

**APPENDIX D5**  
**ARCHITECTURAL INTENSIVE INVESTIGATIONS**  
**REPORT B**



**D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL**

April 2018



# Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Report B



U.S. Department of Transportation  
**Federal Railroad Administration**

**Architectural Intensive Investigations for the Washington, D.C.  
to Richmond Southeast High Speed Rail (DC2RVA) Project  
(Report B)**

**DHR #2014-0666**

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## ABSTRACT

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Dovetail Cultural Resource Group (Dovetail), as a member of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Team and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of the DC2RVA Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666. Dovetail and the DC2RVA Team completed 16 reports detailing the results of the reconnaissance-level survey and coordinated the results with the DHR between 2015 and 2017.

Subsequent analysis included an investigation-level evaluation of architectural resources recommended potentially eligible for listing in the National Register of Historic Places (NRHP) during the reconnaissance-level survey that are located within the Preferred Alternative of the DC2RVA Project. The goals of this investigation were to: first, document the architectural and landscape features of the properties; second, gather archival data on the properties; and third, examine the physical and historical information collected within the appropriate context(s) to properly evaluate each property under established criteria for the NRHP. The fourth goal of this investigation was to propose NRHP boundaries for any property should it be recommended eligible for listing. Work on this project was conducted in 2017 and 2018, in accordance with relevant state and federal regulations as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

In total, the DC2RVA Project Team surveyed 52 historic architectural resources at the evaluation level, 21 of which are detailed in the current report (the remaining 31 resources are presented in two other intensive-level survey reports). Of those 21 resources, the DC2RVA Project Team is recommending that 15 are individually eligible for listing in the NRHP (100-0277, 029-5741, 016-0092, 016-0222, 016-0223, 016-0224, 016-0286, 016-5136, 016-5165, 042-5466, 042-0469, 042-5448, 043-0292-0001, 127-0344-0123, and 127-6129) while six (016-0270, 016-5129, 042-0468, 042-0470, 043-5636, and 127-0197) are recommended not individually eligible.

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# 1 INTRODUCTION

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Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of resources along the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The FRA and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA; and from Richmond continues east to Hampton Roads (Norfolk), VA, and south to Raleigh, NC; and Charlotte, NC, and then continues west to Atlanta, GA, and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train frequency, performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Act's implementing regulations under 36CFR800. Additionally, all cultural resource work was designed by DRPT and Dovetail to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

## INTRODUCTION

Previous Project studies included a reconnaissance survey of all alternatives under consideration, completed between 2015 and 2017. In September 2017, a DRPT-recommended Preferred Alternative was presented in the Draft EIS. DRPT's recommended Preferred Alternative was approved by the Commonwealth Transportation Board for recommendation to FRA in December 2017. Intensive-level architectural studies were therefore completed for above-ground resources determined to be potentially eligible by the DHR within the area of potential effects (APE) of the Commonwealth's recommended Preferred Alternative. The current report focuses on the results of the intensive-level investigations completed by Dovetail on 21 of the 52 architectural resources that comply with these study parameters, organized in the body of this report in geographical order from north to south. The remainder of the resources are detailed in separate reports (Table 1-1).







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0 40 80 Miles  
1 inch=80 miles  
@ 8.5 x 11 inches  
Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Basemap Source: 2014  
ESRI World Light Gray Base

### Southeast High Speed Rail (SEHSR) Segment Status

-  **Washington D.C. to Richmond**  
*Tier II EIS*
-  **Richmond to Raleigh**  
*Tier II EIS*
-  **Raleigh to Charlotte**
-  **Richmond to Hampton Roads**  
*Tier I EIS*
-  **Charlotte to Atlanta**  
*Tier I EIS*
-  **SEHSR Extended**  
*Feasibility Studies Complete*

**Figure 1-1**  
**Overview of the SEHSR Corridor**



[www.DC2RVArail.com](http://www.DC2RVArail.com)



## 1.1 PROJECT LOCATION

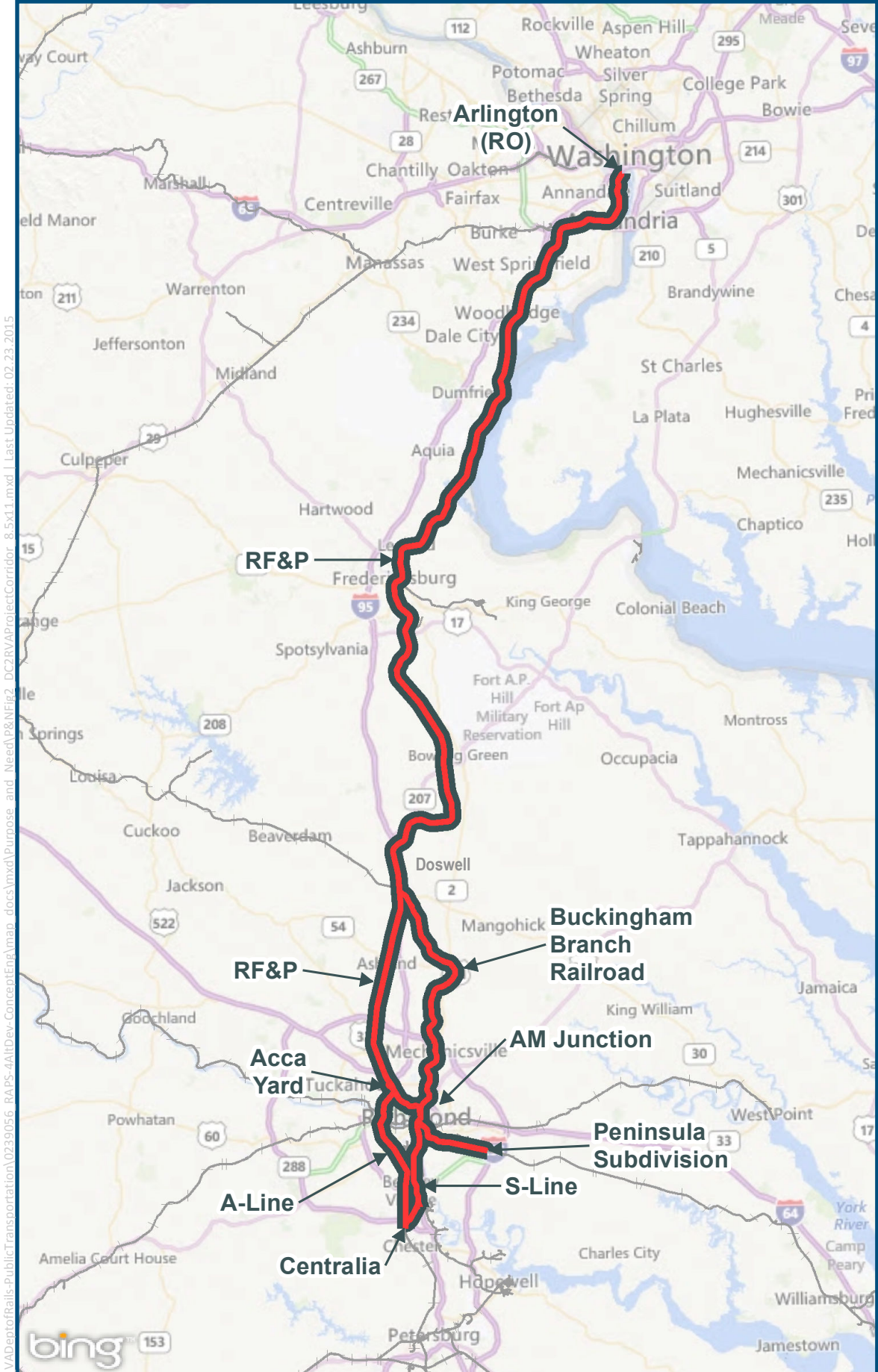
The Washington, D.C. to Richmond corridor spans approximately 123 miles along the existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA, to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County). For the purposes of conceptual engineering and environmental planning, the DC2RVA corridor has been subdivided into six Areas that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit for infrastructure improvements ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. is used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Proposed improvements are along CSXT-owned track and right-of-way, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.



0 7 14  
 Miles  
 1 inch=14 miles  
 @ 8.5 x 11 inches  
 Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983

Basemap Source: 2015 Bing Maps  
 Road (Microsoft Corporation  
 and its data suppliers)

**Legend**  
 DC2RVA Project Corridor  
 Virginia Rail Lines

**Figure 1-2**  
**DC2RVA Project**  
**Corridor**

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## 1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

Studies in support of the Project address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

## 1.3 CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. To date, the findings have been detailed in 16 reports. Between January 29, 2016, and March 1, 2017, DHR concurred with the DC2RVA team's recommendations on these 16 reports. In addition, subsequent reconnaissance-level architectural studies are ongoing in areas where the limits of disturbance have been modified since the original work, and the preliminary results have been shared by the DHR to solicit feedback. Through all efforts, it was determined that 54 resources within the Commonwealth's Preferred Alternative should be the subject of intensive study to determine NRHP eligibility (Table 1-1). After communication with the DHR in April 2018, it was determined that two (111-0132-0507 and 166-0033) of the 54 resources should be recommended not eligible as part of the reconnaissance-level survey, and intensive-level survey should be conducted on the remaining 52 resources (Marc Holma, personal communication 2018). This report includes the results of the intensive-level investigations on 21 of the 52 resources (Report B) (See Figures 1-3 through 1-9.) The remaining 31 resources are presented in two associated reports (Report A and Report C).

Documentation and research for this project were conducted in accordance with relevant state and federal guidelines as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Fieldwork and archival research was completed between March 2017 and February 2018. During this period, DHR records were consulted and various municipal and private repositories, including land and tax records, as well

## INTRODUCTION

as historical and genealogical societies were visited. A background literature and records review of the architectural APE at the DHR was conducted as part of the reconnaissance survey completed during the previous architectural studies for the Project (e.g., Anderson and Staton 2016; Staton and Lesiuk 2015, etc.).

**TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT**

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria
2	100-5341	East Rosemont Historic District	City of Alexandria
2	500-0001-0022	Richmond, Fredericksburg, & Potomac (RF&P) Railroad Bridge over Occoquan River	Prince William County
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg
3	111-0013/ 111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg
3	111-0038/ 111-0132-0509	Hackley-Monroe House/ James Monroe House/ Joseph Jones House, 301 Caroline Street	City of Fredericksburg
3	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg
3	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg
3	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg
3	111-0132-0522	George Aler House/Duplex, 314–316 Frederick Street	City of Fredericksburg
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County
4	016-0092	Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County
4	016-5129	Woodford Historic District	Caroline County
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County

**TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT**

4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County
4	016-5136	Milford Historic District	Caroline County
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County
4	016-0286	Coghill-Jeter Store and House/ Coleman's Store, 22275 Penola Road	Caroline County
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County
4	042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County
4	042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County
4	042-5448	Doswell Historic District	Hanover County
5	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County
5	042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County
5	042-0557	Farmstead/ Dry Bridge, 10411 Old Bridge Road	Hanover County
5	042-5048	Elmont Historic District	Hanover County
5	166-5073	Berkleytown Historic District	Hanover County
5	166-5073-0010	Dabney Funeral Home, 600 B Street	Hanover County
5	166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County
5	043-0693	Mill Road Historic District	Henrico County
5	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County
6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond
6	127-0344-0102	Loving's Produce Company, 1601-1605 East Grace Street	City of Richmond
6	127-0344-0123	Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street	City of Richmond
6	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond

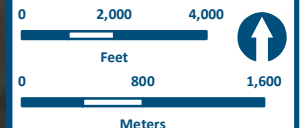
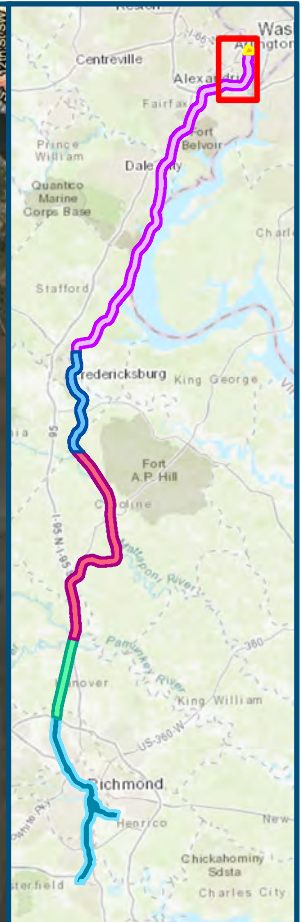
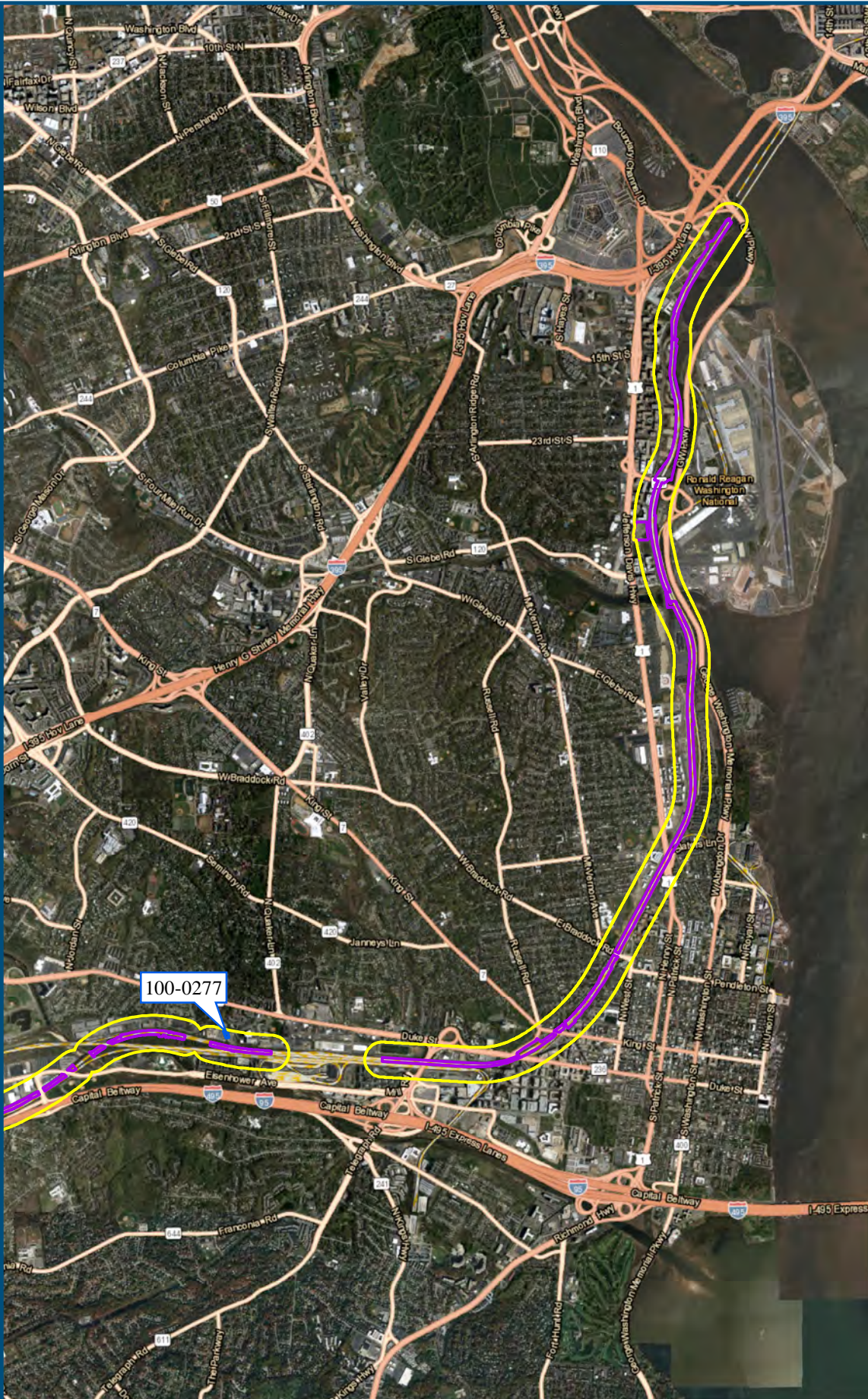
INTRODUCTION

**TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT**

6	127-6129	Winfree Cottage, East Franklin Street	City of Richmond
6	127-6792	Southern Railway Segment	City of Richmond
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond
6	127-6883	Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street	City of Richmond
all	500-0001	Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District	Multiple

Source: Dovetail 2018.

Note: Resources are presented from north to south. Resources highlighted in blue are included in this report. All non-highlighted resources will be detailed in separate reports.



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Architectural APE
  - Preferred Alternative
  - Resource Boundary

**Figure 1-3**  
 DC2RVA Project Corridor  
 Showing Phase II  
 Properties Within Current  
 Report from North to  
 South  
 (Map 1 of 7)

03/2018

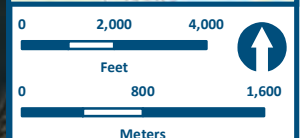
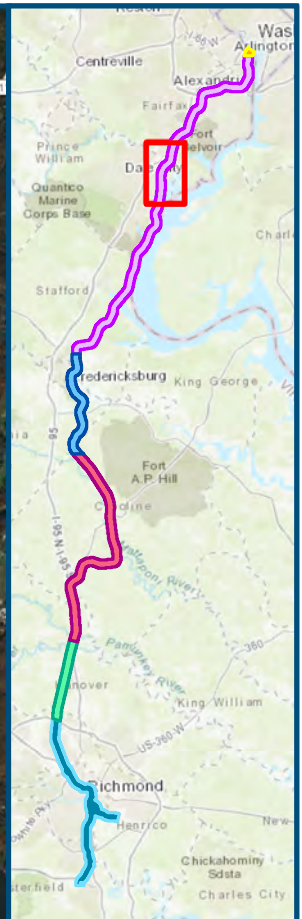
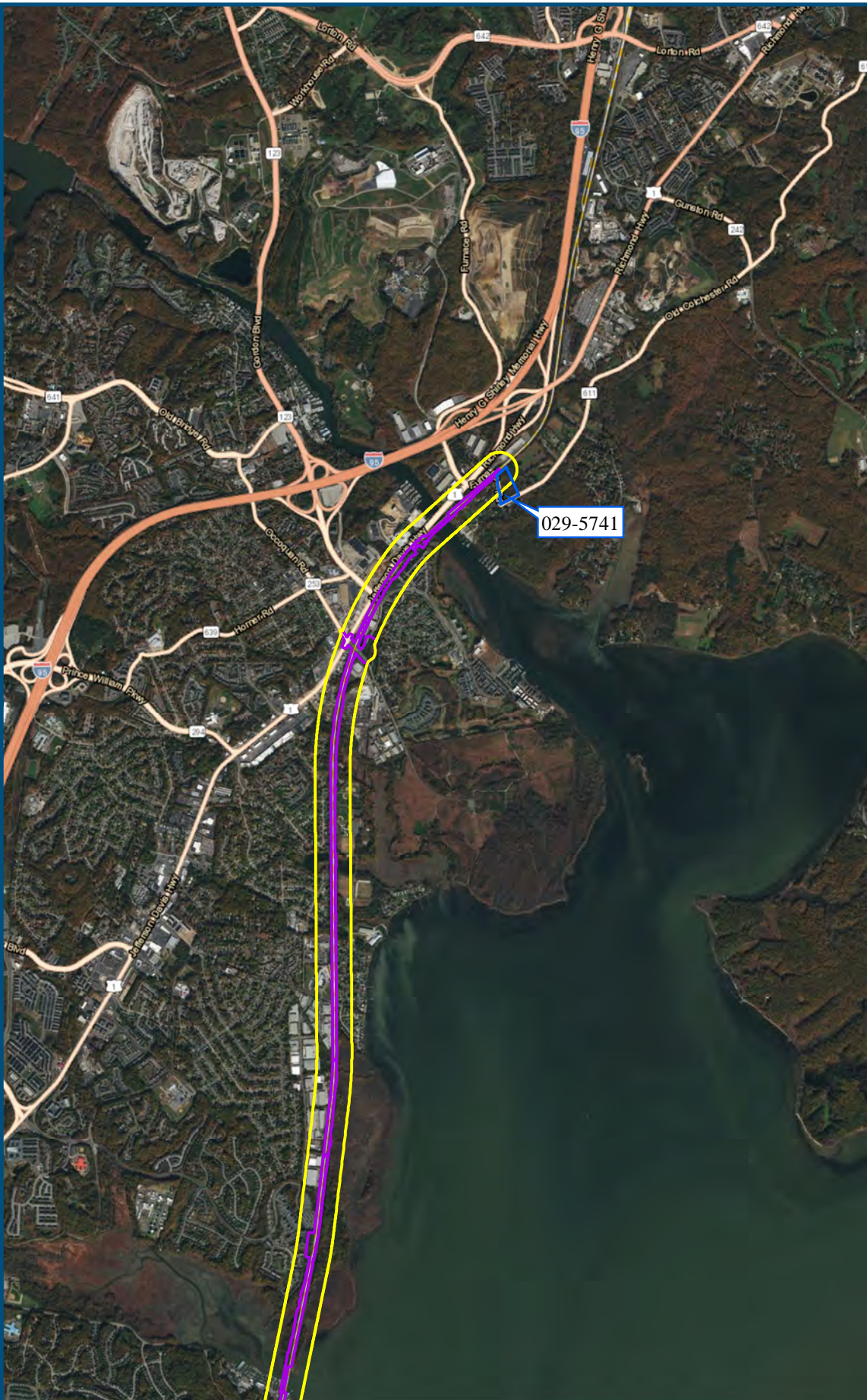
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[www.DC2RVArail.com](http://www.DC2RVArail.com)







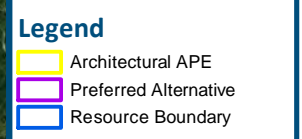
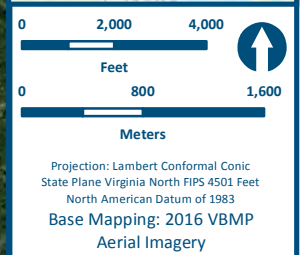
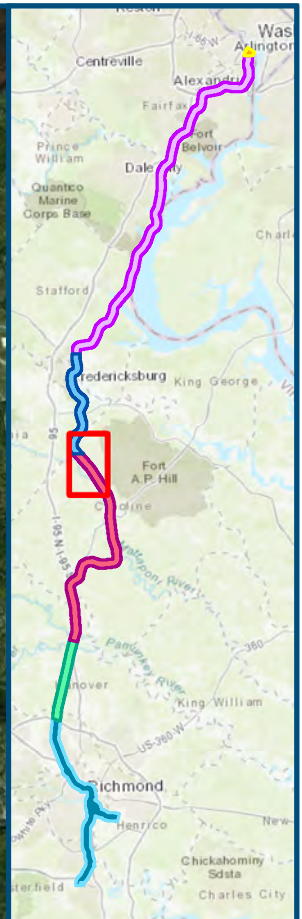
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 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Architectural APE
  - Preferred Alternative
  - Resource Boundary

**Figure 1-4**  
 DC2RVA Project Corridor  
 Showing Phase II  
 Properties Within Current  
 Report from North to  
 South  
 (Map 2 of 7)

03/2018

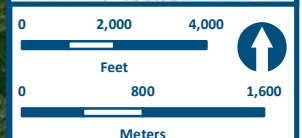
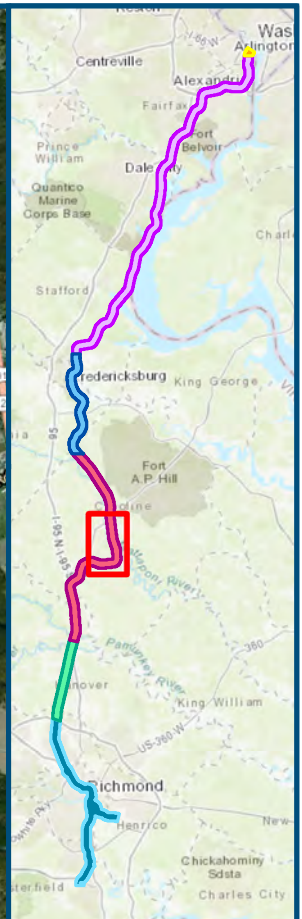
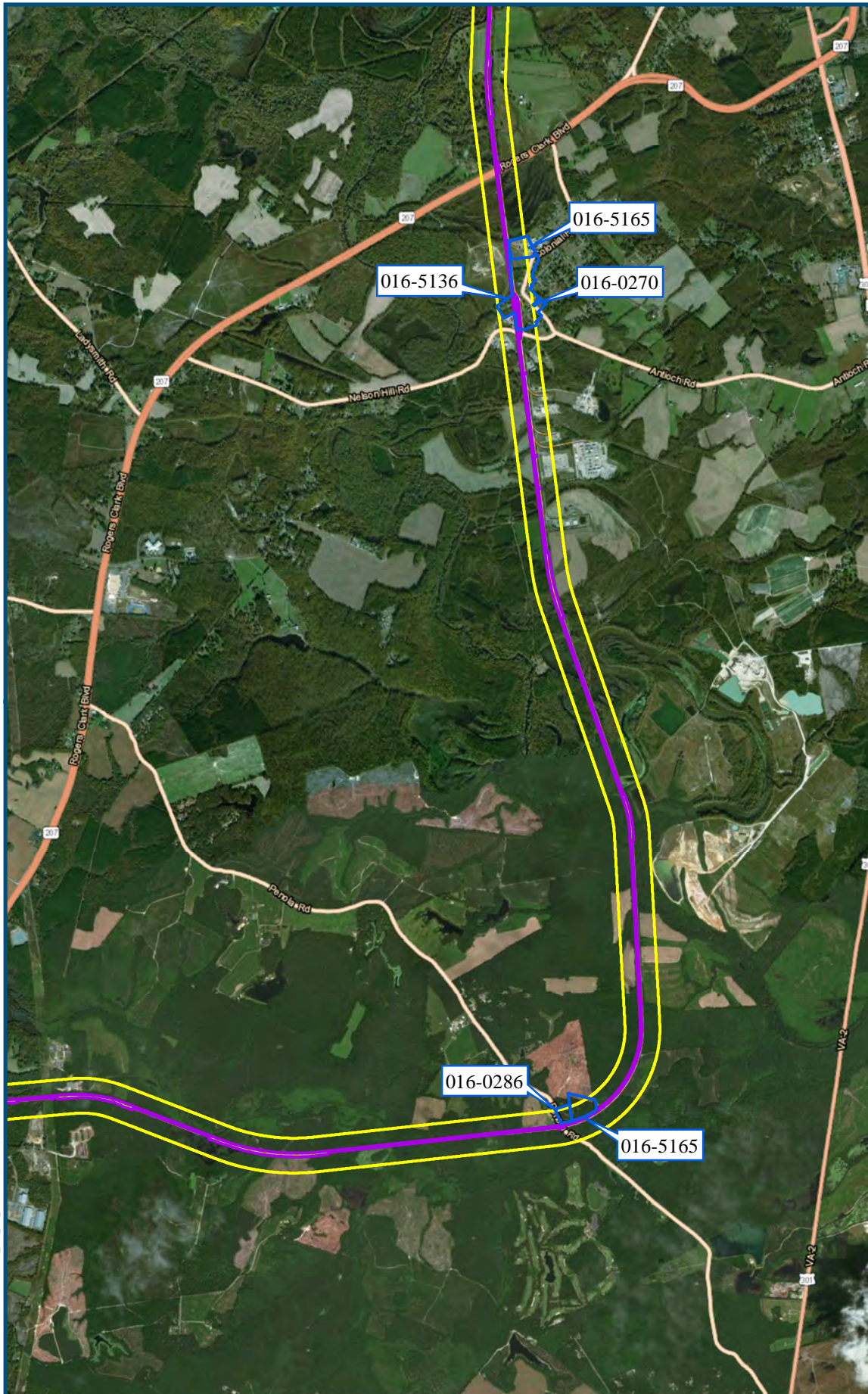
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**Figure 1-5**  
 DC2RVA Project Corridor  
 Showing Phase II  
 Properties Within Current  
 Report from North to  
 South  
 (Map 3 of 7)

