illustrates the broad pattern of industrial development experienced by the city of Richmond during the late nineteenth and early twentieth centuries. The district is also significant because it stands as a cohesive example of late-nineteenth and early-twentieth century industrial architecture. The scale and materials of the buildings unites them. Despite their utilitarian nature, these buildings possess some of the most unusual and finest ornamental brick work in the city. During the late nineteenth and early twentieth centuries, the city of Richmond experienced a continuing diversification of its manufacturing base. While tobacco continued to be the dominate industry, especially the manufacture of cigars, cheroots and cigarettes, it was closely followed by the production of building materials, iron and iron products. Flour and meal, drugs and medicines, chemicals and fertilizers, printing and engraving, and paper and paper products were also among the leading industries found at the turn of the century. Other industries that were growing in importance were cotton goods and clothing, beer, ice and mineral waters. Other trends that influenced industrial development in the city at this time were the movement away from the riverfront, because of over development and the threat of fires, and the decline of the river as a source of transportation and power and the growing importance of the railroad. The Carver Industrial Historic District is the end result of these trends. The buildings located in the district represent a wide variety of manufacturing concerns – cigarettes, paper products, printers and engravers, plumbing supplies, beer, ice, mineral waters, and clothing. These were also industries that were not dependent on the James River for power or transportation. The location was prime because of it proximity to the Richmond, Fredericksburg and Potomac Railroad.

HISTORICAL ANALYSIS

The first wave of residential development occurred in the Carver area in the 1840s, when Jewish and German immigrants settled the eastern edge of the neighborhood, near Belvidere along Catherine and Clay streets. The neighborhood was annexed into the city in 1867 and saw three more periods of residential growth from 1867 to 1874, from 1874 to 1881, and from 1881 to 1886. While predominately a residential community, the presence of industrial concerns, especially brick yards, has been a part of Carver's developmental history since the early-nineteenth century. The 1819 city directory records

the presence of a brickyard near Bacon Quarter Branch, located just north of the Carver neighborhood. By 1845, driven by a period of rapid growth in housing development, at least three such concerns were in operation. The demand for brick rose again in the 1870s as the city rebuilt after the evacuation fire of 1865. During this period, city directories record four major brick yards in the area -- Davis and Son at 719-721 W. Leigh Street, William Davis and Son at the corner of Leigh and Gilmer streets, W. Ragland at the corner of Leigh and Gilmer streets, and Carter and Bowles also located at the corner of Leigh and Gilmer streets.

Two major events, the river front fire of 1882 and the banning of Richmond, Fredericksburg and Potomac steam locomotives from Broad Street east of Belvidere in 1875, had a major impact on the industrial development of the western end of the Carver community. In the early morning hours of March 26, 1882, sparks from a passing locomotive ignited the Richmond and Petersburg railroad bridge. The fire spread rapidly, engulfing adjacent businesses. By the time the conflagration was contained, it had "resulted in a property loss estimated at approximately $500,000..."[2] and was being compared to the Evacuation Fire of 1865. The magnitude of the disaster lead to a number of ordinances banning the expansion or construction of certain industries from the river front which left many companies seeking new places to locate. Carver was an ideal area because of the presence of the Richmond, Fredericksburg and Potomac railroad.

On 13 February 1836, the Richmond, Fredericksburg and Potomac railroad dispatched its first train from Richmond. "Six very handsome and comfortable passenger cars, with a baggage car, set out from the Depot in this City, a little after 11 on Saturday last -- and drawn through H Street, in a striking procession, by the Locomotive, a splendid Steamer, which was built in Liverpool..."[3] The passenger and freight depot, as well as, the offices and shops were located at H, now Broad, and 8th streets. From this corner, the tracks ran down the middle of Broad Street to Henry Street, the western boundary of the city, where they turned gradually to the north, through the Carver community. "The operation of steam trains in the middle of Broad Street was objectionable from the beginning. As the street was transformed from a country road to a commercial thoroughfare after the Civil War, merchants and residents became more vocal in their objections. A lengthy controversy

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[2] Richmond New Leader, "River Front Fire 50 Years Ago Destroys Railroad Bridge Here: Disastrous Blaze Attracts Thousands of On-lookers to Sunday Morning Disaster", 6 March 1932.

