

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: American Tobacco Company, South Richmond Complex Historic District

Other names/site number: Tom Walker Warehouse Group; VDHR File #127-5832

Name of related multiple property listing: Tobacco Warehouses in Richmond, Virginia 1874-1963

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

## 2. Location

Street & number: 400-800 Jefferson Davis Highway

City or town: Richmond State: VA County: Independent City

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national      \_\_\_ statewide      X local

Applicable National Register Criteria:

X A      \_\_\_ B      X C      \_\_\_ D

<p>_____  <b>Signature of certifying official/Title:</b>  <u>Virginia Department of Historic Resources</u>  <b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____  <b>Date</b></p>
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<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____  <b>Signature of commenting official:</b>    _____  <b>Title :</b></p>	<p>_____  <b>Date</b>    _____  <b>State or Federal agency/bureau or Tribal Government</b></p>

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>8</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>10</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: Warehouse

AGRICULTURE/SUBSISTENCE: Processing

AGRICULTURE/SUBSISTENCE: Storage

INDUSTRY/PROCESSING/EXTRACTION: Manufacturing Facility

\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

GOVERNMENT: Government Office

COMMERCE/TRADE: Warehouse

VACANT: NOT IN USE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Colonial Revival

MODERN MOVEMENT: Art Deco

NO STYLE

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK; CONCRETE; METAL; STONE;  
Limestone; GLASS

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The American Tobacco Company South Richmond Complex Historic District is a large industrial complex located at 400-800 Jefferson Davis Highway in Richmond, Virginia. The roughly 16-acre historic district contains a mix of industrial processing and warehouse buildings in addition to a former laboratory building and a number of smaller ancillary and support buildings and structures. The district was initially developed as a tobacco storage facility in 1911 but expanded to include processing facilities and a research laboratory between the 1920s and 1930s. The warehouses and production facilities within the district represent the evolution of tobacco storage and processing in the early- to mid-twentieth century, from the multi-story “vertical-type” warehouse buildings with integrated storage and processing common in the Shockoe Bottom area of Richmond to multiple large, “horizontal-type” one-story storage buildings feeding separate production facilities more prevalent in South Richmond, as defined by the *Tobacco Warehouses in Richmond, 1874-1963* Multiple Property Listing (NRHP 2014). These horizontal-type buildings facilitated more abundant and readily-available storage for large-scale production while minimizing cost and risk of fire. The American Tobacco Company South Richmond Complex storage warehouses were built as the “open” horizontal-type buildings prevalent during the early-twentieth century and then later adapted to the “closed” type building more common in the mid-twentieth century. The production facilities are also reflective of trends in the mid-twentieth century to separate processing from storage. Of the resources within the historic district boundaries, there are eight contributing buildings (two rows of warehouses, a re-

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drying plant, stemmery, boiler house, research laboratory, storage garage, and shed) and two contributing structures (a suction tank and pump house). Despite the loss of some warehouses during the 1980s and renovation of the research laboratory, the complex as a whole retains a high degree of integrity of location, setting, design, workmanship, feeling, and association.

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### **Narrative Description**

The American Tobacco Company South Richmond Complex Historic District is located in the Manchester or "South Richmond" area of Richmond, Virginia. The historic district is composed of portions of two separate property parcels and contains approximately 16 acres of land. The property is located at 400-800 Jefferson Davis Highway and is generally bound by Jefferson Davis Highway to the east, Maury Street to the north, and Kern Street to the south. The western boundary generally follows the rear property line of the southern parcel and continues in a straight line across the northern parcel. These boundaries include the research laboratory on the corner of Jefferson Davis Highway in the northern parcel and the warehouse and industrial complex along Jefferson Davis Highway in the southern parcel. Historically, the complex extended to the west, abutting the A.C.L. Railroad corridor; however, the associated buildings that were located in the western portion of the property have been demolished and replaced by a collection of non-historic buildings and a large parking lot that are excluded from the historic district boundaries.

The American Tobacco Company South Richmond Complex is sited on a generally flat landscape in an industrial setting. Most of the buildings in the complex are set in close proximity to the road with a narrow manicured and landscaped grassy lawn between the research laboratory on the corner with Maury Street and the row of warehouses that extend along Jefferson Davis Highway. The lawn in front of the warehouses is set behind a non-historic chain link fence while that to the sides of the research laboratory is behind a more decorative but still non-historic brick and iron rail fence. The processing buildings, including the stemmery and re-drying plant, are both set immediately adjacent to the sidewalk along Jefferson Davis Highway at the corner with Kern Street.

As a mostly utilitarian, industrial complex, not intended for commercial or public access, there is a formal "front" to the complex along Jefferson Davis Highway, but not a true access driveway. Both the research laboratory and stemmery have front entrances from the sidewalk but vehicular access to both is around the sides and rear. A small circular driveway and parking lot is located immediately to the rear of the research laboratory and a modern driveway and large parking lot are located further beyond. Vehicular access to the industrial complex is provided from the south off of Kern Street which now functions more as an alley than a public road. The driveway off of Kern Street leads into the interior of the complex where historically a series of rail spurs ran, but have since been abandoned and paved over.

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Inside the complex, the various warehouses and other buildings within the historic district are generally organized along a grid aligned parallel to the city street pattern. The research laboratory, stemmery, and re-drying plant are all oriented facing Jefferson Davis Highway while the rows of warehouses are oriented lengthwise to the street. The several smaller ancillary and support buildings inside the complex conform to the same grid.

### Architectural Analysis

The earliest buildings within the complex are the tobacco storage warehouses aligned in two rows parallel to Jefferson Davis Highway (VDHR# 127-5832-0004/0005). Portions of these warehouses were built in 1911 after the American Tobacco Company purchased 25 acres of land in what was then still the City of Manchester, just beyond the corporate limits of the City of Richmond (Richmond Times Dispatch 1910). Construction at that time consisted of a group of 14 numbered warehouse buildings built in a grid of three rows with five warehouses in the row closest to Jefferson Davis Highway, five in the next row, and four in the third and innermost row. Those in the innermost (western) row were demolished in the 1980s after the property was sold by the American Tobacco Company. Each of the warehouses built were wood frame with iron cladding and measured approximately 100-foot wide and 140-foot long, spaced roughly 150-foot apart. In a deal with the A.C.L. Railroad, a system of spurs running between the rows of warehouses was connected to the main line that ran along the west side of the property. A water supply system for fire suppression was also connected to the municipal water network (Richmond Times Dispatch 1911). This original complex was called the "American Tobacco Company Chesterfield Warehouses" (Sanborn 1919).

The next development within the complex did not occur for roughly two decades. In 1929, American Tobacco undertook a construction program at the complex aimed at expanding its role from simply one of storage to a combination storage and processing facility. At that time, 11 additional storage warehouses were constructed in the 150-foot gaps between the existing warehouses to create three continuous rows of warehouse space. The original warehouses retained their numbers 1-14 while the infill were numbered 1A-13A (the western line of warehouses, numbered 1 through 4A, are no longer extant). New brick bulkhead walls were constructed between each warehouse to reinforce them as well as provide fire protection (Richmond Times Dispatch 1929). Also at that time, the company built what is now the two-story, brick Re-drying Plant in the southeastern corner of the property at Jefferson Davis Highway and Kern Street (VDHR #127-5832-0002). At that time, it appears the building served not just for re-drying, but stemming and blending as well. Additionally, the building was home to the company research department, recently transferred to Richmond from New York.

In 1936, the complex was enlarged once again with a massive addition to the north side of the re-drying plant. It appears that following the construction of the addition, the re-drying and blending operations remained in the older building while stemming was moved to the addition. This building, the Stemmerly (VDHR #127-5832-0003), faced Jefferson Davis Highway and provided a more formal and imposing front to the building and complex. The three-story brick

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main block of the building was connected to the older two-story building by a four-story Art Deco-inspired brick stair tower.

The next construction at the property took a major shift from earlier development not just in form but in function with the construction of the Research Laboratory (VDHR #127-5832-0009) in 1939. As opposed to the industrial storage and processing warehouse buildings that formerly characterized the complex, the new research laboratory building was constructed at the opposite end of the storage warehouses from the production plant and was designed in an elaborate Colonial Revival architectural design. This building faces Jefferson Davis Highway with a manicured front lawn and walkway off the sidewalk that provided a formal and public front to the operation. The building was doubled in size in 1955 with a large addition of more laboratory space to the rear of the building.

Circa 1947, the boiler house building (VDHR #127-5832-0001), storage garage (VDHR #127-5832-0006), and a variety of support buildings and structures, including the suction tank for the fire suppression system (VDHR #127-5832-0007) and the pump house related to the water pipe system (VDHR #127-5832-0008), had all been constructed. Also built by this time were small “offices” between the north end of each warehouse row, an elevated water tank, and five additional warehouses (numbered 16 through 20) built immediately adjacent to the mainline railroad corridor; all of which were demolished in the 1980s after the complex ceased to function as a tobacco storage and processing plant.

A number of other changes to the physical stock of the complex were also instituted throughout the 1950s that included the renovation of the storage warehouses from their “open” louvered design to the “closed” type design. The transformation into the closed warehouse model was instituted across the tobacco industry at this time as increasingly the stored tobacco products were becoming infested by tobacco beetles that were able to enter the warehouses and gain access to the crop. To combat the beetles, the storage warehouses were fumigated, which required the ability to completely seal the buildings while filled with a gas for up to 96 hours. As part of this adaptation, all of the warehouses present at the American Tobacco Company South Richmond complex were closed. On the street side of the east row of warehouses, the conversion simply covered over the vents underneath the large louvers while the back side of the building and on both sides of the west row, the walls were completely reclad with sheet metal, removing the louvered framing.

By the 1980s, the tobacco industry in Richmond, particularly American Tobacco Company’s share, was in decline. In 1987, American Tobacco sold the South Richmond complex property and in 1988, the northern portion of the property that contains the research laboratory was subdivided (becoming what is referred to herein as the northern parcel) and purchased by the City of Richmond. The city undertook extensive renovation and redevelopment, constructing several additions to the research laboratory building while demolishing 16 of the warehouse buildings located within that parcel including three in the east row, two in the second row from Jefferson Davis Highway (now the west row), the entire third row, and three of the westernmost

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buildings adjacent to the railroad corridor. A portion of one warehouse in the second row was retained and connected to the research laboratory building by an addition between the two buildings. Two warehouses adjacent to the rail line were also retained. Meanwhile, much of the property where the warehouses were demolished was paved as a large parking lot and equipment storage lot. The rail spurs leading into the property were also abandoned at this time and some removed while others paved over.