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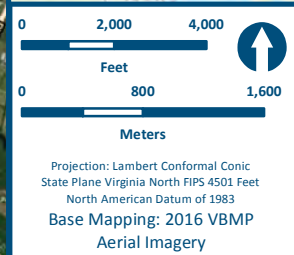
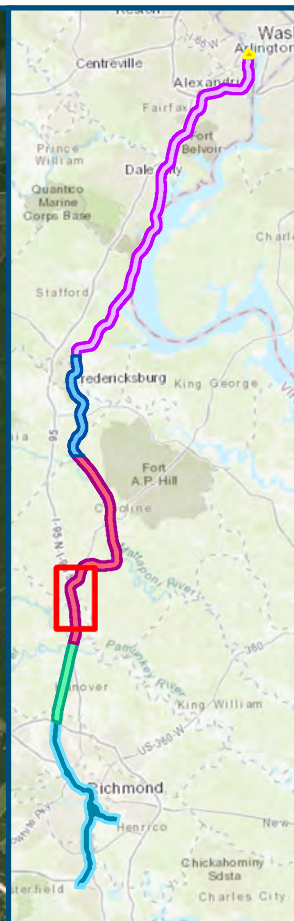
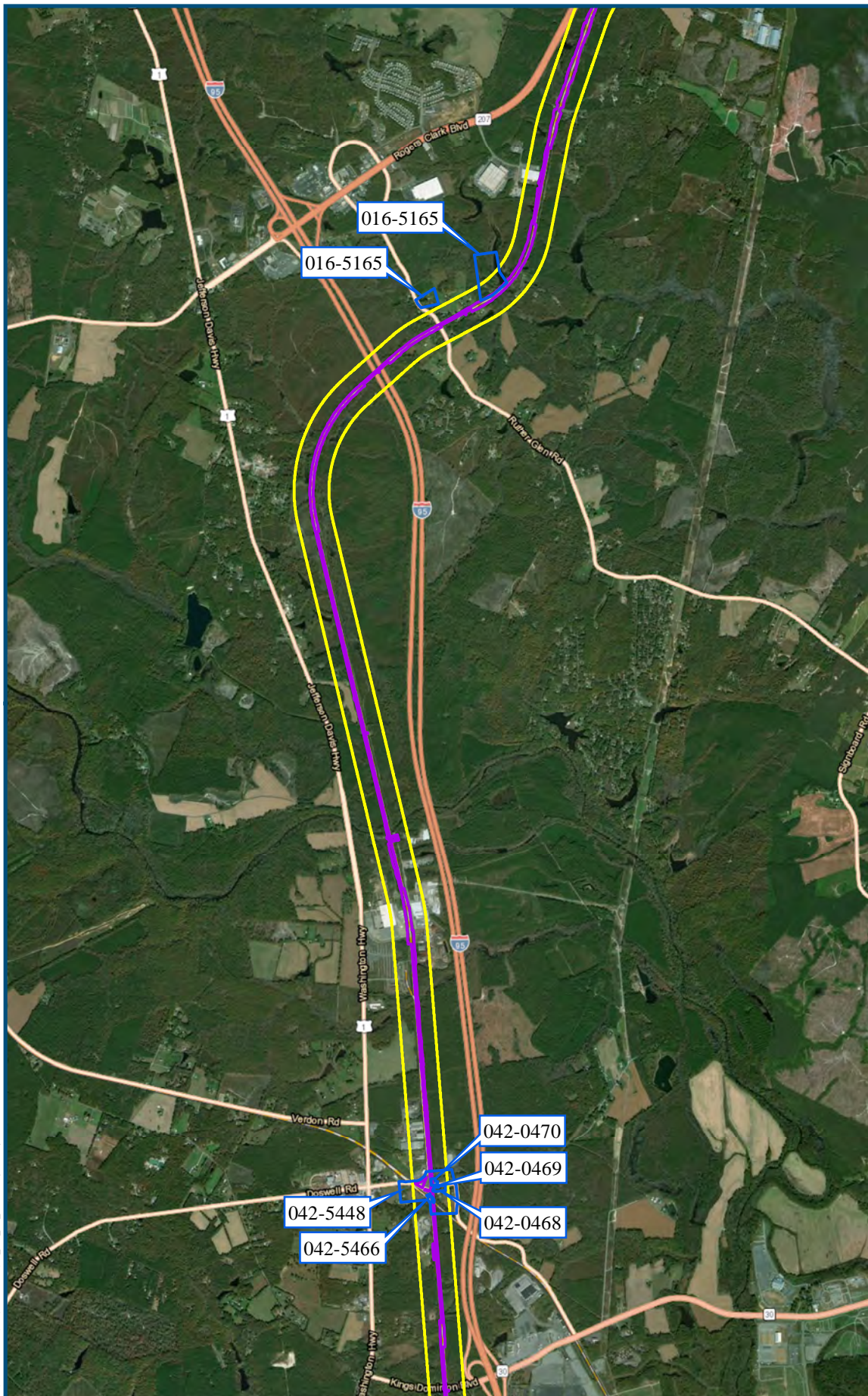
Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Architectural APE
  - Preferred Alternative
  - Resource Boundary

**Figure 1-6**  
 DC2RVA Project Corridor  
 Showing Phase II  
 Properties Within Current  
 Report from North to  
 South  
 (Map 4 of 7)

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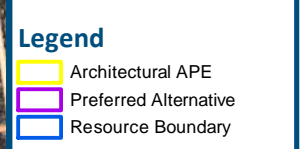
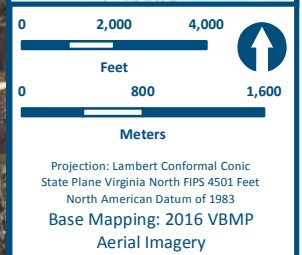
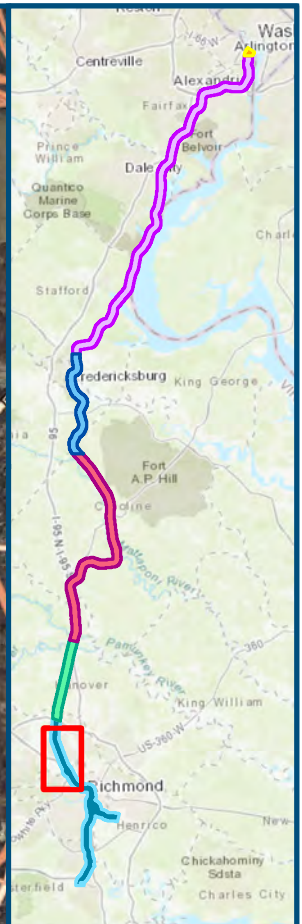
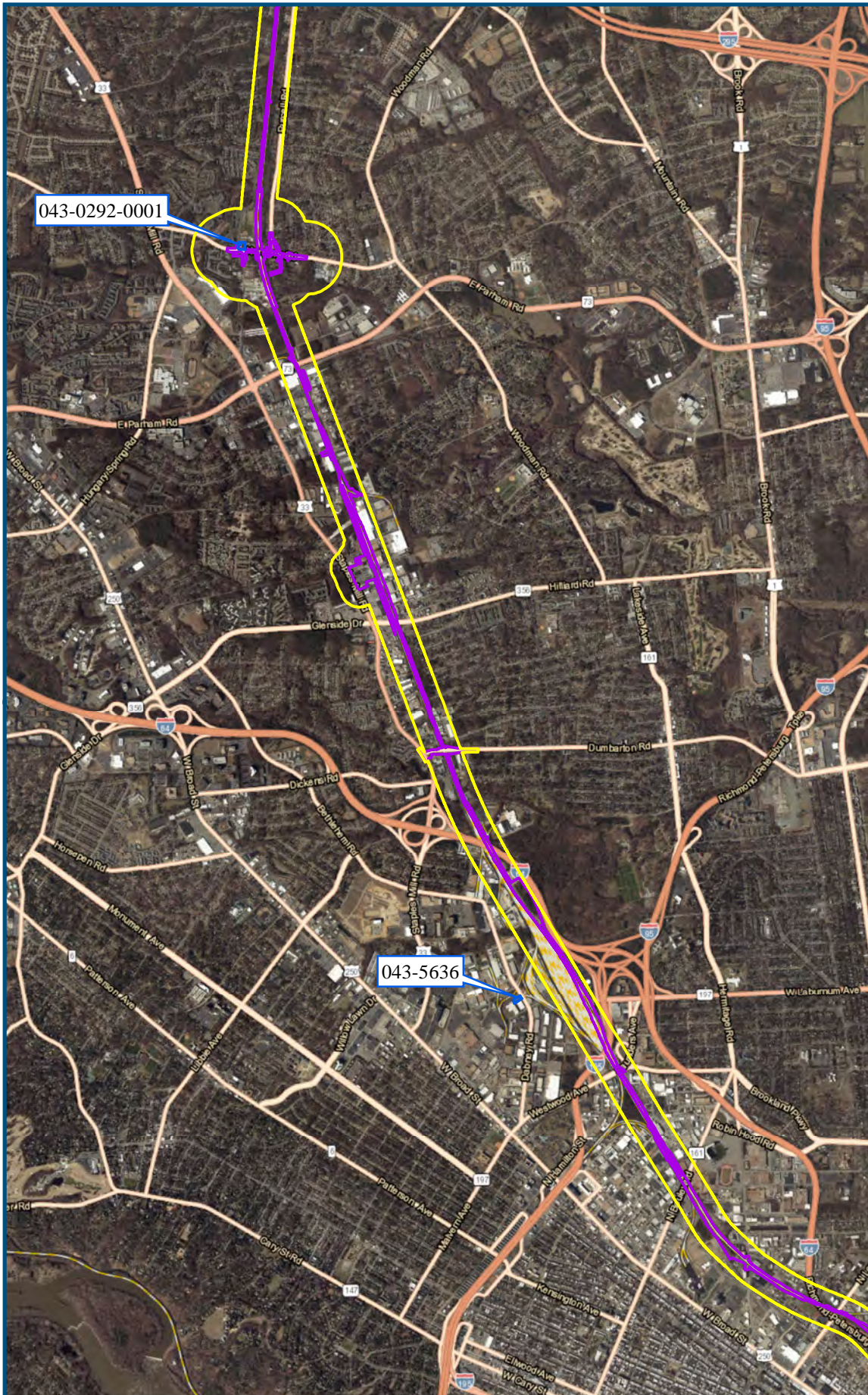


- Legend**
- Architectural APE
  - Preferred Alternative
  - Resource Boundary

**Figure 1-7**  
**DC2RVA Project Corridor**  
**Showing Phase II**  
**Properties Within Current**  
**Report from North to**  
**South**  
**(Map 5 of 7)**

03/2018

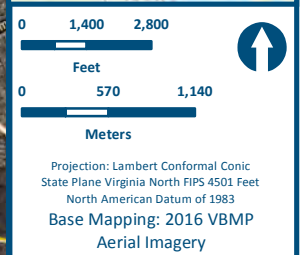
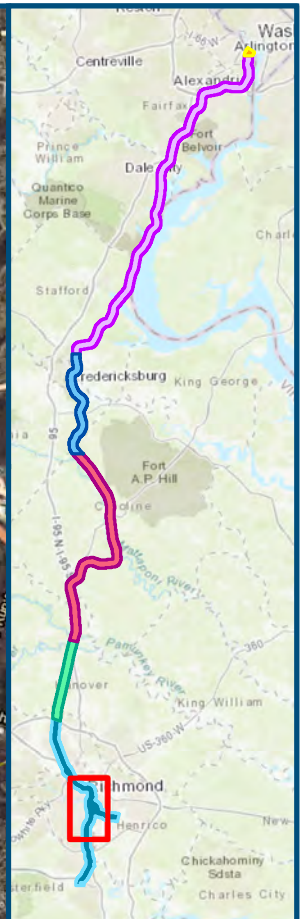
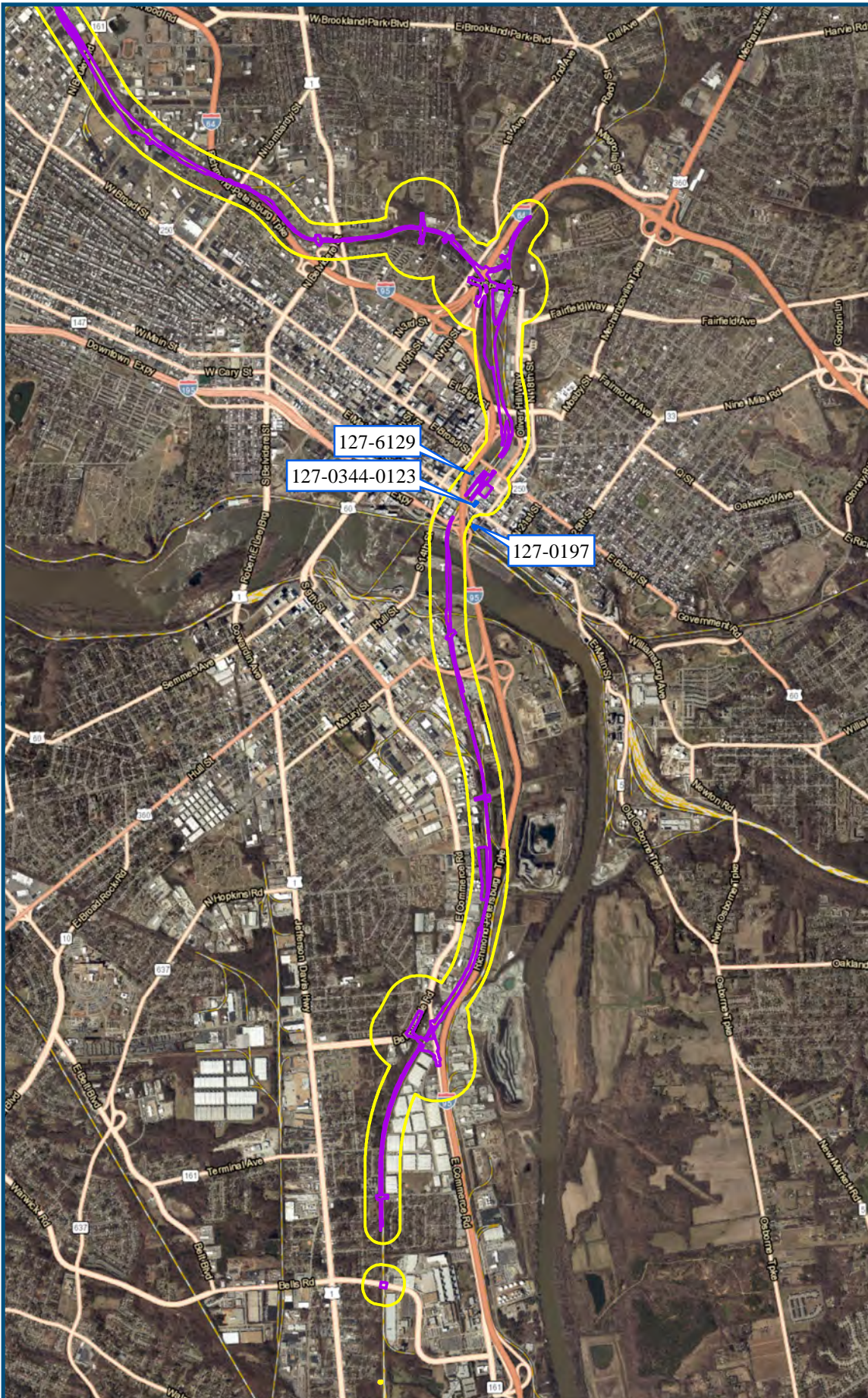
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**Figure 1-8**  
**DC2RVA Project Corridor**  
**Showing Phase II**  
**Properties Within Current**  
**Report from North to**  
**South**  
**(Map 6 of 7)**

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- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 1-9**  
**DC2RVA Project Corridor**  
**Showing Phase II**  
**Properties Within Current**  
**Report from North to**  
**South**  
**(Map 7 of 7)**

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## 2 METHODOLOGY

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The architectural investigation for the DC2RVA Project was conducted to examine any historic buildings, objects, or districts over 48 years in age for NRHP eligibility concurred by DHR to be potentially eligible for listing in the NRHP. Each potentially eligible resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Additionally, each resource's integrity was addressed through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Criteria considerations were taken into account only where necessary. This report meets the standards set forth by the DHR's architectural survey manual (DHR 2017).

Field recordation included an in-depth physical examination of each resource, including the interiors when accessible; digital photographs documenting the primary elevation, oblique angles, occasionally interiors, and general setting; detailed site plans of the property and floor plans were prepared when applicable. Archival research on each resource was conducted at land record repositories for various municipalities, historical and genealogical societies, online repositories of historic records, local libraries, and the Library of Virginia.

After the architectural fieldwork, research, and evaluation was completed, the Project Team prepared separate Virginia Cultural Resource Information System (V-CRIS) forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy color photographs, and a CD of digital photos for each property to meet with the current DHR standards (DHR 2017).

# 3 SURVEY RESULTS

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Dovetail completed intensive-level architectural investigations on 52 resources potentially eligible for the NRHP, 21 of which are detailed in the following chapter. The remainder of the resources is examined in separate reports.

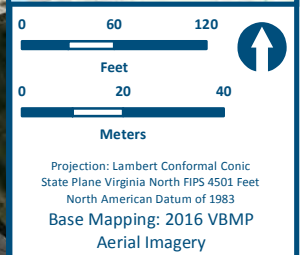
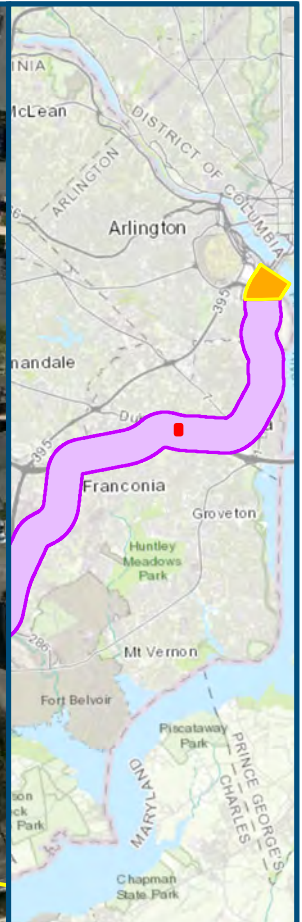
## 3.1 PHOENIX MILL (100-0277)

The Phoenix Mill, currently used as an office building for a self-storage facility, is located at 3640 Wheeler Avenue in the City of Alexandria, Virginia (Figure 3-1). The former mill sits upon a parcel containing approximately 2 acres on the south side of Wheeler Avenue in the southeastern part of the city with the existing railroad bed located immediately south of the property. The building is situated in the property's northwest corner, facing, and minimally setback from, Wheeler Avenue and the public concrete walkway that lines the road. The building is immediately surrounded by a paved-asphalt parking lot to the north, east, and south. Metal, chain link fencing lines the property boundaries to the west, south, and east, and the eastern two-thirds of the property is enclosed in fencing due to new construction. The property is accessed by two vehicular entrances from Wheeler Avenue, one in the northwest corner and another in the northeast corner. A contemporary French drain composed of stones runs north-south along the southwest elevation of the building. During the 2018 DC2RVA intensive-level survey, the boundaries for this resource were restricted to the parcel on which the main mill building sits. Upon closer inspection, the DC2RVA Team determined that new construction and parking lots adjacent to the mill building diminish the historic integrity of this resource and have no known historical connection, and as such, the team restricted its boundaries to include the mill building, drain, and immediate landscaping.

### 3.1.1 Historic Context

The area in which the former Phoenix Mill is located was once part of Fairfax County and then was annexed by the City of Alexandria in the 1950s. The earliest record of the mill dates to February 1777, when George Gilpin requested a survey of a 1-acre parcel specifically condemned for the construction of a mill on Holmes Run, which extended north to northwest from Cameron Run and fed into Hunting Creek (Figure 3-2) (Fairfax County Deed Book [FCDB] M-1:321). During his lifetime, Gilpin had a number of occupations, one of which was a wheat merchant. Alexandria and the area surrounding it was one of the leading centers for flour production during the late-eighteenth century, and Gilpin followed a trend at that time when a number of mills were petitioned for or built throughout Fairfax County and the City of Alexandria (Netherton et al. 1978:80). In 1770, he was appointed city inspector of flour in Alexandria and was given that position again in 1775 and 1781 through 1785 (Bedini 1998).



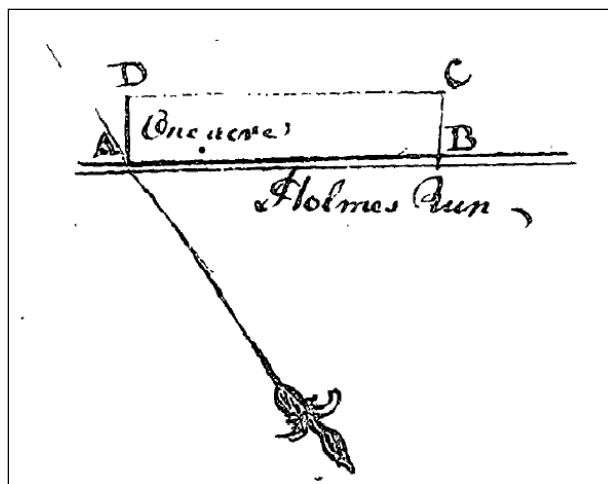


- Legend**
- Architectural APE
  - Preferred Alternative
  - Resource Boundary

**Figure 3-1**  
**Location Of The Phoenix**  
**Mill (100-0277)**

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**FIGURE 3-2: SURVEY OF 1 ACRE CONDEMNED FOR A MILL BY THE REQUEST OF GEORGE GILPIN IN 1777 (FCDB M-1:321)**

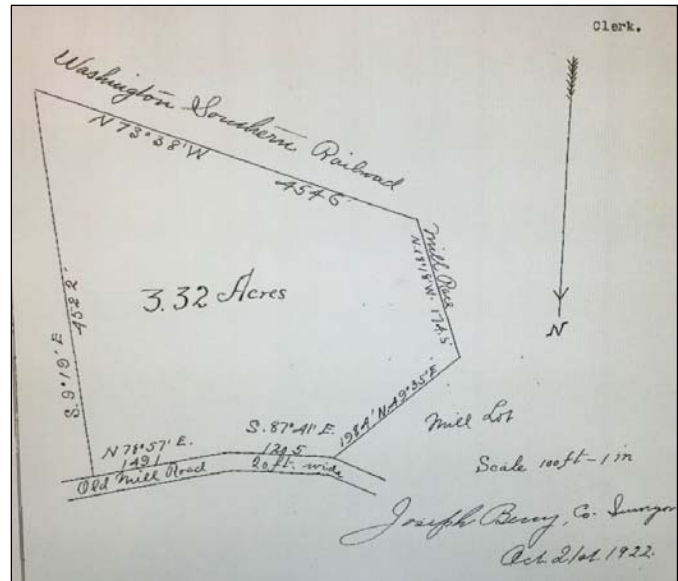
Gilpin and his partner, William Hartshorne, were dual owners of the condemned 1 acre of land as well as an adjoining 236 acres (FCDB B-2:297, M-2:141-146). It is unclear when Gilpin abandoned the partnership with Hartshorne, though in 1812, Hartshorne was forced to publicly sell the property after defaulting on a mortgage (FCDB M-2:141-146). In an advertisement placed in the *Alexandria Gazette*, the mill and farm occupied by William Hartshorne, “by the name of Strawberry Hill, situated Holmes Run, and the Little River Turnpike [Route 236],” contained 236 acres. Of that land, 50 acres was used for timber and 70 acres was pasture watered by the creek and mill (*Alexandria Gazette* 1812). Along with a two-story frame dwelling, stables, and a stone springhouse – all which are longer extant – the brick mill was advertised to be “55 feet by 45, four stories high with three pair of large Burr and one pair of country Mill Stones, capable of manufacturing ten thousand barrels of flour annually. The stream is large and constant, and affords a fall sufficient for water wheels 19 feet in diameter” (*Alexandria Gazette* 1812).

Thomas Wilson of Jefferson County purchased the 236-acre mill and farm tract for \$11,460.66 in September 1812 (FCDB M-2:141-146). Less than 10 years later in 1821, Wilson died and willed the property, which he named Phoenix Mill, to be evenly divided amongst his children whom subdivided it shortly thereafter in 1825 (FCDB S-2:387-392, U-2:407-418). After several Chancery Court cases between the siblings, beginning in May 1839 and continuing through 1849, 56 acres, including the mill from the original 236-acre tract descended to John H. Brown, son of William Brown and a daughter of Thomas Wilson, as captured in a 1860s detailed map of Virginia where the mill building is noted as “Brown’s Mill” (Figure 3-3) (Fairfax County Chancery Case 1849; United States Army Corps of Engineers 1860s). This case occurred during a pivotal time in the development of the area of Fairfax and Alexandria. The Orange and Alexandria Railroad was chartered in May 1848 to run from Alexandria west towards Gordonsville, crossing through the southern part of Fairfax County immediately south of the mill (Johnson, III 2004:1). Construction on the rail corridor began in 1850 and ended in 1854.



**FIGURE 3-3: PHOENIX MILL, CALLED BROWN'S MILL AT THE TIME, IN A CIRCA 1860 MAP OF NORTHERN VIRGINIA SHOWING THE NEW ORANGE AND ALEXANDRIA RAILROAD IMMEDIATELY SOUTH (UNITED STATES ARMY CORPS OF ENGINEERS 1860S) (MAP NOT TO SCALE)**

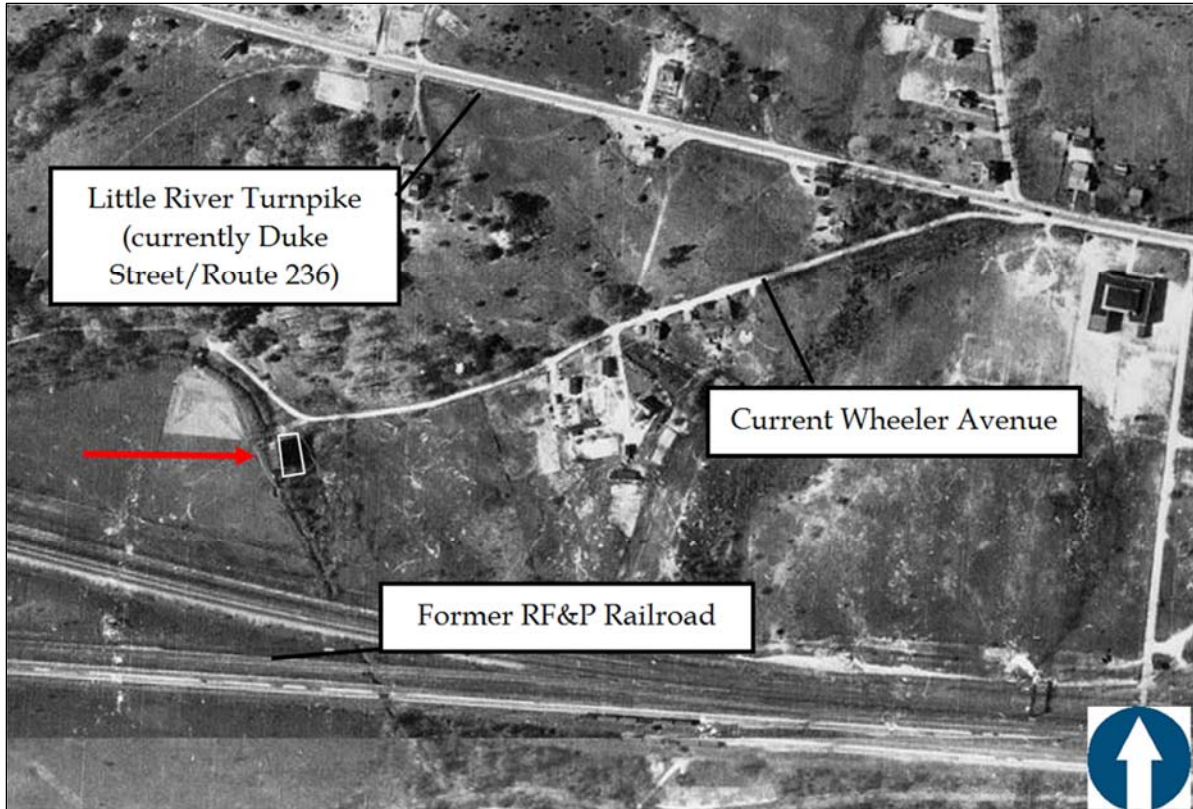
Brown sold the property, described as “Old Dominion Mills” in the indenture, to John M. Johnson of Alexandria in 1888, and it was transferred again in 1896 to Frank M. Hill (FCDB H-5:52-53, X-5:303-305). In 1903, Frank Hill and his wife, Elizabeth R., conveyed the 56-acre Phoenix Mill tract and an addition 27-acre tract on Holmes Run (Route 236) to Charles Branner Cockrell for \$7,000 (FCDB L-6:659-662). Charles Cockrell invested a significant amount of funds into making the property a “first class mill again and [to] run a lucrative business as a miller” (Lundegard 2009). Cockrell, a corn farmer who lived at Strawberry Hill, brought a case against the Southern Railway Company, who acquired a large tract in Fairfax known as Meadow Farm. Meadow Farm had two water sources that supplied water to the mill: Back Lick Run and Holmes Run. The agent for the rail company was planning to divert one of the water sources away from the mill and render the mill useless; however, the case was dismissed by motion of Cockrell when satisfactory adjustment was made outside of court. In 1922, Cockrell conveyed 3.32 acres partitioned from the larger 56-acre tract to Patrick and Kate M. Cullenton, which reflects the property shape today (Figure 3-4) (FCDB A-9:31-32).



