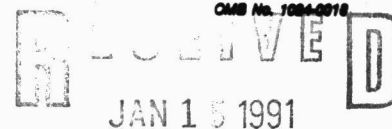


United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration FormNATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name COVINGTON HISTORIC DISTRICTother names/site number DHR File No. 107-25

2. Location

Roughly bounded by the Jackson River, Monroe Ave.,street & number CSX Railroad, and Maple AveN/A ☐ not for publicationcity, town CovingtonN/A ☐ vicinitystate Virginia

code

VAcounty City of Covington

code

580zip code 24426

3. Classification

Ownership of Property

☒ private☒ public-local☐ public-State☒ public-Federal

Category of Property

☐ building(s)☒ district☐ site☐ structure☐ object

Number of Resources within Property

Contributing

109110111

Noncontributing

29 buildings0 sites0 structures0 objects29 Total

Name of related multiple property listing:

N/ANumber of contributing resources previously
listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. 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:)Entered in the
National Register2/21/91

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

see continuation sheet

Current Functions (enter categories from instructions)

see continuation sheet

7. Description

Architectural Classification

(enter categories from instructions)

see continuation sheet

Materials (enter categories from instructions)

foundation see continuation sheet
walls
roof
other

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

ARCHITECTURE

COMMERCE

TRANSPORTATION

Period of Significance

1818-1940

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Bosson, Lord Alfred Charles

Robinson, Charles M.

Wenderoth, Oscar

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

9. Major Bibliographical References

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 # _____

☒ See continuation sheet

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository:

VA Dept. of Historic Resources
221 Governor St., Richmond, VA 23219

10. Geographical Data

Acreage of property 40 acres

UTM References

A 17 588620 4183540
Zone Easting Northing

C 17 588010 4183010

B 17 588590 4182380
Zone Easting Northing

D _____

☐ See continuation sheet

Verbal Boundary Description

The boundary of the Covington Historic District is shown as the dotted line on the accompanying map entitled "Covington Historic District" based on Covington's Tax Parcel Map, 1965 rev.

☐ See continuation sheet

Boundary Justification

☒ See continuation sheet

11. Form Prepared By

name/title Dr. John Kern, Daniel Pezzoni, Roanoke Regional Preservation Office

organization VA Department of Historic Resources date August 29, 1990

street & number 1030 Penmar Avenue, SE telephone 703-857-7585

city or town Roanoke state Virginia zip code 24013

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 6 Page 2

6. HISTORIC FUNCTIONS

DOMESTIC

single dwelling
multiple dwelling
secondary structure
hotel

COMMERCE

professional
financial institution
specialty store
department store
warehouse

SOCIAL

meeting hall

GOVERNMENT

correctional facility
government office
post office
courthouse

EDUCATION

school

RELIGION

religious structure
church-related residence

RECREATION AND CULTURE

theater

LANDSCAPE

park

TRANSPORTATION

rail-related
road-related (vehicular)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 6 Page 3

6. CURRENT FUNCTIONS

DOMESTIC

single dwelling
multiple dwelling
hotel

TRANSPORTATION

road-related (vehicular)

COMMERCE

business
professional
financial institution
specialty store
department store
restaurant
warehouse

GOVERNMENT

city hall
correctional facility
post office
courthouse

EDUCATION

library

RELIGION

religious structure

RECREATION AND CULTURE

theater
museum

INDUSTRY

communications facility

HEALTH CARE

medical business/office

LANDSCAPE

parking lot
park
street furniture/object

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

7. ARCHITECTURAL CLASSIFICATION

Federal
Italianate
Queen Anne
Colonial Revival
Classical Revival
Tudor Revival
Late Gothic Revival
Mission/Spanish Colonial Revival
Bungalow/Craftsman
Moderne
Art Deco
I House
Foursquare

7. MATERIALS

WOOD	METAL	CONCRETE
Weatherboard		
Shingle	STUCCO	CERAMIC TILE
Log		
	TERRA COTTA	SYNTHETICS
BRICK	ASPHALT	Vinyl
STONE	ASBESTOS	
Limestone		
Marble		

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

SUMMARY DESCRIPTION

The Covington Historic District is located in the city of Covington, in Alleghany County, Virginia. The district occupies approximately forty acres and includes most of the original forty-acre town plat. The district is essentially commercial in character and encompasses the principal historic commercial areas of the city located along Main Street and Maple Avenue. Also included within the boundaries are two small residential neighborhoods along Locust and Riverside streets. The historic architectural resources in the district include late-nineteenth- and early-twentieth-century commercial buildings, dwellings ranging in date from around 1820 until 1940, and governmental, educational, religious, industrial, and transportation-related buildings. Roughly three-quarters of the 140 buildings, sites, and structures in the district are contributing.

TOWN PLAT

Covington, Virginia, was laid out on a level terrace at a bend of the Jackson River in 1818. As originally platted, the town occupied a rectangular area of 900' by 1,900' (forty acres) oriented with the long dimension parallel to the river. One hundred and twenty quarter-acre lots were laid out along the town's two principal streets: Water Street (now Riverside Street) and Bath Street (now Main Street). Lexington Avenue, which bounds the original town at its southwest end, corresponds to the preexisting east-west road on which Covington was strategically situated. When Alleghany County was formed in 1822, lots 61, 62, and 63 near the center of the town grid were set aside for the new county's public buildings.

EARLY ARCHITECTURE

Despite the rapid urbanization of Covington during the 1890s and early twentieth century, several buildings dating to the early years of the city's development survive in the heart of the downtown. These early buildings, mostly dwellings and a few commercial establishments, are small in scale and domestic in form and employ traditional materials and construction techniques. Of the four surviving buildings built between the late 1810s and the early 1830s and located in the district, two are of log construction and two are brick. The log buildings include Merry Stand (441 W. Riverside Street), said to have been built around 1817, and the 1825 William Scott House (239 W. Main

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 4

Street).² The brick buildings include the 1824 James Burk House (232 W. Riverside Street) and the Joseph B. Clark House (212 W. Riverside Street) of about 1830.³ Located just outside the district is the Lynch-Damron House (130 W. Riverside Street; formerly known as the Henry Hoke House; VDHR Site No. 107-6), a brick central-passage-plan I house that dates to the second quarter of the nineteenth century with a rear wing that is an earlier frame house which probably dates to the late 1820s. A sixth early building, the recently demolished⁴ Jacob Cunningham House on Riverside Street (107-11), was frame.

The surviving early buildings in the district are for the most part conventional in form and plan. All of them are a full two stories in height. The Scott and Clark houses have central-passage plans. Somewhat unusual is the brick house built by tavern-keeper James Burk in 1824. The Burk House has a side-hall plan and a narrow three-bay street facade that gives it the appearance of a town house, such as would have been built in the populous sections of the more established towns of the period. Riverside Street failed to achieve the density that Burk apparently anticipated, and probably not long after he built his house Burk added a one-story brick wing on the north gable end, creating a less compact massing.

The exterior finishes and detailing of Covington's surviving early buildings are relatively refined. The Burk House in particular has sophisticated features, with Flemish bond brickwork, a dentil cornice, and stuccoed door and window lintels scored in imitation of masonry. The Scott House has beaded⁵ weatherboard siding, as did the now demolished Cunningham House.

Merry Stand, the William Scott House, and the James Burk House have sophisticated Federal-style interior detailing that is remarkably similar from house to house. All three houses have mantels with nearly identical rectangular frieze tablets containing modified sunburst motifs. The mantel pilasters and shelf moldings are subtly varied but are in each case richly embellished. In the Burk and Scott houses the staircases have delicate scrolls under the tread returns; again, this detailing is virtually identical from house to house, although in the Scott House the scrolls continue along the stairwell fascia. The staircases of the Burk and Scott houses also have slender turned newel posts with drops under the second-floor posts. The Burk House and Merry Stand have similar molded door surrounds with

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 5

turned corner blocks. The stylistic similarities that characterize Covington's earliest interiors suggest that they were the work of a single craftsman who may have operated during a brief period in the late 1810s and early 1820s and whose work appears to have been locally restricted to Covington.

LATE-ANTEBELLUM ARCHITECTURE

The Covington taxable town lot lists of 1850 provide information on the extent and character of development in the town at that time. The lots between Riverside Street and the river were nearly all developed. Another concentration of buildings occurred along Main Street around the courthouse, roughly corresponding to Covington's present central commercial district. The area around James Merry's early store at the corner of Riverside and Lexington constituted the least developed section of town in 1850. This was probably due to the abandonment of the Lower Ford at the end of Lexington Avenue in favor of the Monroe Avenue crossing (provided with a bridge by the 1850s), and to a shift in the commercial focus of the town to the area around the county buildings on Main Street following the early 1820s.

A series of maps dating to the late-antebellum period shed more light on the architectural fabric of the town. Covington's population in 1850 numbered roughly 250 free inhabitants, yet a map drawn by Charles B. Shaw of the Virginia Board of Public Works around 1850 shows that the town⁷ was still contained entirely within the original 120 lots. As with the tax records, the Shaw map indicates a concentration of buildings on Main Street, specifically on the 200 and 300 blocks centered on the courthouse. Several houses stood on the northwest side of Riverside Street, which by mid-century had clearly become secondary to Main Street. At the back of the lots on the northwest side of Riverside Street, the Shaw map shows a range of buildings fronting on an alley and the river bank and restricted to the area downstream from the Monroe Street bridge. These buildings, although small, are nevertheless represented as larger than the domestic outbuildings on the map. Their siting by the river suggests they may have been associated with river traffic.⁸

Only two buildings built during the late-antebellum period survive in the district. These are the 1840s Callaghan House (301 W. Main Street) and the 1850s William W. Lawrence House (251 W. Riverside Street). The Callaghan House is a two-story Flemish-bond brick dwelling with an I house form. Located across from

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 6

the courthouse, the Callaghan House probably originally contained shops on the first floor; formerly it had a two-tier front porch. The Lawrence House is a two-story stuccoed frame dwelling with the I house form.

LATE-NINETEENTH AND EARLY-TWENTIETH CENTURY
COMMERCIAL AND INSTITUTIONAL ARCHITECTURE

The major event in Covington's postbellum history was the arrival of the Virginia Central Railroad in 1867. The railroad passed to the east and north of the town, crossing the Jackson River at a point upstream. By 1860, Maple Avenue, one of the town's original cross streets, had been extended southeastward from the town to a point on the line where the depot was afterwards located. During the 1870s a secondary commercial district developed in the vicinity of the depot, and prominent among the buildings built there at that time was the McCurdy Hotel, a large two-story frame building under a hipped roof with multiple gabled dormers. The only building to survive from this early development in the depot vicinity is the 1873 Payne House (127 N. Maple Avenue), a hip-roofed two-story frame house and store with Italianate bracketed cornice.

During the 1890s, as a consequence of Covington's integration into the national rail network through consolidation by the Chesapeake and Ohio, a number of large industries located in and near the town. Industrialization generated growth - Covington's population more than quadrupled during the 1890s - and several new residential neighborhoods were laid out adjacent to the original town. The original town itself was transformed as new commercial, institutional, and residential development took place.