Currently, the City of Richmond Department of Public Works maintains offices and a field branch of the Public Utilities division within the former research laboratory building and the two remaining warehouses along the former A.C.L. Railroad corridor. The rest of the complex, including the two rows of remaining warehouses, the stemmery, re-drying plant, boiler house, storage garage, suction tank, pump house, and shed are privately owned and leased as warehouse space.

### Property Types

The tobacco warehouses within the American Tobacco Company South Richmond Complex include two property types and two sub-types as defined by the *Tobacco Warehouses in Richmond, 1874-1963* Multiple Property Listing. The storage warehouses which are now comprised of two rows of originally separate buildings that were subsequently infilled and connected in 1930 are representative of the "Modern Horizontally-Arranged Warehouse Facilities" property type as defined by the MPD. Within this type, the warehouses were all originally built as the earlier "open" sub-types but were adapted in the 1950s into the later "closed" sub-type.

As defined by the MPD:

The Modern Horizontally-Arranged Warehouse Facilities were usually a single tall story in height, eliminating the need for elevators and the resulting extra personnel necessitated by all of the additional handling (as was required at the older multi-story tobacco warehouses north of the James in Richmond). Their enormous capacity and ease of access are the essential characteristics of their design. The buildings are constructed with sawn timber framing. Interior spaces are open and utilitarian in nature, constructed to allow flexibility for moving and storage of the large hogsheads (barrels) of tobacco kept in the warehouses. Typically, the floors were elevated and consisted of soil covered by 4-6 inches of cinders, with concrete aisles. The buildings usually have roofs that are tar and gravel; sometimes these roofs are punctuated by large skylights which light the interior. The buildings had electric lighting from the beginning, but it was minimal, and the skylights were the main source of light. The warehouses were usually designed in sets or multiples and constructed with brick firewalls separating the individual warehouses. The buildings were originally clad in either wood or galvanized metal that possessed louvers, to allow air circulation within the warehouses.



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The storage warehouses at the American Tobacco Company South Richmond Complex were originally constructed with all of the typical characteristics of this type. The set of multiple one-story buildings were clad in corrugated metal siding with two large louvers on each side. The interior of each warehouse consisted of unfinished, open spaces divided only by timber framing and appear to originally have had concrete floor aisles; however the entire floor surface has since been paved. When the second set of warehouses were constructed in the voids between the original ones in 1930, they were separated by brick fire walls. The buildings also originally had skylights that pierced the low-pitch tar and gravel roofs.

In the 1950s, all of the storage warehouses were converted to the later closed design. According to the MPD:

Due to the ventilation properties of these warehouses, tobacco beetles, which are insects that are drawn to tobacco, were able to infiltrate the hogshead of stored tobacco, destroying the product, as well as creating a significant monetary loss. In order to extinguish the tobacco beetles, many of the open warehouses were converted into “closed” warehouses or fumitoriums. The warehouses were re-skinned with flat-seamed sheet metal or steel “R”-panels. Metal skins can be gasketed and covered with impermeable coatings which reduce the majority of preparation necessary to control gases in these warehouse fumitoriums, therefore accomplishing its function without interruption or posing a real danger out of doors.

When the warehouses were closed in the 1950s, two different methods were utilized that both resulted in the same outcome. On the east wall of the easternmost warehouses fronting Jefferson Davis Highway, the original louvered walls were retained; however the open undersides were sealed shut with sheet metal. Leaving the louvers intact was possibly for aesthetic purposes, although this cannot be determined conclusively. The west walls on those warehouses that faced into the complex, as well as both walls on the other set of warehouses were completely removed, including the louvers, and rebuilt with flat-paneled sheet metal skins. The result was the ability to seal the interior of all the warehouses and effectively fumigate the stored tobacco.

The two processing buildings at the American Tobacco Company South Richmond Complex, the stemmery and re-drying plant, are both representative of the “Modern Horizontally-Arranged Production Facilities” as defined by the MPD:

.... took advantage of advancements in building construction and were able to encompass even larger amounts of space dedicated entirely to the production of tobacco products, primarily cigarettes. Advancements in cigarette production continually increased the output of the product. The new high-speed cigarette machines required mass bulk storage, and that storage had to be capacious enough for a producer to have enough tobacco on hand to maintain their blend.

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The facilities at the American Tobacco Company South Richmond Complex, including both the stemmery and re-drying plant, reflect this trend as both were constructed using modern techniques and materials such as steel and masonry to allow for multiple stories of open, production floor space. These facilities were also strictly processing plants and relied on separate storage facilities rather than integrated storage. Unlike other contemporary production facilities that relied on off-site storage, sometimes owned and operated by a separate company or “middle man,” the American Tobacco Company South Richmond Complex maintained its own set of storage warehouses on site that were directly connected to the production plants by internal rail spurs, thus allowing for rapid utilization of the stored tobacco.

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## Inventory

The following inventory identifies the buildings and structures within the historic district. The contributing status was determined based upon the function and use of each in support of Criterion A as well as its design and style in support of Criterion C according to the context and significance as defined by the *Tobacco Warehouses in Richmond, 1874-1963* Multiple Property Listing. Each resource was assessed according to the registration requirements in Section F of the MPD. Additionally, the retention of integrity was considered for each resource and its ability to convey historic significance.

The following inventory of resources includes narrative descriptions and is arranged numerically by street address.

## Contributing

### Jefferson Davis Highway

**400 Jefferson Davis Highway**

**127-5832-0009**

*Other DHR Id#:*

*Primary Resource:* **Research Facility/Laboratory (Building), Stories 1, Style: Colonial Revival, 1939**

**Contributing**     *Total:* 1

The Research Laboratory building was constructed in 1939. The building has an irregular footprint created by multiple additions to the original form including in 1955 and 1992. The original and main block of the building has a rectangular form that measures 135-feet wide along its front oriented east towards Jefferson Davis Highway by 110-feet deep along Maury Street. The building was designed by Francisco and Jacobus of New York and built by Wise Contracting Company of Richmond in the Colonial Revival style. The one-story building has a masonry structural system clad with buff brick laid in a common bond that rests on a full basement foundation clad above grade with smooth limestone panels and a beveled water

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table. The building is topped by a flat roof behind a paneled brick parapet wall topped by limestone coping above a heavy molded and dentiled limestone cornice.

The nine-bay façade has a five-part design consisting of a central entry connected by short wings to pavilions on each end. Each bay is delineated by a shallow brick pilaster that extends between the continuous water table and limestone cornice. The five parts are delineated by their above-cornice treatment.

The slightly projecting central entry is edged by double pilasters and topped by a pedimented and dentiled gable. The frieze is engraved with "The American Tobacco Company" and the pediment features a cast false rosette. The raised entry is approached by a flight of limestone steps with paneled limestone knee walls. The entry itself consists of a set of bronze double-leaf glazed doors. The doors are flanked by glass sidelights with lead tracery and lower wood panels below. Above the doors is a glass rectangular transom, also with lead tracery. Above the sidelights and transom is a wooden lintel with decorative reeding and an arched glass window above that continues the lead tracery patterns of the sidelights and transom. The entire opening is lined by a brick arch with a limestone keystone.

The two end pavilions also slightly project from the front plane of the building and are edged by double pilasters topped by a paneled limestone parapet. Each pavilion features a large, multi-light arched window set on a limestone sill. The entire opening is lined by a brick arch with a limestone keystone.

The two connecting wings are each three bays and set back slightly from the entry and end pavilions. Each of the three bays on each wing are delineated by a single brick pilaster. Each bay contains a single large 15-over-15 double-hung-sash window set on a limestone sill and topped by a brick jack arch with limestone keystone.

The sides of the building have similar, but simplified, five-part designs consisting of end pavilions with limestone parapets and arched windows but differentiated by a central bay containing a sash window over a wood panel. The central and flanking sash windows are each smaller than on the façade, exhibiting nine-over-nine configurations. Also opposed to the façade, the two end pavilions are edged by double pilasters and the central bay is edged by single pilasters while the individual bays between are uninterrupted by pilasters.

The rear of the building has a three-part design with identical end pavilions but no differentiated central bay. Additionally, the rear features a similar fenestration pattern, although with smaller, 9-over-9 light sash configurations. The symmetry of the rear wall has been interrupted by the appendage of a large addition to the southwest corner in 1955. This large space was added to serve as additional lab space and was designed in such a way that it is compatible with the original building but differentiated through treatment. The addition also has a buff brick exterior but is shorter than the original block, ending just below the limestone cornice. It is covered by flat roof behind an unadorned and undifferentiated parapet wall. At

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the junction of the two buildings is a small, projecting curved entry foyer containing a single, glazed and paneled wood door with covered sidelights and a rectangular transom, all sheltered by a curved, cantilevered eyebrow ledge. The walls of the addition are pierced by eight-over-twelve sash windows, some of which are flanked by five-light sidelights.

Also constructed in 1955 was a meter shop addition to the north end of the west row of warehouses; this appendage was connected to the 1955 laboratory addition in 1992. Simultaneously, the one warehouse to which this addition was connected was separated from its original warehouse group by demolition of a number of interceding warehouses. As such, the form of the research laboratory came to include the original building with the 1955 laboratory addition to the rear, and a 1992 addition beyond that connecting to the 1955 meter shop addition which in turn is attached to a 1929 warehouse. The 1955 meter shop addition is similar to the laboratory addition in its rectangular form with buff brick walls and a flat roof. It is even further simplified from the original building with unadorned horizontal-light sash windows on concrete sills. The windows on this block have all been protected by applied metal screens.

The 1992 connector, as well as a small atrium also attached in 1992, differ substantially from the original building design. The wall of the connector that faces Maury Street features a large, cast concrete curved façade. It features a projecting and overhanging parapet wall supported by cylindrical concrete posts above a smooth concrete wall pierced by a band of fixed metal-frame windows. Extending from the corners of the façade is a curved concrete wall that follows the contour of the wall but extends nearly out to the sidewalk along Maury Street. This wall is engraved with "Public Utilities," reflecting the owner and occupant of the building by that date, the City of Richmond Department of Public Works. The atrium attached to the building in 1992 is located on the south side of the 1955 laboratory addition facing the parking lot and consists of an entry foyer with a gabled glass roof.

A description of the space from 1941 in the journal of Industrial and Engineering Chemistry, Analytical Edition, is as follows: "The interior shows the influence of the Williamsburg restoration. The vestibule is paneled in teakwood, the lobby wainscoted to the ceiling and painted in old ivory. The library which occupies 38 by 41 feet in the center of the building, consists of a conference room, from both sides of which open reading alcoves with book stacks between. The room is finished in matched walnut panels. The executive and general offices are wainscoted in walnut or paneled in wood, painted ivory. The ceilings of the library and office are acoustically treated. The floors of the vestibule and lobby are of marble, the library of teakwood with ebony inlay, the private offices carpeted."

