



**5. Classification****Ownership of Property** (Check as many boxes as apply)

private  
 public-local  
 public-State  
 public-Federal

**Category of Property** (Check only one box)

building(s)  
 district  
 site  
 structure  
 object

**Number of Resources within Property**

Contributing	Noncontributing	
<u>5</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>6</u>	<u>0</u>	Total

**Number of contributing resources previously listed in the National Register** 0

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

**6. Function or Use****Historic Functions** (Enter categories from instructions)

Cat: <u>INDUSTRY</u>	Sub: <u>Manufacturing Facility</u>
<u>INDUSTRY</u>	<u>Industrial Storage</u>
<u>DOMESTIC</u>	<u>Institutional Housing</u>
<u>TRANSPORTATION</u>	<u>Rail-related</u>

**Current Functions** (Enter categories from instructions)

Cat: <u>INDUSTRY</u>	Sub: <u>Industrial Storage</u>
<u>TRADE</u>	<u>Specialty Store</u>
<u>WORK IN PROGRESS</u>	
<u>VACANT</u>	
<u>TRANSPORTATION</u>	<u>Rail-related</u>

**7. Description****Architectural Classification** (Enter categories from instructions)

Georgian Revival  
20<sup>th</sup> Century Industrial Vernacular  
Art Deco

**Materials** (Enter categories from instructions)

Foundation	<u>Concrete</u>
roof	<u>Built-up</u>
walls	<u>Brick, Concrete/Stucco</u>
other	<u>n/a</u>

**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.)

- 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

INDUSTRY

COMMERCE

SOCIAL

**Period of Significance** 1916-1958

**Significant Dates** 1918-1920, 1925, 1936, 1956

**Significant Person** (Complete if Criterion B is marked above) N/A

**Cultural Affiliation** N/A

**Architect/Builder** Stanhope S. Johnson, Johnson & Brannan, Pendleton S. Clark, Clark & Crowe,

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

## 9. Major Bibliographical References

(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

- [x] State Historic Preservation Office
[ ] Other State agency
[ ] Federal agency
[ ] Local government
[ ] University
[ ] Other

Name of repository: Virginia Department of Historic Resources

10. Geographical Data

Acreeage of Property 16.88 acres

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

Table with 8 columns: Zone, Easting, Northing. Rows include coordinates for zones 1, 2, 3, 4, 5, 6, 7, 8.

[ ] 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 Emmett W. Lifsey, AIA, Principal W. Scott Smith, Consultant
Organization Calloway, Johnson, Moore & West, PA date 8 June 2008
street & number 1030 Main Street telephone 434-847-6564
city or town Lynchburg state Virginia zip code 24504

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
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.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 7 Page 1

---

**NARRATIVE DESCRIPTION**

**Summary**

The proposed district encompasses approximately seventeen acres within the City of Lynchburg between Kemper Street, Campbell Avenue, Twelfth Street, and Fifteenth Street. Today, the proposed district consists of two primary clusters of light industrial buildings, which are bisected by a Norfolk Southern rail line. The building cluster that exists on the north side of the rail line includes the Loft Building, Jobbers Overall Company Suspender Factory, and the Blue Buckle Overall Company building. These structures are surrounded by asphalt parking lots. On the southeast side of the buildings, a wooded area buffers the district from the Lynchburg Expressway (U.S. 29 Business). Kemper Street serves as the district's northeast boundary, across which can be found a number of commercial, residential, and religious uses which primarily date to the second and third quarters of the twentieth century.

Twelfth Street, along with the Greater Lynchburg Transit Company (formerly Lynchburg Traction & Light Company) compound, serves as the district's northwestern border. The Norfolk Southern rail line, which runs through the district, is partially sunken beneath the grade of the rest of the district, and is surrounded by thick vegetation.

The second cluster of buildings (including the Jobbers Overall Company Main Plant along with the Jobbers Overall Company Dormitory) is located on the southwestern side of the rail line. These buildings are also primarily surrounded by asphalt parking lots. Campbell Avenue is the southwestern boundary of the district, and a series of late nineteenth and early twentieth century dwellings line the opposite side of the street. A modern retail grocery store as well as a wholesale and retail electric supply company delineate the southeastern boundary.

Development of industrial infrastructure in the area took place in two primary phases. The first spanned from 1916 through 1925, and most of the buildings in the area were constructed during this time, including the Jobbers Overall Company Main Plant (118-0094), Jobbers Overall Company Dormitory (118-0082), Jobbers Overall Company Suspender Factory (118-0246), and the Loft Building (118-5290). The second major building phase occurred during the 1930s and 1950s, when the bulk of the Blue Buckle Overall Company facility at 1415 Kemper (118-0247) was constructed.

Today, the proposed district looks very similar to its appearance circa 1950, save the deterioration of some buildings, removal of railroad sidings, and the growth of trees along the rail line.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 7 **Page** 2

---

**Inventory Summary**

1. Jobbers Overall Company Main Plant. 1918, 1919. (DHR #118-0094, DHR #118-5292-0001). Contributing Building
2. Jobbers Overall Company Dormitory. c. 1919. (DHR #118-0082 DHR #118-5292-0002). Contributing Building
3. Jobbers Overall Company Suspender Factory. c. 1920. (DHR #118-0246, DHR #118-5292-0003). Contributing Building
4. The Loft Building. 1925. (DHR #118-5290, DHR #118-5292-0004). Contributing Building
5. Blue Buckle Overall Factory. 1936. (DHR #118-0247, DHR #118-5292-0005). Contributing Building
6. Norfolk & Southern Rail Line. (DHR#118-5292-0006). Contributing Structure.

<b>RESOURCE NAME:</b>	<b>Jobbers Overall Company Main Plant</b>
LOCATION INFORMATION:	1900 Twelfth Street UTM Zone: 17S E 0663131 N 4140911
ARCHITECTURAL STYLE:	Early 20 <sup>th</sup> Century Industrial Vernacular
FUNCTION:	INDUSTRIAL: Manufacturing Facility (current: INDUSTRY: Storage)
ESTIMATED DATE:	circa 1918, 1919
ARCHITECT:	unknown
DESCRIPTION:	

Also known as the Craddock-Terry Company Fort Hill Plant, the first two blocks of this massive, three-block structure were constructed in 1918, with the remaining block (closest to the railroad) built in 1919. Constructed wholly of concrete, the building rises three stories above Campbell Avenue, and has at least one basement level below. The structure consists of three blocks measuring approximately 190' by 60' connected by 60' by 60' hyphens. The entire building measures approximately 190' by 290'.