The urbanization of Covington was most apparent on Main Street. Beginning in the 1890s, the small-scale log, frame, and brick buildings of earlier decades were largely supplanted by the contiguous brick and brick-faced buildings that characterize the street today. The earliest surviving commercial buildings are richly ornamented. The Rinehart Building (348-356 W. Main Street) is one of the handsomest of these early commercial establishments. Actually a block of three stylistically unified two-story brick buildings built around 1895, the Rinehart Building has quarry-faced stone quoining, pressed-metal cornices, and coupled windows with pedimented pressed-metal surrounds. Also

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 7

dating to the 1890s are two nearly contiguous two-story, hip-roofed brick commercial buildings at 379-383 W. Main Street and 239 N. Maple Avenue. Like the Rinehart Building, 379-383 W. Main Street employs quarry-faced stone as ornament and also has Queen Anne-style features such as a Palladian window with stained-glass panes in a roof dormer. Other notable brick commercial buildings dating to before 1902 include 368-370 W. Main Street, which has an elaborately corbelled parapet; 204 W. Main Street, which has a rusticated second story and an added third story with round-arched windows; and 215-227 N. Maple Avenue, a relatively utilitarian two-story block extended on the northwest side during the early twentieth century.

Several architecturally sophisticated Neoclassical bank buildings were built in Covington during the 1910s. The best preserved of these are the Covington Savings Bank (also known as the Peoples Bank; 386 W. Main Street) and the Covington National Bank (304 W. Main Street). The Covington Savings Bank is the most imposing building in the district: a four-story high-rise faced with white architectural terra-cotta tiles. Doric pilasters frame the principal entry, which opens into a vestibule with stairs and an elevator to upper-floor apartments. Beyond the vestibule is the bank lobby containing white marble tellers cages and two vaults (one, with a painted door, apparently moved from the original bank quarters across Main Street). The Covington National Bank is a three-story limestone-faced building with large arched lobby windows and carved or cast ornamental panels between upper-story windows.

A less academic neoclassicism expressed in brick characterizes the general run of commercial buildings built on Main Street during the 1910s. Three examples are the I. O. O. F. Building (376-382 W. Main Street), 361 W. Main Street, and 369-375 W. Main Street, all of which share pilastered second-story facades with coupled windows spanned by elliptical arches and fanlights. Not a commercial building per se but designed in a neoclassical idiom is the 1914 Covington Post Office at 211 W. Main Street. The building has an austere pilastered Flemish bond street front and was the work of Washington architect Oscar Wenderoth.

The third and last distinct phase of construction in Covington's downtown took place during the 1920s. This phase was precipitated by a 1917 fire that gutted the majority of the buildings on the southeast side of the 300 block of West Main Street. Two replacement buildings were built by 1920, but the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 8

rest (six in number) were built during the 1920s. The Brook Building (353-355 W. Main Street) and its neighbor on the north-east (343 W. Main Street) are the most elaborate of the group, with ornamental parapet profiles and cast-stone detailing. Other 1920s commercial buildings on the 300 block and elsewhere in Covington use in their construction dark colored, rough textured brick, often forming decorative bonds and patterns. The 1920s also saw the construction of a number of automobile dealerships in the district. Notable among these is the dealership at 229 W. Main Street, where Studebaker and Packard automobiles were sold during the 1920s.

The kinds of changes taking place on Main Street were also occurring in Covington's secondary commercial district on Maple Avenue. During the early twentieth century, the frame commercial buildings of the last third of the nineteenth century were replaced by more permanent and generally larger brick buildings. The largest of these is the 1910 Hotel Collins (116-126 S. Maple Avenue), a three-story building with over fifty rooms. Next to the Hotel Collins is the 1920s Hippodrome Theater (128 S. Maple Avenue), a three-story building with decorative parapet and brickwork and original ticket booth and storefronts. The C&O Railroad also renewed its local building stock during this period. About 1914 the C&O built a Mission-style passenger station between Maple Avenue and the railroad tracks (107-16). This brick building has a ceramic tile hipped roof, large arched lobby door and window openings, and quatrefoil windows under the eaves. Near the 1914 station is a smaller, late-nineteenth-century brick depot with a clipped gable roof and large freight doors surmounted by quarry-faced stone arches. This building may have served as a combination passenger and freight depot until the construction of the 1915 station, and as a freight station only afterwards. Also associated with the railroad is the Hawthorne Street Bridge that carries Hawthorne Street over the railroad tracks a block to the northwest of the depot area (107-7). The Hawthorne Street Bridge is a metal single-truss Pratt bridge that was fabricated by the Phoenix Iron Company of Philadelphia, Pa. at the beginning of the twentieth century.

Increased growth in Covington and in Alleghany County generally led to increased institutional development and the need for improved governmental, educational, and religious facilities. Since the early 1820s Alleghany County's public buildings occupied three lots on the corner of Main Street and Court Avenue in Covington. In 1910 the nineteenth-century brick courthouse on

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 9

the public square was replaced by the present limestone building (266 W. Main Street), which has a massive Doric portico supported by stone columns and was designed by Richmond architect Charles M. Robinson (107-1). Next to the courthouse is the Alleghany County Jail (331 N. Court Avenue), a much altered and expanded brick building that may incorporate the 1890 sheriff's house. Across Main Street from the county buildings is a range of one-story early-twentieth-century law offices with a front porch and decorative parapet brickwork (275 W. Main Street).

Several churches and one school building dating to the late nineteenth and early twentieth centuries are located in the district. The school is the (former) Covington High School (158 N. Court Avenue), a two-story Neoclassical brick building with Corinthian porticos dating to about 1910.¹⁰ The churches include Sacred Heart Catholic Church (255 W. Main Street), which incorporates a late-nineteenth-century Methodist church building; Emmanuel Episcopal Church (100 block N. Maple Avenue), which incorporates a late-nineteenth-century church building into a larger complex of Gothic and Tudor inspiration; First Presbyterian Church (185 N. Maple Avenue), a 1924 brick Neoclassical building with Corinthian portico; an 1896 First Presbyterian Church building remodeled as the 1942 R. M. Loving Funeral Home (350 N. Maple Avenue); and Covington Baptist Church (280 W. Riverside Street), a virtually unaltered brick building dating to 1902 that shows influences from the Gothic and Romanesque styles (107-9).

LATE-NINETEENTH- & EARLY-TWENTIETH-CENTURY DOMESTIC ARCHITECTURE

Covington's domestic architecture of the late nineteenth and early twentieth centuries is essentially conventional in form and detailing yet manifests some purely local characteristics, the trademarks of individual builders. Styles represented in the district include the Italianate, Queen Anne, Craftsman, Foursquare, Tudor, and Colonial Revival. In addition there are many turn-of-the-century houses that are Victorian in character but are not readily ascribable to any stylistic subcategory.

The Payne House (127 N. Maple Avenue) is one of two domestic examples of the Italianate style located in the district; the other is the house located at 157 N. Maple Avenue, which has bracketed and paneled main house and porch cornices. The majority of the houses in the district display later Victorian detailing and massing. The finest of these are the 1895 Virginia

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 10

Payne House (308 W. Riverside Street; 107-10), a novelty-sided two-story frame dwelling with two-story bay window, wraparound porch, and Eastlake inspired cornice brackets; and the 1906 William E. Allen House (332 W. Riverside Street; 107-12), which has a brick first story and a wood-shingled second story.

Most of the generic Victorian houses in the district are located on the 100 and 200 blocks of North Court Avenue and the 200 block of West Locust Street. These two-story frame houses typically have hipped roofs with a prominent asymmetrical front gable embellished with decorative wood shingles or millwork or both. Many have large front parlor windows with fixed upper sashes bordered by small stained glass panes. Parlor windows like these occur on many houses outside the district, and appear to be the trademark of a builder or construction firm active in Covington during the 1890s and possibly the first few years of the twentieth century. Another common feature of Covington's turn-of-the-century houses is an exterior feature of textured stucco, left its original buff color or painted white. All of the houses discussed above are of frame or brick construction, but two houses in the district are constructed of rock-faced concrete block (147 N. Court Avenue and 219 W. Locust Street).

Beginning in the 1910s, houses in the various early-twentieth-century styles appeared in the district. The earliest of these are several Foursquare houses on West Riverside Street. During the 1920s Tudor-style houses and Craftsman-style bungalows appeared. The finest Tudor-style houses in the district were built at 314 and 318 W. Riverside Street and are brick with rough stone accents. Two good examples of the Craftsman style are located at 205 and 209 W. Locust Street. During the 1930s, several brick Colonial Revival-style houses were built on West Riverside Street and North Lexington Avenue.

SUMMARY

The Covington Historic District includes buildings from all periods of the city's development. These buildings are primarily commercial and residential in character, although there are also governmental, educational, religious, and transportation-related buildings. The majority of the buildings in the district, nearly 80 percent, date to the years between 1865 and 1940, the years of greatest growth in Covington. Roughly a third of the buildings built between 1865 and 1940 date to the period 1865 to 1900, a third to the period 1900 to 1920, and a third date to the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 11

1920s and 1930s. Over the entire seventy-five-year period two decades stand out as being especially prolific. Between 15 and 20 percent of all the buildings in the district (consisting mostly of houses) date to the boom decade of the 1890s. Another 15 to 20 percent (mostly commercial buildings) date to the 1920s. About 5 percent of the resources in the Covington Historic District date to the antebellum period; only about 15 percent of the buildings in the district date wholly to the period after 1940.

The high percentage of contributing buildings in the district reflects the fact that much of downtown Covington's historic fabric is still intact. Most commercial buildings retain their original upper-story street fronts, although most street level storefronts have been altered, and few historic commercial interiors survive. At the larger scale of the street and block Covington's commercial districts preserve considerable integrity, with virtually no gaps left by demolition and few modern intrusions. The character of Covington's streetscapes has changed over the years - North Maple Avenue was once lined by trees that are now gone - but some historic landscaping survives. Until the early twentieth century the area adjacent to the depot received heavy use and was left open and unpaved. With the construction of the new C&O Passenger Depot and the Hotel Collins in the 1910s, this area was planted with trees and ever since has had a park-like character.