[3] Griffin 42.

between the city and the railroad was finally resolved in the city's favor when the courts affirmed the validity of a city ordinance banning steam locomotives on Broad Street east of Belvidere."[4] In 1875, the company began to phase out its operations at Broad and 8th streets. In 1879, the company purchased a lot bounded by Broad, Marshall, Hancock and Harrison streets and erected a new freight station fronting on Broad Street, which opened for business on 1 February 1880. This freight station was enlarged in 1884. In 1910, RF&P purchased the adjacent block which was bounded by Broad, Marshall, Harrison, and Norton streets and a second freight station facing Marshall Street was opened for business in 1912. In 1921, a new freight depot was built in this block facing Broad Street. The freight house at Hancock and Broad was abandoned in 1952 and razed in 1973. The freight stations on Marshall and Broad streets were demolished in the 1990s to make room for the expansion of Virginia Commonwealth University.

The earliest, large industry to locate in the Carver community was the Peter Stumpf Brewing Company, owners and operators of the Home Brewery. Prior to 1891, the Home Brewery company was established by John D. Doyle and George C. Guvernator, hotel keepers from Atlantic City, and Ernest Meyer, an experienced German brewmaster from Philadelphia. "These gentlemen were induced to venture upon this enterprise by reason of the demand for beer of home manufacture."[5] Peter Stumpf and his brother, Joseph, purchased the business "together with improvements thereon and appurtenances thereto, including especially the plant thereon established for the purpose of brewing and bottling beer as well as all buildings, fixtures and machinery"[6] on 18 February 1893. At the time of their purchase, the Brewery and Bottling Plant at 1125 West Clay Street (127-5812-002), the office located at 1203 - 1209 West Clay Street (127-5812-003), the stable at 703 - 707 North Harrison Street (127-5812-004) and the building at 715 Norton Street (127-5812-008) were standing. The beer garden that occupied the south side of the block, facing West Marshall Street between Harrison and Norton streets has long since disappeared. Doyle, Guvernator, and Meyer served as directors of the Peter Stumpf Brewing Company. In 1895, the Home Brewing Company was acquired by Fred B. "Fritz" Sitterding, whose descendants operated the company until it closed in 1969. George C.

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[4] Griffin, 57.

[5] Andrew Morrison, editor, *The City on the James. Richmond, Virginia. The Chamber of Commerce Book* (Richmond, Virginia, George W. Engelhardt, 1893) 186.

[6] City of Richmond, Deed Book 148A, 30.

Guvernator served as treasurer for the company under Sitterding's ownership. In 1906, Frederick Sitterding and George E. Guvernator established the Consumer Ice Company and built a plant on their property at 700 North Harrison Street (127-5812-005). From 1916 to 1933, the years of Prohibition which began three years earlier in Richmond than the rest of the nation, the Home Brewery was forced to close. In its place the Sitterding family established the Beaufont Company, Inc. and the Buchanan Spring Company and converted the brewery buildings to the manufacture and bottling of ginger ale and mineral waters. It was during this period, in 1924, that an addition was made to the north end of the stable at 703 - 707 North Harrison Street (127-5812-004) for use as the Beaufont Company garage.

Companies concerned with printing and paper manufacturing developed the 1400 block of West Marshall Street. The Baughman Stationary Company (127-5812-012) built a factory at 1418 - 1428 West Marshall Street in 1903. The company was founded in 1861 by Charles C. Baughman, but his first place of business was destroyed in the Evacuation Fire. In 1866 he associated with his father, George and brothers, Greer and Emilius to form Baughman Brothers, Stationers and Printers. The business was later reorganized as Baughman Stationery Company. The company was known for the manufacture of fine stationery. They were also paper dealers, book binders and printers. The 1924 city directory lists the building as vacant and from 1928 to 1939 it was used as a warehouse by the Pin Money Pickles Company. In 1906, Eagle Paper Company built the first of two plants at 1402 - 1408 West Marshall Street and in 1912 they built a second plant at 1400 West Marshall Street (127-5812-011). The two buildings were linked by bridges on the third and fourth floors. Eagle Paper Company manufactured paper bags and printed wrapping paper and they were wholesale distributors of paper. They also operated a twine factory at their West Marshall Street location. In 1923, Eagle Paper Company was reorganized as the Republic Paper Company and was out of business by 1924. From 1924 to 1935, the two Eagle Paper company buildings were either vacant or had short term tenants. In 1935, Friedman-Marks, "one of the Nation's largest makers of men's medium priced suits ... and a pioneer in the assembly-line method of making clothes"[7] occupied the building at 1402 - 1408 West Marshall Street In 1940, Friedman-Marks expanded into the building at 1400 West Marshall Street (127-5812-011). Friedman-Marks occupied these buildings until 1968 when they closed their five Richmond plants and moved to a new manufacturing facility in Henrico County. After being purchased by New York-based Rapid-America Corporation, Friedman-Marks closed it Henrico County plant in 1975.