The Twelfth Street facades of the three main blocks are each three bays wide, with a primary entrance located in the center bay of the southernmost block (at the corner of Twelfth and Campbell). Nine bays of large multi-paned steel windows run the length of the building along Campbell Avenue. Originally, many of these windows were shaded by fabric awnings. The interior spaces of the structure are supported with round reinforced concrete columns with conical capitals. Identified by the Sanborn Insurance Company as one of the few "fireproof" buildings in the area, the structure featured a 20,000 gallon water tower elevated 30 feet above the roof. In case of fire, the water, with considerable head pressure, would charge the building's sprinkler system. The all-concrete construction ensured that if the building were to catch fire, the only items that would burn would be the inventory, equipment, and furniture, leaving the structure sound.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 7 **Page** 3

---

The first floor corner of the building closest to the intersection of Twelfth Street and Campbell Avenue served as the Central Plant Office. The corner of the building opposite this, adjacent to the Lynchburg & Durham Railroad facilities, housed the heater room and coal room. A concrete masonry unit building to the rear (southeast) of the main structure was built before 1950, and served as the factory’s finishing and packing facility. This structure is connected to the main factory by a hyphen. A frame garage, which held eight automobiles (presumably for upper level management) was also located to the rear of the building, but was demolished after 1950. In 1971, two major additions were constructed that filled the two courtyard-like spaces on the rear (southeast) façade of the building.

DHR ID#: 118-0094, 118-5292-0001

**1 CONTRIBUTING BUILDING**

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**RESOURCE NAME:** **Jobbers Overall Company Dormitory**  
**LOCATION INFORMATION:** 1300 Campbell Avenue UTM Zone: 17S E 0663175 N 4140798  
**ARCHITECTURAL STYLE:** Georgian Revival  
**FUNCTION:** DOMESTIC: Institutional Housing (current: COMMERCE: Specialty Store)  
**ESTIMATED DATE:** circa 1919  
**ARCHITECT:** unknown  
**DESCRIPTION:**

This building is currently occupied by the Barker-Jennings Corporation, but was built between 1918 and 1920 as the “Martha Washington Dormitory” for the employees of Jobbers Overall Company.<sup>1</sup> The front (south) façade of the brick (five course common bond) Georgian Revival structure runs approximately 300’ along Campbell Avenue between Thirteenth and Fourteenth Streets, and consists of a twenty seven bay façade. Each end of the front façade is marked by a projection that is one bay deep and three bays in width. The central seven bays of the front façade project by approximately two feet (a later, architecturally sympathetic, addition of a stair tower to this center section adds an additional projection that is three bays wide and two bays deep). Most windows on the front façade are six over six sash, but the height of the windows diminishes with each story of the building. The three projecting sections feature eight over eight sash, which also diminish in height. A large, concave cornice caps the building. The brick structure consists of a concrete foundation, full basement, and pine and maple flooring over steel beams. In 1970, 1975, and 1981 the Barker-Jennings Corporation made several metal-clad additions to the rear of the building.

DHR ID#: 118-0082, 118-5292-0002

**1 CONTRIBUTING BUILDING**

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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 7 Page 4

**RESOURCE NAME:** Jobbers Overall Company Suspender Factory  
**LOCATION INFORMATION:** 1417 Kemper Street UTM Zone: 17S E 0663460 N 4140827  
**ARCHITECTURAL STYLE:** 20<sup>th</sup> Century Industrial Vernacular  
**FUNCTION:** INDUSTRY: Manufacturing Facility (current: COMMERCE: Specialty Store)  
**ESTIMATED DATE:** circa 1920, Additions 1953  
**ARCHITECT:** Pendleton S. Clark (1953 addition)  
**DESCRIPTION:**

This complex was constructed circa 1920 as two separate buildings, which were later joined via two brick hyphens. Both buildings are constructed of brick, and the easternmost structure features a four bay façade on the front (Kemper Street) façade, while the westernmost building displays a six bay façade. Each building rises two stories above Kemper Street, with two basement levels below. The easternmost building is covered by a pair of hipped roofs, and the other a long gable roof. Both roofs are obscured from view by parapet walls, which are capped by terra cotta tiles. A later (1953) four story addition (concrete masonry units faced in brick) projects from the southeastern end of the westernmost building, and wraps around the rear of the other structure. The workspaces within the building are well-lit by large steel windows.

**DHR ID#:** 118-0246, 118-5292-0003

**1 CONTRIBUTING BUILDING**

**RESOURCE NAME:** **The Loft Building**  
**LOCATION INFORMATION:** 1401 Kemper Street UTM Zone: 17S E 0663337 N 4140893  
**ARCHITECTURAL STYLE:** 20<sup>th</sup> Century Industrial Vernacular  
**FUNCTION:** INDUSTRY: Manufacturing Facility (current: Vacant)  
**ESTIMATED DATE:** 1925  
**ARCHITECT:** Stanhope Johnson & Ray Brannan  
**DESCRIPTION:**

The Loft Building, located at what is now designated as 1401 Kemper Street in Lynchburg, Virginia, is an excellent example of industrial architecture of the third decade of the twentieth century.

Rising four stories above grade, the L-shaped building measures approximately 90 by 200 feet, and displays many characteristics that are typical of “loft” buildings of the period. These structures, as opposed to mills, are typically multistory, urban industrial buildings with open expanses of generic (non function-specific) space. Staircases, elevators, and service rooms were generally located in adjoining towers, so that the actual workspace of the building would not be



**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 7 Page 5

---

compromised by clutter, circulating workers, or even fire.<sup>2</sup>The exterior shell of the building consists of regular, extruded brick laid in five course common bond pattern, and rests on a poured concrete foundation. A partial basement, containing remnants of a boiler, occupies the southwestern corner of the building.