The laboratory space within the building was described as being arranged in units corresponding to the divisions under which the research department was administered, including tobacco, essential materials, cigarette paper, physical standards, tobacco smoke, factory service, and biological. Generally the walls were covered with glazed terra cotta tiles with painted plaster above. The floors were generally covered with air-pad rubber over

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concrete and lighting was provided by florescent tubes. The labs were outfitted with birchwood furniture with stone desktops. Each lab was serviced by steam, hot and cold water, compressed air, gas, vacuum and alternating current electricity. The article goes on further to detail the equipment, machinery, and fixtures within the lab spaces pertinent to the scientific interests of the journal.

According to City staff, the interior of the building has been substantially renovated and remodeled several times over the years and retains very little of the original finishes. The exception is the lobby and the library space, which are reported to retain wood paneling and marble floors. All of the lab space and equipment has also been removed and the spaces reconfigured.

**600 Jefferson Davis Highway**

**127-5832-0003**

*Other DHR Id#:*

*Primary Resource:* **Stemmery – Processing Plant (Building), Stories 3, Style: Art Deco, 1936**

**Contributing**      *Total:* 1

The Stemmery was constructed in 1936. The building consists of a large, roughly square, three-story main block that is 12-bays wide along the front and 10-bays deep along the side along with a smaller, but taller 3-bay by 3-bay stair tower block adjacent to the southeast corner that connects the building to the adjacent Re-drying Plant. The building has a brick structural system laid in a 5:1 American Bond that rests on a raised continuous concrete water table-type foundation and is topped by a flat roof behind a continuous parapet wall with concrete coping.

The Stemmery building, and particularly the stair tower block, exhibit influences from the Art Deco style through a vertical emphasis and intentional brickwork. The three bays on the tower are delineated by narrow, nearly full-height recessed panels in which the fenestration is located. Each of these panels is lined by a continuous band of stacked stretcher bricks and topped by a continuous course of stacked soldier bricks stepping out to the parapet wall. The primary entrance to the building is located at-grade within the central panel. It consists of a set of partially-glazed double doors with a transom above. The brick panel above the doorway is accented with a rubbed brick frame. Windows occupy the three levels above the doorway as well as all four levels on the outer panels. Each is a multi-light industrial window set on a concrete sill with operable, hopper-style six-light central sashes. Those in the outer panels are tall and narrow while the center windows are wider and larger.

The main block of the building features a regular pattern of large multi-light industrial windows set within a solid wall plane on each of the three levels. Those on the first two stories have been protected by later applied security screens. The pattern is broken only by a doorway consisting of a similar set of double doors as on the stair tower in the sixth bay in from the north end.

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The sides of the building have similar but slightly interrupted fenestration patterns brought about by the attached stair tower on the south end and the connected row of warehouses on the north end. Also on the first floor of the south end is a raised concrete loading dock with sliding, partially-glazed garage doors sheltered by a metal shed roof. On the north side of the building, between the main block and the eastern row of warehouses, is a two-story mass the same width of the warehouses appended to the northwest corner. This mass encloses a dust collector system and as such, has solid brick walls without fenestration. The rear of the building also differs slightly in configuration and fenestration. The bay system differs on the back as it is divided into four wider bays. A one-story, angled mass projects from the northernmost bay on the first floor adjacent to a large, flat-roofed, open-sided loading dock area. The loading dock has a raised concrete platform sheltered by a flat roof of corrugated metal supported by steel posts. It shelters a garage bay with a non-historic roll-up door as well as a single pedestrian door leading into the main block of the building. The bays above and to the south side of this feature wide, ribbon bands of multi-light industrial windows, each with operable, hopper-style six-light central sashes. Above the angled one-story mass on the northernmost bay are several large ducts and pipes that lead from the mass to a ventilation system on the roof.

The interior of the building has a mix of unfinished and utilitarian spaces in addition to a relatively finely finished administration area. Within the first floor of the building along the front wall is the administration area that includes a number of offices and rooms set along an interior corridor. These rooms are finished with original period wood paneled walls within wood framing. A molded rail extends continuously around the level of the top of the doors. The doors into the various offices and rooms are of matching wood with surrounds integrated into the panel framing. An interesting feature remains in the central hallway that was a "teller" type window with a sliding hatch for checking in and out of the property. There is also an original, large, walk-in metal safe with double doors. At the lower edge of the paneled wood walls within the administration area are painted wood baseboards. The ceilings have been lowered with acoustic drop tiles and the concrete floors appear to have originally been covered with vinyl or asbestos tiles; however they have been removed. There is also one room that appears to have been non-historically partitioned off as evidenced by dissimilar, laminate-type wood paneling.

To the rear of the administration area on the first floor and within the three floors above are large, open and unfinished work rooms. Each of these areas is interrupted only by the grid of metal support posts. The floors on the first level are exposed concrete slab while those on the upper floors are narrow-plank wood. On all levels, the outer brick walls are exposed as is the steel beam ceiling/floor framing. Suspended from the steel framing is a system of pipes and ducts as well as florescent lights. The exception to the exposed brick walls is on the first floor where the interior walls that partition off the administration area are clad with a mix of wood paneling and glazed ceramic tile.

The interior of the south stair tower is also largely unfinished except for glazed ceramic tile walls lining the central corridor between the Stemmerly main block and the adjacent Re-drying

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Plant on each floor. Also located within the tower are stairwells with original steel scissor-type stairs and an original freight elevator. Along the rear wall of the tower are restroom facilities with original ceramic tile walls but updated fixtures.

**600 Jefferson Davis Highway 127-5832-0004**

*Other DHR Id#:*

*Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1911*

**Contributing Total: 1**

The east row of warehouses consists of five warehouses, originally built as individual buildings and later joined together, and constructed in two separate phases. The warehouse sections are numbered 10A, 11, 11A, 12, and 12A. The solely numbered warehouses were constructed in 1911 while the lettered buildings were constructed in 1929, at which time the older buildings were also renovated and remodeled. The warehouse areas are similar in size, measuring 100-foot wide, while the original buildings are 140-foot long and the infilled buildings are 150-foot long. Each of the warehouses is separated by thick, brick fire walls that were built when the infill buildings were constructed in 1929. These fire walls have thick piers at each end with corbeled capitals and a narrower gabled wall of bricks between topped with terracotta coping. Between the brick fire walls, the buildings have a wood frame structural system that is clad with sheet metal. The walls on the east side of each warehouse between the brick fire walls are covered with historic corrugated metal and have two, full-width flared louvers indicative of their "open"-type design. The bottom of each of these louvers was originally open with wire mesh to allow free flow of air into and out of the interior of the building. These bottom panels have since been sealed during conversion of these warehouses into the "closed"-type in the mid-twentieth century. The west walls of these buildings were likely also originally built with the louvered design; however they have since been removed and the walls are now clad with continuous panels of non-historic 5V sheet metal siding. The warehouses are topped by shallow-pitch gable roofs with wide overhangs under which are exposed rafter tails. The roof areas are primarily covered with tar and gravel, although some sections have been replaced with other built-up materials. There are doors into each warehouse space located centrally on each side of each building. These entries consist of a set of sliding, un-glazed, metal doors. Those on the west side of the building lead onto a raised concrete loading dock that extends the length of the row.

The interior of only one warehouse area was available for inspection although according to drawings, records, and the property owners, all of them are nearly identical. The interior is primarily unfinished with the structural elements exposed. Each warehouse is a single open space interrupted only by the grid of wood support posts. These posts, along with knee braces, support a system of heavy timber framing supporting the roof structure that is believed to date from the original construction in 1911. Suspended from the framing is a system of fire suppression piping and florescent light fixtures. In many areas, the wall framing and exterior cladding are left exposed although plywood and other paneling has been non-historically added to some wall surfaces. The floors were originally covered with ash/gravel and a network of

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paved concrete walkways leading down corridors, although the floors have since all been completely paved.

**600 Jefferson Davis Highway 127-5832-0005**

*Other DHR Id#:*

*Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1911*

**Contributing Total: 1**

The west row of warehouses consists of six warehouses originally built as individual buildings and later joined together, and constructed in two separate phases. The warehouse sections are numbered 5, 5A, 6, 6A, 7, and 7A. The solely numbered warehouses were constructed in 1911 while the lettered buildings were constructed in 1929, at which time the older buildings were also renovated and remodeled. The warehouse areas are similar in size; all measure 100-feet wide, while the original buildings are 140-feet long and the infilled buildings are 150-feet long. Each of the warehouses are separated by thick, brick fire walls that were built when the infill buildings were constructed in 1929. These fire walls have thick piers at each end with corbeled capitals and a narrower gabled wall of bricks between topped with terracotta coping. Between the brick fire walls, the buildings have a wood frame structural system that is clad with non-historic 5V sheet metal. Unlike the east row of warehouses, the west row does not retain its "open" louvered design on either side. The walls on both sides of the building are flat, an alteration likely made during conversion of these warehouses into the "closed"-type in the mid-twentieth century. The warehouses are topped by shallow-pitch gable roofs with wide overhangs under which are exposed rafter tails. The roof areas are primarily covered with tar and gravel, although some sections have been replaced with other built-up materials. There are doors into each warehouse space located centrally on each side of each building. These entries consist of a set of sliding, un-glazed, metal doors. Those on the west side of the building lead onto a raised concrete loading dock that extends the length of the row. Several later raised concrete ramps and platforms have been added to the east side of the southernmost two warehouses.

The interior of only one warehouse area was available for inspection although according to drawings, records, and the property owners, all of them are nearly identical. The interior is primarily unfinished with the structural elements exposed. Each warehouse is a single open space interrupted only by the grid of wood support posts. These posts, along with knee braces, support a system of heavy timber framing supporting the roof structure that is believed to date from the original construction in 1911. Suspended from the framing is a system of fire suppression piping and florescent light fixtures. In many areas, the wall framing and exterior cladding are left exposed although plywood and other paneling has been non-historically added to some wall surfaces. The floors were originally covered with ash/gravel and a network of paved concrete walkways leading down corridors, although the floors have since all been completely paved.

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*Other DHR Id#:*



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**Primary Resource: Shed (Building), Stories 1, Style: No discernible style, Ca 1952**

**Contributing Total: 1**

The diminutive storage shed was constructed at an unknown date post-1952. This small building has a rectangular footprint that measures approximately 10-feet wide by 10-feet long. The concrete block structural system is exposed and painted and rests on a slab foundation. It is topped by a front-gable roof covered with corrugated metal. There is a single metal door set centrally on the east-facing façade and single eight-light industrial windows with concrete sills on each side. The interior was not available for inspection at the time of this survey.