[7] Richmond Times Dispatch, 24 August 1966.

Jefferson Clothing, an off-shoot of Friedman-Marks, took possession of the Baughman Stationery building (127-5812-012) in 1945 and operated a retail establishment at this location until the 1990s. Jefferson clothing demolished the building at 1402 - 1408 West Marshall Street in 1987 to create a parking lot. Cusson, May and Company (127-5812-013), printers of calendars, blotters and labels, established their factory at 715 - 721 Bowe Street in 1921 and operated at this location until the 1980s. In recent years the building has been converted to condominium loft-spaces.

Tobacco manufacturers contributed three major buildings to the Carver Industrial district. In 1906, the American Tobacco Company built a large warehouse (127-5812-014) at 700 - 900 Bowe Street. American Tobacco Company, the manufacturer of Pall Mall and Lucky Strikes brand cigarettes, was founded in 1890 by James B. Duke. The formation of the company was the result of the merger of five leading cigarette manufacturers, including Allen and Ginter. The company was so large by 1913 that the Federal government, under anti-trust legislation, broke American Tobacco into four smaller companies – American Tobacco, R. J. Reynolds, Lorillard, and Liggett & Myers. In 1988 American Tobacco closed the last of its processing plants, leaving Philip Morris as the only cigarette maker in the city. Export Leaf Tobacco Company, a wholly owned subsidiary of British American Tobacco Company, was incorporated in 1912 in New Jersey. In 1929, after operating a plant in Richmond for a number of years, the company moved to Richmond. Export Leaf Tobacco built a manufacturing plant (127-5812-015) at 900 North Lombardy Street in 1915 and an office building (127-5812-016) at 1601 West Leigh Street in 1969. While less than fifty years old the Export Leaf Tobacco office building (127-5812-016) adds much to the architectural quality of the district and should be made contributing when it is old enough.

W.S. Gunn and Company, a coal and lumberyard, occupied 1300 West Marshall Street from 1915 to 1921 when it was replaced by W. E. Seaton and Sons, suppliers of coal and wood. In 1924, Tomlinson, Plumbing and Heating Supplies (127-5812-009) constructed a building at this location. The building now occupied by VASCO has been so heavily altered that it no longer contributes to the architectural character of the district. Chewning and Sherman, another coal supplier occupied the western end of the block from 1921 to 1926. A prefabricated metal building erected in the 1980s by Henley Enterprises, Inc. (127-5812-010) now occupies the former location of Chewning and Sherman at 1328 West Marshall Street. The Henley Enterprises, Inc. building (127-5812-010) does not contribute to the architectural character of the district. A related industry to the coal and lumberyards is the Saunders Oil Company (127-5812-006) built in the 1930s at 1200 West Marshall Street. Another plumbing supply business, Haines, Jones and Cadbury Company (127-

5812-007) built their offices and retail center at 1208 West Marshall Street in 1926. The Hajoca Corporation, another plumbing supply company occupied the building from 1931 to the 1960s.

The Virginia Railway and Power Company was founded in 1909 by Frank Gay Gould, a shrewd New York financier, and his sister, five years after their plan to build a railroad from Richmond to Ashland failed to materialize. "Their goal was to acquire major Richmond and Tidewater railway and related companies, which, in turn, would provide light and power, operate street railways, and distribute manufactured gas."[8] In 1913, the company's headquarters moved from the corner of Seventh and Main streets, to its new twelve-story "skyscraper" at the corner of Seventh and Franklin streets. The Virginia Railroad and Power Company, substation, 1120 West Clay Street (127-5812-001) was built around 1915. In 1925, Gould sold his interest in the company to Stone and Webster and the name was changed to Virginia Electric and Power Company. The name was changed in 1985 to Virginia Power.

Another interesting business that was located in the Carver district is the Pin Money Pickles Company. In 1872, Ellen Thompkins Kidd began the business in her home at 716 East Leigh Street using an old family recipe. In 1910, the Pin Money Pickles factory was built at 1500 West Marshall Street. The home grown company soon evolved into a business that grossed over $500,000 annually. Mrs. Kidd died at the age of 80 in 1932. In 1950, the company moved to Gloucester County and the factory was torn down to make room for a parking lot.