The south façade, which faces the railroad and presents the most uniform appearance, displays seven bays consisting of two pairs of 24-pane steel windows on each level, separated by brick pilasters. The symmetry of the façade is only interrupted by the presence of a chimney on the building's southwest corner, which necessitated the installation of a 36-pane window instead of the last pair of 24-pane sash. The headers above the fourth floor windows are of brick, and feature a three-step corbel. Headers above the windows of the lower three stories consist of bricks arranged in a soldier course. The northern façade faces Kemper Street, and is the most irregular of the four faces of the building. The western side of this façade is broken by an ell that projects towards Kemper Street, which contains the elevator and stair shafts. Thus, this section has few windows.

The Loft Building's office lies at the eastern end of the structure. Like other manufacturing offices of the period, it adds to the architectural refinement of the industrial building.<sup>3</sup>The office was probably built in the 1930s after the City of Lynchburg abandoned a portion of what would have been Fourteenth Street, thus creating room for the addition of the one story brick structure. The front façade of the office utilizes elements found on the rest of the building, including brick pilasters and a heavy cement water table, but joins them with a stepped parapet wall along the roofline to create an Art Deco feel to the building. The three bay façade consists of a pair of 21-pane windows on each bay, and wooden double entry doors in the center. These doors are each pierced by a four pane window, and additional light is brought into the interior hallway via a refined transom.

The roof of the building is somewhat unusual for Lynchburg industrial buildings of this period. It has a very shallow pitch, with an off-center gable. The roof structure itself consists of the same thick tongue-and-grooved boards that make up the floor structures below. The ceiling beams, which are visible from the interior, project outside and act as purlins. These heavy purlins present a simple but tasteful chamfered end, which gives character to the otherwise simple roof.

DHR ID#: 118-5290, 118-5292-0004  
**1 CONTRIBUTING BUILDING**

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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 7 **Page** 6

---

**RESOURCE NAME:** Blue Buckle Overall Factory  
**LOCATION INFORMATION:** 1415 Kemper Street UTM Zone: 17S E 0663409 N 4140885  
**ARCHITECTURAL STYLE:** Art Deco, 20<sup>th</sup> Century Industrial Vernacular  
**FUNCTION:** **INDUSTRY:** Manufacturing Facility (current: Work in Progress)  
**ESTIMATED DATE:** 1936, 1956  
**ARCHITECT:** Pendleton S. Clark (1936 construction)  
**DESCRIPTION:**

This sprawling complex covers almost 1.5 acres of land, and consists of multiple building phases. The oldest, and most architecturally significant, section probably dates to approximately 1936. The 280' by 90' manufacturing area is noted on a Sanborn Insurance map as being the "Shipping Room" and "Overall Factory" of the Blue Buckle Overall Company. This one story structure is illuminated by a long rectangular clerestory, which runs the length of the building's roof. Two smaller clerestories provide light and ventilation to the additions of the building.

A smaller two story structure attached to the eastern side of the shipping room has one basement level below, and is constructed of brick laid in the five course common bond pattern. This is identified on the Sanborn Map as being the office, and it features a stylistic art deco entry, with two columns flanking a pair of partially glazed doors.

A major 125' by 200' addition was added to the western side of the main building circa 1956, and another multi-story addition was added to the southeastern side of the office at about the same time.

**DHR ID#:** 118-0247, 118-5292-0005

**1 CONTRIBUTING BUILDING**

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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 7 **Page** 7

---

**RESOURCE NAME:** Lynchburg & Durham (Norfolk & Southern) Rail Line  
**LOCATION INFORMATION:** 12<sup>th</sup> Street between Kemper Street and Campbell Avenue  
UTM Zone: 17S E 0663304 N 4140888  
**ARCHITECTURAL STYLE:** n/a  
**FUNCTION:** Transportation: Rail-related  
**ESTIMATED DATE:** Before 1887  
**ARCHITECT:** n/a  
**DESCRIPTION:**

In May of 1887, construction began on the Lynchburg & Durham Railroad, which spanned the 115 miles between the two cities by September of 1890. This line bisects the proposed Kemper Street Industrial Historic District. The first station built on this rail line was the Twelfth Street Station, a small board and batten-clad structure located on Twelfth Street between Campbell Avenue and Kemper Street. By 1898, the Norfolk & Western Railroad acquired the assets of the Lynchburg & Durham Line. A photo taken during a 1917 railroad valuation survey shows that the station was a combined freight and passenger facility, and that it possessed a cattle pen. The area surrounding the station was full of multiple track sidings (which were undoubtedly used by the Jobbers Overall Company and other area industries). An early deed involving the Jobbers Overall Company Main Plant building even mentions a rail siding entering the building on its northeast corner, permitting rail cars to be easily loaded with goods and shipped to distant customers. The station closed and was demolished shortly after a 1958 photo was taken.<sup>4</sup> The Southern Railway line that serves the Kemper Street Station still operates as a double track today, but the Norfolk & Western line was removed sometime after a U.S. Geologic Survey topographic map was produced in the 1960s.

DHR ID#: 118-5292-0006

**1 CONTRIBUTING STRUCTURE**

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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 8

---

**NARRATIVE STATEMENT OF SIGNIFICANCE**

**Summary**

Following Reconstruction, Lynchburg, unlike other Southside towns and cities, began to diversify its economy with the aid of local money as well as investors from other regions of the country. The last two decades of the nineteenth century brought major manufacturers of iron products, cloth, clothing, and shoes. The Kemper Street Industrial Historic District encompasses the core of a manufacturing area devoted primarily to clothing and shoes that developed in the early twentieth century as Lynchburg's initial commercial and industrial districts (downtown and the lower basin) reached capacity. The proposed district covers approximately seventeen acres, and consists of five building complexes bisected by an active Norfolk & Southern rail line. Architectural styles range from industrial vernacular of the early twentieth century to high order Georgian Revival, and construction techniques include modern "fireproofing" that was coming into vogue in the first quarter of the century. A unique component of the development of the land included in the district boundaries is the activity of the Lynchburg Industrial Development Corporation, a private organization dedicated to selling land to "start up" businesses, and the spawning of the Lynchburg Manufacturers Building Corporation, which constructed a generic "loft" building speculatively. The Kemper Street Industrial Historic District represents a significant part of Lynchburg's commercial, industrial, and social past (Criterion A), and is an excellent example of the development of modern light industrial architecture in the region (Criterion C).