**FIGURE 3-4: 1922 PLAT OF MILL PROPERTY (FCDB A-9:31–32)**

The property changed hands several times during the early- to mid-twentieth century remaining fairly unmodified until the 3.32-acre tract was conveyed Samuel Joseph “Joe” Bell in 1958 (Figure 3-5) (City of Alexandria Deed Book [CADB] 355:73; FCDB 503:289–290, 761:97). Bell, a native of Arlington, founded the S. J. Bell Construction Company in 1947 which specialized in the installation of underground utility lines in the Northern Virginia area, and he also was involved in property investing (Levy 1994). In the 1970s, the company partnered with the Bellane Industrial Corporation and the Industrial Maintenance Corporation, all of which Bell owned a portion of, and transferred the tract to Industrial Maintenance Corporation (CADB 751:603–608, 810:296–305, 882:659–665). Joe’s brother, Charles R. Bell, who acted as secretary to Samuel Bell’s companies, sold his interest in all of the properties they co-owned to his brother in 1983 (CADB 1105:377–380). In Bell’s last will and testament, he requested his trustees to attempt to retain any property he owned or stock he owned in his three companies (City of Alexandria Fiduciary File 1994).

One year after the death of Joe Bell in 1995, the mill property was purchased by F & H Properties of Virginia, LLC (F & H Properties) who appear to have subdivided the “old mill property,” then 2 acres, before transferring it to JBJ, LLC, a Maryland corporation that merged with F & H Properties in 2006 (CADB 1551:473–491, 010004974:442–443). In 2015, the 2-acre property was conveyed to Wheeler Land, LLC, who constructed a large self-storage warehouse on the property, southeast of the mill (CADB 150019225:50–54). The mill building is currently unoccupied except for a basement office and storage room.

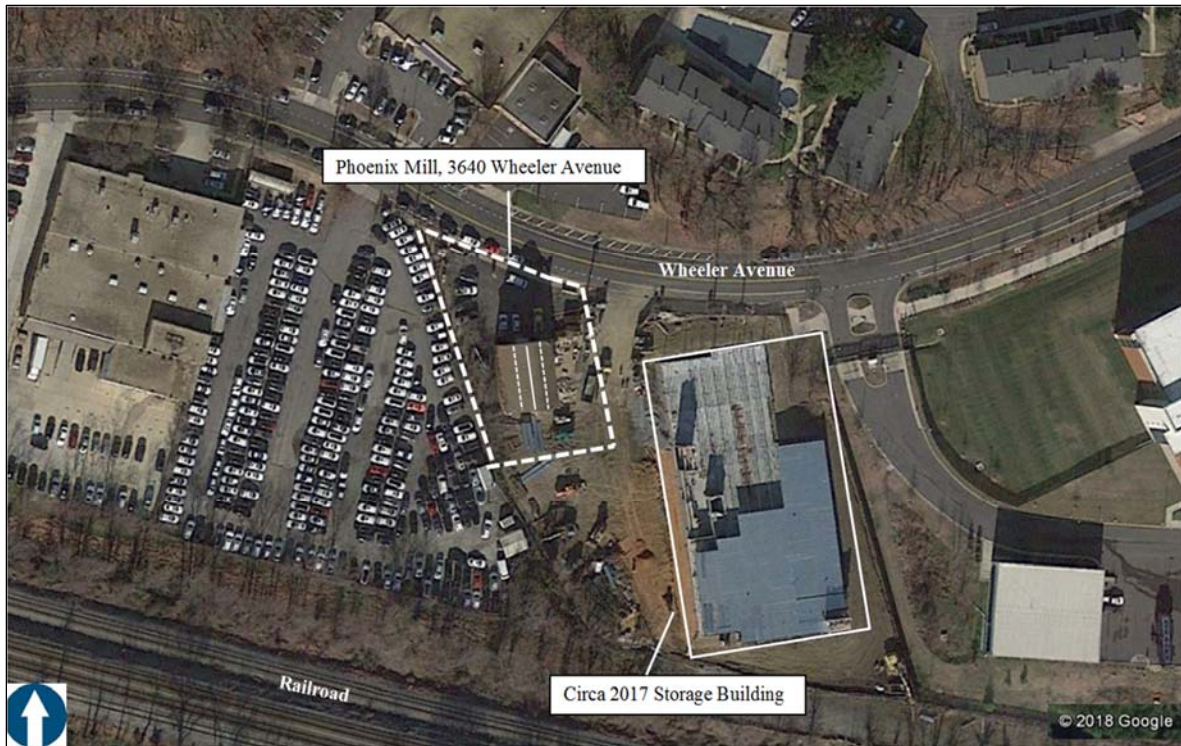


**FIGURE 3-5: PHOENIX MILL (DENOTED BY RED ARROW) ON 1937 HISTORIC AERIAL (FAIRFAX AERIAL IMAGERY VIEWER 1937)**

### 3.1.2 Architectural Description

#### 3.1.2.1 Primary Resource Exterior

The property's primary resource is a three-and-one-half-story, three-bay, mill building constructed circa 1780 in a vernacular Southern Colonial form with an original rectangular plan (Figures 3-6 and 3-7). An undated historic image of the mill indicates that upper stories now covered by vinyl siding once contained two rows of windows. Some infill around the building's foundation is also apparent, as the race and waterway that once feed the wheel have been removed (Figure 3-8) (Alexandria Library: Special Collections Record n.d.). Evidence of this infill is seen where a window opening with a segmental arch is partially filled with concrete at the lower level of the east elevation. The building sits on a continuous, raised basement and has a masonry structural system of brick laid in a five-to-one common bond. The roof truss and upper stories of the mill appear to be framed and currently are clad in vinyl siding. It is covered by a steeply pitched gambrel roof sheathed in asphalt shingles with wood boxed eaves on the east and west elevations and returns on the north and south elevations. Metal anchor plates are visible on the eave sides of the building. An interior-end brick chimney with a corbeled cap pierces the roof at the northeast corner of the building.



**FIGURE 3-6: SITE PLAN OF PHOENIX MILL AT 3640 WHEELER AVENUE (NOT TO SCALE)**



**FIGURE 3-7: NORTHEAST OBLIQUE**

## SURVEY RESULTS

The primary entrance, centered on the façade (north elevation), is filled with a double-leaf, metal, paneled door with a single light with decorative overhead track wooden sliding doors. A wood lintel is situated above the entry. Other fenestration includes twentieth-century, metal-frame windows consisting of a 12-light, hopper window with six-light, fixed windows set above and below (Figure 3-9). All windows feature brick sills composed of headers. Ghosts of window openings are visible on what is now the first floor of the east elevation. A set of rounded brick steps provide access to the primary entrance. A one-story addition at one time extended from the east and south elevations of the building but was demolished circa 2016 (Nationwide Environmental Title Research [NETR] 2016). A scar from the former addition is visible between the first and second stories (Figure 3-10).



**FIGURE 3-8: UNDATED IMAGE OF THE PHOENIX MILL (ALEXANDRIA LIBRARY: SPECIAL COLLECTIONS RECORD N.D.)**



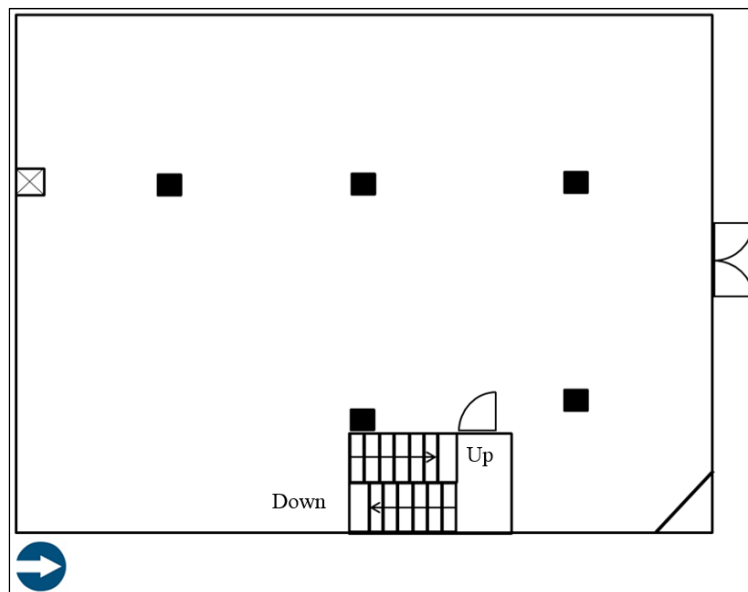
**FIGURE 3-9: NORTHWEST OBLIQUE**



**FIGURE 3-10: SOUTHEAST OBLIQUE**

**3.1.2.2 Primary Resource Interior**

The first story of the original circa-1780 core has an open plan (Figure 3-11). The flooring is covered by poured concrete, and the ceiling is open, exposing mortise-and-tenon framing. Throughout the building, exposed framing members at all floors are ornamented by chamfered edges with support posts dividing much of the interior space into thirds along a north-south axis. On the first floor, the interior space has been left open (Figure 3-12). The ghost of a former staircase is partially visible on the northern portion of the east wall. In the northeast corner a fireplace has been filled in; there are no fireplaces in the building today. At the time of survey, electrical wiring was exposed in the ceiling of the first story, as was plumbing.



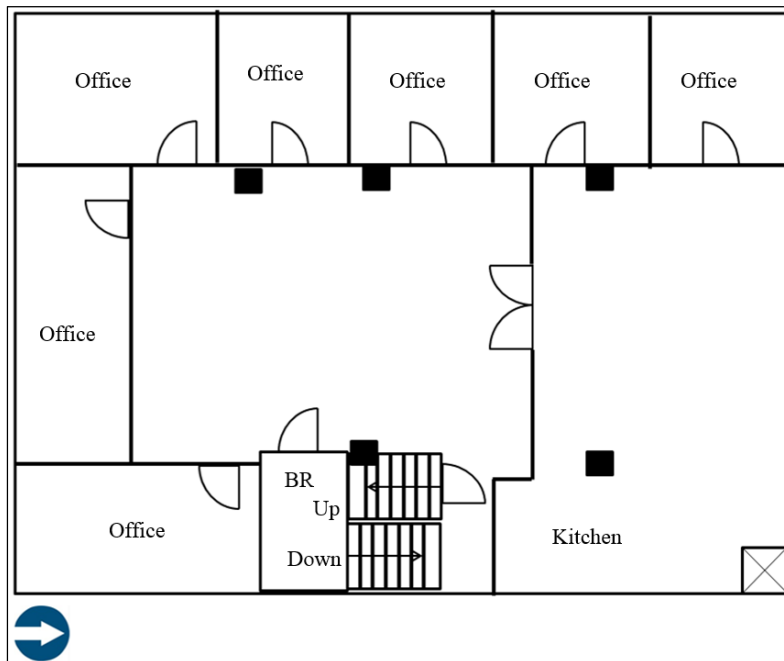
**FIGURE 3-11: FIRST STORY PLAN (NOT TO SCALE)**





**FIGURE 3-12: FIRST STORY INTERIOR, FACING SOUTHEAST**

Access to the basement and second story is provided through a partially enclosed, drywalled stairwell, centrally located on the eastern wall. The interior of the second story has been partitioned into offices with drywall inserted between the support posts up to the joists, creating nine rooms around a central common space (Figures 3-13 and 3-14). It has a drop ceiling; the panels were mostly absent and the ceiling rafters and wiring are exposed. Interior brick walls are exposed along the north, east, south, and west interior elevations. All interior fixtures on the second story are modern.

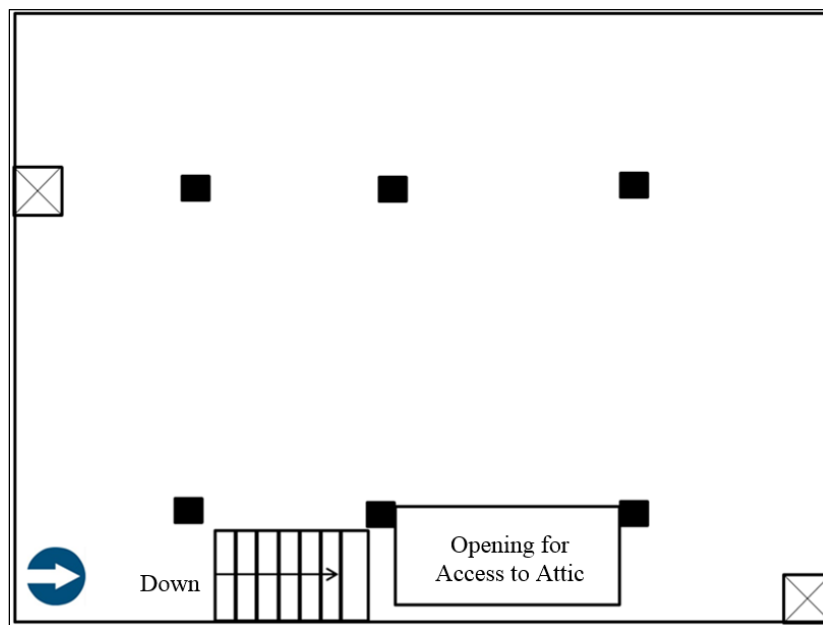


**FIGURE 3-13: SECOND STORY PLAN (NOT TO SCALE)**

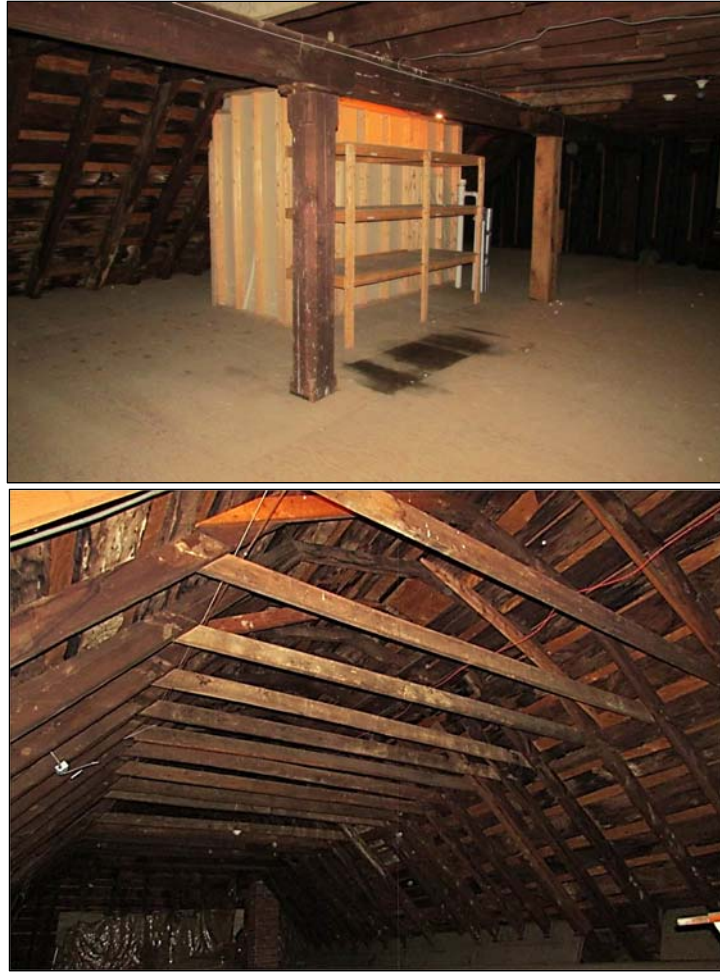


**FIGURE 3-14: SECOND STORY INTERIOR, FACING SOUTH**

The east-side stairwell also provides access to the third story (Figures 3-15 and 3-16). This space is unfinished and undivided. The floor is covered by plywood. Historic windows on the interior are also covered by plywood. A shaft opening in the floor on the northeast end of the room previously provided space for mill equipment. Ceiling joists show notching indicative of previous room configurations. There is ladder access to the attic in the northeast section of the room. The attic features two flues: one in the northeast corner and a second at the west end of the south elevation, similar to the third-story plan (Figures 3-15 and 3-16). Like the third story, the floor of the attic is covered by plywood sheets. Some roof rafters and sheathing boards appear to be recent replacements while others show evidence of possible fire or smoke damage.



**FIGURE 3-15: THIRD STORY PLAN (NOT TO SCALE)**

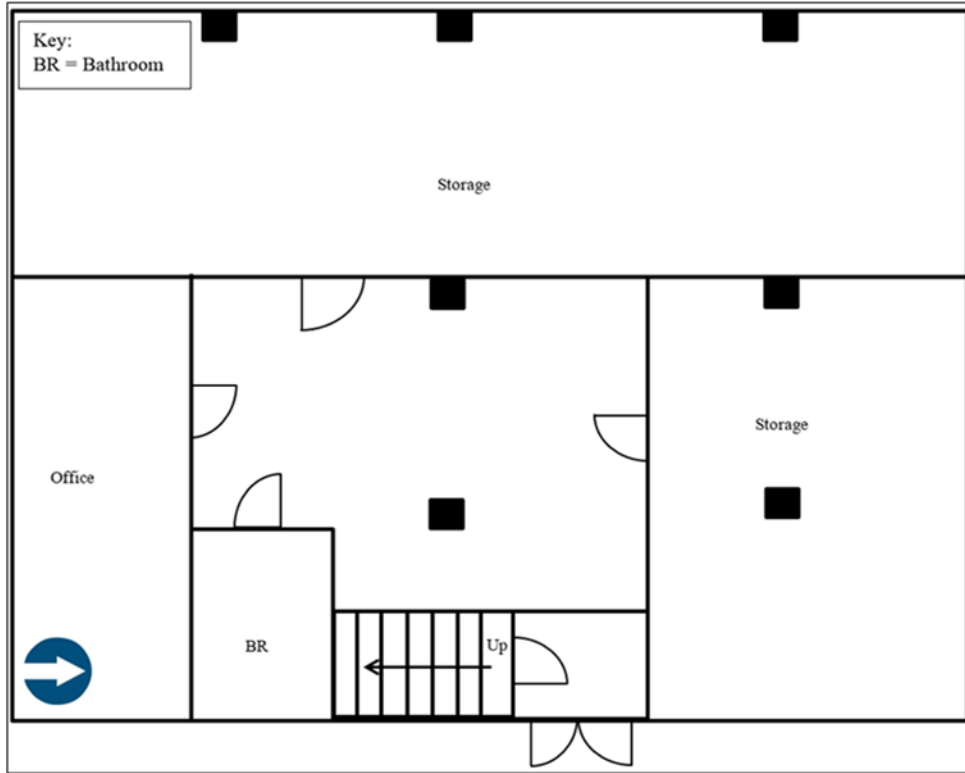


**FIGURE 3-16: THIRD STORY INTERIOR, FACING SOUTHEAST (TOP); ROOF STRUCTURAL SYSTEM IN ATTIC, FACING SOUTHWEST (BOTTOM)**

The basement is accessed by a stairwell on the east side of the first story and from the exterior by double-leafed metal doors on the east elevation (Figure 3-17). The basement features exposed chamfered support posts, interior drywall walls, and a drop ceiling (Figure 3-18). Shaft marks visible on ceiling joists in the basement are indicative of the use to grist first flour and then corn, most notably activities of the early-twentieth century (Wigglesworth 1975:50) (Figure 3-18). Other beams show indications of equipment attachment and detachment over the years.

A subbasement is accessed by descending stairs on the south elevation of the building (Figure 3-19). At the bottom of the stairwell, an uncoursed stone foundation is visible. Entry to the subbasement was not possible due to flooding; however, support posts, electrical pump equipment, brick walls, and ceiling joists were visible from the stairwell (Figure 3-19).

SURVEY RESULTS



**FIGURE 3-17: BASEMENT PLAN (NOT TO SCALE)**



**FIGURE 3-18: EVIDENCE OF MILL SHAFT IN WESTERN STORAGE AREA OF BASEMENT, FACING SOUTH (LEFT); BASEMENT, FACING WEST (RIGHT)**



**FIGURE 3-19: SUBBASEMENT ENTRANCE (DENOTED BY RED ARROW), SOUTHEAST OBLIQUE (LEFT); VIEW OF SUBBASEMENT, FACING NORTH (RIGHT)**

### 3.1.3 NRHP Evaluation

The Phoenix Mill, now an office building, at 3640 Wheeler Avenue is a Colonial-era vernacular flour mill constructed sometime after 1777 when George Gilpin petitioned for an acre of land off of Holmes Run to be destined for a mill. It is unclear if the building was constructed immediately; however, it is advertised for sale in the *Alexandria Gazette* in 1812 (*Alexandria Gazette* 1812). Originally four-stories tall, it currently stands at three as the lower level has been largely buried. Not only are the immediate surroundings of the building significantly altered, but the general area has been heavily suburbanized and developed with a mix of residential neighborhoods and industrial and commercial properties from the large, open agricultural character the area once had. The creek which once powered the mill is no longer a feature of the landscape, and integrity of setting, feeling, and association are negatively impacted by the encroaching parking lots of the self-storage facility to the east. Therefore, the boundaries of the property were currently reduced from the 2016 reconnaissance study to include the mill building and immediate landscaping, excluding the parking lots to the east and south and the self-storage building to the east.

Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and in generally good condition. The exterior displays good integrity of workmanship and materials. Additionally, the gambrel roof line is original to the building's construction (Lundegard 2009:22). Changes to the mill's interior have also been made over the years; however, elements still remain reflecting the building's industrial purpose. Original chamfered timbers are visible at every level of the building. The locations of the original grist stones are still visible in the basement along the west wall, though other machinery remnants date to the early-twentieth century. The framing of the building is original to its construction, and the modifications to the floorplan reflect utilitarian use over time.

The Phoenix Mill is the only recorded mill with the DHR in the City of Alexandria, while eight are recorded in the neighboring Fairfax County. Three of these mills are listed in the NRHP and VLR (029-0008, 029-0064, and 029-0330). The Colvin's Mill (029-0008), constructed around 1810, is a four-story brick flour mill building repaired around 1969 and 1975 (David 1976). The mill was continuously used from its conception to around World War II, and in 1965 the Fairfax County Park Authority acquired the building through condemnation. Similar to the Phoenix Mill, the masonry building is covered by a front-gabled roof and has a symmetrical façade; however,

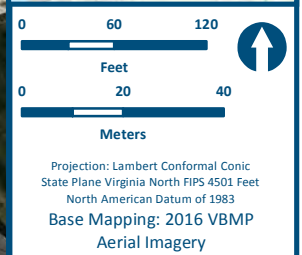
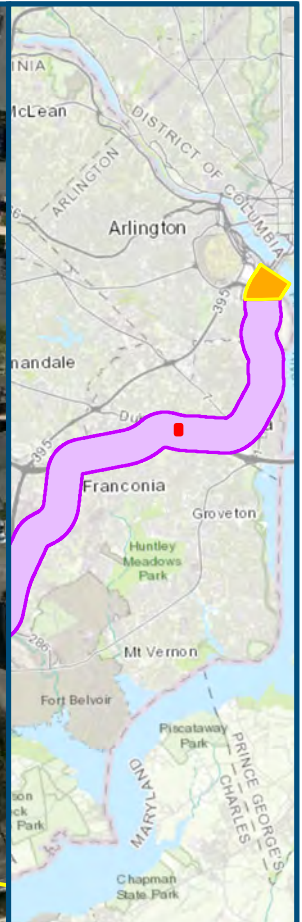
## SURVEY RESULTS

through restorations and repairs, including a modern oak waterwheel, Colvin's Mill is now in very good condition. The mill and associated resources are still owned by the Fairfax County Park Authority and operate as a historic park. George Washington's Grist Mill (029-0330) is a 1930s reconstruction of the 1770s mill based on archaeological findings at Mount Vernon Plantation. Though the mill demonstrates the eighteenth-century techniques for milling flour, only archaeological material dates to the period of significance. The interior vertical supports at George Washington's Grist Mill have similar chamfering to those at Phoenix Mill. Hope Park Mill (029-0064) is a three-story, frame, grist mill on a high-stone foundation built between 1790 and 1804, with heavy modification to the interior in the twentieth century.

The resource retains a moderate to high level of integrity in design, location, and workmanship, and a sufficient integrity of materials to merit NRHP-eligibility consideration. The Phoenix Mill was constructed in the late-eighteenth century and remained in service as mill operation through the twentieth century. There are no surviving brick mill buildings within the City of Alexandria; additionally, the mills recommended eligible for the NRHP in Fairfax County also have significant interior modifications. Therefore, the resource is recommended as locally significant under Criterion A as representative of the significance of mills in eighteenth- and nineteenth-century manufacturing. The resource is not known to be associated with a significant person from history and because of this, it is recommended not eligible under Criterion B. The Phoenix Mill is a unique example of an eighteenth-century, brick grist mill in the City of Alexandria. As such, it is also recommended as locally significant under Criterion C for architecture. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Phoenix Mill is **recommended as eligible at the local level under Criterion A and Criterion C.**

The recommended period of significance for the Phoenix Mill begins with its construction date of around 1780 until it ceased to be used as a mill in approximately 1958. The proposed NRHP boundary for the Phoenix Mill at 3640 Wheeler Avenue follows the immediate landscaping contained within the paved parking lots to the east, west, and south of the mill building, and Wheeler Avenue to the north (Figure 3-20). The proposed boundary includes only the mill building and the contemporary French drain.



- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-20: Proposed NRHP Boundaries of the Phoenix Mill (100-0277)**

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### 3.2 HANNAH P. CLARK HOUSE/ ENYEDI HOUSE (029-5741)

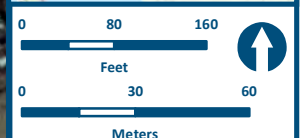
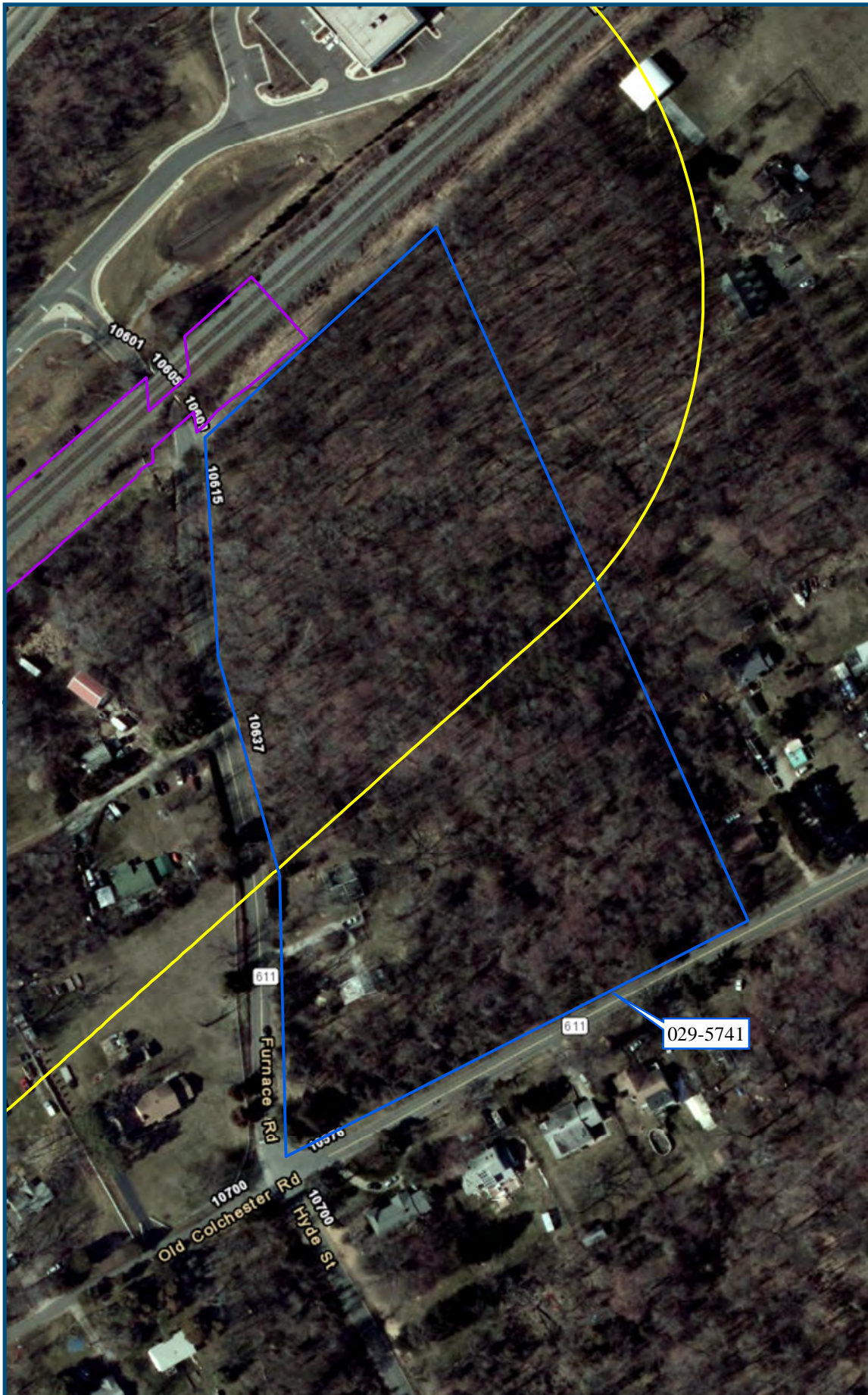
The Hannah P. Clark House, also known as the Enyedi House, is located at 10605 Furnace Road in Lorton in Fairfax County, Virginia (Figure 3-21). The resource, situated on a 10.85-acre tract, is situated within the Old Colchester Park and Preserve run by the Fairfax County Park Authority (FCPA) (Fairfax County, Virginia 2018). The lot is primarily covered with matured coniferous and deciduous trees with the buildings concentrated in the southwest half of the property. The tract is positioned at the northeast corner of Furnace Road and Old Colchester Road, immediately northeast of the historic port town of Colchester Town (029-0042). The property is accessed by an unpaved driveway extending from Furnace Road towards the building complex and circles around an overgrown shrub. A brick walkway lined with shrubbery and trees leads from the driveway towards the dwelling. A wood lattice fence extends southeast from the south elevation of the dwelling. An additional stone walkway extends from the driveway towards an enclosed porch on the southwest elevation of the dwelling. Associated with the residence is a circa-1987 studio and shed, concrete capped well, and circa-1920 RF&P Railroad shed.

#### 3.2.1 Historic Context

A detailed history of the occupation of the Hannah Clark house has previously been completed by Elizabeth Peebles of the Fairfax County Park Authority as part of a Historic Structure Assessment (2014). Therefore, this historic context only summarizes the ownership history of the building and land; for further detail on the history of the structure or its occupations, Elizabeth Peebles' *Historic Structure Assessment* should be consulted (2014).

The land on which the house is located was part of a tract that originally adjoined the historic Colchester Town, chartered in 1754 (Sprouse 1975:19-23). Colchester Town had its beginnings as the location of an important ferry landing along the Occoquan River, but soon grew as a commercial center during the latter half of the eighteenth century (Sprouse 1975:19-55). However, by the early-nineteenth century, the town was defunct and many of the lots were abandoned, with the surrounding land part of large farms (Sprouse 1975:110). One of these farms, totaling 376 acres and including the land on which the Hannah P. Clark house would be built, was purchased by James Potter and John Allison in 1839 (Fairfax County Deed Book [FCDB] R3:147). By the time of his death, in 1865, Potter had amassed 213 contiguous acres bordering Colchester Town, in addition to as many as 15 town lots (Figure 3-22) (Fairfax County Land Tax Records [FCLTR] 1857; Peebles 2014:12-13). In his will, Potter left his personal estate to his three children, Hannah, Cornelius, and Joseph, while his land was split only between his two sons. James Potter's common law wife and mother of his children, Barbara Beach, was named the executrix of his estate (Fairfax County Will Book [FCWB] 1865:448).





Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

**Legend**

- Preferred Alternative
- Architectural APE
- Resource Boundary

**Figure 3-21**  
 Location of the Hannah P.  
 Clark House/ Enyedi  
 House (029-5741)

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**FIGURE 3-22: 1864 MAP SHOWING LOCATION OF JAMES POTTER'S FARM, DENOTED BY WHITE ARROW (HOFFMAN AND BROWN 1864)**

On December 12, 1865, Hannah Potter married James Clark in Washington, D.C. (Peebles 2014:16). In 1867, Hannah brought an injunction against Barbara Beach for mishandling her father's estate and not following the terms of James Potter's will. However, before this action went to court, Barbara died, leaving Robert Wiley as the administrator for both Potter's and Beach's estates. By 1874, due to the death of his brother, Cornelius, Joseph Potter became the sole heir to the Potter farm (Sprouse and Mitchell 1996:1570). In 1876, Joseph Potter and his wife, Emma Weston, sold the northern 65 acres of the property to Hannah Clark (Figures 3-23 and 3-24). Hannah also purchased a 2.33-acre tract across Ox Road from her larger parcel in the same year. The signing of two promissory notes by Hannah Clark at the same time as she purchased the land indicates that she likely began construction of her house on the 2.33-acre parcel sometime around 1876 (FCDB X4:238).

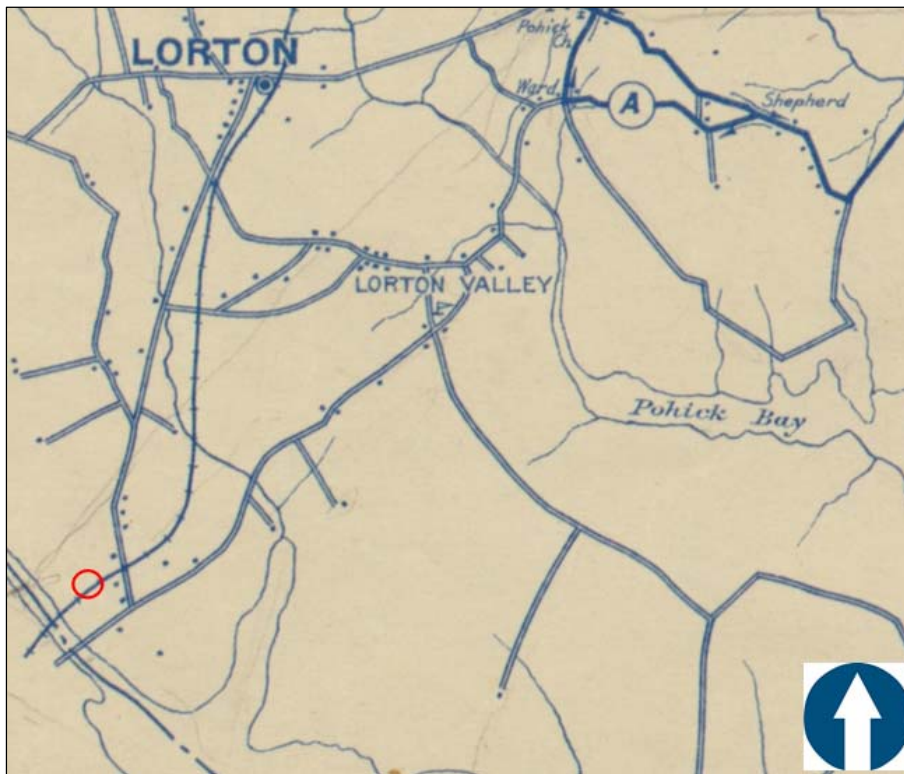
Hannah and James Clark had four children who survived to adulthood, Cornelius Franklin, Charles Augustus, Sallie, and Samuel, all of whom were born before their house on Ox Road was constructed (Peebles 2014:19). After the construction of the house, it appears that the Clarks made a living as subsistence farmers, based on the 1880 agricultural schedule (United States Federal Population Census [U.S. Census] 1880). In 1887, James Clark moved out of the house permanently, due to marital problems between him and Hannah (Fairfax County Chancery Case 1893). As a result of the divorce, Hannah was awarded all of the real and personal property, as well as custody of the minor children. Hannah became the first woman to successfully sue and divorce her husband in the area (FCPA 2014).

By 1900, the RF&P Railroad began to encroach on Hannah Clark's property on both sides of Ox Road. During the course of the first decade of the twentieth century, the railroad improved and realigned the section of track that bordered Hannah's property, causing small sections to be taken by the railroad. In 1913, the RF&P Railroad again elected to realign and improve the track, taking

## SURVEY RESULTS

the 2.33-acre parcel on which Hannah Clark's house was located (FCDB 1913 P7:425). Due to the taking of her parcel by the railroad, Hannah decided to move her house to her land across Ox Road, where she then resided until her death in 1925 (Peebles 2014:33-36).

Hannah left the majority of her property, including her house and 41 acres surrounding it, to her youngest son, Samuel (FCWB 10:448). Samuel lived elsewhere and likely rented the house until he sold it and 13.35 acres surrounding it to the RF&P Railroad in 1931. During the 1930s and 1940s, Bennie Purks, a section manager for the RF&P Railroad, and his family lived in the house until his death in 1943. In that same year, Charles T. Clark, the grandson of Hannah Clark, was promoted to section foreman for the railroad and moved into the Hannah Clark house with his family (Peebles 2014:44). In 1946, Charles purchased the house and surrounding 12.88 acres (Figure 3-25). Finally, in 1956, Clark sold the house and approximately 10 acres that surrounded it to the Harbor Bay Corporation, owned by real estate developer Andrew W. Clarke, ending the Clark family ownership of the house (FCDB 1429:320).



**FIGURE 3-23: 1912 UNITED STATES POST OFFICE DEPARTMENT MAP SHOWING ORIGINAL LOCATION OF HANNAH CLARK HOUSE, IN RED (UNITED STATES POST OFFICE DEPARTMENT 1912) (MAP NOT TO SCALE)**

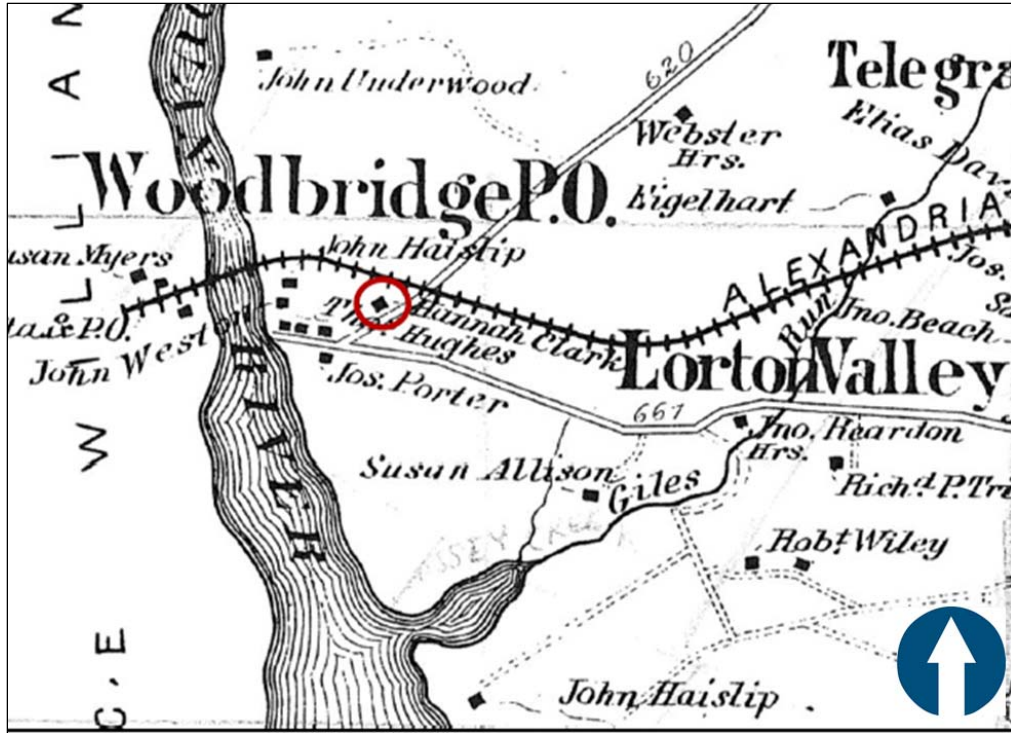


FIGURE 3-24: HANNAH P. CLARK HOUSE/ENYEDI HOUSE (CIRCLED IN RED) ON DETAIL OF 1879 ATLAS 15 MILES AROUND WASHINGTON, D.C. (PEEBLES 2014:41) (NOT TO SCALE)



FIGURE 3-25: DETAIL OF THE 1946 REVISION OF THE 1931 RF&P RAILROAD SURVEY SHOWING THE HANNAH CLARK HOUSE (FCDB Y10:53; PEEBLES 2014:44)

Andrew Clarke died in 1968 before the property could be developed, leaving his widow, Margaret, and the First Virginia Bank to sell the parcel to Timberlake McCue, another Northern Virginia real estate developer in 1969 (FCDB 3260:360). In 1975, McCue subdivided an approximately 1.5-acre parcel that surrounded the house. Soon after, McCue died and the property was sold to the McCue Limited Partnership in 1980, who then sold it to Thomas and Patricia Lewis in 1983 (FCDB 5826:593). Prior to the 1983 sale of the property to the Lewis's, the house had been a rental property for 27 years. The Lewis's did not remain in the house for long, however, selling it to Janos and Diana Enyedi in 1986 (FCDB 6545:1978).

Janos Enyedi (1947-2011) was an industrial sculptor, photographer, and mixed media artist who gained international notoriety for his work that focused on America's twentieth-century industrial landscape. His interest in America's rust belt and his status as the grandson of Hungarian immigrants blend together in his interpretation of rural and urban working landscapes. His work is associated with the late Precisionist style exemplified by the work of Charles Sheeler, and is closely related to Futurism, Cubism, and other European modern styles (Metropolitan Museum of Art 2007, Washington Post 2011). His work has been exhibited in museums, embassies, and corporate collections around the world, and his increasing success required the construction and expansion of a studio on the Hannah Clark property soon after the Enyedis moved in (Peebles 2014:53). The Enyedis referred to his workspace on the Hannah Clark property as the Furnace Road Studio. Janos and his wife, Diana, lived in the Hannah Clark house until 2011 when they sold the property to the FCPA and moved to St. Petersburg, Florida, to join an artist community (FCDB 21616:102). Janos Enyedi died shortly after their move. Since 2006, the FCPA has been acquiring land in and around Colchester Town to create the Old Colchester Park and Preserve (Peebles 2014:56). Currently, the Hannah Clark house is part of this park, and the FCPA has started to take steps to preserve this building (FCPA 2014).

### **3.2.2 Architectural Description**

#### **3.2.2.1 Primary Resource Exterior**

The property's primary resource is a two-story, four-bay, single-family dwelling constructed in 1839 in a vernacular gable-and-wing form (Figure 3-26). According to the owner and a FCPA architectural historian, the earliest portion of the building was constructed with vertical logs; however, this was not apparent during the current inspection (FCPA 2014). The continuous brick foundation is parged and supports a frame structure clad in weatherboard siding with wood corner boards (Figure 3-27). The moderately pitched, cross-gabled roof is clad in asphalt shingles with boxed eaves featuring a simple wood cornice with partial eave returns. An exterior-end chimney clad in weatherboard siding is centered on the northeast elevation, and an exterior metal flue protrudes from the first story of the northwest elevation of the core of the building.

The current primary entrance, filled with a single-leaf, paneled, wood door covered by a wood screen door, is situated on the southeast elevation of a one-story, shed addition on the rear (southeast) elevation of the building. Another entrance is located on an enclosed porch that spans the northwest elevation (Figure 3-28). This entrance is filled by a single-leaf, wood, paneled door covered by a metal-framed screen door and accessed by a set of concrete steps. The porch is clad in weatherboard siding and covered by a hipped roof sheathed in asphalt shingles. It features two six-over-six, wood-frame, double-hung-sash windows and one fixed six-light window. Other fenestration includes six-over-six, wood-frame, double-hung-sash windows, most of which are

## SURVEY RESULTS

flanked by fixed, wood, louvered shutters. Located on the northeast elevation flanking the chimney are narrow, single-leaf, multi-light, doors accessed by a full-width, wood deck with wood steps.

Two one-story additions extend from the southeast elevation: an enclosed porch containing the current primary entrance and an enclosed sun room (Figure 3-27 and Figure 3-28). The entry porch is covered by a shed roof and was built sometime between 1890 and 1940 (Peebles 2014: 30). The sun room is covered by a hipped roof and features floor-to-ceiling, multi-light windows. This addition was built in the same phase as the entry porch between 1890 and 1940, and enclosed in the 1980s during the Enyedi ownership (Peebles 2014:49).



**FIGURE 3-26: DETAILED SITE PLAN OF HANNAH P. CLARK HOUSE (GOOGLE EARTH 2017) (NOT TO SCALE)**



**FIGURE 3-27: SOUTH OBLIQUE OF THE HANNAH P. CLARK HOUSE**



**FIGURE 3-28: NORTHWEST ELEVATION (LEFT); NORTHEAST ELEVATION (RIGHT)**

**3.2.2.2 Primary Resource Interior**

Access to the interior of the property was not permitted. Peeble’s 2014 *Historic Structure Assessment*, details the interior arrangement and speculates on the development of the house. Though the exact dates of each building periods are unknown, the core of the house was built as a two-story dwelling with one room on each floor. This section was built as a log structure and no longer rests on its original foundation.

**3.2.2.3 Secondary Resources**

A circa-1987, one-story, three-bay, shed/studio is located southeast of the dwelling (Figure 3-29). It sits on a continuous concrete foundation while its structural system is clad in snap-on, batten with clip, metal siding. The front-gabled roof is sheathed in corrugated metal. Fenestration includes a single-leaf, metal, pedestrian door; a large, double-leaf, sliding metal door; and sliding

## SURVEY RESULTS

metal windows. A one-story shed addition extends from the northeast elevation and is clad in T1-11 siding. A set of double-leaf, T1-11 doors and a three-light transom mark its northwest elevation. A one-story, one-bay, prefabricated shed constructed around 2000 is located immediately south of the studio (Figure 3-29). It is clad in T1-11 siding and covered by a front-gabled roof. A double-leaf, board-and-batten door is located on the northeast elevation. A circa-1980, concrete well superstructure is located east of the primary resource (Figure 3-30). It is covered by a circular concrete well cap. An additional one-story, one-bay shed of frame construction with vertical wood siding is located northeast of the primary dwelling (Figure 3-31). A single-leaf, five-panel, wood door is located on the southwest elevation. The roof and southeast elevation are dilapidated and the structure is in poor condition. The shed was possibly used by railroad foreman associated with the RF&P Railroad and was built between 1925 and 1943 (Peebles 2014:124).



**FIGURE 3-29: STUDIO, NORTHEAST ELEVATION (LEFT); SHED, SOUTHEAST ELEVATION (RIGHT)**



**FIGURE 3-30: CAPPED WELL, FACING WEST**





**FIGURE 3-31: SOUTH OBLIQUE VIEW OF RAILROAD SHED. NOTE: THE DILAPIDATION OF THE NORTHEAST ELEVATION**

### 3.2.3 NRHP Evaluation

The Hannah P. Clark/Enyedi House is associated with long-time area residents, Hannah P. Clark and the Potter family, and with an internationally known artist, Janos Enyedi, who lived and worked at the house until his death in 2011. The primary resource, the dwelling itself, is believed to be a rare surviving example of log construction; however, the building is enclosed in modern materials with additions and is known to have been moved, albeit a short distance. For these reasons, the resource retains a moderate to low level of historic integrity of location, materials, design, and workmanship. The absence of any associated outbuildings related to the occupation of the Clark family in the nineteenth and early-twentieth century further diminishes its historic integrity of setting and feeling. The studio building, linked to Enyedi's period of occupation, does assist the resource in retaining an adequate level of significance of association and setting during the resource's period of significance (1986–2011).

In order for a resource to be considered eligible for the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events: [...] a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a state, or the nation" (Shrimpton et al. 1990). The Hannah P. Clark/Enyedi House has no known association with a notable historic event or trend. As such, it is recommended not eligible for listing in the NRHP under Criterion A.

Eligibility of a resource for the NRHP under Criterion B is defined as needing to be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Additional guidance for NRHP eligibility under Criterion B indicates that "Eligible properties generally are those

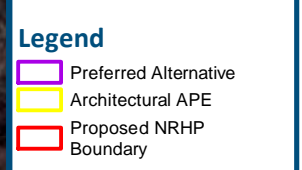
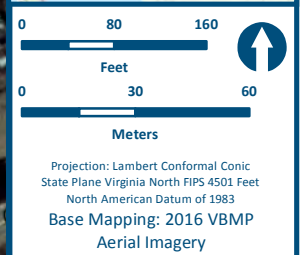
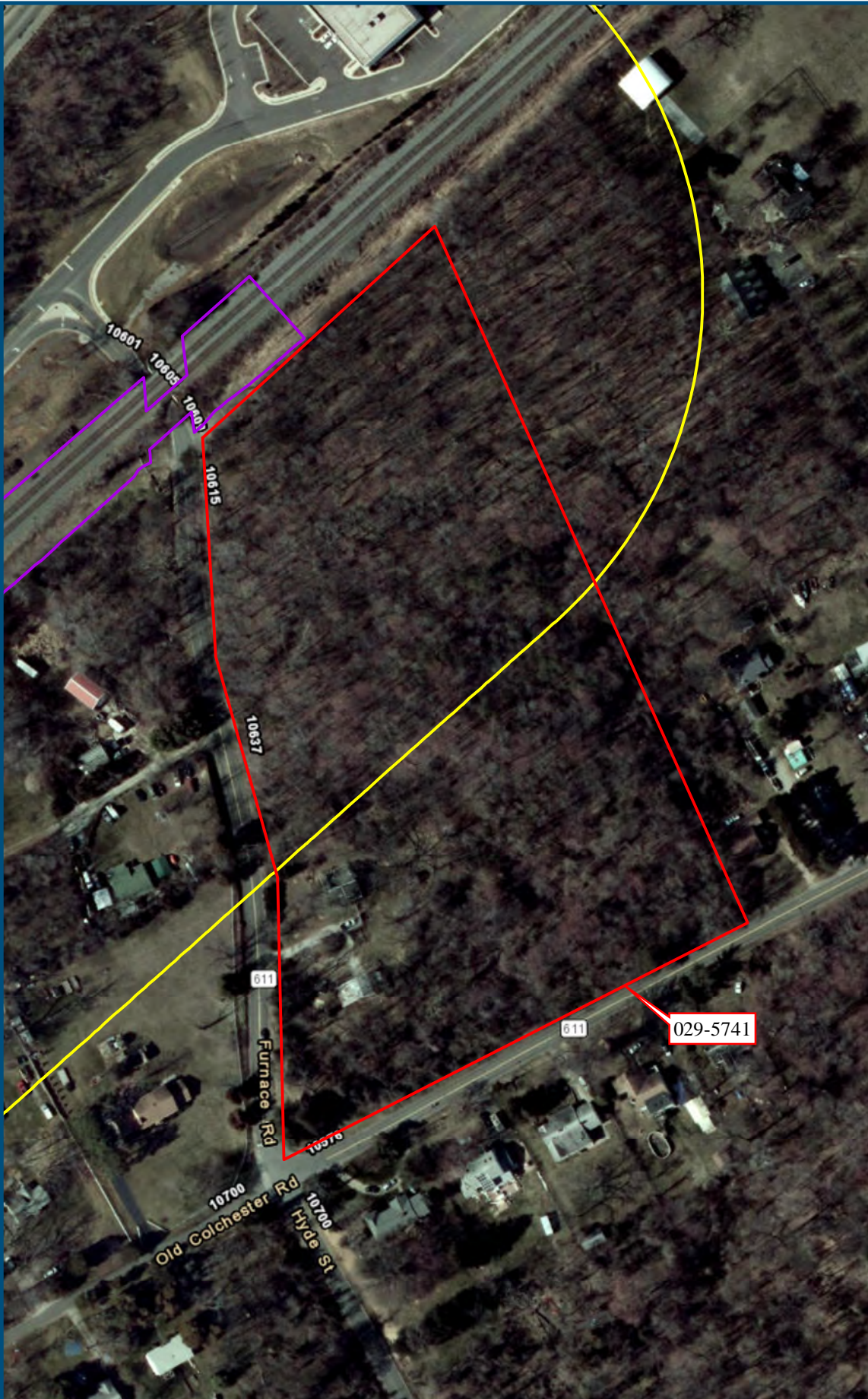
associated with the productive life of the individual in the field in which (s)he achieved significance” (Bolland n.d.). The dwelling is associated with the Potter and Clark families, and Hannah P. Clark was the first divorced woman to own property in the area, though this does not warrant recommendation for eligibility under Criterion B. However, the internationally renowned artist, Janos Enyedi, used the property for his residence and art production that celebrated industrial landscapes in the United States and Europe for 24 years (Peebles 2014: 53).

Although the dwelling had been moved from its original location, northwest of the current site on the west side of Furnace Road, it is still within the vicinity of Colchester Town and on land that did formerly belong to Hannah P. Clark’s father’s farm. Under Criteria Consideration G, properties over 50 years of age, but with a period of significance of under 50 years, can be eligible if the occupant was of exceptional importance. Janos Enyedi did not occupy the dwelling until the late 1980s; however, his success and accomplishments in the international art world warrants the property to be eligible despite the recent nature of his occupation. His Furnace Road studio, occupied for 24 years, was the site of his most prolific period, and the period in his career during which his work was most widely exhibited (Furnace Road Studio n.d.). Though Enyedi’s collection is housed and posthumously displayed in St. Petersburg, Florida, the Hannah P. Clark/Enyedi House is the most relevant existing building associated with his life and work. Furthermore, there are no other identified examples of an internationally recognized industrial artist’s studio in Fairfax County, nor in the surrounding counties. For these reasons, the resource is recommended eligible for listing in the NRHP under Criterion B due to the strong association with Janos Enyedi as the location of his studio from 1986 to 2011. The resource is also eligible under Criteria Consideration B for a moved property, as the period of significance recommended occurs in the period after the relocation of the property, and Criteria Consideration G for significance of less than 50 years.