Over the years, key buildings in the Carver Industrial Historic District have been demolished – Eagle Paper, Pin Money Pickles and R,F&P depots and warehouses. Today others stand vacant. The railroad tracks that once served the area have been removed and none of the original industrial concerns remain. Despite these negative trends, there are thriving businesses in the district and two of the buildings have been adapted for residential use. Virginia Commonwealth University is completing two large buildings that face on Broad Street and back up to the district. VCU has plans for other buildings on Broad and they are working with the Carver community to develop a plan for the future of the neighborhood. The driving force behind this National Register Nomination has been the desire to take advantage of the state and federal rehabilitation tax credits for the

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[8] Harry M. Ward, *Richmond: An Illustrated History*, (Northridge, CA: Windsor Publications, Inc., 1985), 385.

renovation of a key building in the district. The incentive of the tax credits and sensitive planning by VCU and the community could lead to the revitalization of this area and the productive reuse of buildings that now stand vacant.

Major Bibliographical References

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Carver Industrial Historic District
Richmond (Independent City), Virginia

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
5	18	283480	4158890	6	18	283510	4158920
7	18	283550	4158880	8	18	283460	4158750
9	18	282980	4159130	10	18	283160	4159350

Verbal Boundary Description

The southern boundary of the Carver Industrial Historic District runs west down the center of West Marshall Street and the RF&P train tracks from the eastern edge of parcel number N000-0466-038 to the western edge of parcel number N000-0827-030. The boundary then extends north along the western edge of parcels numbered N000-0827-030 and N000-0827-021 to the center line of Leigh Street. From this point, the boundary runs east along the center line of Leigh Street to the center line of Bowe Street, then south along the center line of Bowe Street to the intersection with the northern edge of parcel number N000-0615-038/040/041. The boundary then follows the northern and eastern boundaries of said parcel to the center line of the alley between West Clay and West Marshall Streets. The boundary then runs east along the center line of said alley, to the center line of Norton Street, then north to the center line of West Clay Street, then east to the center line of North Harrison Street, then north to the intersection with the northern edge of parcel number N000-0467-024. The boundary then follows the northern and eastern boundaries of parcel number N000-0467-024. The boundary then crosses West Clay Street and follows the eastern boundary of parcels number N000-0466-001 and N000-0466-038 back to the center line of West Marshall Street.

These boundaries encompass all of the following parcels as designated by the Assessor of the City of Richmond:

N000-0466-001, 038
N000-0467-024
N000-0516-001, 002, 005, 008
N000-0571-019
N000-0615-021, 030, 038, 040, 041
N000-0671-002
N000-0827-021, 030

Boundary Justification

The boundaries for the Carver Industrial District were selected because they encompass the majority of the remaining large scale, late-nineteenth and early-twentieth century industrial buildings which dominate the western edge of the predominately residential Carver community. The northern and eastern edges are clearly delineated by the juxtaposition of industrial buildings and residences. The center line of West Marshall Street was selected as the southern boundary because of the predominance of early-twentieth century industrial buildings on the north side of the street. The south side of West Marshall Street is dominated by open land and two, large, new buildings being constructed by Virginia Commonwealth University. The western boundary was also determined by the introduction of large-scale, new construction, in this case, the terminal and garage for the James River Bus Company. The center line of Leigh Street was selected because the south side of the street is occupied by early-twentieth century industrial buildings and the north side is dominated by large institutional buildings, namely Maggie Walker High School, residences and Moore Street Baptist Church.

Carver Industrial Historic District
Richmond (Independent City), Virginia

DHR #	Property Description	Owners Name & Address
127-5812-001	1120 W. Clay Street N000-0467/024	Virginia Electric and Power Co. P. O. Box 26666 Richmond, VA 23261
127-5812-002	1115-1125 W. Clay Street N000-0466/001	New Clay House Limited Partnership 1115-1125 W. Clay Street Richmond, VA 23220
127-5812-003	1201 - 1217 W. Clay Street 720 N. Harrison Street N000-0516/001	James R. and Margaret A. Stallings 3007 Hawthorne Avenue Richmond, VA 23222
127-5812-004	703 N. Harrison Street N000-0466/038	Saunders Oil Company, Inc. 1200 W. Marshall Street Richmond, VA 23220
127-5812-005 127-5812-006	700 N. Harrison Street 1200 W. Marshall Street N000-0516/005	Saunders Oil Company, Inc. 1200 W. Marshall Street Richmond, VA 23220
127-5812-007	1208 W. Marshall Street N000-0516/008	Brandywood, LLC c/o Clean Fuel Inc. 1208 W. Marshall Street Richmond, VA 23220
127-5812-008	1219 - 1229 W. Clay Street (Incl. 715 Norton Street) N000-0516/002	Saunders Oil Company, Inc. P O Box 27586 Richmond, VA 23261
127-5812-009 127-5812-010	1300 W. Marshall Street (Incl. 1328 W. Marshall Street) N000-0571/019	Virginia Automotive Service Cooperative, Inc. 1300 W. Marshall Street Richmond, VA 23220