The period of significance (1916-1958) includes all major phases of development and construction within the district. The majority of property acquisition for the purpose of industrial development began in 1916 and halted by 1918. By 1918, the first major buildings had been constructed, and the building campaign in the district continued through 1956 (when a major addition to the Blue Buckle Overall Company was made). While additions to contributing structures continued in to the 1980s, they have not achieved historical significance, and are not architecturally significant under current guidelines.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 9

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### Historical Context

By the second decade of the twentieth century, Lynchburg was well on its way to becoming a diversified manufacturing city. Lynchburg's manufacturing industries produced more than \$15,000,000 in finished products each year, employed approximately 7,000 workmen, and was home to about 650 travelling salesmen employed by the community's booming jobbing industry. The Lynchburg Chamber of Commerce proudly announced that, among other things, Lynchburg produced more shoes than the rest of the South combined.<sup>5</sup>

As the City's manufacturing base expanded, the downtown and lower basin districts could no longer contain the buildings necessary to support the rapidly growing economy. Real estate development for industrial purposes had already moved up the James River to buildable areas along the railroad, mainly at Reusens. Of course, industry preferred to locate along rail lines, and developers began to eye property to the south of downtown, along the former Southern Railway line. With the development of the West Lynchburg Land Company property in the 1890s, this area was growing quickly, creating need for two train depots to be built. Southern Railway's Kemper Street Station was built in 1912, which complemented a small Lynchburg & Durham Railroad<sup>6</sup> Station on Twelfth Street between Kemper Street and Campbell Avenue (demolished) that was built before 1889.<sup>7</sup>

### The Campbell Avenue Buildings

In December of 1916, the Jobbers Overall Company purchased most of blocks 1 and 2 of J.P. Shaner's estate, which was a section of what was known as the "Fair Grounds Addition" to the City of Lynchburg. These lots occupied the north side of Campbell Avenue, between Twelfth and Fourteenth Streets.<sup>8</sup> Shortly thereafter, Jobbers Overall Company, which touted itself as the "largest manufacturers of overalls in the world," constructed the massive "Main Plant" at the corner of Twelfth and Campbell (118-0094), followed by the Dormitory (118-0082) for workers, which fronted Campbell Avenue. Jobbers Overall Company, Inc. began as Jobbers Overall Manufacturing Company, Inc. in 1909. In 1911, company officers Alfred C. Barrow (President & Treasurer) of Lynchburg, H.C. Barrow (Vice President) of Blackstone, and H.O. Brightwell (Secretary) also of Blackstone, removed the word "manufacturing" from the company's name, and, more significantly, moved the company's office to Lynchburg.<sup>9</sup> The next year, they proudly advertised their presence in Lynchburg by purchasing a full-page advertisement in the Lynchburg City Directory, showing a photograph of their first

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 10

---

facility at the corner of Twelfth Street and Buchanan Street (this building is near, but not included in the proposed district).

Of all of the buildings in the immediate vicinity of the proposed district, the Main Plant is the only one identified by the Sanborn Insurance Company as “fireproof.” While the designers of this (and the Dormitory building) are unknown at this time, they utilized state of the art reinforced concrete construction to create a building that would be designated by insurance companies as “fireproof.” The non-flammable building materials combined with metal clad doors that could slide closed at a moments notice and a sprinkler system that was charged by a water tower on the structure’s roof created a low-risk environment for the production of goods.

The ornate Georgian Revival architecture of the adjacent Martha Washington Dormitory building presents a sharp contrast to the austere façade of the Main Plant. Because the Dormitory served in its intended role for such a short period of time (perhaps five years at the most), little is known about how the building operated. It is clear that the structure was designed with a residential feel...reminiscent of large apartment buildings of the period. While other large industries, such as the nearby Lynchburg Cotton Mill constructed single family houses or duplexes for workers, this is the only known high-density facility for housing factory employees to be constructed in Lynchburg.

In addition to providing short-term lodging for its workers who travelled into Lynchburg from the surrounding countryside, Jobbers Overall Company participated in other trend-setting labor practices. Beginning in 1919, the company advertised in the *Machinists’ Monthly Journal* (the “official organ” of the International Association of Machinists) stating the expected claims about product quality, including slogans such as “strong-for-work” and “the Blue Buckle label spells more wear-service and more comfort through big, generous roominess!” However, what may not be expected in this period is the company’s explicit connection between the quality of its products and the manner in which it treated its employees. A December, 1919 advertisement exclaims that “You get the finest workmanship in Blue Buckles because we engage only skilled Union workers on a 44-hour week under ideal working conditions.” A few months later, a similar display advertisement suggests that customers who purchase Blue Buckle Overalls buy into more than just a garment...they buy into an ideal: “A 44-hour week, ideal working conditions, and square dealing with employees guarantee loyalty to the Blue Buckle ideal—the finest work-rig in America!”

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 11

In 1920, the National Civic Federation made a report on profit sharing by American employers. In it, company President A.C. Barrow reported that,

"Under our profit sharing plan we do not distribute any money among our employees until the last of the year; therefore it is too early to tell you what our results will be for this year. We have changed our plan somewhat, and during the past year gave our employees life insurance policies and weekly sick benefits, but still expect to distribute a part of our earnings among our employees on a payroll basis. For instance, the employee whose pay has been highest during the year will receive a larger percentage of the profits, owing to the fact that this employee has produced more work, and our profit on her production being greater she is therefore entitled to a higher rate."<sup>10</sup>

Interestingly, Barrow makes specific reference to his employees being women. The garment industry is one of the first where women were encouraged to work. Even if jobs were not intended for women, they probably took them over during World War I. Historian Philip Lightfoot Scruggs noted that "...in Lynchburg there were no true war boom industries. Existing ones operated full time and overtime and many women were employed to replace men. A truly conservative urban community does not let anything destroy its conservatism."<sup>11</sup> In June of 1918, The News announced that "Lynchburg banks have been forced to employ women to take the place of men who have gone to war." A few days later, it reported that twenty girls between the ages of seventeen and twenty had volunteered to work at the Jobbers Overall Factory.<sup>12</sup>

While the life insurance plans, sick benefits, and cost sharing plans may have been good for the employees, the company may have suffered because of it. In May of 1921, Jobbers Overall Company was bankrupt, and at a public auction held in October of that year, the Old Dominion Garment Company purchased the "factory and dormitory buildings" along with the "plumbing, heating, ventilation, communicating, and automatic sprinkler" equipment.<sup>13</sup> Old Dominion Garment Company was led by R.H. Pritchett (President), P.S. Adkerson (Vice President & Treasurer), and M.E. Hickey (Secretary).