The two small residential neighborhoods in the district, located along Riverside and Locust streets, have changed little since the end of the historic period, in part because they have continued in their traditional residential roles, and in part because more recent residential development has occurred on the outskirts of the city. The Locust Street neighborhood has only lost a few houses over the past fifty years. The older Riverside Street neighborhood has fared less well, with some parking lots appearing along its length, but fortunately these are small and discontinuous, and with the several small scale modern commercial and professional buildings on the street they have not destroyed the historic character of the neighborhood.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 12

FOOTNOTES

1. This discussion of historic architectural resources in Covington is derived principally from two sources: the 1979 architectural survey of Alleghany County, Covington, and Clifton Forge undertaken by David Edwards of the Virginia Historic Landmarks Commission; and an architectural survey of downtown Covington undertaken in 1986 and 1987 by volunteers with the Alleghany Historical Society.
2. Another early log building in Covington, no longer extant, stood on the 100 block of West Main Street. As illustrated in Gay Arritt's Historical Sketches of the Alleghany Highlands, this was a large two-story, v-notched building that is said to have served as Covington's first courthouse in 1822 and later as a church and Masonic hall.
3. Historical photographs show a no longer extant brick building that may have been a contemporary of the Burk and Clark houses that stood at the north corner of Main and Maple. The two story, gable-roofed, house-like building had a molded brick cornice, gauged brick jack arches over the first-story door and window openings, and a front entry with paneled jambs. The building was owned by merchant Andrew Fudge in 1850.
4. There may be another building in the district that contains early antebellum fabric: the altered two-story hip-roofed building at the corner of Main and Court (239 W. Main Street). According to Gay Arritt, in Historical Sketches of the Alleghany Highlands, the building was built as a store by William Scott and William Kyle in 1823. However, the lot appears vacant on the 1850 Shaw map of Covington, and 1850 tax records do not indicate any improvement on the lot (Nevertheless, it is odd that prime commercial real estate directly across from the courthouse should have been left undeveloped.). The building first appears in graphic sources on "Gray's New Map of Covington" (ca. 1880) and is labeled "J. A. McClung Store." It is conceivable that the building was moved to the lot between 1850 and 1880 and represents an older structure.
5. As shown in historical photographs, the frame portion of the antebellum Skeen's Tavern at the west corner of Main and Maple also had beaded weatherboard siding.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 13

6. The interiors of the frame and later brick sections of the Lynch-Damron House (located just outside the district) have Federal-style detailing unlike that of Merry Stand and the Burk and Scott houses. The few surviving early-nineteenth-century farmhouses in the vicinity of Covington display plainer and more vernacular Federal detailing than that appearing in the 1820s houses in Covington. A good example is the interior of the Charles Dressler House of circa 1820 located about three miles north of the Covington Historic District on the Jackson River (VDHR Site No. 03-100).
7. 1850 U. S. Census population schedules for Alleghany County. According to Joseph Martin, in A New and Comprehensive Gazetteer of Virginia, in 1835 Covington contained fifty dwellings. The town contained forty-three houses on two streets in 1855, according to Gay Arritt, in Historical Sketches of the Alleghany Highlands. The Shaw map shows several farms, including Rose Dale (VDHR Site No. 03-10), in the immediate vicinity of Covington.
8. The buildings portrayed on the Shaw map are not represented on "Gray's New Map of Covington" of about 1880; however, few auxiliary buildings appear anywhere on the Gray's map. The first Sanborn Map Company map of Covington, dating to 1895, and all successive Sanborn maps and historical photographs show numerous one- and two-story auxiliary buildings lining Merry Lane (the alley between Riverside Street and the river). The function and appearance of some of these buildings are known. A two-story weatherboarded building that stood at the back of 322 W. Riverside Street is labeled as a tannery on the 1895 Sanborn map. This particular building does appear on the Gray's map on property belonging to J. L. Pitzer. In the 1850 census, John L. Pitzer is listed as a tanner. Presumably the tannery standing on the lot in 1895 (or a similar antecedent) stood there in 1850 and is one of the buildings shown on the Shaw map. Other artisans lived on Riverside Street during the antebellum period, and their workshops may be represented on the Shaw map. Many of the backyards of the lots on the northwest side of Riverside Street and much of the riverbank appear to be undisturbed and may be rich in archeological remains associated with early Covington.
9. A third Covington bank dating to the period around 1920 is the Citizens National Bank at 246 W. Main Street beside the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 14

courthouse square. In historical photographs this building appears to have had Neoclassical styling similar to the Covington Savings Bank. The Citizens National Bank was designed by New York City architect Lord Alfred Charles Bosson. Citation: John Wells, unpublished research on Virginia architects. The building was remodelled during the third quarter of the twentieth century and lost its historic character.

10. Prior to the construction of the building at 158 N. Court Avenue, the Covington High School occupied a large two-story frame building built in 1894 at the south corner of Court and Locust. In 1916 the frame building was razed to make way for the Jeter Elementary School, a large two-story Neoclassical brick building on a rusticated raised basement that was probably the work of the same architect who designed the high school at 158 N. Court Avenue. The Jeter Elementary School was demolished in the early 1970s and the site is now occupied by the Mid City Mall Parking Lot. These changes are discussed in Gay Arritt's Historical Sketches of the Alleghany Highlands.
11. One large parking lot that has adversely affected the historic character of the district is the block-long lot that replaced the Jeter Elementary School on Locust Street. However, the creation of this lot, which serves the 300 block of Main Street, relieved parking pressures that may otherwise have led to demolition on Main Street. Another large lot is located at the center of the block bounded by Court, Locust, Maple, and Hawthorne. Several houses formerly stood on Locust Street at the main entrance to this lot, but otherwise the area occupied by the lot always had an open character and may have served as playing fields for the nearby Jeter Elementary School and Covington High School.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 157. DESCRIPTIONARCHITECTURAL INVENTORY

Properties in the inventory are organized alphabetically by street and numerically by address. Entries list the name of the property, the date or date range of construction, basic architectural features (style or form, story height, construction material and exterior finish, roof type, etc.), and pertinent historical data. The designation "(SM)" following a date or date range indicates that the dating is based on an examination of the Sanborn Map Company maps for Covington. These maps were printed in 1895, 1902, 1907, 1913, 1920, and 1930 (the 1930 corrected version of the 1926 map). The Virginia Department of Historic Resources site numbers for properties that have previously been surveyed are included in parentheses at the end of each entry. Following each entry is the designation "CB" or "NB", for the status of each building as either a "contributing building" or a "noncontributing building". One property (a bridge) is designated "CS" for "contributing structure", and another (a park) is designated "CSITE" for "contributing site".

Other abbreviations used in the inventory include:

N. = North	St. = Street
E. = East	Ave. = Avenue
S. = South	c. = century
W. = West	ca. = circa
	e. = early

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 167. DESCRIPTION - Architectural InventoryN. COURT AVE.100 Block

- ✓ 102: Office. Ca. 1900. 1-story, frame (weatherboard), gable roof, side porch. This building served as town offices during the early 20th c. CB
- ✓ 105: Building. 1913-20 (SM). 2-story, brick (7-course American bond), with 1-story front office wing. This building may originally have served as an automobile repair garage. CB
- ✓ 108: Building. late 19th / early 20th c. 1-1/2 story, frame (weatherboard, stucco), gable roof. This building may be railroad related. It was moved to the site after 1930. CB
- ✓ 131: House. 1920s. 2-story, brick (stretcher bond), hipped roof, 2-tier back porch. CB
- ✓ : Storage Building. 4th 1/4 20th c. 1-story, concrete-block, gable roof. NB
- ✓ 137: House. 1905-13 (SM). Victorian, 2-story, frame (asbestos shingle), hipped roof, reworked 1-story front porch, modern attached garage. CB
- ✓ 140: House. late 19th c. Victorian, 2-story, frame (stucco), gable roof, 1-story ell, 1-story front stoop, 2-story front bay window, bracketed cornice. CB
- ✓ 141: House. 1905-13 (SM). Victorian, 2-story, frame (stucco), hipped roof, enclosed 1-story front porch. CB
- ✓ 147: House. 1905-13 (SM). 2-story, rock-faced concrete block, hipped roof, 1-story wraparound porch. CB
- ✓ 151: House. 1905-13 (SM). Queen Anne, 2-story, frame (weatherboard), hipped roof, 1-story wraparound porch, turret, 2-story rear wing with 2-tier side porch. CB

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 17

- ✓ 158: (Former) Covington High School. 1907-13 (SM). Neo-classical, 2-story on rusticated raised basement, brick (stretcher bond, light gray), hipped roof, monumental Corinthian porticos, modillion cornice. The building is now the Covington City Hall. CB

200 Block

- ✓ 203: Building. 1907-13 (SM). 2-story, brick (stretcher bond). CB
- ✓ 207: House. late 19th c. Victorian, 2-story, frame (weatherboard), hipped roof, 1-story front porch, stained-glass front parlor window. CB
- ✓ 209: House. late 19th c. Victorian, 2-story, frame (novelty weatherboard), hipped roof, 1-story front porch, stained-glass front parlor window. CB
- ✓ 221: Payne Building. 1925. 2-story, brick (7-course American bond, decorative accents), mansard awning. CB
- ✓ 222: Building. 1913-20 (SM). 2-story, brick, high parapet, mansard awning, modernized first-floor facade and upper-story fenestration. During the 1920s this building contained a dry cleaners on the first floor. CB
- ✓ 228: Building. ca. 1900. 1-story, brick or brick veneer (stretcher bond), segmental-arched door and window openings. CB
- ✓ 231: Building. mid-20th c. 1-story, brick veneer (stretcher bond), mansard awning. NB
- ✓ 234: Building. 1895-1902 (SM). 1-story, brick (stretcher bond), large display windows, bracketed cornice. CB
- ✓ 236: Building. 1895-1902 (SM). Tudor (modern false half-timbered facade), 2-story, brick. NB

300 Block

- 324- Building. mid-20th c. Moderne, 2-story, brick
326: (6-course American bond). NB

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 18

- ✓ 330: Building. 1930s. 2-story, brick (7-course American bond), classical detailing including corner pilasters, dentil cornice, and front entry entablature. CB
- ✓ 331: Alleghany County Jail. 1890, 1910, 1920s (SM). 2-story, brick (7-course American bond), hipped roof, small 1-story side porch. This building incorporates the 1890 sheriff's house (formerly with Second Empire styling) and its original rear jail wing. To the front of the original building a 2-story jailer's residence was added in the 1920s. CB
- ✓ 341: House. 1895-1902 (SM). Victorian, 2-story, frame (stucco), entry stoop that replaces an original 1-story wraparound porch. CB
- ✓ 342: Clifton Forge -- Waynesboro Telephone Company Building. mid-20th-c. 2-story, brick veneer (stretcher bond), modern detailing. NB
- ✓ 347: Sidney's Clothing Store. 1970s or 80s. 1-story, brick veneer (stretcher bond). NB

400 Block

- ✓ 422: House. 1920s (SM). Foursquare, 2-story, rock-faced concrete block, hipped roof, 1-story front porch. CB

W. HAWTHORNE ST.

→ 107-25-30
also 107-7
Hawthorne Street Bridge. e. 20th c. Metal single-truss Pratt vehicular bridge that carries Hawthorne Street over the C&O railroad tracks. The bridge was fabricated by the Phoenix Iron Company of Philadelphia, Pa. (107-7) CS

300 Block

- ✓ 320: Building. mid-20th c. 2-story, concrete-block (with stretcher-bond brick facade, 1-story side wing. NB

- 435:

N. LEXINGTON AVE.300 Block

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 19

- ✓ 319: House. 1920s (SM). Colonial Revival, 2-story, brick (stretcher bond), gable roof, attached garage, 1-story side porch. CB

400 Block

- ✓ 411: House. 1920s (SM). Colonial Revival, 2-story, brick (stretcher bond), gable roof. CB

W. LOCUST ST.200 Block

- ✓ 205: House. 1920s (SM). Craftsman bungalow, 1-story, brick (modified stretcher bond), gable-fronted gable roof, 1-story front porch. CB
- ✓ 209: House. 1920s (SM). Craftsman bungalow, 1-story, brick (7-course American bond), gable roof (with front gabled dormer), 1-story front porch. CB
- ✓ 211: Garage and Apartment. 2nd 1/4 20th c. 2-story, rock-faced concrete block, gable roof. CB
- ✓ 212: House. 1907-13 (SM). 2-story, frame (weatherboard), gable roof, 1-story wraparound porch. CB
- ✓ 214: Sacred Heart Community Center. 3rd 1/4 20th c. 1-story, brick veneer (stretcher bond), flat roof. NB
- ✓ 215: House. ca. 1900. Victorian, 2-story, frame (asbestos shingle), hipped roof, 1-story front porch, stained-glass front parlor window. CB
- ✓ 219: House. 1st 1/4 20th c. Foursquare, 2-story, rock-faced concrete block, hipped roof (with flared eaves and small side gables), 1-story front porch. CB
- ✓ 222: House. ca. 1900. Victorian, 2-story, frame (aluminum), hipped roof, small entry stoop replaces early (but not original) 1-story wraparound porch, stained-glass front parlor window. This house was formerly used as a Catholic parsonage. CB
- ✓ 223: House. ca. 1900. Victorian, 2-story, frame

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 20

(weatherboard), gable roof, 1-story front porch. CB

- ✓ 226: House. ca. 1900. Victorian, 2-story, frame (asbestos shingle), hipped roof, 1-story wraparound porch, decorative front parlor window. CB

- ✓ 228: House. ca. 1900. Victorian, 2-story, frame (weatherboard), hipped roof (with milled decoration in front gable), 1-story wraparound porch, stained-glass front parlor window. CB

W. MAIN ST.200 Block

- ✓ 204: Graham Building. 1895-1902 (SM). 3-story, brick (stretcher bond with rusticated 2nd-story street facade), shed roof (formerly with heavy modillioned parapet cornice), mansard awning, modern shop front. The third story of this building, which has round-arched windows, was apparently added shortly after the original lower stories were built. CB
- also 107-24
✓ 211: Covington Post Office. 1914. Neoclassical, 2-story, brick (Flemish bond), pilastered street facade, heavy cornice. Designed by Washington architect Oscar Wenderoth. CB
- ✓ 214: Building. 1913-20 (SM). Moderne (mid-20th-c. street facade), 2-story, brick, shed roof. Originally this building was an automobile dealership. NB
- ✓ 229: Building. 1920s (SM). 2-story, brick (stretcher bond), shed roof (with decorative rounded front parapet), large display windows. During the 1920s Packard and Studebaker automobiles were sold from this building. CB
- also 107-15
✓ 239: William Scott House. 1825. Federal, 2-story, log (beaded weatherboard), gable roof, exterior gable-end brick chimneys, small gable windows, reworked front fenestration, late-19th-c. 2-story frame rear additions. Inside the house has a center-hall plan, a hall stair with tendril-like step-end scrolls and cable molding in the stringer, and two Federal mantels with cable moldings, reeding, and decora-

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 21

tively carved central tablets. William Scott was one of Covington's leading antebellum merchants.
(107-15) CB

- ✓ 245: Building. 1920s (SM). 2-story, brick (stretcher bond, light gray, decorative parapet panels), shed roof, modern store front. CB
- ✓ 246: Citizens National Bank. ca. 1920, 3rd 1/4 20th c. 3-story, masonry (now with limestone facing, possibly originally with white glazed architectural terra-cotta exterior and Neoclassical detailing), modern detailing and rear drive-up window. Designed by New York City architect Lord Alfred Charles Bossom. NB
- ✓ 255: Sacred Heart Catholic Church. late 19th c., ca. 1980. 1-story, brick (modern stretcher-bond front facade with decorative brickwork in gable), gable-fronted gable roof, brick side buttresses, lancet arched windows. This church originally belonged to Covington's Methodist congregation. CB
- ✓ 263: Building. 1907-13 (SM). 2-story, brick (stretcher bond, blond street facade), shed roof, arcaded 2nd-story front facade with dentil cornice. CB
- Also 107-1
✓ 266: Alleghany County Courthouse. 1910. Neoclassical, 2-story, quarry-faced limestone, hipped roof, massive Doric portico with stone columns and copper frieze, modernized fenestration (although still evidence of original round-arched 2nd-story front windows), rear additions, and reworked interior. The present courthouse is the third on the site and was designed by architect Charles M. Robinson of Richmond. (107-1) CB
- ✓ 275: Offices. 1902-07 (SM). 1-story, brick (stretcher bond, dog-tooth soldier course panels in the parapet and false chimney stacks above the parapet), 1-story front porch with decorative gables, 3 units on the interior, 2-story rear additions, modern interior alterations. CB
- ✓ 279- Building. late 19th c. (house), 1920s (store) (SM).
287: The house is a 2-story frame dwelling with Victorian styling. Added to its front is a 1-story brick

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 22

commercial building with herringbone brickwork in the parapet and later storefront and aluminum awning. CB

- ✓ 293: Building. 19th c. 2-story, frame? (modern vertical board siding), hipped roof. According to local tradition, this totally altered building was built around 1830 and was a store run by the Merrys; however, documentary sources suggest the building did not exist until after 1850. During the last three decades of the 19th c. the building housed James McClung's general store. NB

300 block

- abs 107-4*
- 301: Callaghan House. 1840s. I house form, 2-story, brick (Flemish bond), gable roof, almost-flush exterior gable end chimneys, small gable windows, former 2-tier front porch, remodeled interior. Oliver Callaghan bought the lot on which this house stands in 1826. In 1850 Callaghan was the second largest property owner in Covington. CB
- 304: Covington National Bank. 1913-20 (SM). Neoclassical, 3-story (2-story facade treatment conceals mezzanine level), limestone facing, arcaded lower two stories, third story with 1/1 sash windows separated by decorative cast-stone (?) panels, former heavy modillioned cornice. CB
- ✓ 306: Office. mid-20th c. 2-story, architectural glass facing, aluminum awning. NB
- 310: Building. 1913-20 (SM). 2-story, brick (stretcher bond), panels in parapet, modern storefront and awning. CB
- ✓ 311: Building. 1st 1/2 20th c. 1-story, frame, brick storefront with parapet signage panel. This may be an early-20th-c. building modified later in the century. CB
- 315- Building. 1920s (SM). 2-story, brick (stretcher
317: bond, corbeling), shed roof, modern brick store front, small mansard awning. Architecturally this building is nearly identical to 325 W. Main St. CB
- 319: Building. 1920s (SM). 2-story, brick (stretcher

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 23

bond, decorative brickwork in stepped front parapet), shed roof. CB

- ✓ 320: Building. 1920s (SM). 2-story, brick (6-course American bond sides, limestone front facade facing modern storefront and slate mansard awning. NB
- ✓ 324: Building. mid-20th c. 1-story, concrete block (stretcher-bond brick front facade facing). Next to this building is a small metal-sided produce stand. NB
- ✓ 325: Building. 1920s (SM). 2-story, brick (corbeling in parapet), shed roof, aluminum awning. Architecturally this building is nearly identical to 315-317 W. Main St. CB
- ✓ 326: Building. 1920s or 30s. 2-story, brick (stretcher bond, decorative soldier courses and panels in parapet), modern inset storefront. CB
- ✓ 327: Building. 1913-20 (SM). 2-story, brick, modern stretcher-bond brick veneer with large round-arched windows, cornice. NB
- ✓ 328: Building. 1920s (SM). Art Deco, 1-story, brick (stretcher bond, herringbone brickwork bands, piers with poured-concrete caps). Identical to 340 W. Main, except for different storefront. CB
- ✓ 331: Building. ca. 1920? (SM), 2nd 1/2 20th c. 1-story, brick, mansard awning. This may be a completely remodeled building built following the 1917 fire that destroyed much of the 300 block of W. Main St. NB
- ✓ 340: Building. 1920s (SM). Art Deco, 1-story, brick (stretcher bond, herringbone brickwork bands, piers with poured concrete caps). Identical to 328 W. Main, except for a modern half-timbered storefront. CB
- ✓ 343: Building. 1920s (SM). 2-story, brick (decorative brickwork and molded concrete accents in the peaked parapet), shed roof, pilastered 2nd-story facade, modern brick storefront and mansard awning. Detailing on this building similar to that on the Brook Building (353-55 W. Main) next door. CB

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 24

- ✓ 348- Rinehart Building. 1896.
356: 2-story, brick (stretcher bond, quarry-faced stone quoining and parapet panels), shed roof, pressed-metal cornice with signage and peaked 2nd-story window surrounds, modern storefronts. William A. Rinehart was a railroad contractor who owned considerable real estate in downtown Covington during the turn-of-the-century period. CB

- ✓ 353- Brook Building. 1920s (SM). 2-story, brick
355: (stretcher bond), shed roof, decorative peaked parapet with cast stone ornament and signage, pilastered 2nd-story facade, later storefront. Detailing on this building similar to that on 343 W. Main next door. CB

- ✓ 361: Building. 1917-1920 (SM). 2-story, brick (stretcher bond, decorative brickwork in parapet), shed roof, pilastered 2nd-story facade with elliptically-arched windows, mansard awning. CB

- ✓ 362: J. C. Penney Department Store. 3rd 1/4 20th c. 1-story, brick veneer (stretcher bond), fragmentary quarry-faced stone quoining at SW corner survives from former 1890s building on lot. NB

- ✓ 368- Building. late 19th c. 2-story, brick (stretcher
370: bond), shed roof, parapet with decorative corbeling, arch motif, quarry-faced stone panels, segmental-arched 2nd-story windows, modern storefront. CB

- ✓ 369- Building. 1913-17 (SM). 2-story, brick (stretcher-
375: bond), shed roof, pilastered parapet and 2nd-story facade, elliptically-arched 2nd-story windows with fanlights, original decorative transom over NE storefront, modern SW storefront. CB

- ✓ 376- I. O. O. F. Building. 1910. 2-story, brick
382: (stretcher bond), shed roof, pilastered parapet, 2nd-story facade with Ionic pilasters and elliptically-arched windows with fanlights, modern storefront. CB

- ✓ 379- Building. 1895-1902 (SM). 2-story, brick (stretcher
383: bond employing Roman brick), hipped roof (with shed and gable dormers with Palladian windows and stained glass accents), modillioned cornice, modern storefronts. During the early 20th c. the Covington

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 25Savings Bank occupied the corner of this building.
CB