Carver Industrial Historic District
Richmond (Independent City), Virginia

DHR #	Property Description	Owners Name & Address
127-5812-011	1400 W. Marshall Street N000-0615/021	Richmond Metropolitan Habitat For Humanity, Inc. 520 North Boulevard Richmond, VA 23220
127-5812-012	1418 W. Marshall Street N000-0615/030	Sgt. Santa of Richmond, Inc. 1418 W. Marshall Street Richmond, VA 23220
127-5812-013	715 - 719 Bowe Street N000-0615/038	Kent F. Ipsen 715 Bowe Street The Chadwick Condo, Unit 1 Richmond, VA 23220
	N000-0615/040	Myron Helfgott 715 Bowe Street The Chadwick Condo, Unit 2 Richmond, VA 23220
	N000-0615/041	Chadwick Associates 715 Bowe Street The Chadwick Condo, Unit 3 Richmond, VA 23220
127-5812-014	800 Bowe Street N000-0671/002	BSA Corporation 1506 Bloomfield Road Richmond, VA 23225
127-5812-015	900 N. Lombardy Street N000-0827/030	Amerco Real Estate Co. c/o U-Haul Co. of Tidewater VA PO Box 29046 Phoenix, Arizona 85038
127-5812-016	1601 W. Leigh Street N000-0827/021	Virginia Union University 1500 N. Lombardy Street Richmond, VA 23220

The following items of information are common to all photographs:

NAME OF PROPERTY: Carver Industrial Historic District
LOCATION: Richmond, VA
NAME OF PHOTOGRAPHER: Kimberly M. Chen
LOCATION OF NEGATIVES: Department of Historic Resources, Richmond, Virginia

1 of 13
View: Virginia Railway and Power Company Substation, 1120 West Clay Street
Date: November 1998
Negative Number: 17260

2 of 13
View: Peter Stumpf Brewing Company/Brewery & Bottling Plant, 1203-1209 West Clay Street
Date: November 1998
Negative Number: 17260

3 of 13
View: Haines, Jones & Cadbury, 1208 West Marshall Street
Date: November 1998
Negative Number: 17260

4 of 13
View: VASCO (Tomlinson Heating and Plumbing Supplies), 1300 West Marshall Street, looking northeast **(noncontributing building)**
Date: November 1998
Negative Number: 17260

5 of 13
View: Henley Enterprises, Inc., 1328 West Marshall Street **(noncontributing building)**
Date: November 1998
Negative Number: 17260

6 of 13
View: General view 1400 block of West Marshall Street, looking northeast
Date: November 1998
Negative Number: 17260

7 of 13
View: General View, 700 black Lombardy Street, looking northwest
Date: November 1998
Negative Number: 17260

Carver Industrial Historic District
Richmond (Independent City), Virginia

8 of 13
View: Export Leaf Tobacco Corporate Headquarters, 1601 West Leigh Street, **noncontributing building**
Date: December 1998
Negative Number: 17261

9 of 13
View: General View, 700 block Bowe Street, looking northwest
Date: December 1998
Negative Number: 17261