In 1922, the Old Dominion Garment Company, Inc. is listed as occupying these two buildings. Beginning in 1923, Craddock & Terry Shoe Corporation took over the building at Twelfth Street and Campbell Avenue, which it bought for \$350,000 in July <sup>14</sup>, designating Jobbers' "Main Plant" as their "Fort Hill Plant" and the "Dormitory" as their "Central Cutting Plant."<sup>15</sup> Two years later, the Lynchburg City Directory indicated that Craddock & Terry had, in addition to its

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 12

---

Campbell Avenue facilities, locations at Ninth & Jefferson Streets, Commerce Street, and off of Park Avenue at Craddock Street (its “West End” Plant). By the 1920s, Craddock & Terry was known as the largest shoe manufacturer in the South, and the fourth largest in the United States.<sup>16</sup>

John W. Craddock’s December 1920 Annual Report gives a glimpse into progressive human resources policies that were being explored by Craddock & Terry. Craddock noted that “practically every employee at that time [the company’s incorporation in 1898] was given an opportunity to buy stock in the company,... ..This policy of stock ownership by employees has been continued and extended from time to time, with the result that at this time something over 200 employees of the company are common stock holders.” Earlier in the document, he noted that the company employed about 2,500 people, with all but about 500 being engaged in the production of shoes.

Craddock then stated that it was impractical for the company to extend the privilege of buying common stock to the “factory productive employees” to any considerable extent, and that Craddock & Terry had recently provided a means by which its factory employees could purchase shares of preferred stock on an “easy payment plan” and that over 140 employees had taken advantage of the opportunity the previous year.

Employees who had worked for the company for six months or more were given group insurance (with coverage between \$600 and \$1,500) at the expense of the company. An “Employees Co-operative Association” had been formed, and the corporation matched employee contributions to its fund. Amongst other activities, the Association had a “Shop Committee” which served as a communication connection between the management and the factory employees. In the 1919 and 1920 fiscal years, the company “agreed to try out a Profit-Sharing Plan...” which distributed approximately \$150,000 to 860 of Craddock & Terry’s productive factory employees. The company also contributed a similar amount which was divided amongst the superintendents and foremen in the factories and all of the employees in the three jobbing houses. Craddock noted that the results of the “experiment” were mixed, and that “in view of the unfavorable and uncertain business conditions now prevailing, the Company will reach no definite decision as to its future policy...” until after the beginning of the next business year.

A 1925 publication of the Campbell County School Board reported that the Craddock & Terry Company operated two distributing houses, four factories, and a central fitting plant in Lynchburg; one distributing house, two factories, and a leather plant at St. Louis, Missouri; a distributing house, factory, and tannery in Milwaukee, Wisconsin; and a factory at



**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 13

---

the town of Louisiana, Missouri. It had recently taken over the George D. Witt Shoe Company, and the company manufactured shoes worth \$12,300,000 in Virginia alone.

In 1930, Craddock-Terry Shoe Corporation reported that it had seen a profitable year in 1929, employing 3,494 men and women. In its annual report, the company surmised that if each employee had two dependents, more than a quarter of Lynchburg's population was directly dependent on Craddock-Terry for their livelihood.<sup>17</sup> However, as the Great Depression began to settle over Lynchburg, the corporation announced a ten percent reduction in workers' wages, a fifteen percent reduction in middle management salaries, and a twenty percent reduction in the compensation for its officers and directors.<sup>18</sup>

By 1937, the outlook for Craddock-Terry Corporation had improved somewhat, and the company presented its employees with ten percent raises, and reported earnings of \$260,000 for the previous year. In August, the company, in a celebratory spirit, sent 4,000 of its employees and their families on a train excursion to Lakeside Amusement Park in Salem. In 1939, company President John A. Faulkner reported that "one-third of the city lives on Craddock-Terry wages," which was an increase from the previous decade's already impressive numbers.<sup>19</sup>

During World War II, many of Lynchburg's factories operated around the clock, and local products such as clothing and Craddock-Terry shoes were used by the United States military.<sup>20</sup> By October of 1941, Craddock-Terry was producing 26,000 boots and shoes per day, and most of them went to the military. By the 1950s, the company began suffering the impacts of inexpensive foreign imports. Also experiencing trouble was nearby Consolidated Textiles, which closed in 1957, after being in business for seventy three years. However, the decade brought major employers of skilled laborers and professionals: the Babcock & Wilcox Company (a nuclear power plant manufacturer), and General Electric's mobile communications division<sup>21</sup>. Lynchburg worked to diversify its economy while changes in world economics continued to hurt old-line industries like Craddock-Terry. In the late 1980s, the company went into bankruptcy, but was reorganized due to the involvement of community leaders such as Progress Printing's Thomas D. Thornton, II, who purchased Craddock & Terry's assets.<sup>22</sup> Today, Craddock & Terry's Fort Hill Plant is owned by Liberty University, and is used for storage.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 14

---

The Old Dominion Garment Company continued its overall manufacturing operations in the former “Dormitory” building at the corner of Campbell Avenue and Thirteenth Street through 1925. By 1930, the facility was occupied by the Bedford-Johnson Company and the Cleveland & Whitehall Company<sup>23</sup>, both clothing manufacturers. Bedford-Johnson was led by Harry S. Johnson (President) of New York, Andrew S. Webb (Vice President) of Philadelphia, Oliver R. Kreutz (Treasurer) of New York, and Robert C. Atherholt (General Manager) of Lynchburg. The firm defaulted on a deed of trust, and the property was transferred to Claude B. Wagoner (President of Bellefonte Central Railroad in Pennsylvania) to hold in trust for Charles J. Webb & Sons Co., Inc. In the meantime, the building was occupied from 1933 through 1950 by the Art Nitewear Company (operated by Frank and Jack Feldman).

