

VLR: 1
 NRHP: 7-2-71
 NHL: 12-22-77
 NHL: 11-11-71

127-186

Form 10-300
 (July 1965)

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Virginia	VLR	01/05/1971
		NRHP	07/02/1971
COUNTY:	Richmond (in cit.)	NHL	11/11/1971
		NHL	12/22/1977
FOR NPS USE ONLY			
ENTRY NUMBER	DATE		

SEE INSTRUCTIONS

1. NAME

COMMON:
 Tredegar Iron Works

AND/OR HISTORIC:
 Tredegar Iron Works

2. LOCATION

STREET AND NUMBER: Bounded on the north by James River and Kanawha Canal, bounded on the south by James River, bounded on the west by Rt. 1 (Rt. 301) and from thence extending 4 mi. eastward.

CITY OR TOWN:
 Richmond

STATE: Virginia CODE: 51 COUNTY: (in cit.) CODE: 760

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify) vacant	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:
 Ethyl - Richmond, Inc.

STREET AND NUMBER:
 P. O. Box 2189

CITY OR TOWN: Richmond STATE: Virginia CODE: 51

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
 City Hall

STREET AND NUMBER:

CITY OR TOWN: Richmond STATE: Virginia CODE: 51

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
 Virginia Historic Landmarks Commission

DATE OF SURVEY: 1969 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
 Virginia Historic Landmarks Commission

STREET AND NUMBER:
 Room 1116, Ninth Street State Office Building

CITY OR TOWN: Richmond STATE: Virginia CODE: 51

STATE: Virginia

COUNTY: Richmond (in cit.)

FOR NPS USE ONLY

ENTRY NUMBER

DATE

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input checked="" type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Vacant and fire-ridden, the several structures that housed the mills and foundries remain in various stages of ruin, and a majority of the large rooms required for the operating of the foundry stand open or partially open to the sky. These large two and three story gable roof structures were constructed of brick laid in American bond. The wall openings were often in the form of a series of round-headed arches. In spite of their strictly functional nature, the use of decorative brick corbeling, lunettes in the gable ends and iron detailing soften the severity of the structures.

SEE INSTRUCTIONS

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Pre-historic | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify)
<u>History</u> |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

STATEMENT OF SIGNIFICANCE

Historians have debated the wisdom of the decision which brought the Confederate capital from the heartland to the periphery of the South during the spring of 1861. The move was inevitable, given the Federal decision to contest Southern Independence by force of arms. The sentiments of the Region notwithstanding, heavy industry was the sine qua non of modern warfare. Richmond, the iron and coal center of the South, was the only truly indispensable city in the Confederacy.

Virginia was a major producer of coal and pig iron during the eighteenth century as readers of William Byrd (Progress to the Mines) and Thomas Jefferson (Notes on Virginia) are aware. Such industries, essentially extractive and technologically primitive, were compatible with a rural and agricultural social order. Existing foundry production was limited to the proverbial swords and plowshares. But an industrial future was predicted, by men like Tench Coxe in 1794, for the seaport at the falls of James River.

Richmond had abundant water power and was adjacent to the major-working-coal fields of America. Access to the sea would be complemented by the James River and Kanawha Canal, which reached to the iron furnaces of the Valley by 1851. By the early-nineteenth century, the city was thriving on the basis of flour mills and tobacco factories, commission-merchant houses and banks, and the coal trade. Two indices of her ante-bellum prosperity were population growth and the many stately residences constructed during that period.

Richmond now had the business acumen and capital, as well as the raw materials necessary to sustain a modern-iron industry. The puddling and rolling mills which rose in the city during the 1830's were a response to the market created by the new railroad industry, as well as the tooling and re-tooling needs of established factories and mills. The Tredegar Iron Works--named for the famous works at Tredegar, Wales--were chartered in 1837.

The Tredegar's rise to preeminence began in 1841, when Joseph Reid Anderson first became associated with the, then nearly bankrupt, company. During a period of severe depression in the American iron industry, Anderson brought Tredegar a measure of prosperity--something which his predecessor as commission-sales agent had been unable to accomplish under more favorable economic conditions. Having no viable alternative, the

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(Continuation Sheet)

STATE Virginia	
COUNTY Richmond (in cit.)	
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ENTRY NUMBER	DATE

(Number all entries)

8. directors permitted him to assume operation of the Works, first as lessee then as owner, in November 1843.

Anderson paid his final installment for the Tredegar in January 1854. The Tredegar Iron Company was then dissolved debt free and with capital remaining for division among the shareholders. J. R. Anderson and Co., the successor firm, was one of the largest and best equipped iron works in America. The Company had the capacity to produce, in quantity, nearly any conceivable type of finish iron -- for peace or wartime use.