The resource has been modified by multiple additions and alterations, negatively impacting its historic integrity of materials, design, and workmanship. As such, it is recommended not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Hannah P. Clark/Enyedi House is **recommended as eligible at the local level under Criterion B for its association with Janos Enyedi and under Criteria Consideration B for a moved property and Criteria Consideration G for significance of less than 50 years.**

The period of significance for the Hannah P. Clark/Enyedi House begins with the property’s association with Janos Enyedi, 1986–2011, as outlined previously. The proposed NHRP boundary for the Hannah P. Clark/Enyedi House at 10605 Furnace Road in Lorton in Fairfax County, Virginia comprises and follows the legal lot description for the parcel in its entirety (Parcel ID 1133 01 0019A). It is bounded by Furnace Road on the southwest and Old Colchester Road on the southeast, and parcel 1133 01 0019 to the north and west. The proposed boundaries include the primary dwelling, circa-1987 studio and shed, and concrete well. These boundaries do not include the railroad shed, located in parcel 1133 01 0019.



**Figure 3-32**  
**Proposed NRHP**  
**Boundaries For The**  
**Hannah P. Clark House/**  
**Enyedi House (029-5741)**

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### 3.3 JACKSON SHRINE (016-0092)

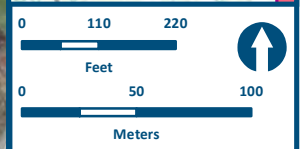
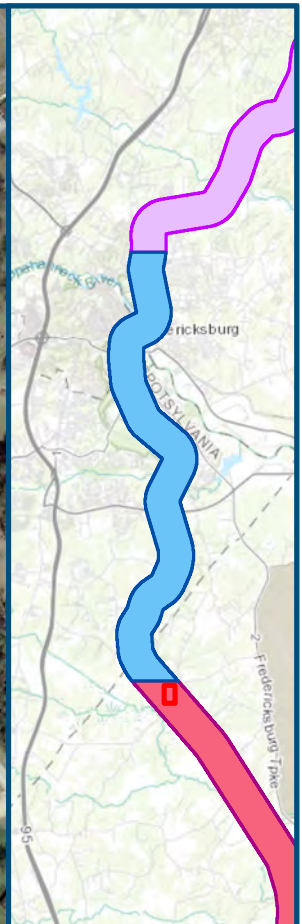
The Jackson Shrine is a historic commemorative complex located at 12019 Stonewall Jackson Road in Caroline County, Virginia. The resource is located within the Fredericksburg and Spotsylvania National Military Park near the small village of Guinea—once a station stop along the RF&P Railroad—which bounds the property on the southwest (Figure 3-33). The resource contains roughly 20.5 acres of land largely consisting of an open clearing bounded by woods on the northwest, northeast, and southeast (Caroline County 2018). It is accessed via a 1,900-foot long poured-concrete driveway extending northwest from Stonewall Jackson Road, also known as Route 606, which terminates in a loop with adjacent parking spaces.

The property centers on the 1828 office building at Fairfield Plantation where General Thomas Jonathan “Stonewall” Jackson died in May 1863, but also includes other architectural and landscape features such as the below-ground remains of the Chandler House Site; a reconstructed wellhead; a 1903 granite memorial; several informational panels located adjacent to a parking area; a drinking fountain; restroom facility; and a private residence referred to as the caretaker’s house with an associated storage shed. The property has been managed by the National Park Service (NPS) since 1936.

#### 3.3.1 Historic Context

The land within the Jackson Shrine property was part of a 753.5-acre parcel owned by Thomas Coleman Chandler at the time of the Civil War. Established in the late-eighteenth century by John Thorton, Fairfield Plantation was purchased by Chandler at auction in 1845 from the estate of Thorton’s widow, containing the house where they had both resided prior to their deaths in 1844 and 1845, respectively, and excluding 1 acre of land for the family cemetery (Happel 1961:9-11). Thomas Chandler married Clementina S. Alsop, daughter of a very wealthy Spotsylvania planter, in 1825, and she bore five children before her death in 1844. Shortly before moving to Fairfield, Chandler remarried to Mary Elizabeth Fraser (Happel 1961:14).

Thomas and Clementina’s son, John Alsop Chandler, graduated from medical school in Philadelphia and briefly used the office at Fairfield as a medical practice, but this building also served as an office for the larger farm property (Happel 1961:16-17). Chandler expanded upon the 1828 office building in the 1850s to accommodate an increasing number of duties on his plantation, including the medical care his eldest son provided at the farm on occasion. Prior to the war in 1861, the Chandler family land holdings, including those of several children who owned adjacent parcels, were substantial—totaling 2,574 acres—and worked more than 38 enslaved people over the age of 12 (Figure 3-34) (Happel 1961:17-21). Thomas Chandler resided and owned Fairfield during much of the Civil War, but had entered into an agreement to sell the property to local physician Edgar McKenney in 1863. Archival research indicates, however, that this transaction was not formalized until March 1865, and Chandler continued to pay taxes on the property (Happel 1961:22).



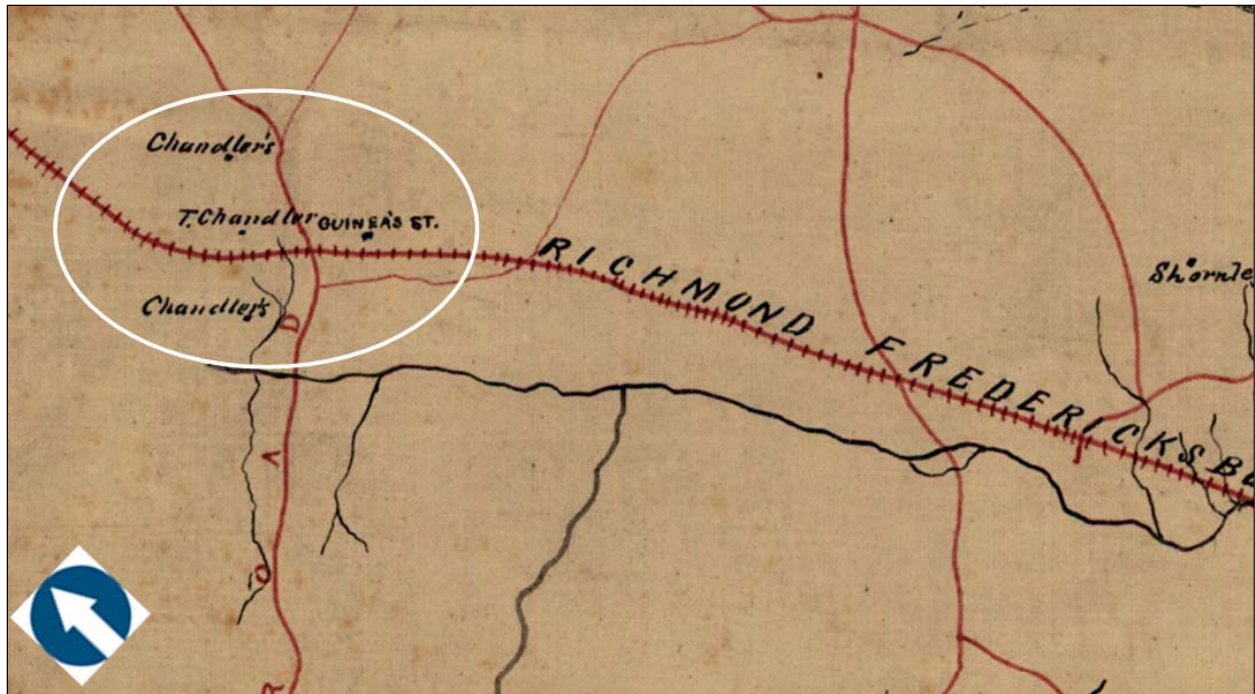
Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-33**  
**Location of the Jackson Shrine (016-0092)**

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**FIGURE 3-34: DETAIL OF "MAP OF CAROLINE COUNTY" SHOWING CHANDLER PROPERTY (CIRCLED IN WHITE) NEAR GUINEA STATION (CAMPBELL AND GILMER 1862) (MAP NOT TO SCALE)**

On May 4, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson was brought to Fairfield after being wounded by friendly fire at the Battle of Chancellorsville and died in the plantation office six days later. "The office stood bare, except for a few items in storage, when Jackson's ambulance arrived. Although offered the use of the Chandler house, Jackson's doctor and staff officers chose the quiet and private outbuilding as the best place for Jackson to rest after his long ambulance ride" (NPS 2015).

Edgar McKenny's widow sold the property out of the family in 1884, and in successive decades, Fairfield plantation was subdivided several times in rapid secession. Twelve deeds recorded between September 1889 and May 1921 conveyed tracts as large as 245 acres and as little as 5 acres in size. By deed of August 1909, J. W. King sold William H. White the 5-acre parcel "upon which is located the house in which General Thomas J. Jackson... died" (Happel 1961:115). The Whites purchased several tracts of Fairfield in the early-twentieth century and sold at least two parcels to the RF&P Railroad near Guinea Station, including the 5-acre parcel with the office building in September 1911 and another neighboring tract in 1921. Sometime after 1911, the Chandler house, a two-story brick dwelling constructed in 1854, burned down. Other lost buildings on the property prior to its sale to the RF&P Railroad included a stable, icehouse, smokehouse, slave quarters, and presumably other agricultural structures (Figure 3-35) (Happel 1961:32-34).



**FIGURE 3-35: PHOTO TAKEN BEFORE THE FAIRFIELD PLANTATION WAS DESTROYED BY FIRE IN 1911 (NPS 2015)**

As early as 1907, the RF&P Railroad issued publications advertising the view of the “house in which Stonewall Jackson died” from their trains (Happel 1961:71) (Figure 3-36). Recognizing the historic importance of the property, in January 1936, the RF&P Railroad sold the 5-acre lot to “The United States of America,” a transaction approved by the Secretary of the Interior later that year (Happel 1961: 115). The shrine was opened to the public in 1937 and was operated as a historic site in conjunction with the Fredericksburg and Spotsylvania National Military Park (Figure 3-37). Following intensive examination of the property, the NPS undertook a detailed restoration project in 1962 that included rebuilding a rear-lean-to addition (personal communication with NPS staff 2018). After the initial donation of the Jackson Shrine, 10 more parcels were acquired by the NPS between 1963 and 2002 (Brien et al. 2004:255). The Shrine continues to be owned and operated as a unit of the Fredericksburg and Spotsylvania National Military Park. In the 1960s, the NPS created an interpretation plan to restore the building to its appearance a century prior.



**FIGURE 3-36: PHOTOGRAPH SHOWING SOUTH OBLIQUE OF OFFICE BUILDING PRIOR TO 1962 RESTORATION. NOTE THE ADDITIONAL BUILDING TO THE NORTH OF THE OFFICE, NO LONGER EXTANT. (LIBRARY OF VIRGINIA 1937A)**



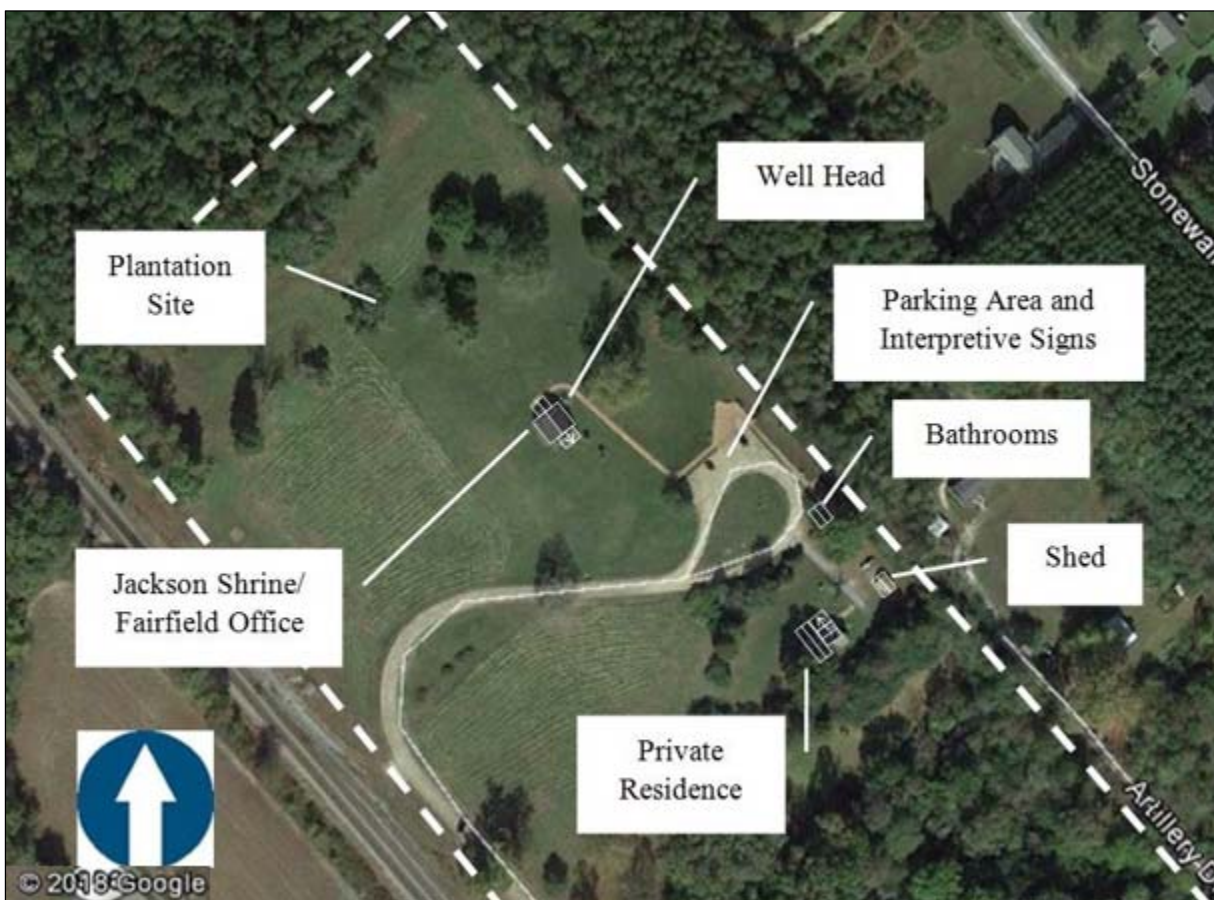
**FIGURE 3-37: THIS PHOTOGRAPH, TAKEN IN 1937 ON OPENING DAY, SHOWS THE ENTRY PORCH AS COVERING BOTH DOORS ON THE PRIMARY ELEVATION, AND A SECONDARY STRUCTURE IMMEDIATELY TO THE NORTH (LIBRARY OF VIRGINIA 1937B)**



### 3.3.2 Architectural Description

#### 3.3.2.1 Primary Resource Exterior

The primary resource is a one-and-a-half-story, two-bay, office building originally constructed in 1828 and expanded in the 1850s. This resource is located about 400 feet northeast of the railroad tracks (Figure 3-38). It has a continuous brick foundation supporting a frame structural system that is clad in beaded weatherboard with beaded corner boards. The building is covered by a moderately pitched, front-gabled roof sheathed in wood shingles. Two exterior-end brick chimneys mark the southeast elevation.



**FIGURE 3-38: DETAILED SITE PLAN OF THE JACKSON SHRINE (GOOGLE EARTH 2018) (NOT TO SCALE)**

The primary entrance is located on the northwest elevation and is filled by a single-leaf door of vertical wood boards accessed via a one-story, front-gabled entry porch with wood deck and chamfered wood posts (Figures 3-39 and 3-40). The porch is supported by brick piers. A secondary entrance is located to the west of the primary entrance and is filled with a similar single-leaf door of vertical wood boards, with concrete steps. Fenestration on the northeast and southwest elevations include nine-over-six, double-hung-sash, wood windows flanked by board-and-batten shutters. A six-over-six, double-hung-sash, wood-framed window with thin muntins is centrally placed in the gable ends.



**FIGURE 3-39: WEST OBLIQUE OF SHRINE BUILDING**



**FIGURE 3-40: NORTH OBLIQUE OF SHRINE BUILDING**

A one-story, lean-to addition with a shed roof lines much of the southeast elevation (Figure 3-41). This addition is a reconstruction and was added during the 1962 restoration of the property. It is supported by a brick-pier foundation with wood lattice between piers and is clad in beaded weatherboard. A single entrance is located on the northeast elevation and consists of a single-leaf, board-and-batten door accessed by a set of wood steps. Two six-over-six, double-hung-sash, wood windows with board-and-batten shutters mark the southeast elevation.



**FIGURE 3-41: VIEW OF REAR ADDITION AND EXTERIOR-END BRICK CHIMNEYS, LOOKING NORTH**

### **3.3.2.2 Primary Resource Interior**

The interior of the office building was not accessible at the time of survey, but is well documented in a 1961 Historic Structures Report compiled to aid in the restoration of the Jackson Shrine property (Happel 1961). Few modifications have been made to the interior since the restoration work was completed around 1968.

### **3.3.2.3 Secondary Resources**

The site of the Chandler House at Fairfield (44CE0106) is marked by four wood posts, denoting each corner of the dwelling, located northwest of the office building (Figure 3-42). A plaque further designates the location of the site. Further southeast and just 6 feet east of the office building is a reconstructed, nineteenth-century-style wellhead with a mortared fieldstone foundation topped by a wood deck and windlass meant to mimic a nineteenth-century well. A 1903, rough-cut, granite memorial to General Stonewall Jackson is located approximately 140 feet southeast of the primary resource, just northwest of the parking area (Figure 3-43). This monument is one of roughly a dozen such markers placed by “James Power Smith in 1903 under the auspices of a committee organized by local businessmen Thomas F. Ryan and Samuel B. Woods to mark locations in Spotsylvania and Orange counties related to significant Civil War events” (Kline 2014).

Several contemporary interpretive signs are situated on a short brick wall along the northwest side of the parking lot, southeast of the primary resource (Figure 3-44). A series of signs describes the Battle of Chancellorsville and events leading up to “Stonewall” Jackson’s death here in May 1863 along with the history of Fairfield Plantation.

SURVEY RESULTS



**FIGURE 3-42: VIEW OF THE FAIRFIELD PLANTATION SITE NORTH OF OFFICE BUILDING**



**FIGURE 3-43: AT LEFT, VIEW OF RECONSTRUCTED WELLHEAD, LOOKING NORTHWEST AND, AT RIGHT, NORTHWEST ELEVATION OF A 1903 MEMORIAL ADJACENT TO PARKING AREA**



**FIGURE 3-44: VIEW OF INTERPRETIVE PANELS NEAR THE PARKING AREA, LOOKING NORTH**

## SURVEY RESULTS

A one-story building housing restrooms for visitors is located approximately 270 feet southeast of the primary resource and was constructed in 1985. It has a poured-concrete foundation, a frame structural system clad in weatherboard, and a front-gabled, wood-shingle roof. Two single-leaf doors on the northwest elevation leading to men's and women's restrooms are covered by a wood-shingled pent roof. The fenestration consists of six-over-six, double-hung sash, wood windows. Access to an additional room, likely housing maintenance or technical equipment, is located on the southeast elevation and is blocked from public access by chain-link fencing. Pedestrian access to the bathroom is provided by a basket weave brick walkway. A brick water fountain, likely added to the property in the mid-twentieth century, is situated at the west corner of the parking area, along the brick walkway that extends north to the office building (Figure 3-45).



**FIGURE 3-45: NORTH OBLIQUE OF RESTROOM BUILDING (AT LEFT) AND DETAIL OF FOUNTAIN, LOOKING NORTH (RIGHT)**

A secondary dwelling with an address of 12023 Stonewall Jackson Road is also located within the property boundaries and was constructed in the Minimal Traditional style prior to 1949; the date is confirmed according to historic topographic maps (USGS 1942a). A small wood sign indicates that this secondary resource is a private residence, utilized by the NPS as employee housing. The one-story building has a continuous foundation of poured concrete and a frame structural system clad in a mix of vertical wood siding and horizontal aluminum siding, used in combination, especially in the gable ends (Figures 3-46 and 3-47). The primary entrance is centrally located on the northwest elevation and consists of a single-leaf door accessed via a partial-width, screened porch. A secondary entrance is located on the southeast elevation. The house is predominantly covered by an asphalt-shingled, side-gabled roof and has an interior, corbelled, brick chimney at the ridge with copper flashing. Fenestration consists primarily of six-over-six, double-hung sash, wood windows, many with aluminum-frame external screens. At least two additions have been made to the house, including a one-story, one-bay, shed-roof addition in the center of the façade. A one-story, front-gabled addition extends from the west corner of the house and stretches along its southwest elevation.

## SURVEY RESULTS

A one-story, prefabricated shed constructed in 2012 is located approximately 65 feet east of the secondary dwelling (Figure 3-48). The frame structure clad in vinyl siding has a side-gabled roof covered in asphalt shingles. A majority of the building rests on a pier-type foundation, although a small poured-concrete slab was seen at the southeast elevation where an electrical meter attaches to the resource. A double-leaf entrance is centrally located on the southwest elevation, flanked by one-over-one, double-hung, vinyl sash windows with false muntins and false shutters.



**FIGURE 3-46: NORTH OBLIQUE OF PRIVATE RESIDENCE**



**FIGURE 3-47: VIEW OF SOUTHEAST OBLIQUE OF PRIVATE RESIDENCE**



**FIGURE 3-48: SHED ASSOCIATED WITH PRIVATE RESIDENCE**

### 3.3.3 NRHP Evaluation

The Jackson Shrine (016-0092), located at 12019 Stonewall Jackson Road, is a historic commemorative complex centered on a one-and-a-half-story, frame building constructed circa 1828 that once served as the farm office for Fairfield Plantation and is the only nineteenth-century building still standing on the site. In 1936, the NPS acquired the building and established the Jackson Shrine. The Jackson Shrine is one of a number of historic sites associated with General “Stonewall” Jackson and the important role he played in the American Civil War. The most personal of these sites includes Jackson’s family home in Lexington, Virginia, and his gravesite in the old Presbyterian Cemetery in the same city. Other sites include a number of battlefields where his military expertise proved critical to the war’s progression, including the Chancellorsville Battlefield, now located within the Fredericksburg and Spotsylvania County Battlefields National Military Park. Within this park, there are at least three monuments to the events that led to Jackson’s death: an 1879 stone marker at the site of his wounding known as “Jackson Rock,” a 14-foot-tall, granite monolith erected in 1888 by Jackson’s staff in his memory at Chancellorsville Battlefield and identified as the “Jackson Monument,” and a 1903 marker in the Ellwood Cemetery believed to mark the burial site of Jackson’s severed arm. The Jackson Shrine site, however, is the only one of these memorials with an extant building from the time of the event. Overall, this resource remains in good condition and retains sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

An investigation led by the NPS and conducted in 2014 to support a NRHP nomination for the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147) found that the Jackson Shrine contributes to the district:

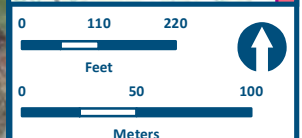
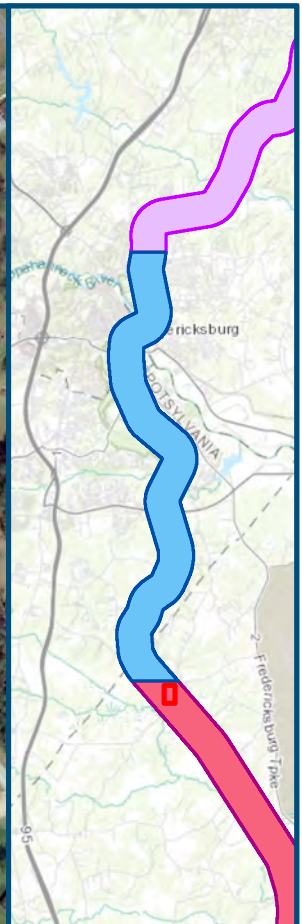
...under Criterion A in the area of Military for its association with the antebellum plantation known as Fairfield, where Thomas J. “Stonewall” Jackson was taken for treatment and died after he was wounded at Chancellorsville. The site also contributes under Criterion A in the area of Conservation for its association with the creation and development of Fredericksburg and Spotsylvania National Military Park, 1927-1965, and under Criterion C in the area of Other - Commemoration for its association with the commemoration of Fredericksburg and Spotsylvania County Battlefields (Kline 2014).

Since the 2014 study, the Jackson Shrine was found during the current effort to maintain a sufficient amount of historic integrity to merit NRHP eligibility under Criteria A and C as previously recommended (Kline 2014). In the Commonwealth of Virginia, there are multiple commemorative sites related to his injuries and death, including one at the location of his fatal wound, near the Chancellorsville battlefield visitor center, another marking his burial in Lexington, Virginia, and the property of this study. As guidance for NRHP eligibility under Criterion B, properties with significant associations to important people in our past, indicates that: “Eligible properties generally are those associated with the productive life of the individual in the field in which (s)he achieved significance,” the Jackson Shrine is recommended not eligible for individual listing under this Criterion (Bolland n.d.). As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Jackson Shrine **is recommended eligible for listing in the NRHP under Criteria A and C**. The resource is also **recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147)**. The period of significance for the property is 1863, to include the death of Stonewall Jackson, and 1927-1968, for the period in which the office has operated as a shrine. This end date follows the NPS guidelines which say: “Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period” (NPS 1997).

The proposed NRHP boundary for the Jackson Shrine at 12019 Stonewall Jackson Road comprises and follows the legal lot description for 10 parcels in their entirety (Parcel IDs 16B-2-A-1, 16B-2-A-2, 16B-2-A-3, 16B-2-A-4, 16B-2-A-5, 16B-2-A-6, 16B-2-A-7, 16B-2-A-8, 16B-2-A-9, 16B-2-A-10, 16B-2-A-11, 16B-2-A-12, 16B-2-A-13, 16B-2-A-14, 16B-2-A-15, 16B-2-A-16, 16B-2-B-17, 16B-2-B-17A, 16B-2-B-18, 16B-2-B-19, 16B-2-B-19A, 16B-2-B-20, 16B-2-B-21, 16B-2-B-21A) (Figure 3-49). It is bounded on the southwest by Stonewall Jackson Road and the rail line, and on the east by Artillery Drive.





Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-49**  
**Proposed NRHP**  
**Boundaries for the**  
**Jackson Shrine**  
**(016-0092)**

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### 3.4 WOODFORD HISTORIC DISTRICT (016-5129)

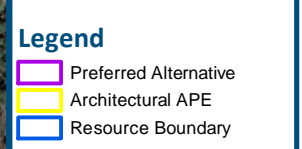
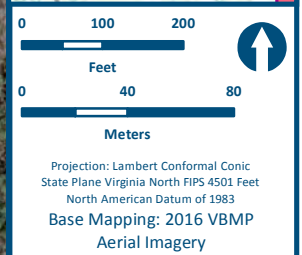
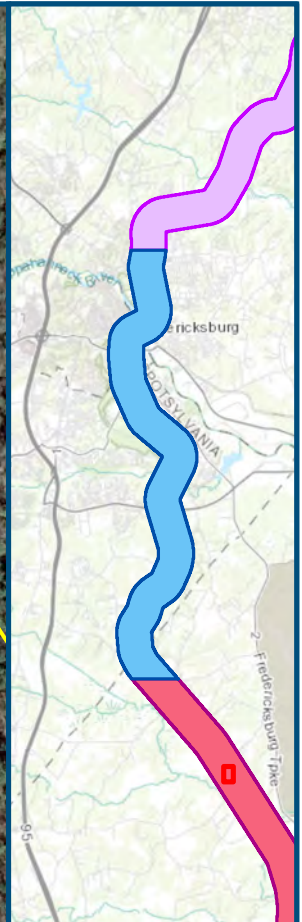
The Woodford Historic District (016-5129) is a former railroad community in rural Caroline County, Virginia. The village is located at the intersection of Woodford Road (also known as Route 626) and the former tracks of the RF&P Railroad, constructed through the area in 1836 (Figure 3-50). The historic district is currently composed of 13 individual resources and includes a combination freight-and-passenger depot, three current and former post office buildings (one of which is still in operation), two commercial buildings, a warehouse, four outlying single-family dwellings, an outbuilding, and the pier foundation of a warehouse that is no longer extant.