After a default on a United States Small Business Administration loan, the property was transferred to the ownership of the Administrator of the Small Business Administration in 1965, and then to Imperial Realty Corporation the following year.<sup>24</sup> In 1966, the downtown headquarters of the Barker-Jennings Corporation burned, and the firm, under the presidency of O.B. Barker, Jr., purchased the building on 1 January, 1967. Today, The Dormitory is still owned by the Barker-Jennings Corporation, and houses their wholesale and retail hardware business, which, at one time, was the largest in the United States.<sup>25</sup>

### **The Kemper Street Buildings**

On 18 June 1917, the Lynchburg Industrial Development Corporation was formed to create opportunities for local manufacturing interests. The initial officers of the Corporation were wholesale dry goods jobber William J. D. Bell (President), Real Estate Agent Alexander W. Mosby (Vice President), and Chamber of Commerce Secretary Thomas A. Scott (Secretary-Treasurer).<sup>26</sup> On 6 July, the Corporation purchased approximately 5 acres from J. Braxton Jennings (a tobacconist) for \$15,000.<sup>27</sup> This land was bordered on the northeast by Kemper Street and on the southwest by the Southern Railway main line, and was a portion of the nineteenth century estate of Henry Davis (called “Spring Valley”).

In addition to its acquisition in the Kemper Street area, the Lynchburg Industrial Development Corporation purchased a smaller tract of land on Hudson Street, which is located on Fishing Creek, approximately one mile northeast of the Kemper Street site. The Hudson Street tract was also situated on a rail line, and the Industrial Development Corporation fostered the growth of several businesses in three primary buildings, which now house Tri-Tech Laboratories, a fragrance

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 15

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and cosmetic manufacturer. The Corporation did not develop any additional land in Lynchburg, and this is the only known industrial development organization that operated during the proposed district's period of significance in Lynchburg.

The Lynchburg Industrial Development Corporation almost immediately began selling parcels to area companies, including two small tracts at the intersection of Kemper and Fifteenth Streets. In 1920, city tax records indicate that buildings at Kemper and Fifteenth Streets were valued at \$15,000, but that activity was "suspended."<sup>28</sup> The 1920-21 City Directory lists Fritz-Richards Co. Inc. (a shoe manufacturer) and Overall Suspender Co. (part of Jobbers Overall Company) as being the only commercial operations in the immediate area. These businesses occupied the building complex identified as DHR# 118-0246. The Beasley Shoe Company, Lynchburg's second largest shoe manufacturer, took over Fritz-Richards' operation in 1921.<sup>29</sup>

In January of 1925, the Lynchburg Industrial Development Corporation sold a portion of their remaining Kemper Street land to Lynchburg Manufactures Building Corporation, Inc. for the consideration of 74 shares of stock in the latter.<sup>30</sup> The Lynchburg Manufactures Building Corporation, which was formed in June of 1924, had an initial board of directors that consisted of State Senator A.F. Thomas (President), Chemical and Mechanical Engineer William D. Mount (Vice President) and Real Estate Agent Hamner E. Steptoe (Secretary-Treasurer).<sup>31</sup> The Lynchburg Chamber of Commerce's Publication and Advertising Committee's 1925 report entitled, "Lynchburg in Old Virginia: The City of Industry and Opportunity" sheds much light on the Lynchburg Manufactures Building Corporation. The organization's first meeting was held at the Chamber of Commerce office, and its mission was to enact the work that the Chamber had been undertaking for "several years for the erection of an industrial or manufacturers Loft Building."

The board secured the services of prominent area architects Stanhope Johnson and Ray Brannan to design the structure. Johnson had participated in the design of Court Street Methodist Church, and began his career with noted architect Edward Frye. Johnson's next firm, McLaughlin, Pettit, & Johnson, designed Averett College in Danville, and Johnson soon became one of Lynchburg's "most accomplished Georgian Revival architects," according to S. Allen Chambers, Jr., although he branched out into other styles as well, including the modernist of the twenties and thirties. Johnson and Brannan would go on to design Lynchburg's first true skyscraper, the Allied Arts Building on Church Street, in 1929.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 16

---

Johnson and Brannan designed a four story brick building that was proposed to be the first of three units, although the two additional units were never built (this does, however, help explain the building's placement along the railroad tracks, but at considerable distance from Kemper Street, as if the other two buildings would fill the space between the first and Kemper Street). The building was intended to be rented out, either in whole or in sections. Temporary partitions could be erected if a tenant only needed a portion of a particular floor, while still giving access to elevator and toilet facilities.

The Chamber of Commerce description of the Loft Building concluded by stating that, "No pains have been spared to make the design of the building thoroughly modern in every respect and fully equal in point of equipment and convenience to the best and most modern buildings of this type." According to present staff of the Greater Lynchburg Chamber of Commerce, this is the only such project that the organization has undertaken in its one hundred and twenty five year history.

An October 1924 aerial photo of the area shows that construction had not yet begun on this tract<sup>32</sup>, but the 1926 land tax record indicates that a building valued at \$66,700 had been constructed.<sup>33</sup> The 1925 plat created by DeMott & Magruder Engineers made reference to the "Loft Building Co.", and all subsequent references to the building at 1415 Kemper Street (now designated as 1401 Kemper) identify the structure as the "Loft Building."

The N&W Overall Company began manufacturing overalls (probably in Roanoke) for the Norfolk & Western Railroad in 1900 (hence the name<sup>34</sup>). Isadore Sachs, a Russian-born clothing manufacturer, appears in the 1900 census for Roanoke, Virginia. However, the Jewish Publication Society's "American Jewish Yearbook" for 1904-1905 lists him in Lynchburg, care of the N & W Overall Factory. The 1910 census indicates that Sachs was the president of the overall factory, and that his twenty-six year old son Joseph was a cutter there. By 1920, the census shows that Sachs was no longer the head of the N & W Overall Company, but was a retail merchant, which is confirmed in the 1925 city directory, which lists him as owning "Sach's Sample Store, General Merchandise."