In his definitive Ironmaker to the Confederacy: Joseph R. Anderson and the Tredegar Iron Works, Charles B. Dew epitomizes the tragic flaws of Confederate heavy industry: "Beginning as early as 1862, increasingly acute shortages of raw materials and skilled labor cut Tredegar output sharply." Anderson had no native pool of skilled labor to draw upon when foreign and Northern workers withdrew their services. Severe shortages of raw materials -- inevitable once the blockade was effective, given the poorly developed domestic sources of supply and transportation -- kept Tredegar production at, or below, one-third of capacity for most of the War. At that, Anderson & Co. outproduced every northern ordnance foundry except one.

The Company survived the War; but the Works desperately needed to be reconditioned if they were to be of material assistance in the physical reconstruction of the South. Anderson raised desperately needed fluid capital by the sale of coal mines, and ultimately through dissolution of the partnership in favor of a jointstock venture. The Tredegar Company, incorporated in 1867, successfully attracted Northern capital, while Anderson and his old partners retained control of the firm. The company had more than regained its prewar capacity when, during the Panic of 1873, several of its leading rail customers went bankrupt. The railroads which had made the old company now broke the new.

Iron gave way to steel, but the Tredegar, lacking funds, was unable to make the transition. Richmond gave way to Birmingham; Southern industry to Northern capital; the largest industrial plant of the South became a small local concern. The Tredegar remained in operation until fire gutted the old plant in 1952. The firm, still controlled by the descendants of Joseph Anderson, removed to Chesterfield County at that time.

In ruins, the old Tredegar represents not only a nineteenth-century industrial complex, but also a contemporary expression of the Picturesque spirit of that century which thrived on romantic ruins as well as standing structures. The walls which once supported the broad roof spans are now free-standing arcades and their Romanesque manner conjures up the images of a far earlier age. The old Tredegar Works have a tremendous potential as a part of Richmond's redeveloped river front.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Bruce, Kathleen. Virginia Iron Manufacture in the Slave Era, chapters II-III. New York, 1930.
 Condit, William Ward. "Virginia's Early Iron Age" in The Iron Worker, Vol. XXIII (Summer 1959), pp. 1-7.
 Dew, Charles B. Ironmaker to the Confederacy. New Haven, Conn., 1966.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	37 ° 32 ' 12 "	77 ° 27 ' 02 "				
NE	37 ° 32 ' 12 "	77 ° 26 ' 37 "				
SE	37 ° 32 ' 02 "	77 ° 26 ' 37 "				
SW	37 ° 32 ' 02 "	77 ° 27 ' 02 "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 22 ACRES

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

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
 Staff, Virginia Historic Landmarks Commission, James W. Moody, Jr., Director

ORGANIZATION: Virginia Historic Landmarks Commission

DATE: December 18, 1970

STREET AND NUMBER:
 Room 1116, Ninth Street Office Building

CITY OR TOWN: Richmond

STATE: Virginia

CODE: 51

12. STATE LIAISON OFFICER CERTIFICATION

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

National State Local

Name Edw. P. Alexander, Jr.