- ✓ 386: Covington Savings Bank (Peoples Bank). 1913-20 (SM) Neoclassical, 4-story, limestone facing (1st-story) and white glazed architectural terra-cotta facing (upper stories), rear brick fire escape tower, Doric pilastered 1st story, ornamented upper-story windows, heavy modillioned cornice, bank lobby interior with marble tellers cages and safes, basement barbershop, and some upper-story apartments intact. CB

S. MAPLE AVE.100 Block

- 116- Hotel Collins. 1910, 1936. Large 3-story, brick
126: (stretcher bond), shed roof, jack arches over 1/1 sash windows, inset porch with Doric-like columns sheltering lobby entrance, relatively unaltered store-fronts. Built by Michael M. Collins, the hotel originally had 40 rooms and was leased to a Lynchburg hotelier. In 1936 an additional 12 rooms were added. CB

107-25-83 : Depot Park. 1910s. Planted in grass with shade trees. C SITE

- 128: Hippodrome Theater. 1920s (SM). 3-story, brick (stretcher bond, with blond brick window and facade pilaster trim), shed roof, pilastered parapet with central medallion, original ticket booth and store-fronts. The present building replaces or incorporates an earlier 1-story frame Hippodrome cinema. CB

- 150: Covington Public Works Department Buildings. mid-20th c. These buildings include a 1-story, frame (aluminum-sided) office building, a large equipment garage, a 1-story brick building with stepped front parapet, and two small 1-story brick storage buildings. NB

also 107-16 : C&O Covington Passenger Station. 1915. Mission-style, 1-story, brick (stretcher bond), ceramic tile hipped roof with deep eaves supported by large wooden

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 26

brackets, round-arched lobby door and window openings with quatrefoil windows above. CB

200 Block

- 202: Building. 1902-07 (SM). 2-story, frame (stucco scored in imitation of masonry), shed roof, bracketed cornice, storefront with bracketed cornice and corner entry. CB
- : C&O Covington Freight Station. late 19th c. 1-story, brick (stretcher bond), clipped gable roof with deep eaves supported by large metal brackets, large freight doors surmounted by quarry-faced stone round arches that spring from a quarry-faced stone belt course. This building served as Covington's passenger station until the adjacent 1915 depot was built. CB

N. MAPLE AVE.100 Block

- 107: Building. 1907-20 (SM). 3-story, brick (7-course American bond, color change at 3rd-story window sill level), shed roof, pressed-metal cornice, angled corner, modern storefronts. An early business in this building was the Corner Pharmacy. CB
- 111- Building. 1907-20 SM). 2-story, brick (stretcher
115: bond, corbeling and decorative soldier courses with concrete accents), pressed-metal cornice, segmental-arched 1/1 sash windows, original transom over one of two storefronts. CB
- 127: Payne House. 1873. 2-story, frame (weatherboarded), hipped roof, Italianate bracketed cornice, early or original storefronts with bracketed cornice. CB
- 131: House. ca. 1900 (SM). Queen Anne, 2-story, brick (stretcher bond), hipped roof, 2-story front bay window, segmental-arched windows, 1-story wraparound porch. CB
- 139: Visulite Theater. 1940s. Art Deco, 1-story, brick veneer (stretcher bond), with original marquee and

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 27

side barber shop. NB

- 143: Building. 3rd 1/4 20th c. 1-story, masonry (modern board-and-batten parapet), large display windows. NB
- ✓ 153: Building. 1930s. Utilitarian, 2-story, brick or brick veneer, 1st story with glass-block windows, 2nd story with metal windows. This building and the virtually identical building at 165 N. Maple Ave. may have been built as an ensemble. CB
- ✓ 157: House. late 19th c. Italianate, 2-story, frame (asbestos shingle), hipped roof, bracketed and paneled cornice, partial original porch with bracketed and paneled cornice and elaborate paneled post, 1-story mid-20th c. brick front addition. An original projecting wing appears to have been removed. To the rear is a 2-story brick wing with a bracketed cornice and decorative window surrounds in the Italianate style. Behind the house is 1 1/2-story frame building that may be an early-20th-c. frame carriage house converted in the 1920s into an apartment. CB
- ✓ 165: Building. 1930s. Utilitarian, 2-story, brick or brick veneer, 1st story with glass-block windows, 2nd story with metal windows, diamond-shaped concrete accents in parapet. This building and the virtually identical building at 153 N. Maple Ave. may have been built as an ensemble. CB
- ✓ 175: Richardson-Vail Furniture Co. Building. 3rd 1/4 20th c. 1-story, brick veneer. NB
- ✓ : Emmanuel Episcopal Church. late 19th c. through 1930s. Gothic and Tudor style inspired complex of buildings and additions incorporating the original late-19th-c. church, brick (stretcher bond), tower with louvered belfry, stained-glass windows. CB
- ✓ 185: First Presbyterian Church. 1924. Neoclassical, 1-story on raised basement, brick (Flemish bond), gable-fronted gable roof, portico with fluted Corinthian columns and pilasters and a tympanum with round window, round-arched windows. 1959 1-story brick sanctuary to rear with Corinthian columns in antis. Also other 1- and 2-story rear wings. CB

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 28

200 block

- ✓ 201: WECCU Credit Union. late 20th c. 1-story, brick and stone veneer, wood-shingled mansard awning. NB
- ✓ 215- Building. late 19th / early 20th c. 2-story, brick
227: (stretcher bond, decorative corbeling in parapet), shed roof, segmental-arched 2nd-story windows, early storefronts with most transoms intact. Of the four units comprising this building, the southern two pre-date 1895; the northern two may date to the 1910s. The building has 1- and 2-story rear wings. CB
- ✓ 218: House. ca. 1900. Queen Anne, 2-story, frame (stucco), gable roof, enclosed 1-story front porch, main front gable and gable of projecting front bay with milled ornament and circular sawn vents. CB
- ✓ 228: House. ca. 1900. Queen Anne, 2-story, frame (stucco), hipped roof, 2-story front bay window, decorative stick-work in gables. The house originally had a 1-story wraparound porch and a corner turret. CB
- ✓ 239: Building. 1895-1902 (SM). 2-story, brick, hipped roof. CB
- ✓ 239: Building. 1920s (SM). 2-story, brick or brick veneer (stretcher bond), peaked parapet, walled-up storefront. CB

300 Block

- ✓ 350: R. M. Loving Funeral Home. 1896, 1942. 2-story, frame (stretcher-bond brick veneer and asbestos shingle), gable roof (with shed dormers), 1-story brick wings. Originally this building was the First Presbyterian Church, which had Gothic detailing and a steeple. Later the church was used by Trinity Baptist Church and became a funeral home in 1942, at which time it was remodeled. NB

400 Block

- ✓ 412: House. 1913-20 (SM). 1-story, brick (stretcher bond), gable-fronted gable roof, 1-story front porch, weatherboarded frame rear wing that was formerly a

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 29

detached outbuilding. CB

W. MERRY LANE

400 Block

- ✓ 412: House. 1930s. 1-story, brick (stretcher bond), gable-fronted gable roof, enclosed front porch. CB
- ✓ 420: House. ca. 1940. 1-story, concrete-block, hipped roof. CB
- ✓ 426: House. 1930s. 1-1/2-story, brick (stretcher bond), gable roof (with shed dormers). CB

N. MONROE AVE.

200 Block

- ✓ 210: Building. 3rd 1/4 20th c., 1988. 1-story, masonry and frame (vinyl siding), flat roof, mansard awning. This building (formerly a service station?) was re-modeled in 1988 as a tax office. NB
- ✓ 213: Pure Oil Service Station. 1930s. Tudor-inspired, 1-story, brick veneer (with some stretchers projecting to give a rough textural appearance), tile gabled roof, chimneys with chimney pots, front bow window, two garage bays (one with projecting gabled treatment). CB

300 Block

- ✓ 316: Building. late 20th c. 1-story, brick veneer (stretcher bond), mansard awning. NB
- ✓ 343: Covington Virginian Building. 1920s (SM), 1950. 1-story, brick, gable roof, parapet with corbeling, segmental-arched side windows, early rear extension, later storefront, 1950 2-story brick-veneer side addition. In 1927 the Covington Virginian purchased an automobile dealership on Monroe Ave. and has occupied the building ever since, making several additions and alterations. CB

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 30

W. PROSPECT ST.

400 Block

- ✓ 421: Building. 1920s or 30s. 2-story, brick (stretcher bond. CB
- ✓ 422: Coca Cola Bottling Plant. 1920s (SM). 2-story, brick, shed roof with parapets, buttresses. CB

W. RIVERSIDE AVE.

200 Block

- ✓ 212: Joseph B. Clark House. ca. 1830. I house form, 2-story, brick (Flemish and 7-course American bond, molded brick cornice), gable roof, nearly-flush gable-end chimneys flanked by small gable windows, center-hall plan, 1-story weatherboarded frame ell. Clark was the first owner of this lot, purchasing it in 1829. In 1832 he sold the lot to Jacob Bishop, a wagonmaker (some accounts identify Bishop as the builder of the house). CB
- ✓ 232: James Burk House. 1824. Federal, 2-story, brick (Flemish and 7-course American bond), gable roof, dentil cornice, stuccoed jack arches over front entry and 6/6 sash windows; early Flemish-bond brick wing built onto the NE gable end, 20th-c. brick wing added to SW gable end for symmetry, more recent 20th-c. 1-story rear addition. Inside the house has a side-hall plan with hall stair with elaborate tendril-like step-end scrolls, an elaborate Federal mantel with gougework, applique, and sunburst motifs, and decoratively panelled 6-panel front door and door and window jambs. Burk was a hotel-keeper and merchant and one of Covington's leading citizens during the antebellum period. He apparently used his residence, which formerly had a long 1-story frame ell with side veranda, as his hotel. (107-2) CB
- ✓ 251: William W. Lawrence House. 1850s. I house form, 2-story, frame (stuccoed), gable roof, exterior brick gable-end chimneys, 2-story ell, 20th-c. front stoop. At the back of the lot is a weatherboarded frame carriage house with hay loft that is now used as a

also
107-3

also
107-2

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107-9

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 31

real estate office. (107-8) CB

- Also 107-9*
- 280: Covington Baptist Church. 1902, 1920. Gothic and Romanesque inspired, 1, 2, and 3-story, brick, gable roof, three-stage corner entry tower with round-arched louvered belfry openings, projecting gabled wings with lancet- and round-arched stained-glass windows and circular stained-glass windows in the gables, pedimented brick stoop added to the side shortly after the church was built, 1921 brick educational wing on NE side, sanctuary with cove cornice. Next to the church is a 1960s 2-story brick annex with Georgian Revival styling and Flemish-bond brickwork. The original 1870s Baptist church on the site was a small frame building. The 1921 educational wing was designed by Richmond architect Herbert L. Cain. (107-9) CB