#### 3.4.1 Historic Context

When the RF&P Railroad opened its line through Caroline County in 1836, the stop at Woodford, one of only five in the county at that time, was known as Downer's Bridge (Figure 3-51) (Taylor and Sheild 2016; Wingfield 1924:34). By the mid-nineteenth century, the station and the small community surrounding it had become more commonly known as Woodford's Lane (shortened to Woodslane around 1897), named after a Revolutionary War general whose family held large tracts of land in the area (Figure 3-52) (Fall 1989:366-367; Fisher and Sparenborg 2011:196; Taylor and Sheild 2016). A post office was first established at Woodford on August 6, 1874 (Fall 1989:370). In a petition for the designation, an argument was made that a post office in that location:

...would be a great convenience, and save much valuable time and expense as a large number are compelled to travel from six to eight miles for their mail matter, especially those living on the west side of the Mattaponi; the post office would also help build up the place, which is well located, and only lacks enterprise to make it a Town of some importance [Fall 1989:371].

On May 12, 1922, the name of the railroad station was officially changed to Woodford to correspond to the name assigned to the post office (Fall 1989:370; Taylor and Sheild 2016).



**Figure 3-50**  
**Location of the Woodford**  
**Historic District**  
**(016-5129)**

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**FIGURE 3-51: 1864 MAP SHOWING THE LOCATION OF DOWNER'S BRIDGE (CIRCLED IN WHITE) (CONFEDERATE STATES OF AMERICA 1864) (MAP NOT TO SCALE)**



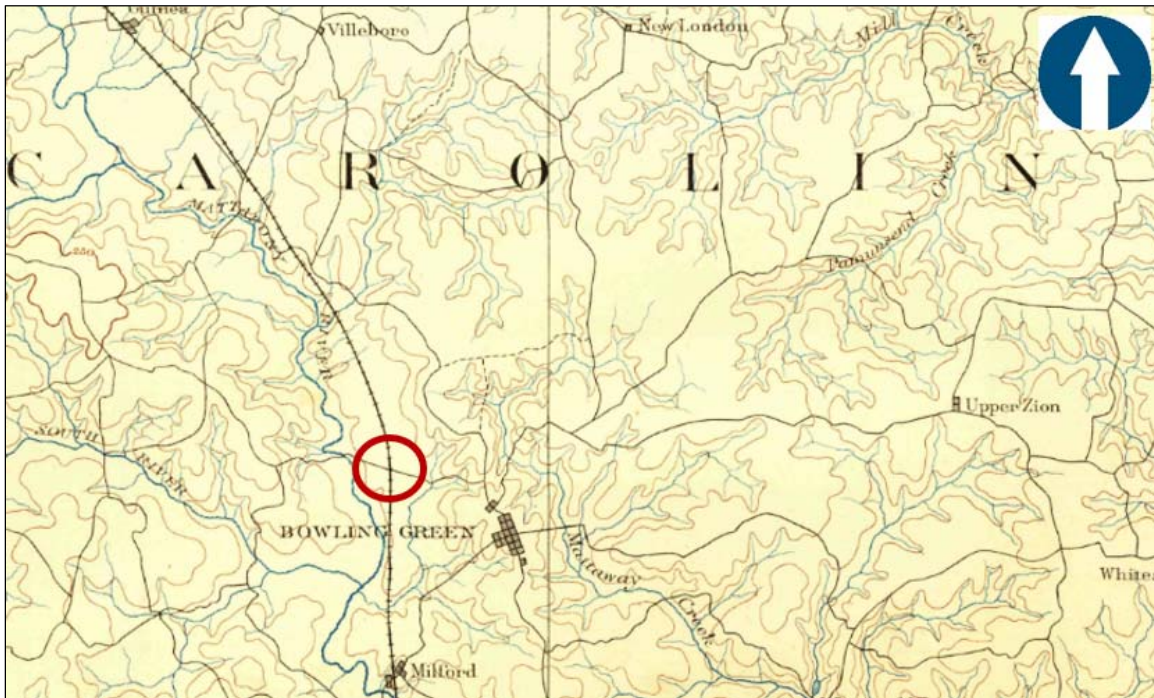
**FIGURE 3-52: STOPS ALONG THE RF&P RAILROAD IN 1854 (RICHMOND DISPATCH 1854)**

Despite the presence of the railroad and post office, the community seldom appears on historic maps in the late-nineteenth century (Figure 3-53) (i.e., USGS 1889). According to directories, no businesses were located in Woodford in 1877, although it contained one of the county's 15 post offices (Fall 1989:372). By 1880, the community possessed a corn-and-flour mill operated by J.L. Jordan, a sawmill operated by Stringfellow & Chewning, and one general merchant, White & Woolfolk (Fall 1989:372). By 1897, the population of Woodford was just 28, although it did contain four sawmills, an excelsior mill, two general merchants, a coach-and-wagon builder, and a constable (Fall 1989:373).

Local merchant George P. Lyon established an excelsior mill at Woodford around 1896, launching what would eventually become Caroline County's largest industry (Fall

## SURVEY RESULTS

1989:370; Fisher and Sparenborg 2011:198). For further discussion on the excelsior industry in Caroline County, see page 3-85 of this document. The influence of this business was apparent by 1910-1911, when the population had risen to 100, and the community boasted a corn-and-flour mill, two saw mills, Lyon's excelsior mill, three general stores, a grocer, a carpenter/builder, a blacksmith/wheelwright, a constable, and a commissioner of revenue (Fall 1989:373). The number of commercial and industrial concerns in the community remained about the same for the next few decades, although the residential population fluctuated. In 1940, the town had a reported population of just 60 people (Fall 1989:374). A 1942 topographic map—the first to show Woodford in any detail—reveals the community in its mid-twentieth-century configuration (Figure 3-54) (USGS 1942b). Mid-twentieth-century aerial imagery also gives some idea of the size and composition of the rural community during that period (Figure 3-55).



**FIGURE 3-53: LOCATION OF WOODFORD (CIRCLED IN RED) ON AN 1889 TOPOGRAPHIC MAP (USGS 1889) (MAP NOT TO SCALE)**



**FIGURE 3-54: 1942 TOPOGRAPHIC MAP OF WOODFORD (USGS 1942B) (MAP NOT TO SCALE)**

By 1924, the George P. Lyon Excelsior Co. had grown to become “the largest industrial concern in the county,” providing much-needed jobs for local residents (Fall 1989:370). The excelsior mill complex, consisting of several warehouses and a loading platform, was located at the southeast corner of the railroad crossing and was accessed via a siding (Taylor and Sheild 2016). The mill caught fire several times, including in 1903 and 1905, and was eventually destroyed or demolished (Fall 1989:371; Fredericksburg Free Lance 1903, 1905a). A warehouse associated with the B.C. Harding Hay, Grain, Meal & Feed Store was also located in the southeast corner of the crossing (Figure 3-55). Today all that is left in that area is the concrete pier foundation of a warehouse once belonging to either the excelsior manufacturing complex or the feed store.



**FIGURE 3-55: DETAIL OF 1963 AERIAL VIEW OF WOODFORD, SHOWING THE LOCATION OF PUBLIC, COMMERCIAL, AND INDUSTRIAL BUILDINGS (UNITED STATES DEPARTMENT OF AGRICULTURE [USDA] 1963). COMPARE AGAINST FIGURE 3-50.**

### 3.4.2 Architectural Description

The historic district is currently composed of a depot, three current and former post office buildings, two vacant commercial buildings, an abandoned warehouse, four outlying single-family dwellings, and the concrete-pier foundation of another warehouse. Although no historic photographs or maps of the village dating to the late-nineteenth and early-twentieth centuries were uncovered during research, comparisons of mid-twentieth-century aerial images and topographic maps indicate that the roadways and some of the commercial and residential buildings are still extant, although many of the industrial resources have been demolished (Figures 3-55 through 3-57). Historically, the northeast corner of the crossing held one warehouse, which is still standing today but is in poor repair, and a farmhouse with associated outbuildings (Figure 3-55). On the northwest corner could be found a mail crane (no longer extant), a circa-1875 post office (extant but moved back from the tracks), two general stores (both in poor condition), and a 1936 concrete-block post office (now used as a private dwelling). The southwest corner of the crossing held the freight and passenger depot (extant but moved back from the tracks) and cattle pens (no longer extant). The current post office, constructed in 1969, is

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located nearby and still serves the community. Several single-family dwellings were also located on the outskirts of the tiny village.

Thirteen extant resources are currently located within the boundaries of the Woodford Historic District. The Woodford Freight and Passenger Depot (016-0222) still stands at the center of town and is one of only two RF&P Railroad depots remaining in the county, although it has been moved back from the tracks (Figure 3-58). A small, square, wood-framed building that served as the First Woodford Post Office (016-0223) still remains, but it, too, has been moved back (Figure 3-59). The historic district also encompasses two additional post office buildings, including a 1936 concrete-block building now used as a private residence (016-5133) and the current brick post office constructed in 1969 (016-5135) (Figures 3-59 and 3-60). Commercial buildings include the Farmer Store (016-5130) and the H. Washington Store (016-5131), both vacant and in poor condition (Figure 3-60 and 3-61). A circa-1940 shipping warehouse (016-5134) is located on the northeast side of the crossing but is also vacant and in need of repair (Figure 3-61). Four single-family dwellings are located within the district: the circa-1900, Queen Anne-style Carolina Mansion (016-0220); the circa-1925, Colonial Revival-style Glenwood House (016-0224); a farmhouse with no discernable style constructed circa 1919 (016-0225); and a Colonial Revival-style house constructed in 1953 (016-5132) (Figures 3-62 and 3-63). An outbuilding associated with the no-longer-extant Woodford House (016-0221) is located northwest of the crossing (Figure 3-63). The concrete-pier foundation of another warehouse located southeast of the crossing is considered non-contributing and has not been surveyed.



**FIGURE 3-56: 1912 PHOTOGRAPH OF B.C. HARDING'S WAREHOUSE ALONG THE RF&P RAILROAD SIDING LEADING TO THE EXCELSIOR MILL COMPLEX (NO LONGER EXTANT). CRATES OF HOLLY AND STACKS OF LUMBER READY FOR SHIPMENT CAN BE SEEN IN THE FOREGROUND (GRAY 1985:65).**





**FIGURE 3-57: OVERVIEW OF THE WOODFORD HISTORIC DISTRICT, WHERE WOODFORD ROAD CROSSES THE TRACKS OF THE RF&P RAILROAD, LOOKING SOUTHWEST**



**FIGURE 3-58: WOODFORD FREIGHT AND PASSENGER DEPOT (016-0222), LOOKING SOUTH**

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**FIGURE 3-59: FIRST WOODFORD POST OFFICE (016-0223), LOOKING SOUTH (LEFT); 1936 OLD WOODFORD POST OFFICE (016-5133), LOOKING WEST (RIGHT)**



**FIGURE 3-60: WOODFORD POST OFFICE (016-5135), LOOKING EAST (LEFT); FARMER STORE (016-5130), LOOKING NORTHWEST (RIGHT)**

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**FIGURE 3-61: THE H. WASHINGTON STORE (016-5131), LOOKING NORTHWEST (LEFT); WAREHOUSE (016-5134), LOOKING NORTH (RIGHT)**



**FIGURE 3-62: CAROLINA MANSION (016-0220), LOOKING WEST (LEFT); GLENWOOD HOUSE (016-0224), LOOKING SOUTHWEST (RIGHT)**



**FIGURE 3-63: HOUSE AND OUTBUILDINGS (016-0225), LOOKING NORTHWEST (TOP); 1953 COLONIAL REVIVAL HOUSE (016-5132), LOOKING EAST (MIDDLE); OUTBUILDING ASSOCIATED WITH WOODFORD HOUSE (016-0221), LOOKING WEST (BOTTOM)**

### 3.4.3 NRHP Evaluation

Woodford is an example of a small rural community created due to the construction of the railroad that brought economic growth to a rural part of Caroline County in the late-nineteenth and early-twentieth centuries. It is also the site where Caroline County's excelsior industry began around the turn of the century. Woodford has largely avoided modern development and still retains its rural character and placement along the railroad as well as a range of architectural resources that reflect its role as center of commerce in the area during this period. Although some of its buildings are vacant, the district as a whole continues to possess a relatively high level of integrity of location, setting, feeling, and association. However, Woodford is not an outstanding example of a historic rural community in Caroline County from this period with less than a dozen buildings surviving to exhibit its history. A better surviving example of this community type, located just south along the railroad, is Milford Historic District (016-5136), discussed further on page 3-104 of this report. Given the lack of extant resources associated with George P. Lyon, a prominent local businessman, or his first excelsior mill in the county, the Woodford Historic District is recommended not eligible for the NRHP under Criteria A or B.

The historic integrity of many of the contributing resources within the district has been negatively impacted by the installation of replacement materials, deferred maintenance, vacancy/disuse, and relocation, as well as the demolition of important resources such as the excelsior mill complex, the B.C. Harding warehouse, and at least one mid-nineteenth-century farm complex, resulting in a low degree of integrity of design, materials, and workmanship. For these reasons, this resource is recommended not eligible for the NRHP under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.

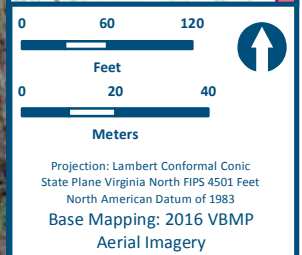
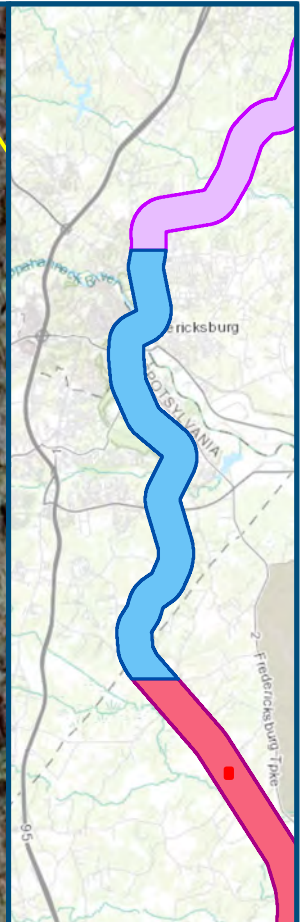
In sum, the Woodford Historic District (016-5129) is **recommended as not eligible for the NRHP under any criteria.**

### 3.5 FIRST WOODFORD POST OFFICE (016-0223)

The First Woodford Post Office (016-0223), previously surveyed as the Woodford Excelsior Company Office, is located at the intersection of Lake Farm Road (an unpaved gravel drive) and Woodford Road (Route 626) in the community of Woodford (Figure 3-64). It is situated near the tracks of the former RF&P Railroad in a grassy clearing void of trees. The property on which the First Woodford Post Office is located measures approximately 0.74 of an acre and also contains the former Farmer Store (016-5130), now vacant. Current tax records describe the buildings on the property as consisting of an "old store" and a "frame shed" (Caroline County 2018). The post office is a small, square, frame building constructed circa 1875. Although some sources claimed that this building served as the Woodford Excelsior Company Office (Fisher and Sparenborg 2011:196), research conducted as part of the current project indicates that it was the community post office in the late-nineteenth and early-twentieth centuries.



016-0223



- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-64**  
**Location of First**  
**Woodford Post Office**  
**(016-0223)**

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### 3.5.1 Historic Context

A post office was first established at Woodford on August 6, 1874 (Fall 1989:370). Former Woodford residents recall that "...one of the stores held the post office depending on the political parties of the current President of the United States and the owner of the store" (Fisher and Sparenborg 2011:200). This does not, however, preclude the possibility of a separate freestanding post office building, particularly in the late-nineteenth and early-twentieth centuries when Woodford was experiencing a small measure of growth and economic success from local manufacturing endeavors. For further information about the community of Woodford, see page 3-43. In a petition for the designation, the argument was made that a post office at Woodford:

Would be a great convenience, and save much valuable time and expense as a large number are compelled to travel from six to eight miles for their mail matter, especially those living on the west side of the Mattaponi; the post office would also help build up the place, which is well located, and only lacks enterprise to make it a Town of some importance (Fall 1989:371).

A designated post office building appears to have been constructed soon after the petition was filed (Fall 1989:371). By 1877, Woodford was one of only 15 post offices in Caroline County, a number that increased to 25 by 1884 (Fall 1989:372). By 1910, the number of post offices in Caroline County had more than doubled to 54, but by 1940 only 31 remained (Fall 1989:373-374). There are currently nine active post offices in Caroline County, including one at Woodford built in 1969 (Caroline County 2010:5-16).

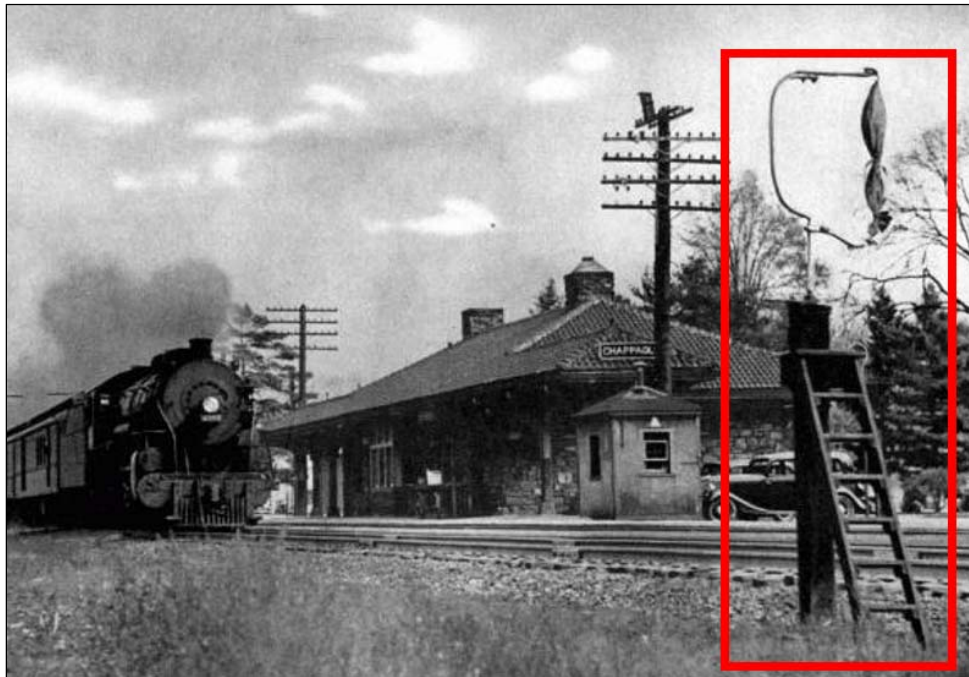
The location of the post office and the buildings used by it has changed regularly in Woodford. In 1895, the post office was described as being "only 50 feet from the railroad tracks" (Fall 1989:371). In 1924, another source noted that the Woodford post office was located approximately 100 feet from the railroad station, which was later relocated itself approximately 100 feet south of its original site sometime after 1934 (Wingfield 1924:291). A December 1944 account indicates that the first post office was "moved 21 feet from its former site putting it 250 feet northeast of the railroad station" (Fall 1989:372). Although it may be closer to 300 feet distance between the current location of the Woodford Freight and Passenger Depot and the building of study, the 1944 account suggests a second move for the extant first post office building.

According to the recollections of a local resident, the northwest corner of the crossing where the Woodford Post Office is located was at one time occupied by a "mail pick-up stand" (better known as a mail crane), which is no longer extant (Taylor and Sheild 2016). Mail cranes were common in rural areas and allowed the mail to be picked up by the train without stopping or even slowing down by attaching the mail bag to a crane shortly before the train was due; incoming mail was simply thrown off the train (Caroline County 2010:5-16; Mallery 2016; Smithsonian Institution 2016) (Figure 3-65).

In addition to its location near other commercial buildings in the community, deed research further suggests that the building of study was a post office rather than George Lyon's excelsior mill company office (Figure 3-66). In 1893, Samuel B. Jeter was appointed Postmaster at Woodford (United States Post Office Department 1893). The following year, he purchased the lot at the northwest intersection of the railroad and the county road from A.B. Chandler (Caroline County Deed Book [CCDB] 64:542). It may be that Jeter purchased this property in part because it contained the First Woodford Post Office, and he was serving as the Postmaster at that time. In 1895, the parcel was transferred to T.B. and W.R. Jeter, operating under the name of Jeter &

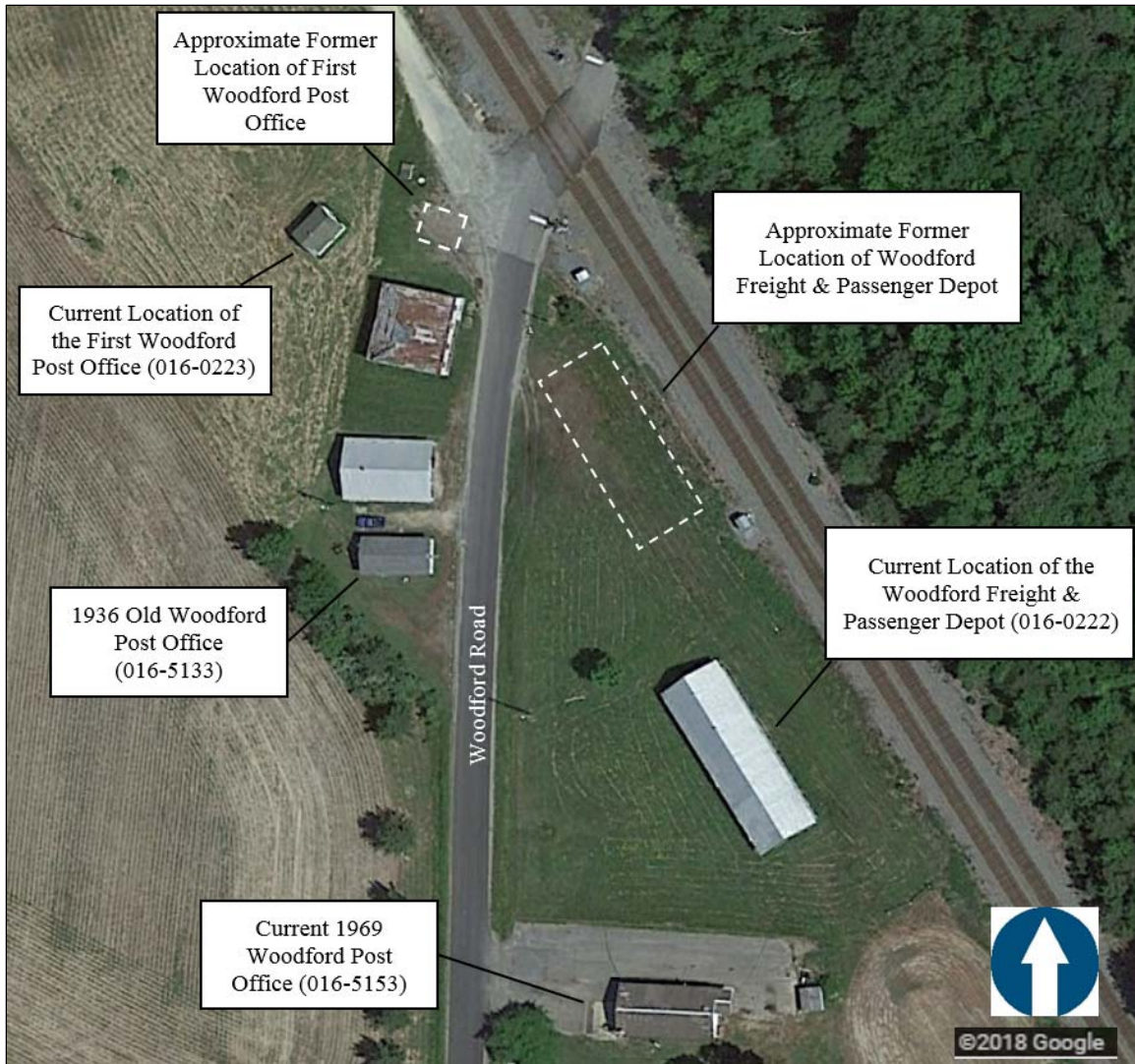
## SURVEY RESULTS

Brother, who owned the parcel until 1899 (CCDB 65:63, 67:408). The parcel changed hands a couple more times until 1926, when it was sold to Benjamin A. Dratt (CCDB 96:408). Coincidentally, Dratt had been appointed Postmaster at Woodford in 1913 and continued to serve in that position until his death in 1936 (United States Post Office Department 1893). After his death, his wife, Lillie M. Dratt, served as Postmaster for several months until a replacement could be appointed. Lillie Dratt owned the parcel containing the building of this study until 1947. Therefore, she would likely have been responsible for moving it back from the railroad tracks in 1944 (Caroline County Will Book 39:161; CCDB 167:137, 390:836). In 1947, Dratt conveyed the parcel to John W. Burke, Sr., and it remains under the ownership of the Burke family to this day.



**FIGURE 3-65: EXAMPLE OF A MAIL CRANE DENOTED BY RED SQUARE SITUATED NEAR AN UNIDENTIFIED RAILROAD DEPOT (MALLERY 2016)**





**FIGURE 3-66: CURRENT AND FORMER LOCATIONS OF RAILROAD DEPOT IN WOODFORD, VIRGINIA (GOOGLE EARTH 2018) (NOT TO SCALE)**

### 3.5.2 Architectural Description

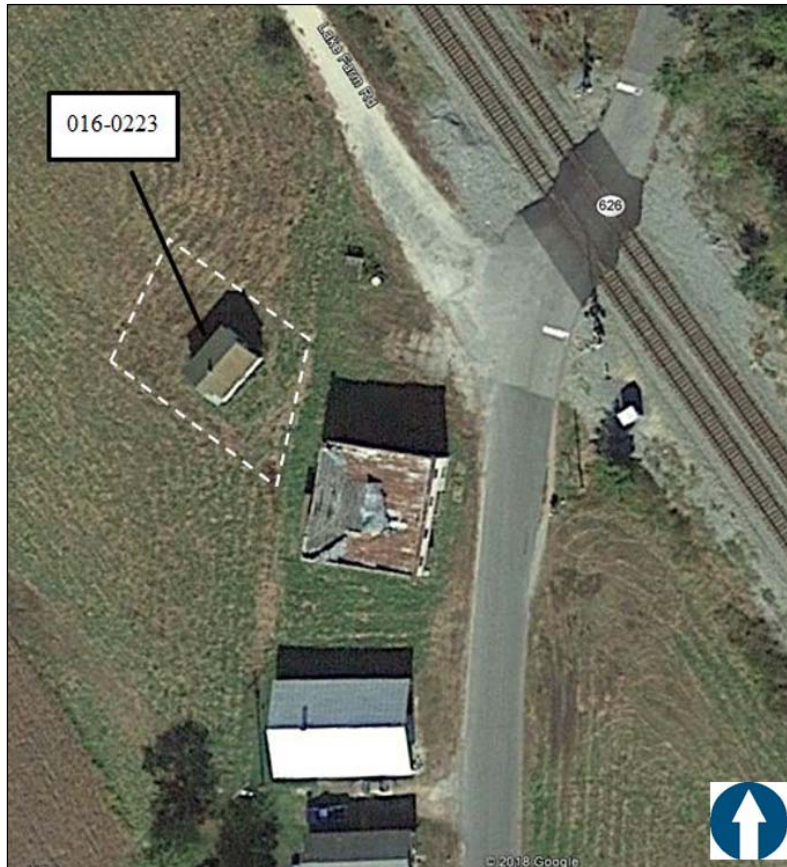
#### 3.5.2.1 Primary Resource Exterior

The First Woodford Post Office (016-0223) is a small rectangular building constructed circa 1875 located at the southeast corner of the intersection of Lake Farm Road and Woodford Road, also known as Route 626 (Figures 3-67 and 3-68). This one-story, one-bay building features elements of the Queen Anne and Folk Victorian styles (Figures 3-69 through 3-71). It rests on a poured-concrete pier foundation that likely dates from the circa-1947 relocation of the building. The frame structural system is clad in weatherboard with plain cornerboards. The front-gabled roof is covered by standing-seam metal and features exposed rafter tails at the side elevations. A small, internal, brick chimney pierces the roof's ridge near the southwest end of the building and was likely used to vent a wood stove. A full cornice return lines the façade, or northeast elevation,

## SURVEY RESULTS

where the gable end is clad in scalloped weatherboard and features a central decorative sawn vent.