The same 1925 Lynchburg Chamber of Commerce report that described the Loft Building in detail also exposed class and race issues that were prevalent in Lynchburg industry during the time. The publication touted that, "practically all of these [Lynchburg workers] are native born whites or Negroes, for labor in Lynchburg is almost 100% American, there being only a small fraction of one percent foreign-born in the city, all of which has been easily assimilated." Even though the city's African-American population was lumped together with its whites in the above statement, the distinction was

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 17

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clarified by stating that the “negro population of Lynchburg has been on the wane during the last decade, and the growth of the city during that time has been almost altogether in whites, so the large bulk of the labor supply in Lynchburg is skilled.” Furthermore, the Chamber classified the area’s labor supply as being higher in character and intelligence than that of other areas. It said that “so called ‘cheaper’ labor may abound in many other cities, consisting of the raw, unintelligent, and inexperienced foreigners who cannot be assimilated or the shiftless, irresponsible negroes.” It is not unthinkable that Russian Jew Isadore Sachs fell from his position as president of N & W Overall Company because of attitudes such as the ones expressed by the Chamber of Commerce’s Publicity and Advertising Committee.

This group also made its feelings known about organized labor in Lynchburg by stating that, “the walking delegate, the labor agitator, the wild eyed bolshevik [sic] and radical have no place in this city for Lynchburg labor is too busy with giving a dollar’s worth of service for a dollar of wage to worry about unions and organizations. There has always existed the most splendid feeling between employers and employees. Lynchburg manufacturers have made this a good place for the factory operatives to live. Lynchburg factories are of modern construction, well lighted and heated and supplied with all conveniences for comfort necessary to modern factory operation.” Certainly, Jobbers Overall Company (which had gone bankrupt by the time of this booklet’s publication) felt otherwise, touting that it’s union workers were the key to quality workmanship.

The N & W Overall Company occupied the Loft Building from 1926 until about 1940, when the Blue Buckle Overall Company took over operations at the Loft Building.<sup>35</sup> A 1927 map indicates that the United Cigarette Machine Company occupied the Loft Building<sup>36</sup>, but no additional historical evidence has been found to corroborate this.

The Loft Building maintained its tax value through 1929, but after the stock market crash that year, the Nation’s economy went into depression, and values began to decline steadily through the 1930s, reaching a low of \$33,000 in 1940. It would be more than a decade after the end of World War II before the value of the structure began to again resemble its pre-Depression amount.<sup>37</sup>

In 1936, the City of Lynchburg marked its sesquicentennial, and published a book touting its past and recent history. It mentioned that the N&W Overall Company had “grown to the point it could establish a branch plant in Jackson,

Mississippi, and this year began construction of a new Lynchburg building.”<sup>38</sup> This building is the core of what is referred to in this application as the Blue Buckle Overall Factory, and the previous statement is corroborated by an aerial

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 18

---

photograph in the book which shows site work being done in that location (between the Loft Building and the Suspender Factory).

The 1936 Lynchburg building was designed by prolific Lynchburg architect Pendleton S. Clark. Clark had previously been involved in construction at Sweet Briar College, and designed portions of Lynchburg’s Presbyterian Orphans Home, Washington & Lee, Lynchburg College, and Mary Baldwin College. Clark was one of the first two registered architects in Lynchburg (following a new law passed in 1920), and was the first chairman of Lynchburg’s Planning Commission, which formed in 1926. N & W Overall Company’s Jackson, Mississippi facility was built in 1928, and was listed on the National Register of Historic Places in 2007.

The Blue Buckle Overall Company was a major employer in Lynchburg during the twentieth century, and was one of the few businesses that consistently sought out female employees. Blue Buckle Overall Company was advertising in communities up to sixty miles away promising good jobs for women. A 1945 *Halifax Gazette* newspaper advertisement made a call for “women to operate sewing machines.” The company boasted that it offered excellent working conditions with steady employment.<sup>39</sup> A Lynchburg & Durham Railroad timetable from 1893 stated that the 61 mile trip from South Boston to Lynchburg’s Twelfth Street Depot was one hour and twenty minutes<sup>40</sup>, which would be a convenient trip for women from the surrounding region to travel into Lynchburg to work for the week while staying with relatives or in boarding houses. Also in 1945, Blue Buckle, along with six other area industries, banded together to form Central Virginia Industries, a non-profit corporation, to “to defend, promote and publicize the principles and objectives of the free enterprise system.”<sup>41</sup>

Two years after World War II ended, Russian-born denim clothing tycoon Solomon Rosenbloom purchased Blue Buckle Overall Company, which employed 800 people at plants in Marshall, Texas and Lynchburg, Virginia. Blue Buckle was one of the largest producers of sportswear and work clothes in the country, and Rosenbloom’s acquisition merged the three major brand names in overalls: Blue Ridge, Blue Buckle, and Blue Jay.<sup>42</sup> In June of 1947, Lynchburg Manufacturers Building, Inc. sold its property to Lynchburg Garment Company, Inc. for \$100,000<sup>43</sup>, which was probably a result of the Rosenbloom purchase.

The 1950 City Directory lists Blue Buckle Overall Company and Blue Ridge Manufacturers at 1415 Kemper Street. The year before, Blue Ridge moved its executive offices from Roanoke to Lynchburg.<sup>44</sup> In 1952, Bibee Grocery Company,

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 19

---

Inc. purchased the building from the Lynchburg Garment Company.<sup>45</sup> Samuel H. Bibee was the President of Bibee Grocery Company, and also worked in the Advertising Department at Craddock-Terry, Lynchburg's premier shoe manufacturer.<sup>46</sup> Bibee owned (under his corporation's name) more than a dozen properties in Lynchburg, and it is likely that 1415 Kemper (now 1401 Kemper) was an investment, rather than a building used by Bibee's grocery business.