300 Block

- Also 107-10*
- 308: Virginia Payne House. 1894-95 (deed, SM). Queen Anne, 2-story, frame (novelty siding), gable roof, 2-story front bay window, 1-story wraparound porch, Eastlake front gable brackets, decorative wood-shingle-sheathed gables, bracketed cornice, 2-story ell. Virginia Payne purchased the lot on which she built this house in 1894 and sold it in 1902. (107-10) CB
- 314: House. 1920s (SM). Tudor, 2-story, brick (stretcher bond, rough stonework accents on front elevation), slate hipped roof (with dormers), gabled front entry, heavy-timbered front stoop. CB
- 318: House. 1920s (SM). Tudor, 2-story, brick (stretcher bond, rough stonework accents on front elevation), slate hipped roof with prominent front gable, gabled front entry. CB
- 322: Adrales Medical Building. 1980. Georgian Revival, 1-story, brick veneer (stretcher bond with rustication at main entrance), hipped roof. NB
- Also 107-12*
- 332: William E. Allen House. 1906. Queen Anne, 2-story, stretcher-bond brick 1st-story, wood-shingle-sheathed frame 2nd-story, hipped roof (with multiple gables

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 32

and gabled front dormer), gabled front stoop and 1-story side porch are remnants of an original wrap-around porch, 2-story side bay window. According to tradition, the brick lower level of this house was built first and the wood-shingled upper story was added later. (107-12) CB

- ✓ 335: Presbyterian Manse. 1890s. Queen Anne, 2-story, frame (weatherboard), gable roof, milled gable ornament, 2-story front bay window, front stoop replacing original 1-story porch. CB
- ✓ 337: Building. 3rd 1/4 20th c. 1-story, concrete block, flat roof, multiple garage bays. NB

400 Block

- ✓ 406: Charles Pinckney Jones Memorial Library. 1964. 1-story, brick veneer (stretcher bond), flat roof, side/entry porch with poured-concrete supports. NB
- ✓ 411: Building. 1970s or 80s. 1-story, brick veneer (stretcher bond), mansard roof. NB
- ✓ 416: House. 1930s. Colonial Revival, 2-story, brick or brick veneer (stretcher bond), gable roof (two gabled front dormers), front stoop. CB
- ✓ 420: House. 1907-13 (SM). Foursquare, 2-story, frame (weatherboard), hipped roof (hipped front and side dormers), bracketed cornice, enclosed 1-story front porch. CB
- ✓ 421: Parker House. 1905. Queen Anne, 2-story, frame (weatherboard), hipped roof (with front and side gables and gabled dormers), 2-story side bay window and 2nd-story front bay window, 1-story wraparound porch. CB
- ✓ 423: House. 1913-20 (SM). 2-story, frame (weatherboarded 1st story, wood-shingled 2nd story), hipped roof with prominent gables), 1-story front porch. CB
- ✓ 424: House. 1907-13 (SM). Foursquare, 2-story, frame (weatherboard), hipped roof (with front hipped dormer), 1-story front porch, bracketed cornice. CB

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

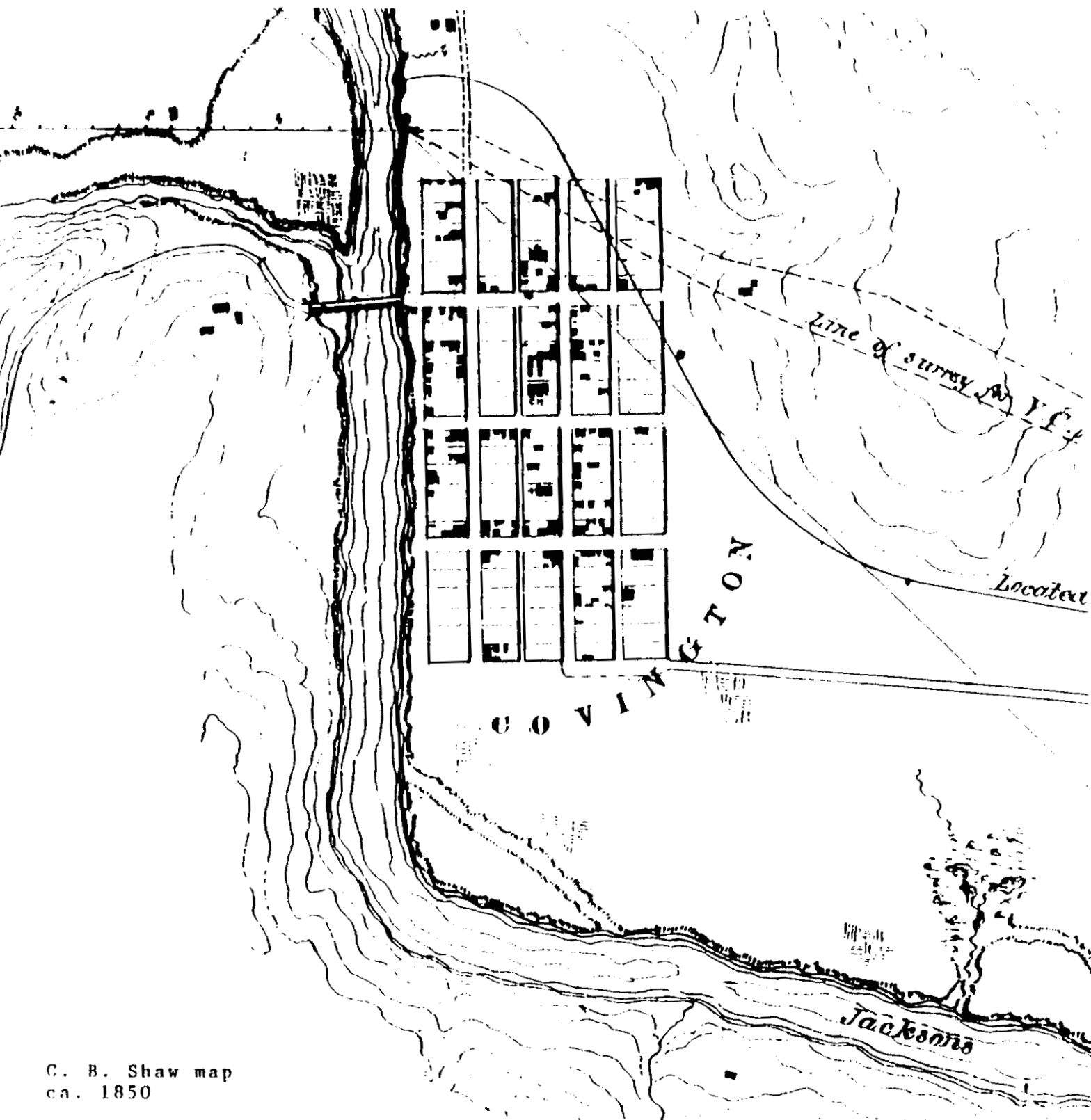
Section number 7 Page 33

- ✓ 430: House. 1907-13 (SM). 2-story, frame (aluminum), hipped roof, gabled 2-story projections, 1-story wraparound porch. CB
- ✓ 435: House. 1920s. Colonial Revival, 2-story, brick (stretcher bond), gabled roof, gabled front stoop. CB
- ✓ 440: House. 1907-13 (SM). Queen Anne, 2-story, frame (aluminum), hipped roof, 2-story bay window on side, 1-story wraparound porch. CB
- ✓ 441: Merry Stand. ca. 1820. Much-altered, 2-story, log (stuccoed), hipped roof, exterior end brick chimneys, 2-story frame ell, small front stoop. Inside the building has a Federal mantel. According to tradition, this building was built as a store for Dr. James Merry, who with his brother Samuel founded Covington in 1818. The building represents only a small portion of the original building and is said to have been moved back from its original location on Lexington Ave., an early turnpike route. (107-13) CB.
- ✓ 444: House. 1913-20 (SM). Foursquare, 2-story, brick or brick veneer (stretcher bond), hipped roof (with a front hipped dormer). CB
- ✓ 448: House. 1920s (SM). 1-1/2-story, frame (stretcher-bond brick veneer 1st story), gambrel roof with stuccoed and half-timbered roof ends, engaged front porch. CB

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 34



United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2**8. STATEMENT OF SIGNIFICANCE**

The Covington Historic District encompasses most of the historic downtown of the city of Covington, Virginia. Covington was laid out in 1818 and designated the county seat of Alleghany County in 1822. The historic district includes at least six buildings dating to the antebellum period, but most of the city's historic fabric dates to the half century between 1890 and 1940, a period of urbanization in Covington resulting from the 1890 consolidation of the Chesapeake and Ohio line (which passes through the city) between the Chesapeake Bay and the Ohio River. The establishment of several large industries in and near the city during the 1890s, and the construction of branch railroads to the north and south during the same general period, contributed to Covington's growth. Covington's large commercial district, containing three banks and numerous two- and three-story brick commercial buildings, testifies to the city's prominence in the commerce of the region. The Covington Historic District is therefore significant under Criterion A for its association with the commercial development of the city. Rail transportation provided the basis for Covington's commercial prosperity, and led to the development of the secondary Maple Avenue commercial district adjacent to the Chesapeake and Ohio passenger and freight stations. These two stations--the late-nineteenth-century freight depot and the early-twentieth-century Mission-style passenger station--contribute to the district's significance under another Criterion A historical theme, that of transportation. Finally, the Covington Historic District is significant under Criterion C for its historic architectural qualities. Buildings dating from the first decade of the city's growth up through the late-nineteenth- and early-twentieth-century period of urbanization are represented in the district, and include log and brick dwellings with Federal-style interiors; Italianate, Queen Anne, Foursquare, Craftsman, Tudor Revival, and Colonial Revival houses dating from the late nineteenth century through the 1930s; handsome brick commercial buildings; and early-twentieth-century Neoclassical bank, post office, and school buildings, among other resources. The period of significance for the district corresponds to the period during which Covington's historic architectural resources were generated, beginning in 1818 with the establishment of the town and extending to the eve of World War II.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 3HISTORICAL BACKGROUND

Dr. James Merry and his brother Samuel purchased land on the Jackson River in 1817 and received authorization the next year to establish the town of Covington by platting a portion of that land near the mouth of Dunlap Creek. Dr. Merry laid out a rectangular, 120-lot, town grid in 1818 which still defines most of the streets and property lines of the Covington Historic District: Water Street (now Riverside Street) and Bath Street (now Main Street) parallel the Jackson River; Lexington Avenue, the intersecting, downstream boundary of the plat, was established along a pre-existing road to Lexington, Virginia. Until his death in 1823, Dr. Merry lived in a log house and store, a portion of which has been incorporated into the present residence at 441 Riverside.¹

Covington became a county seat with the formation of Alleghany County in 1822. The town's population in 1830 was comprised of 23 households, 149 whites (74 percent) and 53 black slaves (26 percent). Five years later Joseph Martin's Gazetteer of Virginia reported that Covington had 300 inhabitants, 50 dwellings, 2 churches, 2 schools, 3 general stores, 3 attorneys, 2 doctors, boat hands, and 1 each of the following: carpenter, tanner, shoemaker, blacksmith, tailor, hatter, cooper, and gunsmith. Martin concluded that Covington could become one of Virginia's prosperous inland towns if contemplated transportation improvements could be made by the James River and Kanawha Company.