The main entrance is located on the northeast-facing façade and consists of a single-leaf, five-panel, wood door. A single window dots every elevation and is filled by a two-over-two, double-hung-sash, wood-framed window (vertical muntins) and covered by double-leaf, operable, louvered, wood shutters on all but the southwest elevation where the shutters have been removed, although some hardware remains extant.



**FIGURE 3-67: FIRST WOODFORD POST OFFICE (016-0223) SITE PLAN (GOOGLE EARTH 2018) (MAP NOT TO SCALE)**



**FIGURE 3-68: FIRST WOODFORD POST OFFICE, FORMER FARMER STORE, AND THE WOODFORD ROAD CROSSING THE TRACKS OF THE RF&P RAILROAD, LOOKING SOUTHWEST**



**FIGURE 3-69: FIRST WOODFORD POST OFFICE, NORTH OBLIQUE**



**FIGURE 3-70: FIRST WOODFORD POST OFFICE, SOUTH OBLIQUE**



**FIGURE 3-71: FIRST WOODFORD POST OFFICE, DETAIL OF SCALLOPED SIDING AND DECORATIVE VENT IN GABLE OF FAÇADE**

### 3.5.2.2 Primary Resources Interior

Interior access was not granted during the current survey.

### 3.5.3 NRHP Evaluation

The village of Woodford was one of five original stops along the RF&P Railroad in Caroline County, the others being located at Ruther Glen, Penola or “Pole Cat,” Milford, and Guinea, although there were several flag stops in between (Griffin 1984:85). The First Woodford Post Office is believed to date circa 1875 and served as the community until 1936 when a new building was constructed. Although it has not functioned as a post office for more than 80 years, the circa-1875 building is in fair condition. The exterior paint is failing and a subtle swayback is visible in the center of the northwest wall, but the post office retains a high level of historic integrity in design, materials, workmanship, and feeling from the exterior, and it is one of the few extant architectural resources in Woodford from the late-nineteenth century. Its historic integrity of location has been affected by relocation, but this resource continues to be situated within the Woodford community and near the railroad corridor. As such, it is believed to have a high level of historic integrity of setting. No visible associations of the building indicate its historic use at the exterior, including the absence of a mail crane; therefore, the building has low historic integrity of association as a rural post office.

The First Woodford Post Office has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A or B. The building is believed to be one of few surviving rural post offices in Caroline County and the sole surviving non-residential resource from the late-nineteenth century constructed in the Queen Anne style in Woodford. In addition to the First Woodford Post Office, two other current or former post office buildings are located in Woodford (Figure 3-66). Previously surveyed as the Old Woodford Post Office (016-5133), a small concrete-block building constructed in 1936 addressed at 11064 Woodford Road is located approximately 200 feet southwest of the railroad crossing and currently functions as a private dwelling. The current Woodford Post Office (016-5135), located at 11087 Woodford Road, is a one-story building clad in a brick veneer constructed in 1969. According to V-CRIS records, seven current or former post office buildings have been identified in Caroline County, not including the First Woodford Post Office. In addition to the two other post offices at Woodford, post offices have been identified in the communities of Edgar (1900), Lorne (1892), Milford (1960), and Bowling Green (1850 and 1980). Only two of these date to the nineteenth century, neither of which has been evaluated for the NRHP. One of these, the building recorded in Edgar, appears to have been demolished (Google Earth 2017). The post office in Woodford is one of the few examples situated in proximity to the railroad. Although the interior was not accessed, this resource retains a higher level of historic integrity than most other extant commercial, civic, and rail-related resources in the community. Therefore, it is recommended eligible for the NRHP under Criterion C as a unique example of an extant rural post office in Caroline County.

According to National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, “A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event” (Shrimpton et al. 1990:29). Additionally, “A moved property significant under Criterion C must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and

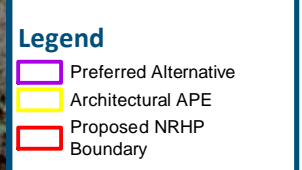
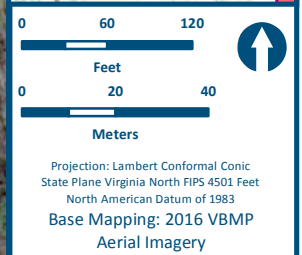
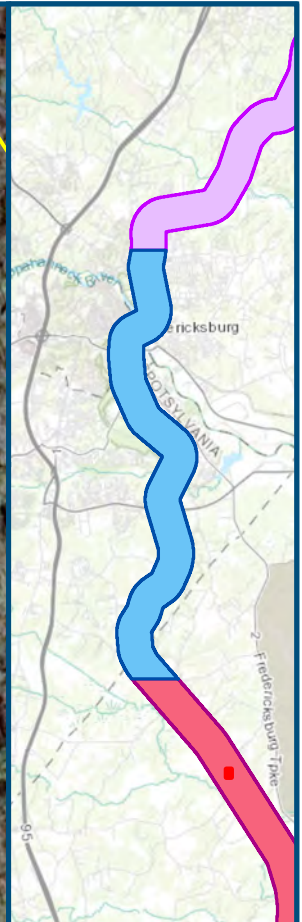
## SURVEY RESULTS

association” (Shrimpton et al. 1990:29). Because the First Woodford Post Office retains a high degree of integrity of design, setting, materials, workmanship, feeling, and association as well as “an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance,” the resource meets Criteria Consideration B for Moved Properties (Shrimpton et al. 1990:30). As an architectural resource, this property was not evaluated under Criterion D.

In addition, the First Woodford Post Office is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). However, the Woodford Historic District is being recommended as not eligible for listing in the NRHP.

In sum, the First Woodford Post Office is **recommended individually eligible for listing in the NRHP under Criterion C at the local level for its architectural significance, and it also meets Criteria Consideration B.**

The proposed period of significance for this resource dates from 1874 to 1875, the year in which it is believed to have been constructed. The NRHP boundary for this resource is limited to a rectangular area around the building’s footprint (Figure 3-72).



**Figure 3-72**  
**NRHP Boundaries for**  
**First Woodford Post**  
**Office (016-0223)**

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### 3.6 WOODFORD FREIGHT & PASSENGER DEPOT (016-0222)

The Woodford Freight and Passenger Depot (016-0222) is located on Woodford Road (Route 626) adjacent to the tracks of the former RF&P Railroad in the small community of Woodford and within the boundaries of the Woodford Historic District (016-5129) (Figure 3-73). The resource served as both a freight and passenger station. It was one of five original stations built in Caroline County along the RF&P Railroad and one of the only combined function depots in the county (Griffin 1984:85).

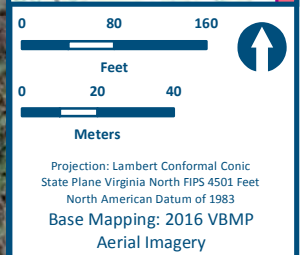
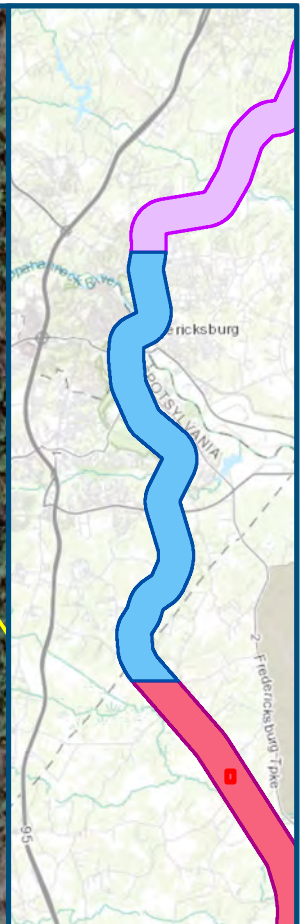
#### 3.6.1 Historic Context

Although Woodford had been a stop on the RF&P Railroad for over half a century, it is unknown what type of depot, if any, existed in that location prior to 1900. For further information about the community of Woodford, see page 3-41. In that year, Willie and Sam Jeter conveyed a small portion of their 50.3-acre parcel at Woodford to the RF&P Railroad Company as a “collateral conveyance” (CCDB 953:533).

The land measured 0.3 acres (roughly 100 feet by 80 feet) and was described as being located “at the station known as ‘Woodslane’ and lying on the southwest side of the Railroad land and the southeast side of the public road at that point” (CCDB 68:196). A map attached to the deed shows that the lot was intended for a depot, suggesting that the current depot building was constructed circa 1900 or shortly thereafter, possibly replacing an earlier structure (Figure 3-74).

It is unclear how long the RF&P Railroad owned and operated the Woodford Freight and Passenger Depot. In 1934, the company filed a petition to abandon four agent stations in Caroline County, including Woodford, Ruther Glen, Penola, and Guinea, suggesting that the station may have fallen into disuse around that time (The Bee 1934). Although the land was still owned by the railroad, historic aerial imagery indicates that by 1963 the depot had been moved to its current location on private property, approximately 100 feet south of its original position, which is confirmed by other sources (Fisher and Sparenborg 2011:199; Taylor and Sheild 2016). This is also visible in a 1969 plat that clearly shows the depot parcel, identified as “R.F.&P. Depot Lot” (Figure 3-75) (CCDB 172:426). The larger parcel on which the depot is now located, a part of the original 50.3 acres owned by Willie and Sam Jeter, was conveyed to subsequent generations of the Jeter family and is currently under the ownership of Jeter Properties LLC (CCDB 127:466, 953:533; Caroline County Will Book [CCWB] 43:165, 46:593).





- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-73**  
**Location of Woodford**  
**Freight & Passenger**  
**Depot (016-0222)**

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SURVEY RESULTS

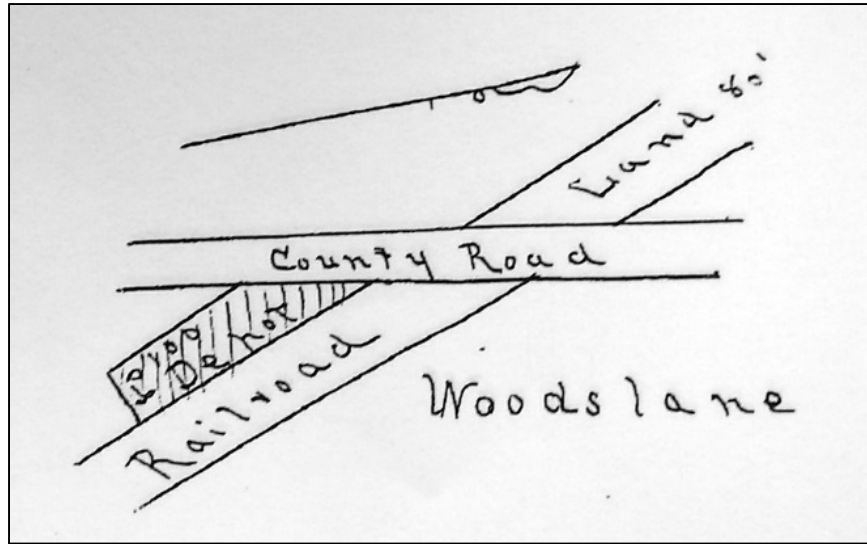


FIGURE 3-74: DEED MAP SHOWING LOCATION OF WOODFORD FREIGHT AND PASSENGER DEPOT IN 1900 (CCDB 68:197) (MAP NOT TO SCALE)

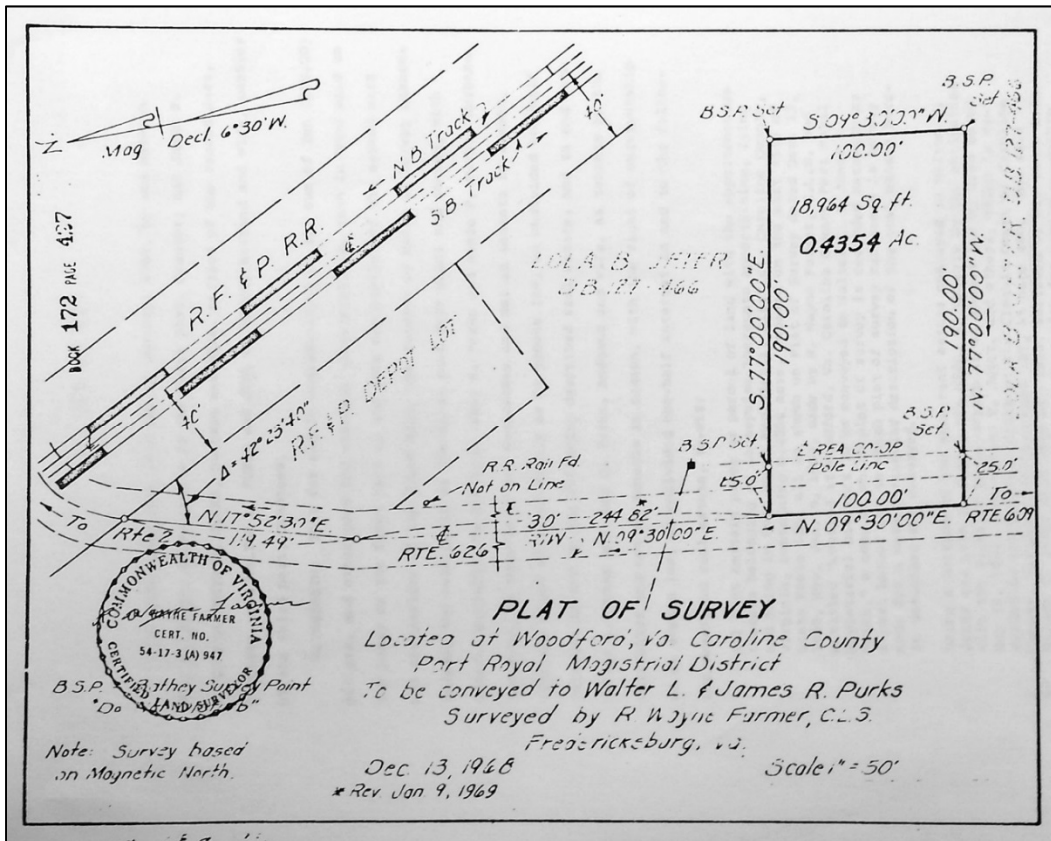


FIGURE 3-75: PLAT MAP OF WOODFORD FREIGHT AND PASSENGER DEPOT LOT IN 1969 (CCDB 172:426)

## SURVEY RESULTS

The combination freight-passenger station, also called a combination depot, was a relatively common station form in small towns during the late-nineteenth and early-twentieth centuries (Griffin 1984:57). Combination depots were generally rectangular in shape and contained a freight room, passenger waiting room, and a depot agent's office (Storey 2016). On the freight end of the building, large sliding doors could be found on both sides for loading and unloading. Sometimes a depot agent's office bay window projected from the track-side elevation to provide better visibility up and down the tracks and may also have served to visually separate the freight and passenger sections of the depot (Storey 2016). This projecting bay element can be clearly seen at the Woodford depot as well as on other combination depots in rural Virginia (Figures 3-76 through 3-78).



**FIGURE 3-76: SEPARATE PASSENGER DEPOT (FRONT) AND FREIGHT DEPOT (REAR) AT MILFORD, CIRCA 1940 (GRAY 1985:98)**

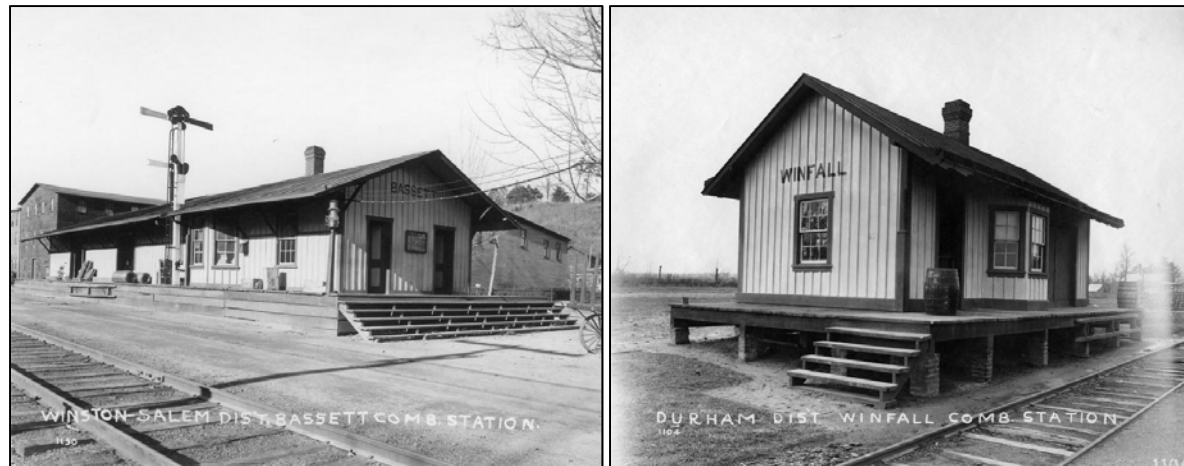
### 3.6.2 Architectural Description

#### 3.6.2.1 Primary Resource Exterior

The Woodford Freight and Passenger Depot is a long, rectangular, one-story building measuring approximately 100 feet in length and 35 feet wide (Figures 3-79 and 3-80). The frame building was constructed circa 1900 and rests on a foundation of concrete-block piers that appear to be replacements. It is clad in wood board-and-batten siding. The side-gabled roof is covered with standing-seam-metal roofing with wide overhanging eaves supported by simple decorative brackets, protecting the platform along the east elevation (Figures 3-80 and 3-81). Metal ice dams project from the roof surface above each of the freight doors (two on the northeast elevation and two on the southwest elevation) to divert runoff, protecting freight as it was being loaded and unloaded. Two round metal-stove vents pierce the roof near the northwest end of the building.



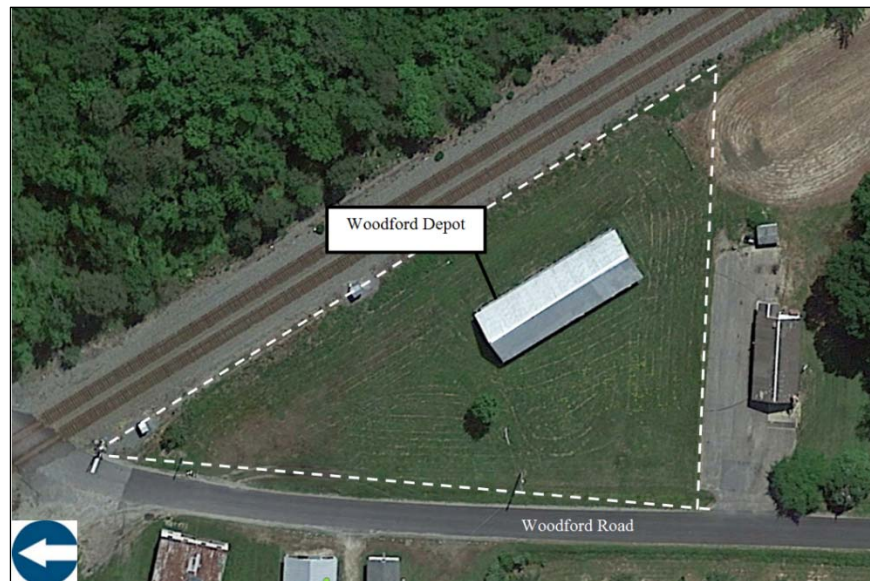
**FIGURE 3-77: SEPARATE PASSENGER DEPOT (LEFT) AND FREIGHT DEPOT (RIGHT) AT PENOLA IN 1938 (LEFT); CIRCA-1920 PHOTOGRAPH OF PASSENGER DEPOT AT GUINEA, PICTURED ON THE RIGHT (GRIFFIN 1984:85, 99) (RIGHT)**



**FIGURE 3-78: COMBINATION FREIGHT/PASSENGER STATION AT BASSETT, VIRGINIA (LEFT); COMBINATION FREIGHT/PASSENGER STATION AT WINFALL, VIRGINIA (NORFOLK SOUTHERN 2016) (RIGHT)**

## SURVEY RESULTS

In the southeast half of the façade, two large sliding doors constructed of diagonal wood boards arranged into four panels provide access to the freight portion of the building (Figure 3-81). Two identical freight doors are located on the southwest elevation and are accessed via a smaller, raised, wood platform (Figure 3-81). The window openings on this elevation have been boarded over; however, the rest of the windows on the building contain six-over-six, double-hung, wood sashes with slightly peaked lintels. On the façade, two single-leaf, paneled, wood doors with transoms lead out to the covered freight/passenger platform with a wood deck that spans the entire width of the northeast façade parallel to the railroad tracks (Figure 3-82). The northwest end of the façade, which provided access to the passenger section of the station, features a polygonal bay window that likely contained the ticket office (Figure 3-82).



**FIGURE 3-79: SITE PLAN OF THE WOODFORD FREIGHT & PASSENGER DEPOT**



**FIGURE 3-80: WOODFORD FREIGHT & PASSENGER DEPOT, VIEW SOUTH FROM RAILROAD CROSSING**



**FIGURE 3-81: NORTH OBLIQUE (LEFT); DETAIL OF PROJECTING BAY WINDOW AND DOOR TO PASSENGER WAITING ROOM, EAST ELEVATION (RIGHT)**



**FIGURE 3-82: DETAIL OF SLIDING FREIGHT DOOR ON EAST ELEVATION (LEFT); WEST ELEVATION (RIGHT)**

### 3.6.1.2 Primary Resource Interior

Interior access was not obtained during the current survey.

### 3.6.3 NRHP Evaluation

The Woodford Freight and Passenger Depot was constructed circa 1900 to service both freight and passenger traffic for the village. Today, the building is one of only two surviving RF&P Railroad depots in Caroline County, the other being the Milford Freight Depot (016-0266), and is the only surviving combination freight-passenger depot in the county. The building retains a high level of historic integrity of design, setting, materials, workmanship, feeling, and association, although integrity of location has been affected by the relocation of the building several meters southeast of its original location. Despite being moved from its original location, the resource maintains proximity to, and a visual connection with, the railroad tracks.

The Woodford Freight and Passenger Depot has no known association with any significant event or person from history; and therefore, is recommended not eligible for the NRHP under Criteria A or B. The combination freight-passenger station, also called a combination depot, was a relatively common station form in small towns during the late-nineteenth and early-twentieth centuries (Griffin 1984:57). The relocation of the Woodford depot may have actually preserved the resource. Depots that were no longer needed by the railroad were frequently demolished, possibly to minimize taxes and liability (Trainorders.com 2005). If they were not demolished, they were often moved away from the tracks so that they would not interfere with track improvements and expansion. The good condition of the Woodford Freight and Passenger Depot is likely due in part to its relocation to an adjacent private property, which preserved it from demolition by the railroad company. Its preservation was perhaps also influenced by the relatively undeveloped setting and rural character of the largely abandoned community of Woodford, which has never reached official town status and has seen almost no growth since the early twentieth century. As the last surviving combination depot in Caroline County, the Woodford Freight and Passenger Depot is recommended eligible for the NRHP under Criterion C.

According to National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, “a property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event” (Shrimpton et al. 1990). Additionally, “a moved property significant under Criterion C must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association” (Shrimpton et al. 1990:29). Because the Woodford Freight and Passenger Depot retains a high degree of integrity of design, setting, materials, workmanship, feeling, and association as well as “an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance,” the resource meets Criteria Consideration B for Moved Properties (Shrimpton et al. 1990). As an architectural resource, this property was not evaluated under Criterion D.

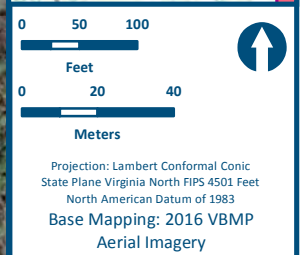
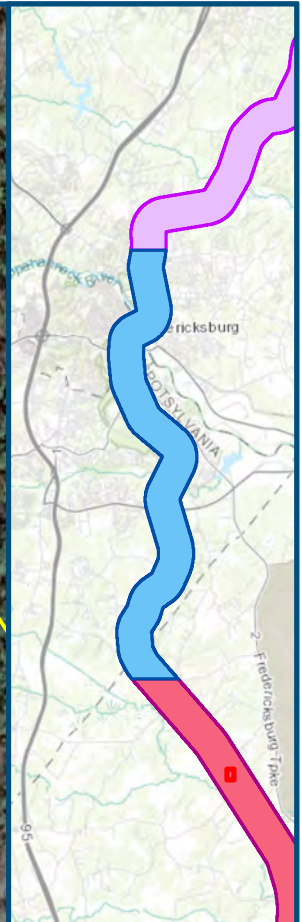
In addition, the Woodford Freight and Passenger Depot is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). However, the Woodford Historic District is being recommended as not eligible for listing in the NRHP.

In sum, the Woodford Freight and Passenger Depot is **recommended eligible for the NRHP under Criterion C and Criteria Consideration B.**

## SURVEY RESULTS

The period of significance for the Woodford Freight and Passenger Depot begins with its construction circa 1900 until its disuse around 1934. The proposed NRHP boundary for the Woodford Freight and Passenger Depot should be restricted to include the triangular section of land on which the depot is situated at the north end of the parcel 29-A-20, ending at the current post office (Figure 3-83). The large swath of private property south of the post office bears no connection to the depot and is therefore excluded from the eligible boundaries. The proposed boundary includes the train depot and immediate landscape.





- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-83**  
**Proposed NRHP**  
**Boundaries for the**  
**Woodford Freight &**  
**Passenger Depot**  
**(016-0222)**

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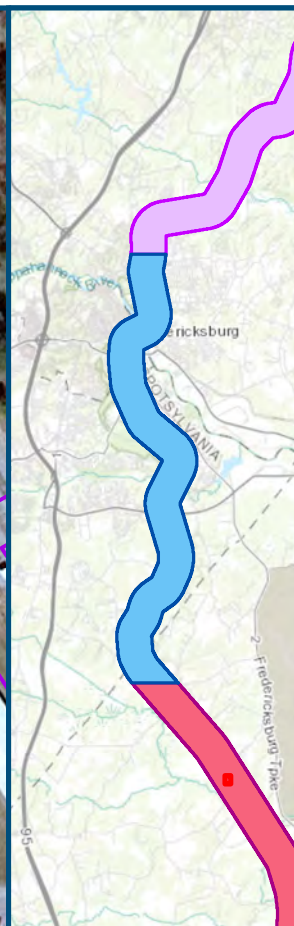
### 3.7 GLENWOOD HOUSE (016-0224)

Glenwood House is located on the west side of Woodford Road (Route 626), approximately 0.1 miles south of the railroad crossing with Woodford Road in Caroline County, Virginia (Figure 3-84). The property is composed of 10.81 acres situated in an area of the county that is sparsely populated and primarily rural, known as the village of Woodford. The property is bounded by Woodford Road on the east, a residential and agricultural property and Lake Farm Road on the north, an agricultural property to the west, and the Carolina Mansion (016-0220) property to the south. Buildings are concentrated in the center of the parcel and are immediately surrounded by deciduous trees and shrubbery. An unpaved driveway extends from Woodford Road towards the dwelling and circles back towards the road. A portion of the driveway extends to the garage situated northwest of the dwelling.

#### 3.7.1 Historic Context

The Glenwood House is located on a parcel that was subdivided from a larger 100-acre lot purchased by Porter Lyon in 1869 from John Washington (CCDB 53:476-477). In 1886, Porter Lyon conveyed 50 acres of the 100-acre tract to his son, George P. Lyon, "in consideration of natural love and affection" with the intention that George Lyon would care for this portion of the property whilst allowing his father and mother to continue to reside there (CCDB 61:344; U.S. Census 1910). This portion was concentrated on the west side of Woodford Road, south of the RF&P Railroad track and north of the Mattaponi River. It is sometime after 1886 that George Lyon built the Carolina Mansion as his own residence.