Title Dr. Edward P. Alexander, Chairman Virginia Historic Landmarks Commission

Date 1/5/71

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST: _____

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

Tredegar
500 Tre
Richmon

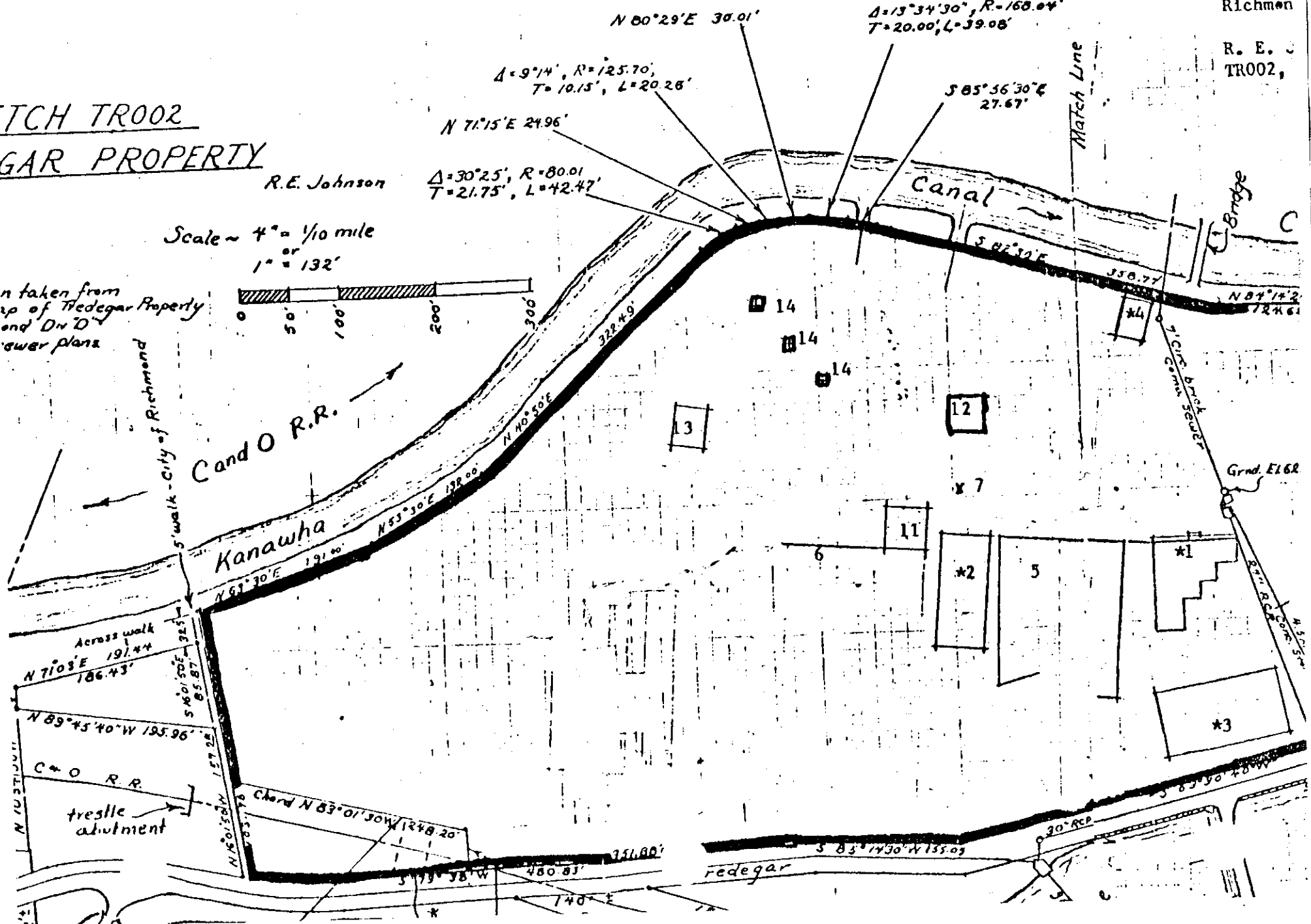
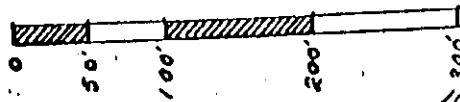
R. E. J
TR002,

TCH TR002 GAR PROPERTY

R.E. Johnson

Scale ~ 4" = 1/10 mile
1" = 132'

n taken from
up of Tredegar Property
and 'D & D'
sewer plans



C and O R.R.