**600 Jefferson Davis Highway 127-5832-0008**

*Other DHR Id#:*

**Primary Resource: Water Tank/Tower (Structure), Stories 4 , Style: No discernible style, Pre 1950**

**Contributing Total: 1**

The suction tank was constructed prior to 1950. The structure consists of an upright cylindrical tank that measures approximately 30-feet wide by four-stories tall. It is clad by riveted steel panels and is topped by a metal-clad dome roof with a central vent. A single ladder extends up the outside of the tank's south side.

**Secondary Resource: Pump House (Structure)**

**Contributing Total: 1**

The pump house was constructed contemporaneously to the suction tank prior to 1950. The small, one-story structure has a cast concrete structural system and is topped by a flat roof, behind an integral parapet. There are single, glazed, metal doors on the south and west sides, as well as a fixed, 9-light metal window on the west side.

**800 Jefferson Davis Highway 127-5832-0002**

*Other DHR Id#:*

**Primary Resource: Re-Drying Plant – Processing Plant (Building), Stories 2, Style: No discernible style, 1929**

**Contributing Total: 1**

The re-drying plant was constructed in 1929. The two-story building has a long, mostly rectangular footprint oriented perpendicularly to Jefferson Davis Highway. The main block of the building is three bays wide along Jefferson Davis Highway and 12 bays deep along Kern Street with a four-bay, two-bay wide boiler room extension beyond. The brick structural system is laid in a 5:1 American bond that rests on a raised concrete water table-type foundation and is topped by a flat roof behind a continuous brick parapet wall. The parapet wall is capped by concrete coping and features a single low battlement set centrally on the front end and a larger step-up to accommodate a monitor. The wide monitor extends from the

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south wall of the building nearly to the north wall. It contains a band of awning windows along both the east and west and is topped by a flat roof. Also located on the roof near the northwest corner is a brick elevator/stairwell penthouse topped by a flat roof.

Each of the three bays along the east end of the building is pierced by a pair of multiple-light industrial windows on the first and second floors, except for the inner opening on the first floor of the outer two bays, which consists of smaller bays. The northern loading bay retains a metal roll-up garage door while the southern loading bay opening has been infilled with brick. Each of the 12 bays along the long sides of the main block of the building are delineated by nearly full-height recessed curtain wall panels between brick pilasters and topped by the brick parapet wall. Each of the recessed panels is topped by corbeled brick stepping out to the parapet wall. Within each bay are single window openings on the first and second floors. Many of the openings contain multiple-light industrial windows set on concrete sills, although some openings have been infilled with brick. Many of the openings are protected by projecting metal screens added later. The second bay in from each end contains a garage/loading opening on the first floor. The front opening retains a metal roll-up garage door that is sheltered by a metal shed roof that extends over the adjacent bay as well. This roof is covered with raised-seam sheet metal and is supported by open metal brackets. The rear opening has been infilled with brick and does not have a sheltering roof.

The four-bay by two-bay boiler room extension on the back has a similar scale and massing as the main block but does not have recessed panels along the sides. The bays on the north and south sides each contain a single industrial window set on a concrete sill on both the first and second floors. The rear (west) wall of the building features a pair of industrial windows in each bay of the second floor and a slightly different fenestration on the first floor created by garage bays and hatches for the coal bridges that connect to the adjacent chimney stacks. Attached to the north side of the boiler room is a wide overhanging shed roof supported by steel I-beams that shelters a sub-grade coal bay. A rail line supported by cross beams spans the concrete-lined pit that opens into the basement of the adjacent boiler room.

The long north side of the main block exhibits a similar appearance as the south side with recessed bays containing industrial windows on the second floor and a mix of windows and garage openings set along a loading dock on the first floor. The garage openings contain historic, sliding, un-glazed metal doors. The continuous raised concrete loading dock is sheltered by a shed roof supported by open metal brackets. The roof has an interesting roofline with alternating sections of lower and higher pitch shed roofs with the taller portions over the doorways and the lower over the windows. There is also an enclosed bridge that adjoins the second floor of the building and connects to the Stemmery across the courtyard.

The interior of the building is largely open and unfinished. The first floor consists primarily of one large open space interrupted by the grid of steel frame support posts. The floors are exposed concrete slab and the walls are the exposed brick structural system. The ceiling has exposed steel framing and beams with the bottom of the wood flooring on the second floor. A

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labyrinth of pipes and plumbing are suspended from the steel frame as are modern fluorescent lights. Along the rear wall of the building are a small enclosed office and the freight elevator stack. Behind the elevator and within the boiler room extension is the coal storage room that is open into the basement level. At the front of the building in the northeast corner is an open passageway into the attached Stemmerly.

The second floor of the building has a similar configuration consisting largely of a single open space interrupted by the grid of support posts. As opposed to the first level, the flooring throughout the second story is narrow-plank pine, much of which is bowing and popping from moisture infiltration. The ceiling has the exposed steel roofing trusses and roof decking pierced by a series of now-enclosed skylights. There is an office/meeting room partitioned off near the front of the main room and a small open room over the boiler room. At the front is an open passageway into the attached Stemmerly.

**800 Jefferson Davis Highway 127-5832-0006**

*Other DHR Id#:*

*Primary Resource: Garage (Building), Stories 1, Style: No discernible style, 1947*

**Contributing Total: 1**

The garage was built circa 1947. The small one-story masonry building has a rectangular footprint. The brick structural system is laid in a 5:1 American bond that rests on a poured concrete slab foundation and is topped by a low-pitched, gable roof covered with corrugated metal. The building is oriented towards the north where the paved driveway abuts the front, with the façade divided into four, full-height garage bays. The side walls of the building are pierced by two eight-light industrial casement windows set on concrete sills while the rear has four such windows. The interior of the building was not available for inspection at the time of this survey.

**800 Jefferson Davis Highway 127-5832-0001**

*Other DHR Id#:*

*Primary Resource: Boiler House (Building), Stories 1, Style: No discernible style, 1947*

**Contributing Total: 1**

The boiler house building was constructed in 1947. The two-story building has a rectangular footprint divided into five bays on the sides and three on the ends. The brick structural system is laid in a 5:1 American bond and rests on a continuous concrete water table-type foundation. It is topped by a gable roof covered with corrugated metal. There is a partial-width, one-story ell attached to the west end of the building, also with a 5:1 American Bond structural system set on a concrete foundation. It is topped by a low-pitched shed roof flanked by brick parapet walls with concrete coping.

The side walls of the building are divided into bays by industrial-style windows on each floor within recessed panels that extend from the bottom of the first floor windows to the top of the

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second -story windows. The window configurations are two-light by five-light with the top and bottom lights fixed while the central four lights are within an awning sash. The first-story windows have concrete sills and the second-story windows have brick sills. The west end of the building features similar windows evenly spaced along the second story above the one-story ell although they are not within recessed panels. A garage bay occupies the northwest portion of the first floor wall beside the ell. The walls of the ell are pierced by similar windows on each side and two small, four-pane windows along the front, as well as a pedestrian door at the south end. The east wall of the building has three windows on the first and second floors as well as a single-width pedestrian door near the south corner and a double- pedestrian door near the north corner. The chimney stack connector pierces the wall of the building above the south pedestrian door.

The interior of the main block of the building consists of a single, open and unfinished space. The concrete slab is exposed on the floor, the brick structure with interior buttresses exposed on the walls, and the metal roof trusses exposed at the ceiling. The space is illuminated by a series of pendant lights suspended from the trusses as well as a small monitor window set centrally through the ridge. The one story ell at the west end contains a hallway leading from the exterior door into the main block as well as two small rooms. The hallway provides access to just one of these rooms which serves as a restroom. The second room, an office, is only accessible by a doorway directly from the main block. The hallway and two rooms are also minimally finished with exposed concrete slab floors and brick walls. The partition walls are clad with vertical board panels and the ceilings are covered with wallboard.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

INDUSTRY

ARCHITECTURE

SCIENCE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1911-1966

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1911

1929

1939

Mid-1950s

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Wise Contracting Company

Francisco and Jacobus

\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The American Tobacco Company South Richmond Complex Historic District is being nominated for inclusion in the NRHP under the *Tobacco Warehouses in Richmond, Virginia, 1874-1963 Multiple Property Documentation Form (MPD)* (NRHP 2014). Within the context of the MPD, the American Tobacco Company South Richmond Complex is significant under Criteria A (Industry) and C (Architecture) at the local level. The period of significance for Industry and Architecture begins with construction of the earliest warehouses on the property in 1911 and ends in 1966. Outside of the historic contexts and property types described in the MPD, the American Tobacco Company South Richmond Complex is also significant under Criterion A (Science) at the state level with a period of significance of 1939-1966. The period of significance for Science begins in 1939 with the construction of the research laboratory on the property and also ends in 1966. Both periods of significance end with the typical fifty-year cutoff for properties where significant activities have continued into the more recent past. The facility continued to play an important role in the tobacco storage, processing, and research industry through the 1980s.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

*The Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD* notes that a variety of advances in tobacco storage and production facilities occurred throughout the twentieth century as a result of large-scale marketing, faster production, and the need to maintain proprietary blends. Throughout the early- to mid-twentieth century, many tobacco companies, including the American Tobacco Company, transitioned from vertically designed, all-in-one building storage and production facilities common in the Shockoe Bottom area of Richmond, to separate, horizontally arranged storage and production facilities, often spread out over larger properties, such as those at the American Tobacco Company South Richmond Complex. This complex, initiated in 1911, was the first and earliest such facility to be developed in the Manchester or “South Richmond” area, which would eventually be the location of dozens of other such facilities through the first half of the twentieth century. The complex also represents the evolution of tobacco storage during the mid-twentieth century when the warehouses there were converted from their original “open” design to a “closed” design to counter the rise of the tobacco beetle and the need to be able to fumigate warehouse space on a regular basis.

Separately and outside of the context and significance outlined in the *Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD*, the American Tobacco Company South Richmond Complex Historic District also possesses significance related to the research and development of

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commercial tobacco and smoking that occurred in the laboratory on the property. The American Tobacco Company was the first tobacco company to create a research department specifically for the purpose of studying tobacco as a commercial product in 1911, and in 1929, relocated their research department to South Richmond from New York. The department was expanded extensively in 1939 when a new state-of-the-art research laboratory was constructed at the complex – the first and largest of its kind in the industry. Various advances in the cultivation, processing, and research into health ramifications of tobacco and cigarettes were made at the facility until it was closed by American Tobacco Company, along with the rest of the South Richmond Complex, in the 1980s.

### **Historical Background**

The historic context of tobacco storage in Richmond under which the significance of the American Tobacco Company South Richmond Complex is derived is well documented in the *Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD*. Therefore, only a brief summary of the general historical background related to tobacco storage during the late-nineteenth and twentieth centuries is provided in this nomination for reference. For a detailed discussion of tobacco storage and the resources related to it in Richmond, please see the MPD package.