Joseph Martin correctly foresaw that Covington would grow and prosper when a major transportation route linked it with the James River, the Chesapeake, and the Atlantic to the east and with the Kanawha, Ohio, and Mississippi rivers to the west. But that transportation route did not provide Covington with substantial economic benefits until its initial alignment of turnpikes and canals was replaced by a system of railroads constructed during two decades after the Civil War, a rail system which was finally consolidated under single ownership by the Chesapeake and Ohio Railway in 1890.

In 1835 the James River and Kanawha Company began to operate a turnpike from Covington to the Ohio River, but the mountainous 200-mile route was only passable during good weather. Meanwhile the canal on the James River from Richmond only reached Lynchburg by 1840 and never extended beyond Buchanan in Botetourt County when work on the project stopped in 1851. Faced with difficult

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 4

turnpike travel and distant water routes, Virginians then called for railroads to carry their traffic across the Blue Ridge and the Appalachian mountains. In 1850 the Covington and Ohio Railroad paid Charles B. Shaw to survey a route to the west, and that same year the Virginia Central Railroad proposed to construct a line to Covington from the east via Charlottesville and Staunton. Shaw's detailed map of Covington drawn in 1850 depicted the surveyed lines for both railroads and the canal, with all three lines reaching Covington at the Jackson River just upstream from the mouth of Dunlap Creek.²

Shaw's 1850 map of Covington, the 1850 list of taxable town lots, and the 1850 census provide information for a close examination of Covington at the midpoint of the nineteenth century. The courthouse and two churches were sited on the river side of Main Street. Buildings occupied half of the 120 town lots, with most of the more valuable structures located on the 200 and 300 blocks of Main and Riverside streets. Half of the town's most highly assessed properties were owned by Covington residents, and all but one of those Covingtonians had lived in the town twenty years before. Hotel keeper James Burk lived at 232 Riverside Street. Wagon maker Jacob Bishop lived next door at 212 Riverside Street. Minister Dion Pharr resided at 441 Riverside Street, Dr. Merry's former residence and store, a lot with four separate structures shown on Shaw's map. Merchant William Scott, a native of Ireland, lived at 239 Main Street. Other notably prosperous Covington residents and property holders were recorded by profession in the 1850 census: iron master Robert Skeen owned real estate valued at \$13,000 including three lots which fronted on Locust Street and the 200 block of North Maple Avenue; merchant Andrew Fudge, with real estate valued at \$10,000, kept a store on the southeast corner of Main Street and North Maple Avenue; farmer John Boswell lived in a house valued at \$2,000 on the northeast corner of Riverside and Maple; John Pitzer operated a tannery valued at \$1,500 near the Jackson River on two lots in the 300 block of Riverside Street. Less prosperous, Alex Simpson ran a blacksmith shop valued at \$700 on two lots in the 100 block of Riverside Street. Listed along with the above named property holders in the 1850 census were the following professionals, artisans, and laborers who do not appear as owners on Covington's 1850 list of taxable town lots: 16 laborers, 5 blacksmiths, 4 saddlers, 4 clerks, 3 wagonmakers, 2 ministers, 2 carpenters, 2 hammer men, 2 tanners, and 1 each of the following: gunsmith, hatter, school teacher, salesman, harnessmaker, confectioner, shoemaker, bricklayer, hotel keeper, and lawyer.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

During the 1850s Alleghany County's population almost doubled as work proceeded on the Virginia Central and the Covington and Ohio railroads. In 1857 the Virginia Central reached Jackson River at what would become Clifton Forge, and then completed grading the line to Covington. Meanwhile the Covington and Ohio expended tremendous effort between 1858 and 1860 on drilling five tunnels between Covington and the summit of Alleghany Mountain at the western border of the county. Work had progressed sufficiently by the fall of 1860 so the Covington and Ohio prepared and recorded a plat which showed the Virginia Central line connecting with the Covington and Ohio line at a point just east of the Covington corporate limits and then passing on its present alignment to the Jackson River crossing above Dunlap Creek. The plat documented the extension of Lexington and South Maple avenues to Hawthorne and Prospect streets, and showed the Covington and Ohio right of way traversing sizable parcels southeast of Locust Street owned by John Boswell, Andrew Fudge, Robert Skeen, William Scott, and Mrs. Pharr.

Despite bright prospects in 1860, the Civil War had a devastating effect on the people of Alleghany County and delayed the completion of Covington's rail link with the Ohio Valley for a decade. Organized in Covington in April 1861, Carpenter's Battery, Company A of the 27th Regiment Virginia Volunteers, counted 46 killed and 124 wounded from a total enrollment of 150 men by the time of the surrender at Appomattox. On the home front, farm labor was scarce. Federal raids commanded by General William Averell in 1863 scavenged food from Alleghany County farms and burned Covington's bridge across the Jackson River at Dunlap Creek. By 1864 county officials were forced to borrow \$10,000 to buy corn for destitute families of Confederate soldiers. When the war ended, construction on the Virginia Central recommenced and the line reached Covington in 1867, but economic recovery was slow and Alleghany County did not surpass its pre-Civil War population until 1890.

In 1868, the year after the Virginia Central brought its first train into Covington, that line and the Covington and Ohio were merged to form the Chesapeake and Ohio. Work began immediately to complete the double track line west to Huntington on the Ohio River. When the Chesapeake and Ohio made its first round trip run from the James to the Ohio in January 1873, Covington already had a railroad station on South Maple and the McCurdy Hotel had been established nearby at the northeast intersection of Maple and Hawthorne. An 1880 map of Covington published by O. W. Gray

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 6

and Son showed L. T. Dickey's general merchandise store on the northwest corner of Maple and Hawthorne across the street from the McCurdy Hotel. South of Hawthorne, the Fudge & McClintic liquor store was conveniently located across South Maple from the train station. The remainder of Covington's commercial activity still centered on the 200 and 300 blocks of Main Street; located there were 4 general merchandise stores, 2 saddlers, and a drugstore. Pitzer's tannery was still on the 300 block of Riverside. Gray's map and Chataigne's Virginia Business Directory also recorded the presence of 4 lawyers, 4 churches, 2 doctors and a dentist, 2 mills, and 2 schools in Covington in 1880.

Covington grew little during the 1880s, a decade during which the Chesapeake and Ohio Railway Company finally completed the regional transportation system which had been envisioned long before by founders of the James River and Kanawha Company. The Chesapeake and Ohio in 1882 completed the 75-mile line from Richmond to Newport News, in 1888 completed the 143-mile line from Huntington to Cincinnati, and in 1890 purchased the 230-mile line which ran at water level along the James River from Clifton Forge to Richmond, a line which the Richmond and Alleghany Railroad had completed in 1881. At last by 1890 the Chesapeake and Ohio had under its management a railway which crossed the Appalachian and Blue Ridge mountains at minimum grades to connect with industrial centers and ports on the Ohio and the Chesapeake. There were still only 700 people in Covington in 1890, but by that date businessmen were ready to capitalize on Covington's strategic location near substantial mineral and timber resources on the Jackson River crossing of a major rail system.

Organized in 1890, the Covington Improvement Company so effectively promoted industrial development and commerce that Covington's population boomed to 3,000 by 1900 and grew to 5,600 by 1920. Numerous industries were established in Covington during the 1890s. The Covington Improvement Company opened an iron furnace in 1891 which produced pig iron from locally mined ore; purchased by the Low Moor Iron Company in 1895, the blast furnace could produce 150 tons of iron a day at full capacity and remained in operation into the 1920s. The Deford Tannery opened in 1892 and with 120 employees became for a time the largest steam tannery in Virginia. The Covington Machine Company also opened in 1892 and had as many as 250 employees around World War I when it was reported to be the largest machine shop between Newport News and Huntington. E. M. Nettleton opened the first

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 7

planing mill in the county in the 1890s and the enterprise remained under Nettleton family direction into the 1950s. the West Virginia Pulp and Paper Company became the dominant industry in Covington as soon as it opened in 1899. The mill processed Appalachian pulpwood into paper at a plant which employed 400 people the year that it opened, 700 in 1910, and 1,500 by the 1920s. Westvaco, as the company has been known since 1969, continues today as Covington's most important industry and as the largest shipper on the Alleghany subdivision of the Chesapeake and Ohio line, now operated by CSX.

Commerce and industry also grew in Covington after 1890 because of construction of two branch railroads which left the main Chesapeake and Ohio line at Covington and ran twenty-five miles north to Hot Springs in Bath County and twenty miles south to Bess on Potts Creek in Alleghany County. Built in 1891, the Hot Springs Branch promoted commercial tourism by carrying wealthy passengers between Covington and the Hot Springs resorts operated by the Virginia Hotel and the Homestead. Built between 1906 and 1908, the Potts Creek Branch promoted industrial development by transporting iron ore mineral on Potts Creek to the Low Moor Iron Company furnaces in Covington and Low Moor.

The industries which spurred Covington's growth between 1890 and 1920 were located upstream and downstream from the original town plat on the Jackson River, but examination of the 1910 manuscript census for Covington suggests that railroad and industrial employment attracted many residents who lived within the boundaries of the Covington Historic District. A foreman at the paper mill rented the Hoke House at 130 Riverside Street. Deputy Sheriff John Baker, owner and occupant of the James Burk House at 232 Riverside Street, had a son living with him who worked at the paper mill. A locomotive engineer rented the Lawrence House at 251 Riverside Street. Kate Pharr, owner and occupant of Merry Stand at 441 Riverside Street, had a son living with her who worked as an express engineer for the railroad. Five other railroad employees and three other paper mill employees lived on Riverside Street. Four other paper mill employees rented dwellings on both sides of the 300 block of Main Street in 1910.

Information from the manuscript census provides evidence for other social and economic generalizations about occupants of the Covington Historic District in 1910. Most heads of households owned their dwellings on Riverside Street, and three Riverside owners, the Pharrs, Pitzers, and Boswells, could trace their

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 8

family's ownership on the street back at least to 1850. However, with the exception of a dry goods store proprietor and an undertaker on Main Street and a doctor and a photographer on Maple Avenue, all other identified residents within the historic district lived in rented dwellings in 1910. The high incidence of renters on the 300 block of Main Street is interesting as well because it suggests the presence of rental apartments on the upper floors of the commercial buildings on both sides of that block. Finally, the identification of only eight black residents within the historic district, seven of whom were domestic servants, suggests that Covington's black families no longer lived in the old part of town by 1910.