Kanawha

Canal

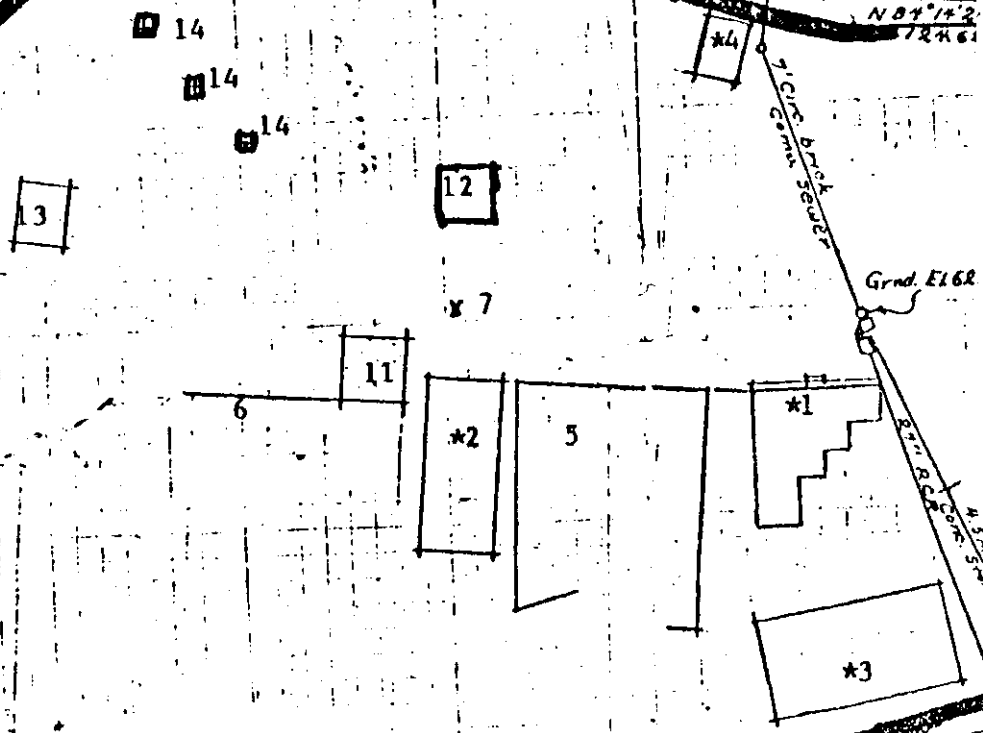
March Line

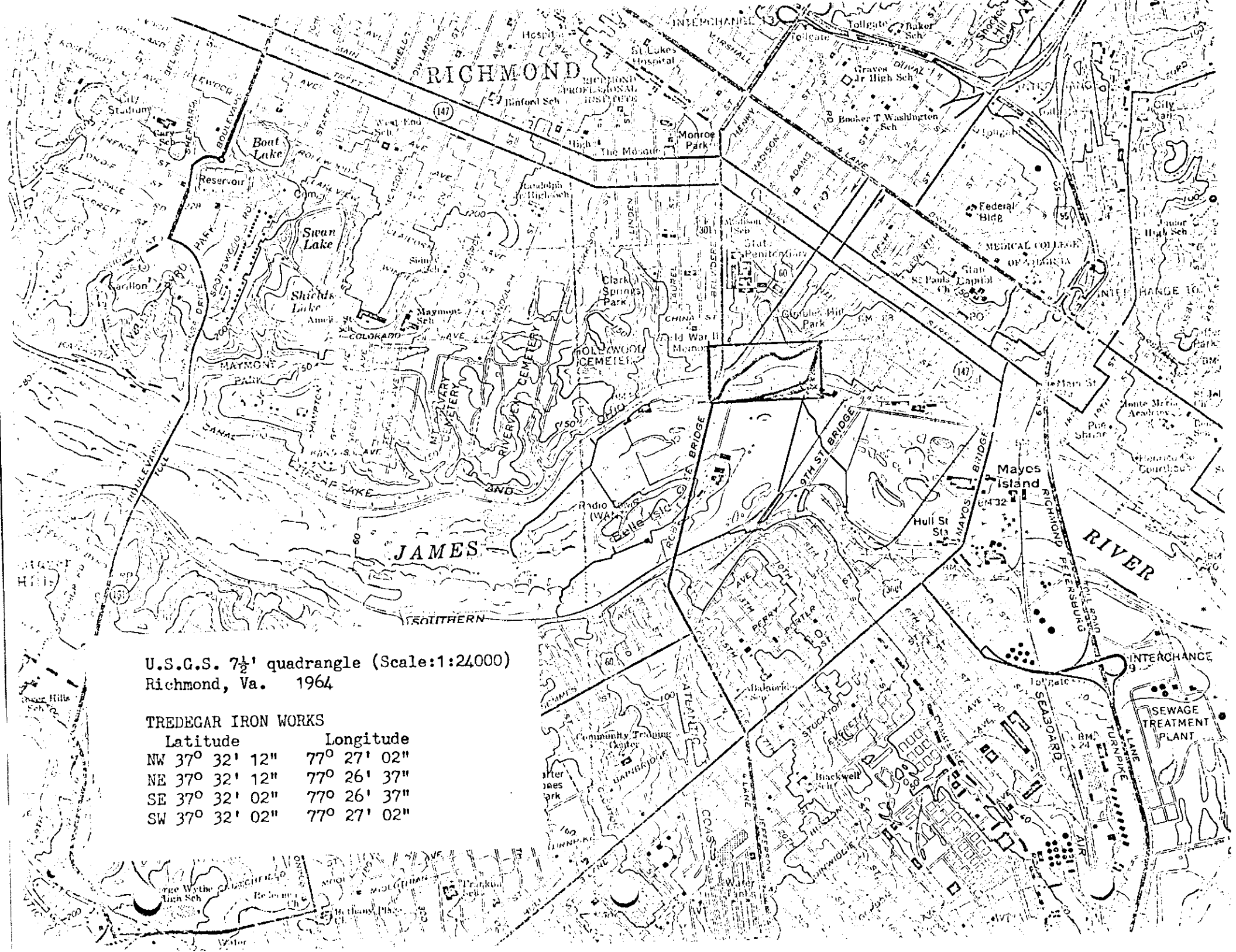
Bridge

Grnd. E162

C & O R.R.
trestle
abutment

Tredegar





U.S.G.S. 7½' quadrangle (Scale:1:24000)
 Richmond, Va. 1964

TREDEGAR IRON WORKS

Latitude	Longitude
NW 37° 32' 12"	77° 27' 02"
NE 37° 32' 12"	77° 26' 37"
SE 37° 32' 02"	77° 26' 37"
SW 37° 32' 02"	77° 27' 02"