To supplement this summary, a detailed and more comprehensive history related specifically to the American Tobacco Company South Richmond Complex and its background, development, and operation is provided herein.

### **Tobacco Storage and Processing in Richmond during the 19<sup>th</sup> and early 20<sup>th</sup> Centuries** *Paraphrased from the Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD*

Throughout the nineteenth century, most tobacco processing occurred at a local scale, with independent producers maintaining their own supply of tobacco and process for marketing it. As tobacco production centralized near the end of the nineteenth century, producers became increasingly concerned with the need for quality control, in order to ensure that the taste sought by the consumer was at least somewhat consistent throughout a given brand's production. This was the beginning of the concept known as the "blend;" the combination of tobaccos (and, later, fillers) used to reliably create a particular flavor profile for a given brand of tobacco products. The idea of the blend became particularly critical when "ready rolled" tobacco – the mass-produced cigarette – became popular with the general public, and the maintenance of consistent flavor across a given brand became critical. At the same time, new, high-speed cigarette manufacturing equipment was being developed to increase cigarette production to keep up with the growing national demand.

The advent of maintaining a consistent blend and increasing production speed brought about challenges for older production facilities, including those in Richmond mostly clustered in the Shockoe Valley area. Most of these facilities were multi-story, elevator-serviced warehouse buildings that could contain an adequate supply of tobacco on-hand to keep up with the older,



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slower, cigarette-manufacturing equipment. However, as newer high-speed cigarette-manufacturing machines increased in speed and efficiency, and proprietary blends required a much larger cache of tobacco, including multiple varieties and stages of aging to be on hand, cigarette manufacturers found that their facilities were incapable of holding enough supplies of processed tobacco to maintain production.

In order to facilitate growth of the tobacco industry and lure additional companies to the area, the city of Richmond annexed the city of Manchester just across the James River in 1910, and encouraged industrial development. Manchester had better access to the James, with far less building density and a much more accessible set of rail spurs. While a number of tobacco companies and producers eventually established facilities in the Manchester or “South Richmond” area, the first to do so was the American Tobacco Company in 1911.

### **Establishment of the Chesterfield Tobacco Warehouses**

The American Tobacco Company first acquired the land on which the American Tobacco Company South Richmond Complex would be established in 1910. Coincidentally, this was on the eve of one of the largest anti-trust lawsuits in the nation that involved the American Tobacco Company and its partnership with the Imperial Tobacco Company of Europe that formed the British American Tobacco Company. This monopoly had acquired over 250 tobacco companies, attracting widespread criticism and eventual legal action by United States federal prosecutors. In 1907 the trust was challenged, and in 1911 the conglomerate was broken up by the U.S. Supreme Court (Green 2013).

The lawsuit mandated various changes in the way that American Tobacco managed its business in addition to requiring them to release a number of their subsidiary companies and brands. Despite this setback, the company continued to expand both in its home state of North Carolina and in Virginia. While the American Tobacco Company already owned large warehouse and production facilities in Richmond’s Shockoe Valley area, in 1910 they took advantage of Richmond’s annexation of the adjacent City of Manchester by purchasing a tract of land to construct additional storage warehouses.

On October 27, 1910, the American Tobacco Company paid the Manchester Land and Manufacturing Company \$25,000 for the 25-acre property bound by the A.C.L. Railroad and the Petersburg Pike (Chesterfield County Deed Book 12:169). At the same time, arrangements were made with the railroad to allow for the construction of rail spurs off the mainline leading into the property. Construction was begun immediately of 14 new-design, tobacco storage warehouses. The warehouses were sited throughout the property to make the most efficient use of rail access, with spurs extending along a loading dock on one side of each row of warehouses.

It was stated by the company that the sheds would be “scattered over the large area of land in order to lessen the fire hazard and will consequently render the insurance rate lower than it would be if there were only large warehouse.” It was also said that the design of the storage

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sheds offered a more satisfactory method of keeping tobacco than the usual warehouse. The capacity of each shed was to be about 1,200 hogsheads allowing a total storage of around 31,000,000 pounds of tobacco (Richmond Times Dispatch Oct 27 1910).

The individual buildings were a single tall story in height, eliminating the need for elevators and the resulting extra personnel necessitated by all of the additional handling. Their enormous capacity and ease of access were the essential characteristics of their design. The 14 warehouses each enclosed roughly 14,000-square feet and were built in a grid of three rows throughout the property. The wood frame of each building was clad with galvanized iron siding with large louvers open on the bottom to permit circulation of air throughout the interior. The floors were elevated and consisted of soil covered by 4-6 inches of cinders, with concrete aisles.

These warehouses, as it was reported in local newspapers at the time, were to be the storage place for all, or the vast majority, of the company's stock of leaf bought in the country and from where it would be shipped to the factories on the north side of the James River as needed by them for their blends (Richmond Times Dispatch Jan 22 1911).

In addition to the 14 warehouses, the facility, which was called the American Tobacco Company Chesterfield Warehouses, included its own streets and driveways, a drainage system, a water supply, lights and railway tracks and sidings and was described as "the most stupendous undertaking in the building line South Richmond has ever known" (Richmond Times Dispatch Jan 22 1911).

### **Post-World War I Boom and the rise of the Cigarette**

Although tobacco production and cigarette consumption were on the rise at the time the Chesterfield Warehouses opened and began operation, it was in the years following World War I that tobacco and cigarette production grew exponentially. After the conclusion of World War I, cigarettes quickly grew in popularity, fueled in no small part by increasing social acceptance of women smoking in public. Hundreds of new brands emerged, each vying for the attention of the consumer (Green 2013).

In the 1920s, advertising and mass-marketing continued to grow as critical components of the tobacco industry. Advertising – fueled by increasing literacy and a burgeoning market for newspapers and magazines – shifted from local to a national audience. Production had to keep up with the new demand, and the new national audience demanded that a particular brand of cigarette had to taste the same, no matter where it was purchased in the country. The industry understood that mass production was necessary to profitably keep up with demand, but that mass production also had to protect the characteristics of the "blend" of each cigarette brand.

For the American Tobacco Company in Richmond, the flagship cigarette blend was the Lucky Strike. In the late 1920s, the brand targeted female consumers as a way to stay thin. A prevalent advertisement from the time said, "Reach for a Lucky instead of a sweet." Sales of Lucky Strikes

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increased by more than 300 percent during the first year of the advertising campaign. Sales went from 14 billion cigarettes in 1925 to 40 billion sold in 1930, making Lucky Strike the leading brand nationwide.

In 1929, the American Tobacco Company embarked on a half-million dollar expansion program at the Chesterfield Warehouses in South Richmond to increase storage, and thereby, production capabilities of Lucky Strikes. The development was two-fold and first included the construction of eleven additional storage warehouses. The new buildings were built in the spaces between the existing 1911 buildings to make three continuous rows of warehouse space. New brick bulkhead walls were built at the ends of the existing buildings, to reinforce them, as well as provide better fire protection. The additional warehouses were stated to increase the overall storage capacity from 31,000,000 pounds of tobacco to 50,000,000, making it one of the largest storage plants in the South (Richmond Times Dispatch Nov 15 1929). Secondly, the expansion included the construction of a large new stemming and re-drying plant at the complex. The new stemming plant was to be of brick and concrete construction, and located at the south end of the complex facing the Petersburg Pike (present-day Jefferson Davis Highway). Construction of this building marked a shift in the use of the complex from one of just storage to one of both storage and processing (Richmond News Leader October 10, 1929). At the facility, tobacco was stored, stemmed, re-dried, and conditioned for use in Lucky Strike cigarettes. Meanwhile, manufacturing, production, and packaging of the cigarettes remained in factories across the James River in Shockoe Valley.

As of the construction in 1929, the new building also became the center of leaf research for the American Tobacco Company. Originally based in Brooklyn, New York, the research department of the company was founded in 1911 and included only a few scientists whose job was to study the tobacco leaf to better understand its physical properties and ensure quality control of the tobacco purchased and used by the company. When the research department was moved to Richmond in 1929, it at first consisted of just four chemists; however the department would grow dramatically over the following decade.

By this time, the complex was also now called the Tom Walker Warehouse Group, named after the manager of the facility, T.J. Walker of Richmond. The new processing plant was soon found to be incapable of keeping up with demand, so in 1936, American Tobacco Company undertook additional expansion to the Tom Walker complex. That year, a large addition was appended to the 1929 plant to allow for increased processing abilities. Constructed by the Wise Contracting Company of Richmond for \$250,000, the addition not only doubled the processing space at the plant, but also provided a stylish new front to the complex along the Petersburg Pike in the fashionable Art Deco style (Richmond Times Dispatch Dec 5 1936). The addition also created the need for 500 additional employees and allowed for a better division of processing space. The older stemming and re-drying plant building was adapted into strictly a re-drying plant while the addition functioned solely for stemming.

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In 1938, the Tom Walker complex underwent yet another expansion, this time fueled by the growth and prominence of the research department based there. That year, the American Tobacco Company announced that the facility would be the site of a new, state-of-the-art laboratory for the company research department.

### **American Tobacco Company Research Laboratory**

Although the research department was not located at the South Richmond Complex until 1929, and did not have a purpose-built facility until 1939, it had its beginnings within the American Tobacco Company much earlier. During the rise of the mass-marketed cigarette in the early-twentieth century, no company understood the need to maintain a consistent product better than the American Tobacco Company. While other companies were striving to achieve results through repetitious blending of tobacco leafs, American established the first research department in the tobacco industry in 1911 to more fully understand the properties and composition of tobacco and how its flavor comes to be.

At first, the research department was a small operation based in the company's corporate offices in Brooklyn, New York, whose role was primarily one of ensuring quality control. As competition in the cigarette industry grew in the years following World War I, the research department took on an increasing role and importance in the development of the American Tobacco line and in 1929, the department was relocated to Richmond, Virginia, to be colocated with the storage and processing plant at the Tom Walker complex in South Richmond so that research could be conducted using the large supply of tobacco stored there.

Following the move to Richmond, the research department took on a larger role, becoming involved in nearly every stage of the handling and manufacture of tobacco. The laboratory staff provided assistance to company leaf buyers in the markets as well as guidance to the managers of the production factories (Richmond News Leader, August 13, 1938). The lab itself contained a variety of equipment designed by specialists in the department that enabled researchers to test the quality of the tobacco and the physical properties of cigarettes and pipe smoking mixtures including an "artificial lung" that enabled chemists to collect and analyze the smoke (Richmond News Leader, August 13, 1938).