Oren Morton's Centennial History of Alleghany County, published in 1923, provides a comprehensive discussion of Covington at the time of its peak growth. Morton observed that the town had grown eight-fold since 1890 and that several new public buildings had been erected in keeping with that growth: the courthouse in 1911, the federal post office in 1914, and the twelve-room high school ca. 1910. He described Covington's three banks as modern and handsome. Most prominent among the fifty businesses in town were two department stores and a wholesale grocery. The town's places of worship ranged from the costly Presbyterian Church then under construction, to the new and commodious Baptist Church, to the medium-sized edifices of the Catholics and Episcopalians. He praised the Chesapeake and Ohio's spacious passenger station and mentioned the two hotels which faced the station. He noted that Covington had a good variety of housing stock and a higher rate of home ownership than suggested by the 1910 census. He estimated that blacks comprised a quarter of Covington's population and placed a black neighborhood to the south of Prospect Street. Above all else, Morton stressed the importance of Covington's manufacturing industries. He wrote at length about the West Virginia Pulp and Paper Company which by then consumed 35 train carloads of pulpwood a day and provided employment for 1,200 to 1,500 people. He mentioned the Covington furnace, the machine shops, the tannery, and the planing mill, and concluded his essay by emphasizing that these industrial establishments made Covington the fourth largest freight paying station on the entire Chesapeake and Ohio system, exceeded only by Chicago, Cincinnati, and Richmond.

The end of the 1920s marked the end of the era of industrial expansion in Covington. After that period the iron-related industries of Covington, the furnaces and machine shops, closed

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 9

as did the tannery. But the West Virginia Pulp and Paper Company, now Westvaco, has remained a dominant economic force in the community, and Covington's population held relatively constant at about 6,000 until the 1950s when a substantial annexation increased the town's population by 5,000. Since annexation, Covington's population has fallen slightly, from 11,000 in 1960 to 9,000 in 1980.

Today Covington has focused new civic pride on its downtown buildings and streetscapes which look much as they did in the 1920s. Supporters of Covington's Main Street revitalization recently discovered that the Covington Machine Company used Low Moor Iron Company iron in the 1910s and 1920s to manufacture ornamental street lamps which were shipped in the thousands by train carloads to major cities on the east coast. The distinctive Covington lamp posts had disappeared from their home town until last year when ten accurate replicas were erected on Main Street, thanks to efforts by the Alleghany Historical Society, support from the city and local merchants, and a substantial charitable donation from Westvaco. The rehabilitation project promises to encourage further revitalization of the Covington Historic District by emphasizing the significant heritage of the town's industrial development and its attendant commercial prosperity.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 10

FOOTNOTES

1. Hereafter this discussion uses modern place names, street names, and addresses.
2. The authors are extremely grateful for the loan of a photographic copy of the Shaw map and for much additional assistance provided by the late Randolph Kean, Archivist of the Chesapeake and Ohio Historical Society in Clifton Forge.
3. The Chesapeake and Ohio Railway discontinued operation of the Potts Creek Branch in 1934 and stopped running trains on the Hot Springs Branch around 1970.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 2

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 3

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 4

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 2

10. BOUNDARY JUSTIFICATION

The boundaries of the Covington Historic District are drawn so as to include the majority of the resources associated with the historic downtown. The district includes most of the 1818 town plat plus adjacent commercial, railroad, and residential development on Locust Street and Court and Maple avenues. Property lines and civil divisions constitute virtually all of the boundaries. Owing to modern demolition and development, the northeast end and south corner of the original platted town are excluded from the district. On the northwest side of the district the boundary corresponds to the Covington city limit, which runs mid-stream in the Jackson River, and thereby includes in the district a number of contributing properties on the northwest side of Merry Lane. However, towards the north corner of the district noncontributing properties between the river and Merry Lane necessitate moving the boundary inland. The eastern boundary of the district runs along the west side of the Chesapeake and Ohio tracks (now owned and operated by CSX), but crosses the tracks to include the Hawthorne Street Bridge and also includes the Chesapeake and Ohio passenger and freight stations. The southwest boundary of the district along Maple Avenue was drawn so as to exclude modern development and parking lots. Bordering the district are three neighborhoods that may have National Register potential. These are the Lexington Avenue neighborhood, containing many large Queen Anne-style residences as well as worker housing and several commercial buildings; Covington's black neighborhood located on South Maple and South Lexington avenues, containing residential, commercial, and religious resources; and the Monroe Avenue neighborhood, another extensive late-nineteenth- and early-twentieth-century suburban development. These neighborhoods were not included in the Covington Historic District owing to their different developmental histories.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photo Page 1

PHOTOGRAPHIC DOCUMENTATION

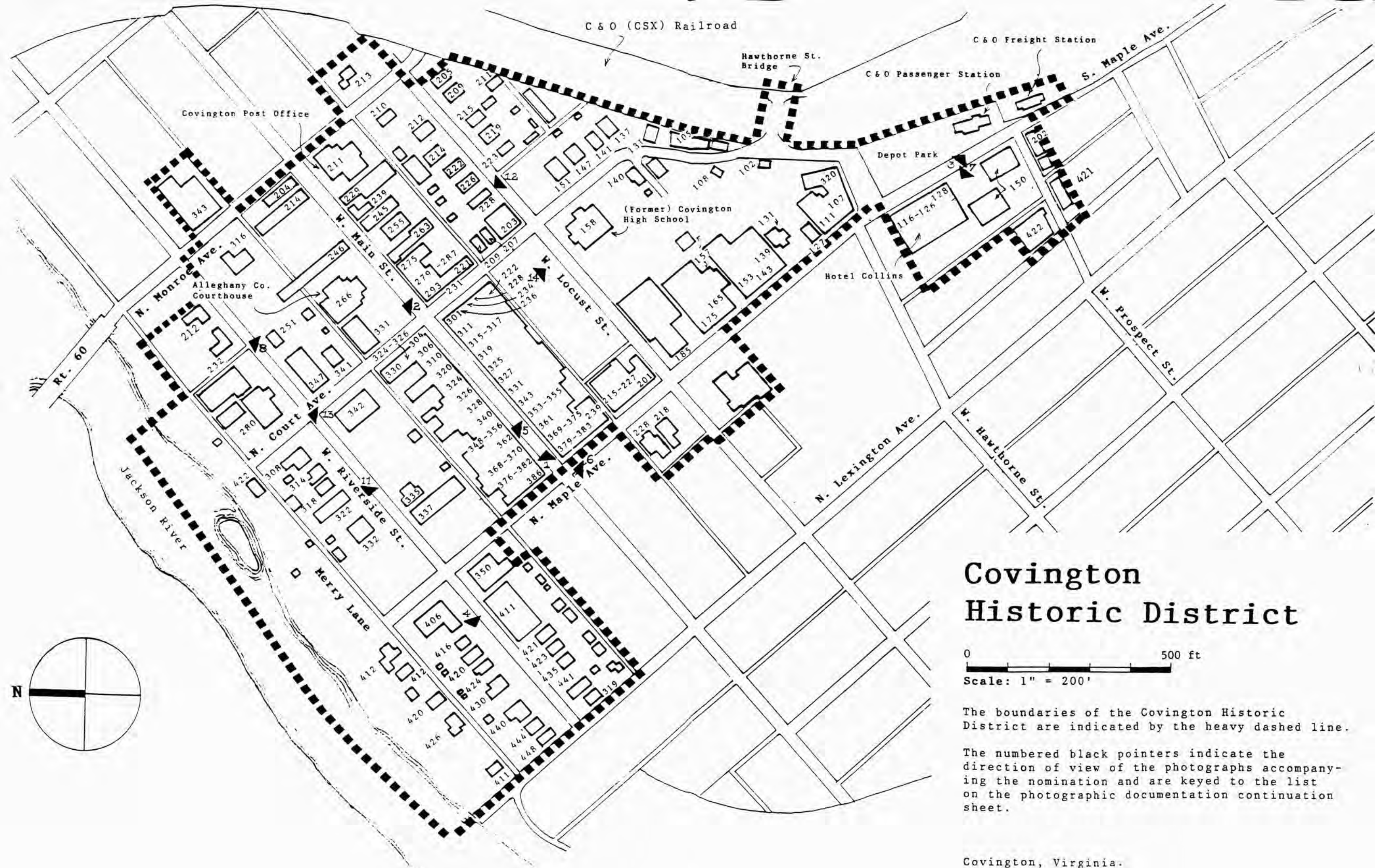
1.
 - 1) Commercial buildings, 300 block W. Main St., Covington Historic District.
 - 2) Covington, Va. (same for all entries).
 - 3) Daniel Pezzoni (same for all entries).
 - 4) All photographs, except those indicated, where taken in April 1990.
 - 5) Virginia State Library, Richmond (same for all entries).
 - 6) View is eastward from a window on the fourth floor of 386 W. Main St. of the commercial buildings on the southeast side of the street at the heart of the district.
 - 7) Photograph Number 1 (number appears at beginning of each entry).
2.
 - 1) Alleghany County Courthouse, Covington HD.
 - 6) View is northward of the courthouse (VDHR# 107-1) at 266 W. Main St. The jail is on the left and a modern replica of a 1920s street light is in the foreground.
3.
 - 1) Chesapeake and Ohio Passenger and Freight stations, Covington HD.
 - 6) View is eastward of the passenger station (on the left) and the freight station (on the right) located on the 100 and 200 blocks of S. Maple Ave. (VDHR# 107-16).
4.
 - 1) Houses, 400 block W. Riverside St., Covington HD.
 - 4) Summer 1989.
 - 6) View westward of houses on the northwest side of the street.
5.
 - 1) Rinehart Building, Covington HD.
 - 4) Summer 1989.
 - 6) View northward of the building at 348-356 W. Main St.
6.
 - 1) Covington Savings Bank Building (Peoples Bank), Covington HD.
 - 6) View northwestward of the building at 386 W. Main St.
7.
 - 1) Hippodrome Theater and Hotel Collins, Covington HD.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photo Page 2

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- 6) View westward of the theater (on the left) located at 128 S. Maple Ave., and the hotel (on the right) located at 116-126 S. Maple Ave.
8. 1) James Burk House and Joseph B. Clark House, Covington HD.
6) View northward of the Burk house (on the left) located at 232 W. Riverside St. (VDHR# 107-2) and the Clark house (on the right) located at 212 W. Riverside St. (VDHR# 107-3).
9. 1) James Burk House, Covington HD.
6) View of the mantel in the main first-floor room of the house.
10. 1) James Burk House, Covington HD.
6) View of the side-hall stair in the house.
11. 1) William E. Allen House, Covington HD.
4) Summer 1989.
6) View westward of the house at 332 W. Riverside St. (VDHR# 107-12).
12. 1) House, 228 W. Locust St., Covington HD.
6) View northwestward of the house, a typical turn-of-the-century Covington residence.
13. 1) Covington Baptist Church, Covington HD.
6) View northward of the church located at 280 W. Riverside St. (VDHR# 107-9).
14. 1) (Former) Covington High School, Covington HD.
6) View southeastward of the building located at 158 N. Court Ave. and surrounding noncontributing parking lots.



Covington Historic District

0 500 ft
Scale: 1" = 200'

The boundaries of the Covington Historic District are indicated by the heavy dashed line.

The numbered black pointers indicate the direction of view of the photographs accompanying the nomination and are keyed to the list on the photographic documentation continuation sheet.