Blue Buckle Overall Company continued its presence at the Loft Building through 1960. In 1965, Imperial Reading Corporation, a men's clothing manufacturer, was chartered,<sup>47</sup> and it likely took over Blue Buckle's operations, as Imperial Reading was listed as the tenant at 1415 Kemper Street in 1970.<sup>48</sup>

Bibee Grocery Company sold the Loft Building to David and Shirley Levin in 1977<sup>49</sup>, and by 1980, the building had been re-designated as 1401 Kemper Street and was listed as vacant<sup>50</sup>, which has continued to this day. In 1984, Health-Tex announced that it would acquire Imperial Reading for \$4.85 million<sup>51</sup>, and in February of 1986, Health-Tex announced the closure of its 100,000 square foot Lynchburg plant, which was described as being about 50 years old. This is referring to the Blue Buckle Overall Company facility (118-0247), which dates to 1936.<sup>52</sup>

This complex of early to mid twentieth century manufacturing buildings stands as a reminder of the boom and bust of textile and clothing manufacturing of the upper South in the last century, and as a microcosm of the evolution of Lynchburg's economy from one of trade and tobacco to iron, textile, and shoe manufacturing, to the high technology sectors of electronics, nuclear, pharmaceuticals, healthcare, and finance found in the area today. While other areas of Southside Virginia held onto tobacco and textiles past their peak, Lynchburg was able to diversify its economy to meet an ever-changing local workforce and global market.

The factories of the Kemper Street Industrial District played a significant role in building Lynchburg's economy and workforce. What was rolling pastureland (only bisected by a railroad) less than one hundred years ago was developed to near its maximum usable capacity within about a quarter of a century, and the district boasted some of the largest, most modern industrial buildings seen in the region. The area along Kemper Street is an early example of the work of industrial development corporations that constructed "shell buildings" to house manufacturing tenants (a concept that is generally thought of as a modern one, and is practiced heavily today by local governments and economic developers).

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 8 Page 20

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While poor factory conditions were probably extant (noted photographer of child labor abuses Lewis Hine visited the nearby Lynchburg Cotton Mills [Consolidated Textiles] in 1911), workers on Kemper Street and Campbell Avenue also experienced profit-sharing, employee stock ownership, medical benefits, and sick leave benefits. They produced clothing and footwear to protect those who built and defended the Nation. Women (many for the first time) entered the workforce within this district...first to help save their country, then to help save their households. Indeed, the story of manufacturing and life in Lynchburg, as well as the New South, can be told by examining the Kemper Street Industrial Historic District.

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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** 8 **Page** 21

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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 9, Historic Photos Page 22

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**Attached Historic Photos**

**DHR# 118\_0094**

Kemper Street Industrial Historic District, City of Lynchburg, VA  
Jobbers Overall Company Main Plant & Dormitory, pre-1925 (2 pictures)

**DHR# 118\_0094**

Kemper Street Industrial Historic District, City of Lynchburg, VA  
Jobbers Overall Company Trade Card, pre-1925

**DHR# 118\_0094**

Kemper Street Industrial Historic District, City of Lynchburg, VA  
Aerial Photo by Underwood & Underwood, 1924

**DHR# 118\_0000**

Kemper Street Industrial Historic District, City of Lynchburg, VA  
Twelfth Street Station from the north, 1917

**DHR# 118\_0000**

Kemper Street Industrial Historic District, City of Lynchburg, VA  
Twelfth Street Station from the north, 1958

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

Section 10 Page 23

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**Verbal Boundary Description**

See attached sketch and USGS Topographic Maps for additional detail. The proposed district includes the following tax map parcels within the City of Lynchburg, Virginia: 02707001, 02706001, 02701003, 02701010, and portions of parcels 02701005, 02702003, and 02702002.

This area is bounded by Campbell Avenue on the southwest (the even numbered addresses in the 1200 and 1300 blocks included), Kemper Street on the northeast (the odd numbered addresses in the 1400 and 1500 blocks included), Twelfth Street on the northwest (the even numbered addresses between the Norfolk & Western Railway and Campbell Avenue included), and an imaginary line following the lines of Fourteenth Street in a northeasterly direction until it strikes the property of the Norfolk & Western Railroad, thence following said railroad's line in a southwesterly direction approximately 400 feet, thence in a northeasterly direction along the contemplated lines (sections that were never built) of Fifteenth Street, until said line strikes Kemper Street.

**Boundary Justification**

The proposed boundaries form the core of what was the Kemper Street/Campbell Avenue manufacturing district of the early twentieth century. Other related buildings remain, including an N&W Overall/C.B. Cones & Son Manufacturing building at the corner of Twelfth and Buchanan Streets, and the Virginia Department of Highways maintenance complex (now Glenn A. Trent, Inc.) and Lynchburg Traction & Light Company shops and offices (now Greater Lynchburg Transit Company), both at the corner of Kemper Street and Twelfth Street. However, these buildings either have compromised historic fabric, or cannot be included in the boundaries of the Kemper Street Industrial Historic District without also including a large number of non-contributing properties.

Other historic properties are adjacent to the proposed district, including a number of late nineteenth and early twentieth Century dwellings. However, these properties were generally built before the industrial buildings that are included in the proposed district, and are not directly related to the industrial theme of the district.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Kemper Street Industrial Historic District  
City of Lynchburg, Virginia**

**Section** \_\_\_\_\_ **Photos** \_\_\_\_\_ **Page** 24

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**Photo Captions**

Information Common to All Images

Property Name: **Kemper Street Industrial Historic District**

Town, County, State: **City of Lynchburg, VA**

Date: **All photographs taken March / April 2008**

Photographer: **Jim Dumminger, Amanda Adams, W. Scott Smith (unless noted otherwise)**

Photo Captions:

**Photo 1 of 7**

**DHR# 118\_0082**

Dormitory, South Elevation

**Photo 2 of 7**

**DHR# 118\_0094**

Main Plant, South / West Elevation

**Photo 3 of 7**

**DHR# 118\_0246**

Suspender Factory, North Elevation

**Photo 4 of 7**

**DHR# 118\_0247**

Blue Buckle Overall Factory, North Elevation

**Photo 5 of 7**

**DHR# 118\_5290**

Loft Building, View from Railway

**Photo 6 of 7**

**DHR# 118\_5290**

Loft Building, One-Story Office

**Photo 7 of 7**

**DHR# 118\_0246**

Suspender Factory, Streetscape of Kemper Street looking west