The role of the research department in the success of the American Tobacco Company became so vital that in 1938, the company announced it would open a brand new, larger laboratory with state-of-the-art equipment and a great many more researchers. The new laboratory was to accomodate five highly specialized research divisions with roles including control operations of tobacco and original research; analysis of supplies used in all processes and in packaging; tests of the physical properties of processed tobacco and cigarettes; investigation of smoke and the operations having to do with the actual use of smoking tobacco; and biological research, including studies of the effects of smoking. All five of these activities were already conducted by the research department at the Tom Walker complex, but were to be expanded greatly with the

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completion of the new building, particularly the work upon physical properties of tobacco, smoke analysis, and biological research (Richmond News Leader, August 13, 1938).

The new building was to be placed within the Tom Walker complex, but be physically separated from the more industrial-purposed storage and processing buildings in order to achieve a more formal and grandiose appearance for the public. The building was to face Petersburg Pike at the intersection with Maury Street, at the north end of the complex. The design was made by prominent New York architects Francisco and Jacobus, who also designed other buildings for the American Tobacco Company, including an exhibit for the 1939 New York World's Fair, a building intended to look like a carton of Lucky Strike cigarettes. The research laboratory was to draw influence from and complement the facility's location in Richmond, and thus was designed as a colonial Virginia-inspired building, influenced by the recent restoration of Williamsburg (Brogden 1941).

When completed in 1939, the new research laboratory was considered the most modern and fully equipped tobacco research laboratory in the nation with high-tech equipment and an extensive reference library on tobacco containing nearly 1,700 volumes, considered one of the largest such collections at the time (American Tobacco Company 1940). The laboratory maintained a full-time staff of one director and assistant director, 29 chemists, 2 engineers, 1 bacteriologist, 1 librarian, 11 technical personnel, and 17 assorted other staff (National Research Council 1941). Research included the investigation of the chemical composition and physical nature of various types of tobacco, and the specific effect of manufacturing processes upon them; investigation of the chemical and physical nature of tobacco smoke; the correlation of composition of smoke with constituents of tobacco; investigation of the physiological significance of the constituents of the smoke of tobacco products; the development of methods for the scientific control of purchasing, processing, and blending tobaccos; and fabrication of tobacco products (National Research Council 1941).

The new lab, as well as its staff, quickly became nationally recognized and awarded for their achievements. In 1941, both the director of the laboratory, Dr. H.H. Hanmer, and assistant-director, Dr. W.R. Harlan, were appointed as two of the seventeen Virginia scientists to serve as delegates to the Convention of the Alabama Academy of Science, an organization formed to stimulate scientific research in the American South while developing public interest in such work in order to create grants-in-aid for research studies (unknown author 1941).

Throughout the 1940s and 1950s, American Tobacco regularly capitalized on the publicity of the research laboratory through advertisement campaigns. A popular ad stated that their flagship brand, Lucky Strikes, was made using techniques and products that "taste better," "a fact proven by their research laboratory" (American Tobacco Company 1952). In the 1950s, American Tobacco Company teamed with the Virginia Farm Bureau to release a number of articles describing the partnership between the company's research department and agricultural experiment stations across the state to produce "*finer tobacco*." Collaborative efforts included providing selected farmers with varying soil conditions seed for experimental tobacco strains in

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order to study disease-resistant strains and the effects of different fertilizers. The crop from these farmers was then brought to the American Tobacco Company research laboratory where it was appraised and subjected to tests and analysis (Virginia Farm Bureau 1951).

However, by this time, the American public was becoming increasingly aware of the health hazards of smoking tobacco, brought to light by popular reports published by the American Cancer Society and Reader's Digest. Cigarette manufacturers across the country, including American Tobacco Company, responded by increasing their own research efforts and divisions, in some cases to conduct their own studies, some to disprove, and some to distract the public from these reports. In 1951, the Lorillard Tobacco Company launched a national campaign claiming that a 1942 *Consumer Reports* article showed that their cigarette brand, Old Golds, was "lowest in nicotine and tars." While this was technically true according to statistics included in the article, the point of the article had actually been that differences in tar and nicotine were insignificant when it came to the harmfulness of all cigarettes. As opposed to advertising campaigns, such as that by Lorillard, that were more about bending the facts in others' research efforts for their own benefit, other tobacco companies actually released their own counter-argument articles. In 1952, the Liggett & Myers Company widely publicized the results of tests run by Arthur D. Little, Inc., showing that smoking their brand, Chesterfields, "would have no adverse effects on the throat, sinuses or affected organs." In 1953, executives from many of the large tobacco companies arranged a meeting in order to find a way to deal with recent scientific data pointing to the health hazards of cigarettes and plan a counterattack on these studies. Participants met with John Hill of the Hill & Knowlton public relations company and included O. Parker McComas of Phillip Morris, J. Whitney Peterson of U.S. Tobacco Company, Joseph F. Cullman of Bensen and Hedges, and Paul D. Hahn of the American Tobacco Company. The following year, these companies sponsored an industry-wide advertisement disputing evidence that cigarette smoking causes lung cancer.

In 1955, the American Tobacco Company responded through the completion of a massive expansion of the research laboratory at what was by then known as the South Richmond Complex. The expansion doubled the size of the 1939 building with additional laboratory and research space. The laboratory was expanded with specially-built and -designed equipment used to do chromatography, micro-organic analysis, electrophoresis, mass spectrometry, ultraviolet and infrared spectrophotometry, electronic titrimetry, extraction, refrigerated centrifuging, and low temperature vacuum fractionations (*Analytical Chemistry* 1959). A new radiological laboratory was equipped to use soft radiation-omitting radioisotopes and other facilities included a pilot plant, photographic dark room, cold storage room, drying room, tobacco conditioning rooms, and a library (*Analytical Chemistry* 1959).

Research continued on many of the same subject matters although with an increase in the biological nature of tobacco as it relates to health effects and ramifications. Studies were conducted on how nicotine is formed in the growth of the tobacco plants, the nature of pyrolysis products during the burning of a cigarette, and collection and formation of volatile constituents. One advancement made by the research department at this time was the development of the

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compound, activated charcoal filter, first used in the company's Tareyton brand cigarette and the mentholated filter used in Montclair cigarettes. American Tobacco Company was also the first to print tar and nicotine test results on the packages of Carlton brand cigarettes at this time.

While these health-related studies were being undertaken in response to the growing national awareness of the hazards of smoking, the American Tobacco research laboratory also continued to conduct research aimed at improving cigarette flavor and composition to retain their existing customers as well. The lab performed tests and developed new ingredients, including flavorings, casings, packing materials, inks, and adhesives. Odor-free wrapping materials were developed at this time as the lab found that tobacco was highly susceptible to odor contamination (*Analytical Chemistry* 1959).

### **American Tobacco Company South Richmond Complex in the Second Half of the 20th Century**

By the 1960s, the hazards of smoking and the link to lung cancer was widely acknowledged and accepted. Various laws and procedures were put in place throughout the 1960s and 1970s that limited the tobacco industry's ability to advertise their products, forced them to use warning labels, and restricted people's ability to smoke in public places. As a result, many tobacco companies, including the American Tobacco Company, began to decline both financially and in public perception. By 1970, American Tobacco Company's share of the U.S. cigarette market, once in the upper 90<sup>th</sup> percentile, had fallen to just 19 percent. By 1979, that share had fallen to 11 percent. In order to rebrand itself, the American Tobacco Company started acquiring a wide range of non-tobacco products during the 1970s and 1980s, and renamed itself American Brands, dropping "tobacco" from the name. While the South Richmond complex continued to operate as a tobacco storage and processing plant along with the site of the company research laboratory, its overall role within the company was diminishing.

As its older tobacco manufacturing plants became outdated, the company began to concentrate its cigarette production in Reidsville, North Carolina. Meanwhile it closed its Louisville, Kentucky, plants in 1971, its Richmond plants in 1981, and its Durham, North Carolina, plants in 1987. While the production plants in Richmond were closed, tobacco continued to be stored at warehouses there, including at the South Richmond Complex. However, in December 1987, the company sold the South Richmond complex property. They continued to rent the property from the new owners through 1988, at which time all tobacco was removed.

In 1994, the American Tobacco Company was acquired by Brown & Williamson, the American arm of the British American Tobacco Company. In 2004, Brown & Williamson merged with the R. J. Reynolds Tobacco Company.

### **Significance: Industry/Architecture**

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The American Tobacco Company South Richmond Complex is being nominated to the National Register under the *Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD*. The MPD notes that a variety of advances in tobacco storage and production facilities occurred throughout the twentieth century as a result of large-scale marketing, faster production, and the need to maintain proprietary blends. The American Tobacco Company South Richmond Complex is significant for its representation of the evolution of tobacco storage and processing facilities in Richmond through its original construction as well as later additions and modifications. Until the first decade of the twentieth century, tobacco storage and processing in Richmond was largely confined to the Shockoe Bottom area of Richmond that took advantage of the older industrial infrastructure and transportation routes including the canal and railroad. The dense development pattern of the area coupled with the contemporary industry methods resulted in most tobacco facilities consisting of tall, multi-story warehouses that functioned as both tobacco storage and processing plants. With the advent of newer and quicker machines, widespread marketing and distribution, and the rising demand for product consistency, tobacco companies were forced to revise their production models. In 1911, American Tobacco Company trail-blazed several aspects of the industry in Richmond with the South Richmond Complex.

In that year, not only did the American Tobacco Company South Richmond Complex become the first large-scale, horizontally-arranged warehouse complex in Richmond designed solely for tobacco storage and not processing, but it was also the first to be located in Manchester, a recently annexed area on the south side of the James River that would become a concentration of tobacco storage in Richmond throughout the twentieth century. Additions to the complex in the late-1920s and 1930s, including the stemmery and re-drying plant, are also significant as representative of the ongoing evolution of horizontally-arranged production facilities, built to take advantage of the new larger-capacity warehouse complexes as noted by the MPD.

The complex is also significant for modifications to its storage warehouses made during the mid-twentieth century when they were converted from their original "open" design to a "closed" design. The transition from open to closed design warehouses occurred throughout the tobacco storage industry in the 1950s in an effort to counter the rise of the tobacco beetle and the need to fumigate warehouse space on a regular basis. Seven such single-story, horizontally-arranged storage warehouse complexes in Richmond were constructed as open-type designs and later modified to closed-type facilities. The American Tobacco Company South Richmond Complex is unique in Richmond in that, while it was built as an open-type warehouse complex with large louvered wall panels, when it was converted, the louvered walls on one row of warehouses were retained but infilled, while the walls on the second row of warehouses were completely rebuilt with flush paneling similar to that used on new closed-type construction. Thus, even though both warehouse rows were functionally closed, they continue to convey the design of both the open- and closed-types.