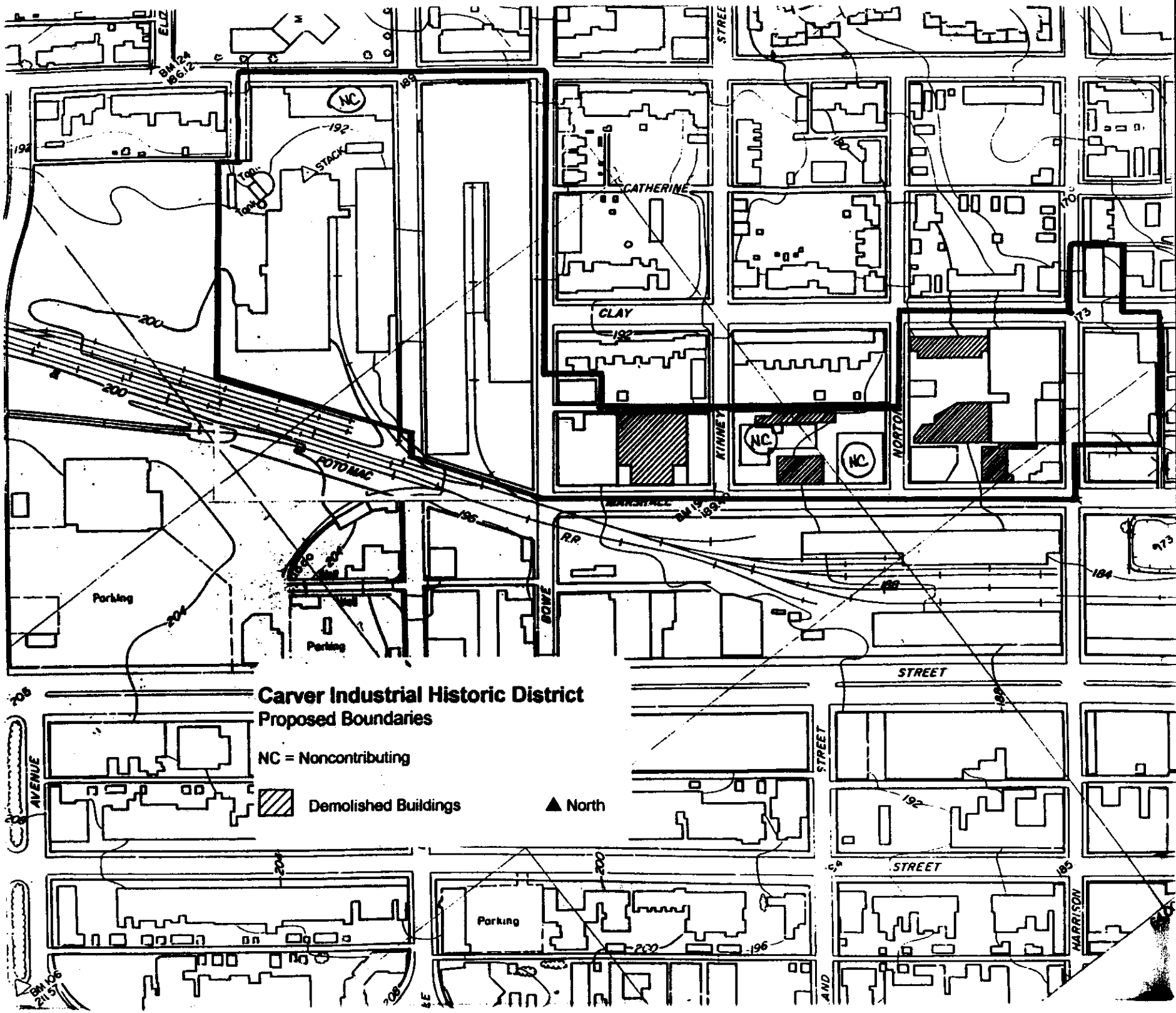
10 of 13
View: General view, 700 Bowe Street, looking northeast
Date: December 1998
Negative Number: 17261

11 of 13
View: General View, 1200 block West Marshall Street, looking west
Date: December 1998
Negative Number: 17261

12 of 13
View: General View, Corner of West Marshall and Harrison Streets, looking northeast
Date: December 1998
Negative Number 17261

13 of 13
View: General View, 1200 block West Clay Street, looking southwest
Date: December 1998
Negative Number 17261

Jefferson High Sch
Richmond Home for Boys
Radio Tower (WWR-TV)
Junior Academy
Church Home
Battle Abbey
Confederate Soldiers Home
Virginia Museum
Field
Luther Memorial Sch
Childrens Hospital
Hospital
VIRGINIA UNION UNIVERSITY
RICHMOND
VIRGINIA COMMONWEALTH UNIVERSITY
Monroe Park
The Mosque
Boat Lake
Reservoir
Swan Lake
Carillon
Maymont
HOLLYWOOD CEMETERY
JAMES
Westover Hills
Westover Hills Sch
Carter Jones Park
Reedy


Carver Industrial Historic District
Proposed Boundaries
NC = Noncontributing
Demolished Buildings
North
CATHERINE
CLAY
KINNEY
NORTON
POTOMAC
BOWE
STREET
AVENUE
HARRISON
STACK
Parking
NC