As such, American Tobacco Company South Richmond Complex is representative of the modern horizontally-arranged storage and production facilities resource types identified in the *Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD* and thereby nominated to the National



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Register under the MPD under Criterion A in the area of Industry for their role in the evolution of large-scale cigarette production in Richmond, and under Criterion C in the area of architecture for their design that illustrates the evolution of warehouse design to address evolving production concerns, first to provide sufficient storage space for large-scale manufacturers and later to prevent economic losses by tobacco beetle infestation.

### **Significance: Science**

The American Tobacco Company South Richmond Complex is also being nominated to the National Register for significance under Criterion A in the area of Science for its role in research and development of commercial tobacco throughout the mid-twentieth century. In 1911, the American Tobacco Company was the first tobacco company to create a research department specifically for the purpose of studying tobacco as a commercial product. Originally located in New York, the research department was moved to Richmond, Virginia, at the South Richmond Complex in 1929. Although the research department began to assume a larger role in the study and improvement of tobacco crops and the processing, marketing, and selling thereof, the department remained relatively small and located within shared space in the complex's processing plant until 1939.

The American Tobacco Company South Richmond Complex's primary significance for its role in the research and development of tobacco begins in 1939 when the department was greatly expanded and relocated into a new, purpose-built, state-of-the-art research laboratory built at the north end of the complex. The exterior of the building was architecturally designed to be publicly visible and convey the prominence and achievement of the American Tobacco Company and its research endeavors. The interior of the building was laid out and outfitted with cutting-edge laboratory equipment and facilities, including a variety of tools and machines custom-designed and built by the research department itself.

Throughout the operation of the South Richmond Complex Research Laboratory from the initial construction of the facility in 1939 to the doubling of its size in 1955 and until it was closed in the 1980s, the lab and its staff of researchers made significant advances in understanding and improving the cultivation, processing, marketing, and health ramifications of tobacco and cigarettes. Beginning with the construction of the new lab in 1939 and each year thereafter, the lab and research department took on an increasing role in the investigation, analysis, and publication of studies related to the effects of tobacco, nicotine, and smoke on the bodies of smokers; particularly as the hazards of smoking became increasingly well-known during this period. Research at the lab led to various means to reduce the hazards of smoking including development of various filters for cigarettes and the labeling of nicotine levels on packaging.

Ultimately, the American Tobacco Company research department ceased operations when the South Richmond Complex was closed in the 1980s; by this time the company and many other tobacco companies were contributing funds to academic research departments for the study of tobacco as opposed to maintaining their own departments and labs. The American Tobacco

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Company South Richmond Complex and Research Laboratory remains as an important reminder of tobacco research conducted by the company throughout most of the twentieth century. During that time, the American Tobacco Company research department became the first such entity administered by a tobacco company and grew into the largest and most recognized such department by the time the Research Laboratory building was constructed at the South Richmond Complex in 1939. It remained the largest laboratory in the industry through the 1950s when it underwent a massive expansion. As such, the American Tobacco Company South Richmond Complex is nominated to the National Register under Criterion A in the area of Science for its role in the research and development of commercial tobacco during the explosive rise in popularity of the cigarette in the first-half of the twentieth century and the subsequent awareness of the health hazards brought about by smoking them.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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United States Geological Service. Topographical Quadrangles. Assorted Dates.

**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: City of Richmond, Richmond, VA; Virginia Department of Historic Resources, Richmond, VA

**Historic Resources Survey Number (if assigned):** VDHR File #127-5832

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**10. Geographical Data**

**Acreege of Property** ~16

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 37.511870

Longitude: -77.449620

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- |                        |                       |
|------------------------|-----------------------|
| 2. Latitude: 37.512770 | Longitude: -77.448190 |
| 3. Latitude: 37.508250 | Longitude: -77.447660 |
| 4. Latitude: 37.508040 | Longitude: -77.450250 |
| 5. Latitude: 37.508350 | Longitude: -77.450290 |
| 6. Latitude: 37.508510 | Longitude: -77.449230 |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The historic district boundaries are drawn to encompass portions of two separate tax parcels (identified by the City of Richmond as S0070774001 and S0070774010) and contains approximately 16 acres of land. The property is located at 400-600 Jefferson Davis Highway and is generally bound by Jefferson Davis Highway to the east, Maury Street to the north, and Kern Street to the south. The western boundary generally follows the rear property line of the southern parcel and continues in a straight line across and through the northern parcel to Maury Street. The true and correct historic boundaries are shown on the attached Sketch Map.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries of the historic district are drawn to include as much of the original American Tobacco Company South Richmond Complex property that retains extant associated historic resources. A large part of the northwestern corner of the property, now part of tax parcel S0070774010, has been excluded as the warehouses historically located there were demolished and replaced by larger non-historic buildings after the original complex was subdivided into two parcels and the City of Richmond purchased the northern parcel. The district's historic boundaries include the other half of the northern parcel, in the historic northeastern corner of the American Tobacco Company property, which contains the research laboratory building on the corner of Jefferson Davis Highway and Maury Street. The entirety of the southern tax parcel, S0070774001, is included as it retains the two extant rows of storage warehouses buildings as well as the stemmery, re-drying plant, and several smaller but associated support and ancillary buildings.

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**11. Form Prepared By**

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street & number: 1115 Crowder Drive  
city or town: Midlothian state: Virginia zip code: 23313  
telephone: 804-897-1960  
date: February 2016

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photograph Log

Name of Property: American Tobacco Company South Richmond Complex Historic District

City or Vicinity: Richmond

County: Independent City

State: Virginia

Photographer: Dara Friedberg (unless otherwise noted)

Photo 1 of 8: Research Facility/Laboratory  
Front Facade, Facing Southwest  
Photo taken December 2015

Photo 2 of 8: Research Facility/Laboratory  
Front Pediment, Facing West  
Photo taken December 2015

Photo 3 of 8: Stemmerly (at right) and Re-drying Plant (at left)  
Front Facade, Facing Southwest  
Photo taken December 2015

Photo 4 of 8: East Warehouse Row  
East Facade, Facing Northwest  
Photo taken December 2015

Photo 5 of 8: Re-drying Plant  
Loading Dock, Facing Southeast  
Photo taken December 2015

Photo 6 of 8: Boiler House  
West and South Sides, Facing Northeast  
Photo taken December 2015

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Photo 7 of 8: West Warehouse Row  
West Facade, Facing Northeast  
Photo taken December 2015

Photo 8 of 8: Warehouse Rows at left and right, with Shed at left foreground and Water  
Tank/Tower and Pump House (behind truck) at center  
Central Courtyard, Facing North  
Photo taken December 2015

### Historic Photographs

Historic Photo 1: American Tobacco Company South Richmond Complex, Rail Cars at the  
Warehouse Loading Docks, Facing North, Circa 1930s  
Unknown Photographer. Source: Valentine Richmond History Center

Historic Photo 2: American Tobacco Company Research Laboratory, Front Façade and North  
Side, Facing Southwest, 1939  
Unknown Photographer. Source: Library of Virginia (Prepared for the Virginia Room  
Exhibit at the 1939 World's Fair)

Historic Photo 3: "One of the tobacco analysis laboratories in the new research building of  
the American Tobacco Company", 1939  
Unknown Photographer. Source: Library of Virginia (Prepared for the Virginia Room  
Exhibit at the 1939 World's Fair)

Historic Photo 4: Unidentified Researcher at the American Tobacco Company Research  
Laboratory, 1952.  
Unknown Photographer. Source: Library of Virginia (Virginia State Chamber of  
Commerce photograph collection)

Historic Photo 5: Unidentified Researcher at the American Tobacco Company Research  
Laboratory, 1952.  
Unknown Photographer. Source: Library of Virginia (Virginia State Chamber of  
Commerce photograph collection)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Historic Photo 1: American Tobacco Company South Richmond Complex, Rail Cars at the Warehouse Loading Docks, Facing North, Circa 1930s  
Unknown Photographer. Source: Valentine Richmond History Center



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Historic Photo 2: American Tobacco Company Research Laboratory, Front Façade and North Side, Facing Southwest, 1939  
Unknown Photographer. Source: Library of Virginia (Prepared for the Virginia Room Exhibit at the 1939 World's Fair)

American Tobacco Company South  
Richmond Complex Historic District  
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Historic Photo 3: "One of the tobacco analysis laboratories in the new research building of the American Tobacco Company", 1939

Unknown Photographer. Source: Library of Virginia (Prepared for the Virginia Room Exhibit at the 1939 World's Fair)

American Tobacco Company South  
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Name of Property

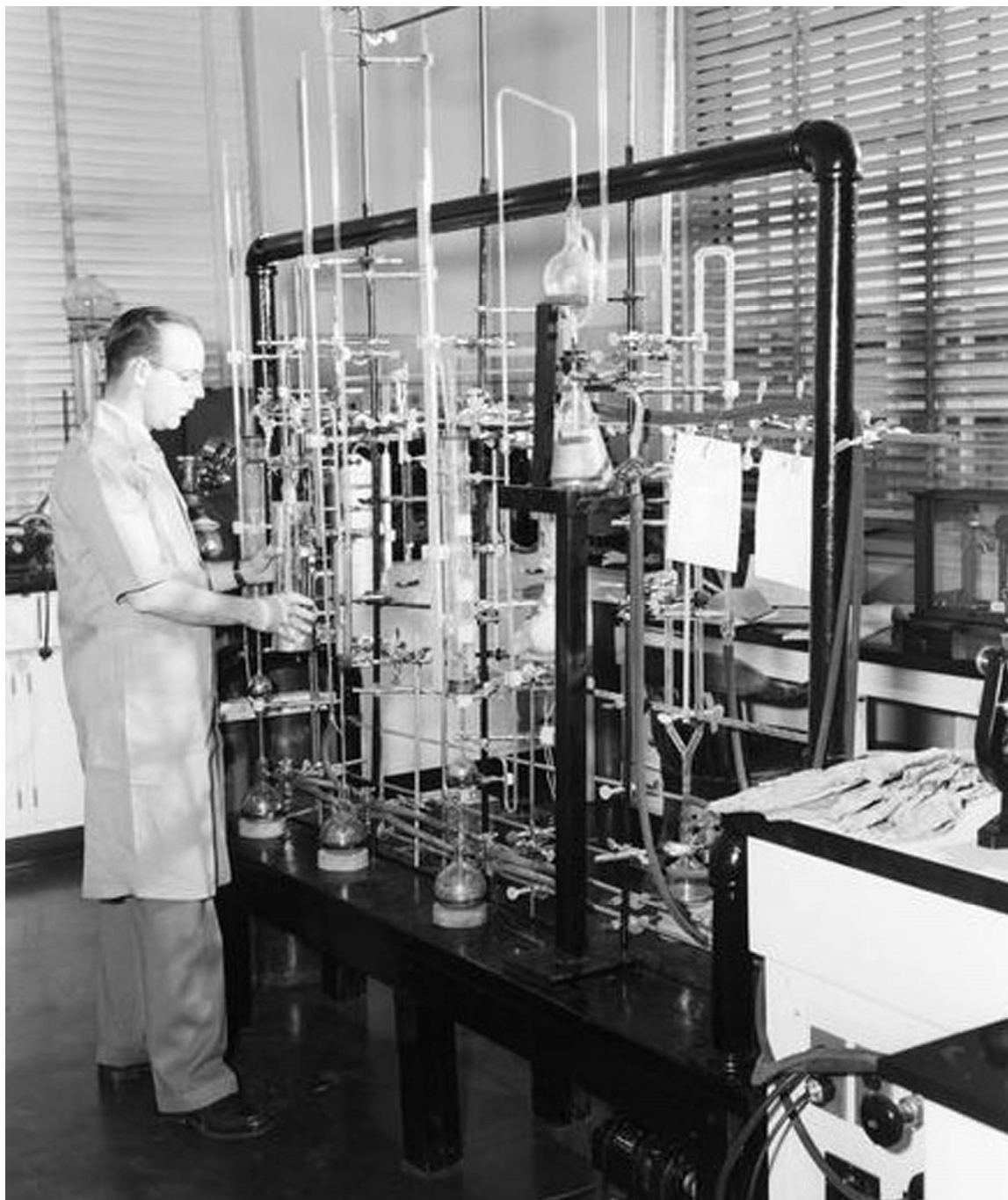
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Historic Photo 4: Unidentified Researcher at the American Tobacco Company Research Laboratory, 1952.  
Unknown Photographer. Source: Library of Virginia (Virginia State Chamber of Commerce photograph collection)

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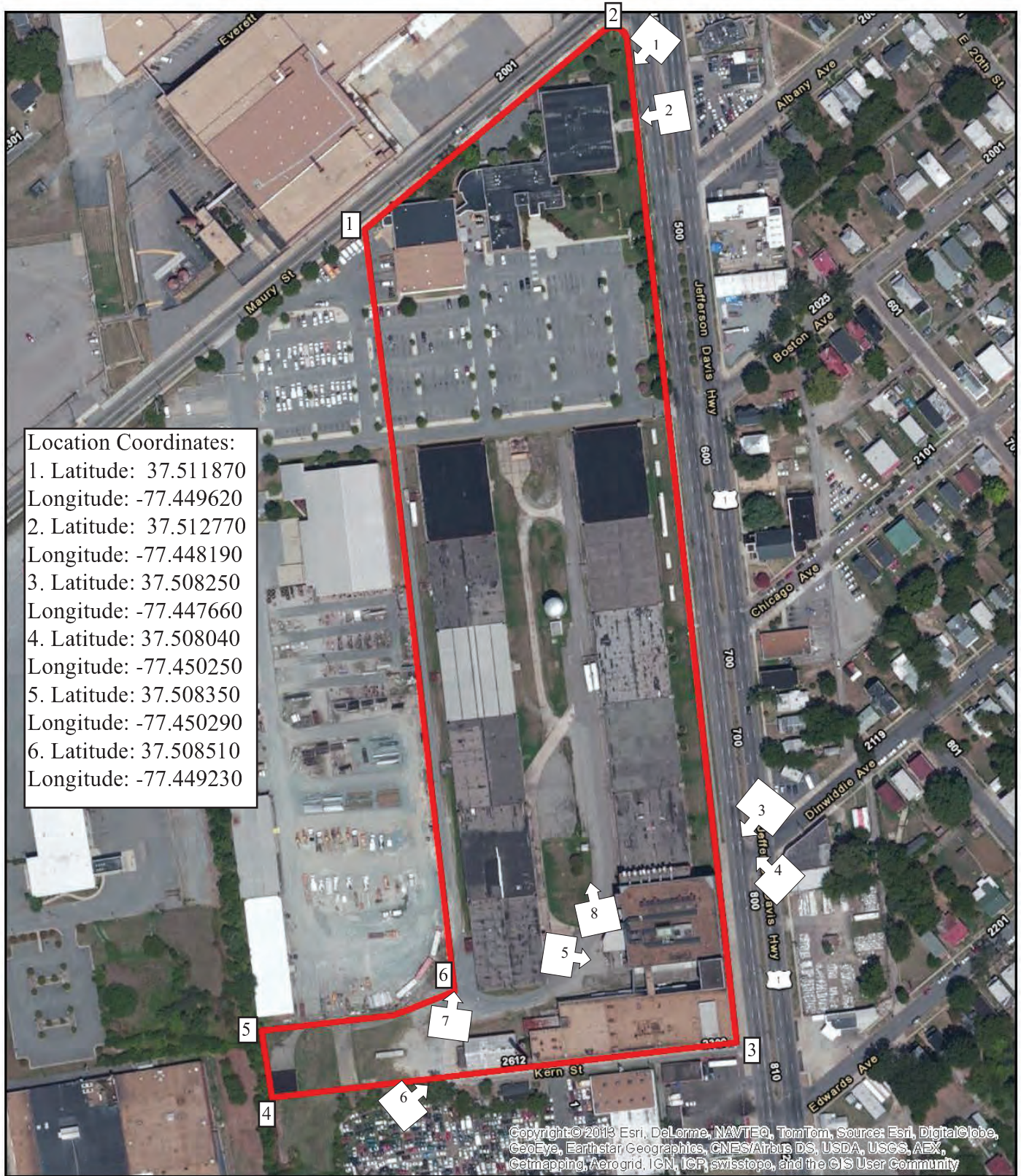


Historic Photo 5: Unidentified Researcher at the American Tobacco Company Research Laboratory, 1952.

Unknown Photographer. Source: Library of Virginia (Virginia State Chamber of Commerce photograph collection)





**LOCATION MAP and PHOTO KEY**



Location Coordinates:  
 1. Latitude: 37.511870  
 Longitude: -77.449620  
 2. Latitude: 37.512770  
 Longitude: -77.448190  
 3. Latitude: 37.508250  
 Longitude: -77.447660  
 4. Latitude: 37.508040  
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 6. Latitude: 37.508510  
 Longitude: -77.449230

**American Tobacco Company South Richmond Complex  
 Historic District  
 Richmond, VA; DHR No. 127-5832**

 Historic District Boundary  
 Photo Location and Direction

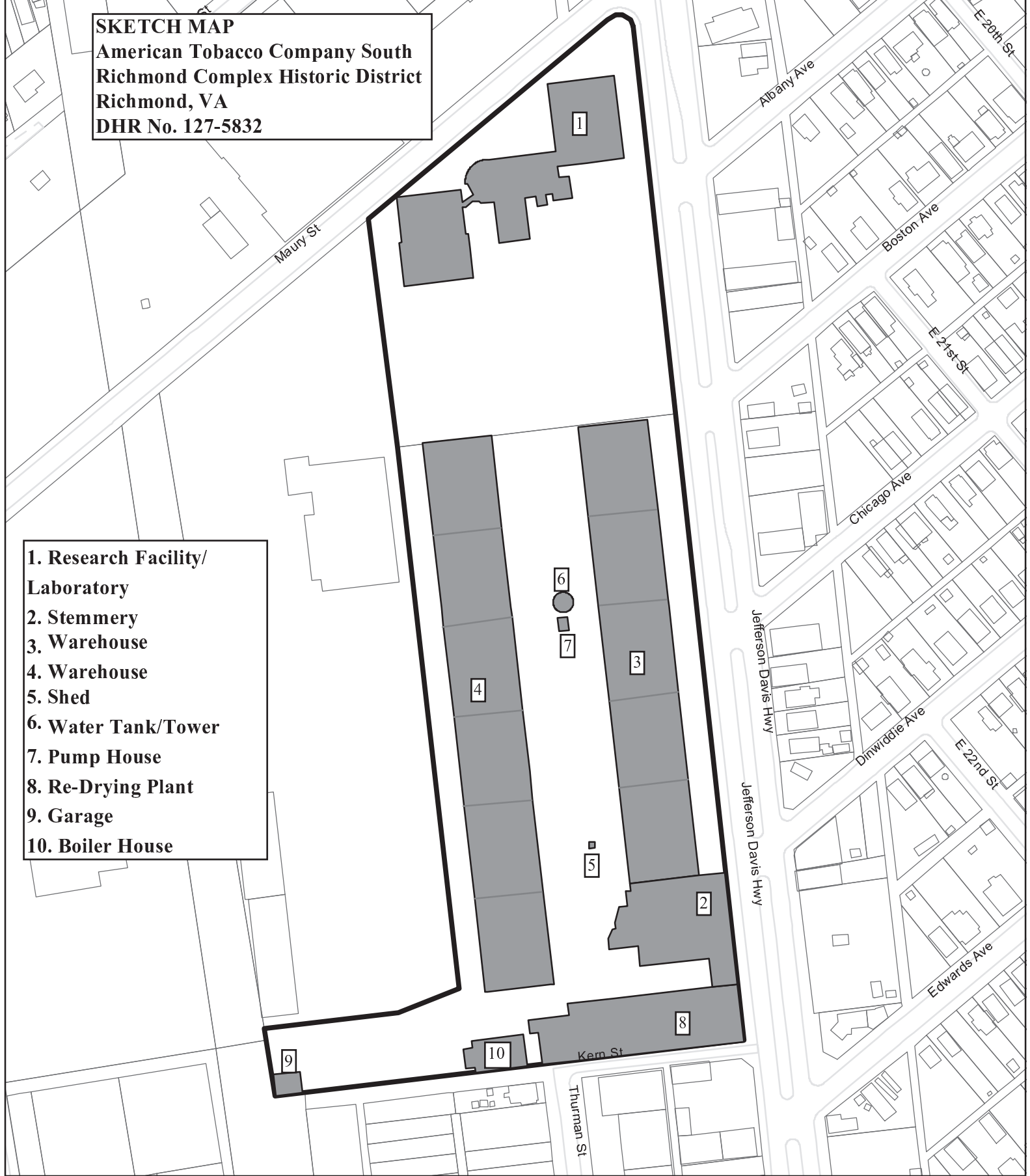


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**SKETCH MAP**  
**American Tobacco Company South**  
**Richmond Complex Historic District**  
**Richmond, VA**  
**DHR No. 127-5832**

- 1. Research Facility/  
Laboratory**
- 2. Stemmy**
- 3. Warehouse**
- 4. Warehouse**
- 5. Shed**
- 6. Water Tank/Tower**
- 7. Pump House**
- 8. Re-Drying Plant**
- 9. Garage**
- 10. Boiler House**



**American Tobacco Company South Richmond Complex**  
**Historic District**  
**VDHR # 127-5832**

 Historic District Boundary  
 Contributing

0                      250                      500                      1,000 Feet