George Lyon was a local merchant and eventual founder and operator of the Woodford Excelsior Mill that opened in 1896 (U.S. Census 1900; Wingfield 1924:26). His excelsior mill operation remained a fairly successful company by using local pine, which was in abundance, to produce utilitarian products (Figure 3-85) (Wingfield 1924:25). George Lyon was not only a successful manufacturer, but he also was extremely involved in the community, serving as supervisor of the Port Royal District, being elected to the Virginia House of Delegates in 1923, and becoming the first president of the Virginia Excelsior Manufacturers' Association (The Bee 1933:1; Wingfield 1924:25). George Lyon and his wife, Ada M. Fell Lyon, conveyed a 35-acre portion of the 50-acre tract to their daughter, Minnie M. Harding, in 1922 that included the Carolina Mansion (CCDB 91:142). Shortly thereafter, George Lyon built another dwelling, the Glenwood House, around 1928 in the American Foursquare form. In 1933, when George Lyon passed, he willed the remainder of the property to his wife who, upon her death in 1953, bequeathed it to their daughter, Minnie Harding (CCWB 39:104; Central Rappahannock Heritage Center [CRHC] 1953).



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 Feet  
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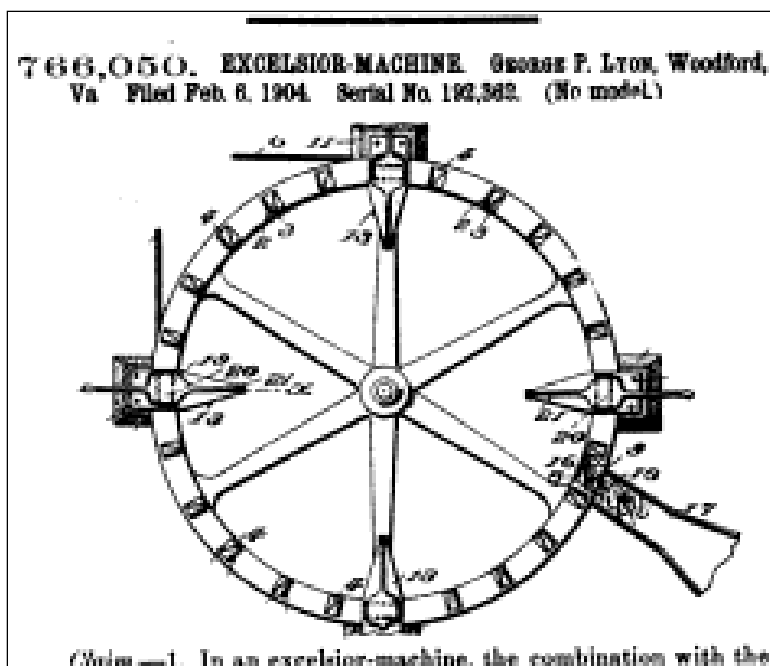
Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-84**  
 Location of Glenwood  
 House (016-0224)

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**FIGURE 3-85: GEORGE LYON'S 1904 PATENT FOR HIS EXCELSIOR-MACHINE (UNITED STATES PATENT OFFICE 1904:974)**

Minnie Harding and her husband, Bennett Clark Harding, lived in Woodford until the 1940s when they moved to Florida (United States City Directories [U.S. City Directories] 1942). It is unclear if the Hardings remained in Carolina Mansion or moved into Glenwood House after her father's passing; however, George and Ada Lyon are noted to be neighbors of the Hardings in the 1930 federal census (U.S. Census 1930). After her death in 1966, Minnie Harding bequeathed the Glenwood House property along with the adjacent Carolina Mansion property to her first cousins: Myrtle Durrett, Inez Fell Matthews, Mamie Fell Blanton, and Pearl Fell (CCWB 45:152-157). Myrtle Durrett passed away in 1980. At her death, she desired her estate, including her share in the Woodford properties, be sold and the money dispersed among her sisters and co-property owners (CCWB 46:211-515). After a Chancery Court case, the property was sold at the end of 1980 to Jerry S. and Peggy J. Brown, who continue to reside there today (CCDB 258:174).

### 3.7.2 Architectural Description

#### 3.7.2.1 Primary Resource Exterior

The building known as the Glenwood House is a two-and-one-half-story, five-bay, single-family dwelling constructed circa 1928 in the American Foursquare form with Colonial Revival and Craftsman-style details composed of a central two-and-one-half-story core with flanking one-story wings (Figures 3-86 through 3-88). The continuous raised foundation supports a structural system that is clad in multi-tone brick, laid in a Flemish bond embellished with brick quoins, a typical Colonial Revival detail. The building is covered by a moderately pitched, hipped roof sheathed in standing-seam metal with wide eaves featuring wood modillions. Two hipped dormers with wide eaves pierce the roof on the west and east elevation and contain louvered vents. The roof also features two brick chimneys with stepped metal flashing, one being an

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interior-end chimney with a concrete cap in the west half of the south elevation and the other being an exterior-end chimney with a concrete cap in the east half of the north elevation.



FIGURE 3-86: SITE PLAN OF THE GLENWOOD HOUSE (NOT TO SCALE)



**FIGURE 3-87: DETAILED SITE PLAN OF THE GLENWOOD HOUSE (GOOGLE EARTH 2017)  
(NOT TO SCALE)**



**FIGURE 3-88: SOUTHEAST OBLIQUE**

## SURVEY RESULTS

The primary entrance, centered on the east elevation, is filled with a single-leaf, wood, five-paneled door with a wood-and-screen storm door. The entrance is elaborated by a wood surround with squared pilasters. Flanking the door are single, one-over-one, double-hung, wood-frame, windows on concrete sills with wood-framed screens (Figure 3-89). Centered in front of the primary entrance is a one-story, one-bay brick porch with a concrete deck covered by a flat roof with a iron balustrade. The roof is supported by squared brick posts with fluted, Doric columns, and the porch is accessed by a set of concrete steps flanked by brick retaining walls. The porch continues on the north and south sides as a raised, uncovered, curved veranda lined with a molded concrete balustrade which extends to both of the flanking one-story wings. Other fenestration consists of one-over-one, wood-frame, double-hung-sash windows situated in a single, paired, or ribbon pattern that also feature wood surrounds and concrete sills. In the raised basement are three-light, wood-frame awning windows.

The screened porch wings, each located in the eastern half of the north and south elevations, are virtually identical, each covered by a low-pitched hipped roof lined with a low squared balustrade supported by squared brick posts with wood-frame screens and wood paneling along the base. The north wing also features a secondary entrance. Another screened porch similar to the north and south wings is off-centered on the west elevation and provides an additional entrance to the dwelling (Figure 3-89). This porch is supported by a continuous brick foundation and has wood-framed screened windows on the north, west, and south elevations. A patinated copper drain pipe is centrally located on the west elevation.



**FIGURE 3-89: PRIMARY ENTRANCE, EAST ELEVATION (LEFT); SOUTHWEST OBLIQUE (RIGHT)**

### **3.7.2.2 Primary Resource Interior**

Interior access was not granted during the current survey.

### **3.7.2.3 Secondary Resources**

Situated northwest of the primary resource is a circa-1930, one-and-one-half-story, three-bay garage (Figure 3-90). The exterior is clad in brick laid in a variety of bond patterns: Flemish bond

## SURVEY RESULTS

in the center of the east elevation and a basketweave pattern on the remainder of the building. It is covered by a steeply pitched clipped gabled roof sheathed in standing-seam metal with flared eaves and scrolled modillions. Two hipped dormers are situated on the east elevation and an interior-end brick chimney on the west elevation. The large garage bays are filled with wood, sectional garage doors made to resemble double-leaf, board-and-batten doors. In between the garage doors is a single-leaf door with a three-light, wood-frame transom set above. Extending from the west elevation is a one-story, frame, flat-roof addition primarily clad in snap-on batten-with-clip metal siding (Figure 3-90). The west elevation of this addition has a metal-frame, screened, multi-bay porch. A circa-1928 metal well pump is situated west of the dwelling, on the south side of a concrete walkway leading from the dwelling to the garage (Figure 3-91). A set of four circa-1990 wells are located southwest of the primary resource. They are all covered by circular metal caps (Figure 3-91).



**FIGURE 3-90: GARAGE, EAST ELEVATION (TOP); SOUTH ELEVATION (BOTTOM)**





**FIGURE 3-91: WELL PUMP, LOOKING EAST (LEFT); FOUR WELLS, LOOKING SOUTHWEST (RIGHT)**

### 3.7.3 NRHP Evaluation

The Glenwood House (016-0224) was constructed around 1928 after George P. Lyon transferred his first dwelling in Woodford, the Carolina Mansion (016-0220), to his daughter. The dwelling, though having experienced some common, modest modifications such as the addition of a rear porch, continues to retain a high level of significance of location, setting, materials, workmanship, feeling, association and design evoking the building's architectural style and period of construction.

In order for a resource to be considered eligible for the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events: [...] a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a State, or the nation" (Shrimpton et al. 1990). The Glenwood House has no known association with a notable historic event or trend. As such, it is recommended not eligible for listing in the NRHP under Criterion A.

Eligibility of a resource for the NRHP under Criterion B is defined as needing to be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Although the dwelling was constructed by George P. Lyon, a local entrepreneur in the excelsior industry and political figure, he is not the only such figure in the county or in surrounding counties. As many successful businessmen attributed to the excelsior industry in Caroline County (further discussed on page 3-86 of this report), George P. Lyon, whose excelsior operation is no longer in operation and is in disrepair, did not play a distinctively important role nor were his contributions to the community of Woodford unique in the comparison to these other businessmen to qualify this property for significance under Criterion B (Bolland n.d.). For these reasons, the Glenwood House is recommended not eligible under Criterion B.

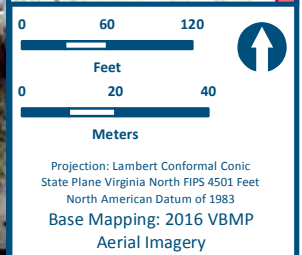
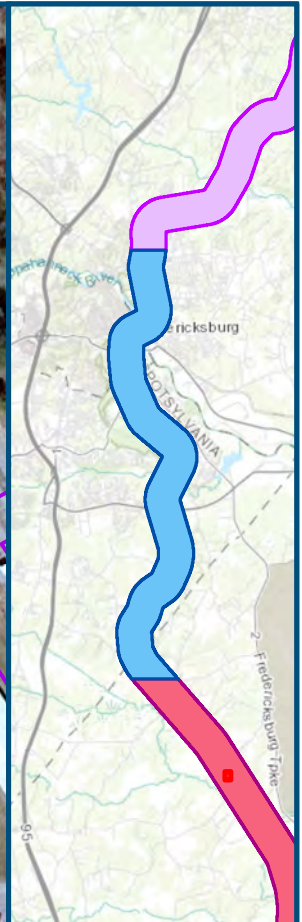
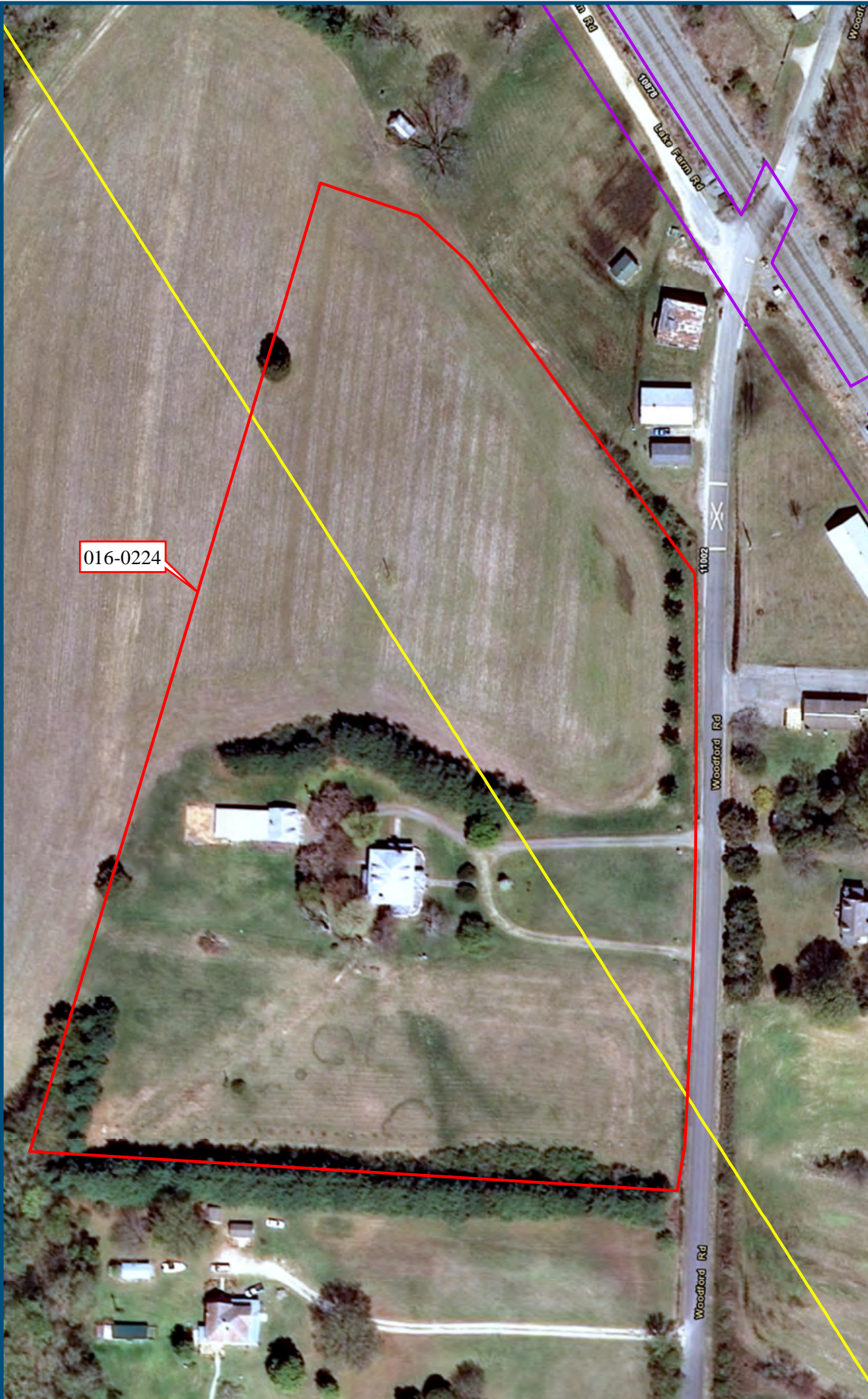
The Glenwood House, constructed around 1928, is an outstanding example of an American Foursquare with modest Craftsman and Colonial Revival-style elements. Such stylized dwellings are not common in this part of Caroline County and reflected the social and financial status which George Lyon achieved. It is not known if an architect was employed in its design; however, the excellent condition of historic buildings on the property render the resource eligible under

## SURVEY RESULTS

Criterion C at the local level for architecture. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Glenwood House is **recommended as eligible for listing in the NRHP at the local level under Criterion C**. In addition, the Glenwood House is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). However, this district has been recommended not eligible as a result of the current study.

The proposed period of significance for the Glenwood House consists of the period in which it was constructed, between 1928 and 1929. The proposed NRHP boundary for the Glenwood House comprises and follows the legal lot description for the parcel in its entirety (tax map number 29-A-12) (Figure 3-92). It is bounded by Woodford Road on the east, a residential and agricultural property and Lake Farm Road on the north, agricultural property to the west, and the Carolina Mansion (016-0220) property to the south. The proposed boundaries include the Glenwood House, garage/carriage house, and unpaved driveway.



- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-92**  
**NRHP Boundaries of**  
**Glenwood House**  
**(016-0224)**

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### **3.8 EXCELSIOR INDUSTRY OF CAROLINE COUNTY HISTORIC DISTRICT (016-5165)**

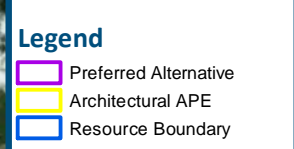
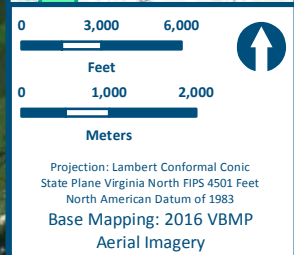
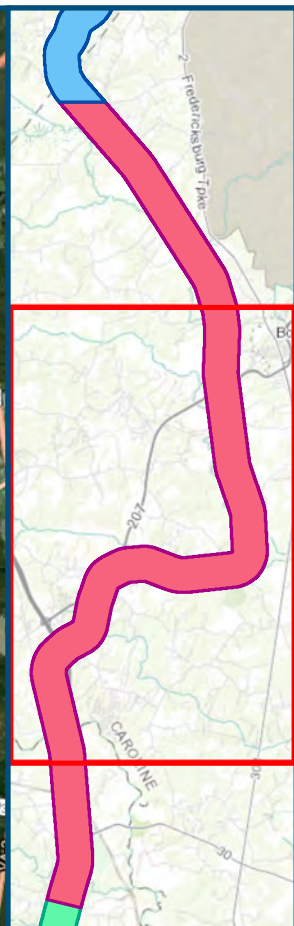
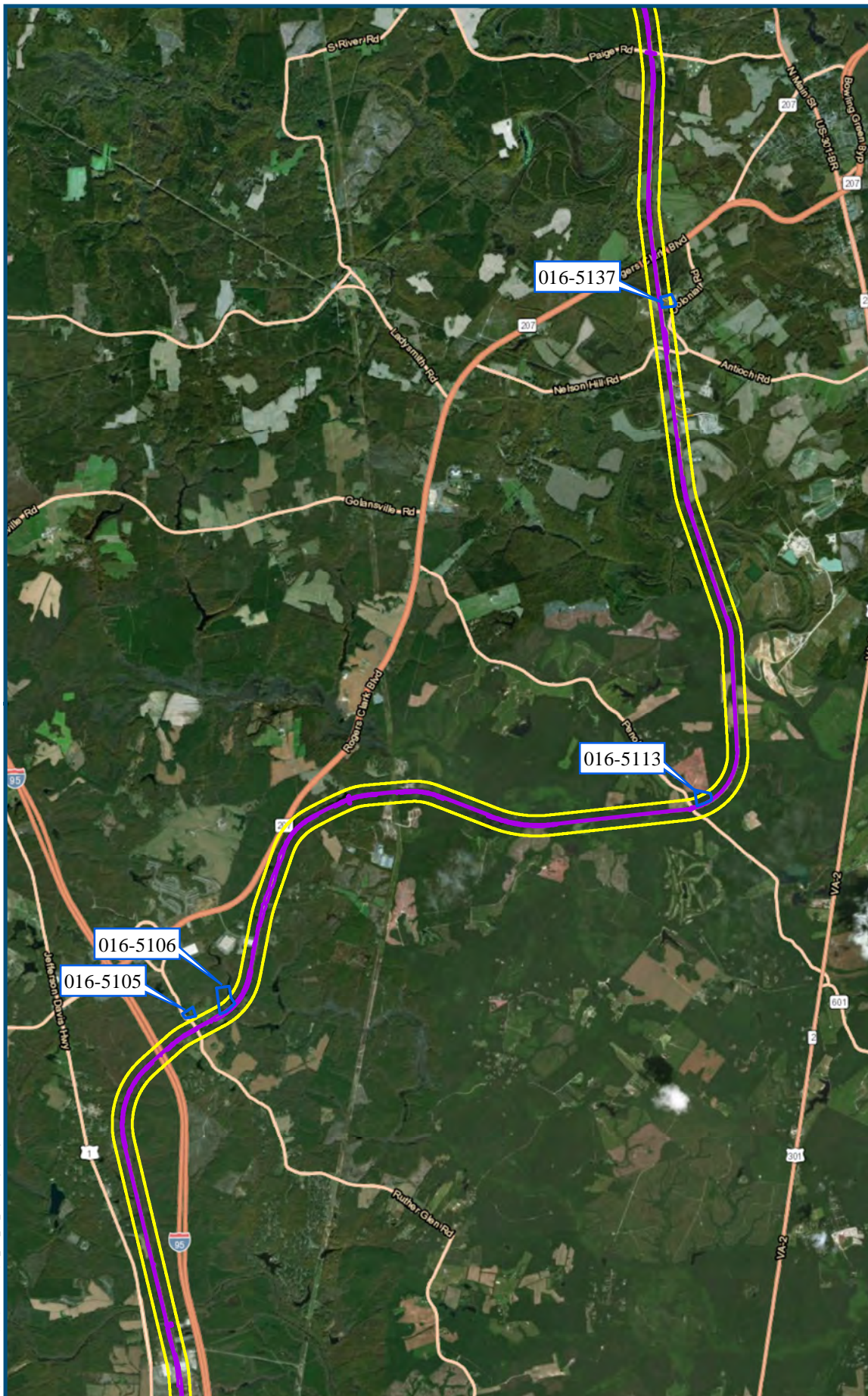
The Excelsior Industry of Caroline County Historic District (016-5165) includes a discontinuous group of properties along the RF&P Railroad constructed between 1896 and 1960 associated with the manufacture of excelsior – Caroline County’s largest industry in the early-twentieth century. Excelsior, known as “wood wool” outside of North America for its fine texture, comprises uniform shavings or coils of wood that was used for a variety of purposes, including padding/stuffing for furniture and mattresses and as packing material for glassware and other fragile items (Charles A. Strelinger & Company 1897:966; Davis 1983:160).

The proposed historic district includes four architectural properties associated with the excelsior industry in central Caroline County: the DeJarnette Lumber Company (016-5137) in the village of Milford, two excelsior mills in the community of Ruther Glen (016-5105 and 016-5106), and the Jeter House and Excelsior Mill (016-5113) in the community of Penola. Only the DeJarnette Lumber Company in Milford is still in operation, though the facility no longer produces excelsior. In a previous examination of the Project corridor, a fifth property was identified in association with excelsior mills in Caroline County: the Woodford Excelsior Company Office (016-0223) (Figure 3-93) (Manning and Salvato 2016). After further research, it was determined that the building previously surveyed as an office for George P. Lyon’s excelsior mill in Woodford and the land on which it is located was never owned by Lyon; rather, this building functioned as a post office in the late-nineteenth and early-twentieth centuries (see page 3-54 for further detail). This resource has, therefore, been removed from the proposed Excelsior Industry of Caroline County Historic District.

#### **3.8.1 Historic Context**

##### **3.8.1.1 Creation of Excelsior**

Although sawdust and wood shavings have been a byproduct of the lumber industry for millennia, the purposeful manufacture of excelsior is a relatively recent trade (Davis 1983:160). The term “Excelsior” began as a brand name but was soon adopted as a general term. Wood used for excelsior had to be lightweight, odorless or pleasantly scented, and free of gum or resin. In the United States, the definition of “wood wool” is reserved for finer grades of excelsior; however, both products are made from slivers of wood removed from logs.



**Figure 3-93**  
**Location of the**  
**Contributing Resources**  
**to the Excelsior Industry**  
**of Caroline County**  
**(016- 5165) with Each**  
**Contributing Resource**  
**Identified by Its**  
**Individual DHR Number**

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Machinery capable of producing fine uniform coils of wood was developed in the United States in the late 1850s (Figure 3-94). Early patents associated with this initial production period often detailed “slivering machines” housed within sawmill complexes or other industrial buildings (Knight 1884:2214). Excelsior mills often functioned in association with lumber operations as they provided a good way to deal with the high volume of waste material unsuitable for sale. Late-nineteenth and early-twentieth century saw mills often operated using steam-powered engines. These engines would be fueled by the same waste product used to create excelsior, yet there were still ample amounts of it to go around. As this steam engine also made saw mills a fairly flammable environment, disposing of the waste in a safe manner was important. One method for this disposal was to use a specialized structure known as a “waste burner.”

The waste burner was born out of the need to dispose of the debris of sawmilling in a fire-safe manner. Burners of various types seem to have been in use from the early days of large-scale steam-powered sawmilling, and burners were common features of Michigan sawmills by the late nineteenth century. Patented in 1888, this cylindrical form features a metal plate exterior, thick refractory lining of fire brick that thinned toward the top, and hemispherical wire mesh top. New innovations in sawmill waste burner design took place during the early twentieth century, but Bryant in his 1922 book on *Lumber: Its Manufacture and Distribution* references this as still a standard type of waste burner (as stated in Christensen 2010).

By the end of the nineteenth century, approximately 200 excelsior mills were in production throughout the United States with the bulk of the industry being located in New York, Kentucky, New Hampshire, Wisconsin, and Washington, although mills could be found in every state (Davis 1983:160). The industry peaked in the early-twentieth century.

While excelsior had notable qualities, it also brought great risk. Excelsior mills had a tendency to catch fire and, as result, were essentially uninsurable. The industry also relied heavily on lumber production which, in turn, was dependent on a myriad of conditions such as weather, availability of product, and the economy, among others. Moreover, among the many technological improvements rendered in the mid-twentieth century was an evolution in plastics and other packing materials. By the late 1950s, excelsior for padding and stuffing had largely been replaced by other products and demand was drastically reduced (Davis 1983:160). By 1977, only 12 manufacturers of excelsior were still in operation in the United States, with just five firms producing approximately 96 percent of domestic production (Committee on Finance 1977). Excelsior is still produced in the United States but in extremely limited quantity. It is currently used for items such as cooling pads in home evaporative cooling systems (known as swamp coolers), erosion control mats, and as a raw material for the production of other products such as bonded wood. It also has a large market as landscaping mulch (Kochhar 2016:487).



**FIGURE 3-94: LATE-NINETEENTH CENTURY CATALOGUE SHOWING EXCELSIOR CUTTING MACHINERY (CHARLES A. STRELINGER & COMPANY 1897:966)**

### 3.8.1.2 The Excelsior Industry in Virginia

Although basswood, cottonwood, poplar, and aspen were commonly used in Excelsior production throughout the United States, scrub pine and loblolly pine were the primary species in use in Virginia – both of which were found in abundance in Caroline County (Davis 1983:160; Simmons 1912:55). Virginia pine, also known as scrub pine, has historically been used for “rough construction but warps easily with alternate wetting and drying. The wood has a very long fiber and makes excellent paper pulp” (Powell et al. 2016:27). Loblolly pine “is used for lumber, paper pulp, plywood, poles, pilings and fuel... and is the most important commercial timber tree in Virginia and the Southeast” (Powell et al. 2016:24). It has a medium growth rate, as opposed to the slow growth rate of the scrub pine.

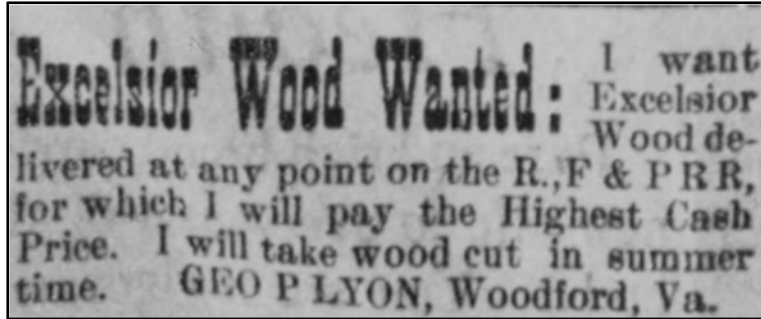
The excelsior industry was slow to start in Virginia. The 1870 United States Census identified just one excelsior manufacturer in the Commonwealth of Virginia at that time; it employed seven people (Virginia Employment Commission 2015). The industry saw a notable increase in the 1890s and 1900s, partially due to notable improvements in the transportation industry as roads and railways were slowly rebuilt and improved after the Civil War. In particular, the robust rail industry in central Virginia promulgated the excelsior business, with a number of factories located between Fredericksburg and Richmond along the bustling RF&P Railroad corridor.

The number of excelsior plants fluctuated greatly – with as few as five operating in the state in 1912 and up to over 20 facilities at their peak in the 1920s (Fredericksburg Free Lance-Star 1929; Simmons 1912:7). During this time period, no fewer than half of the known excelsior mills in the state were located in Caroline County (Simmons 1912:75). In comparison, in 1909 there were 3,511 sawmills operating in the state (Simmons 1912:8).

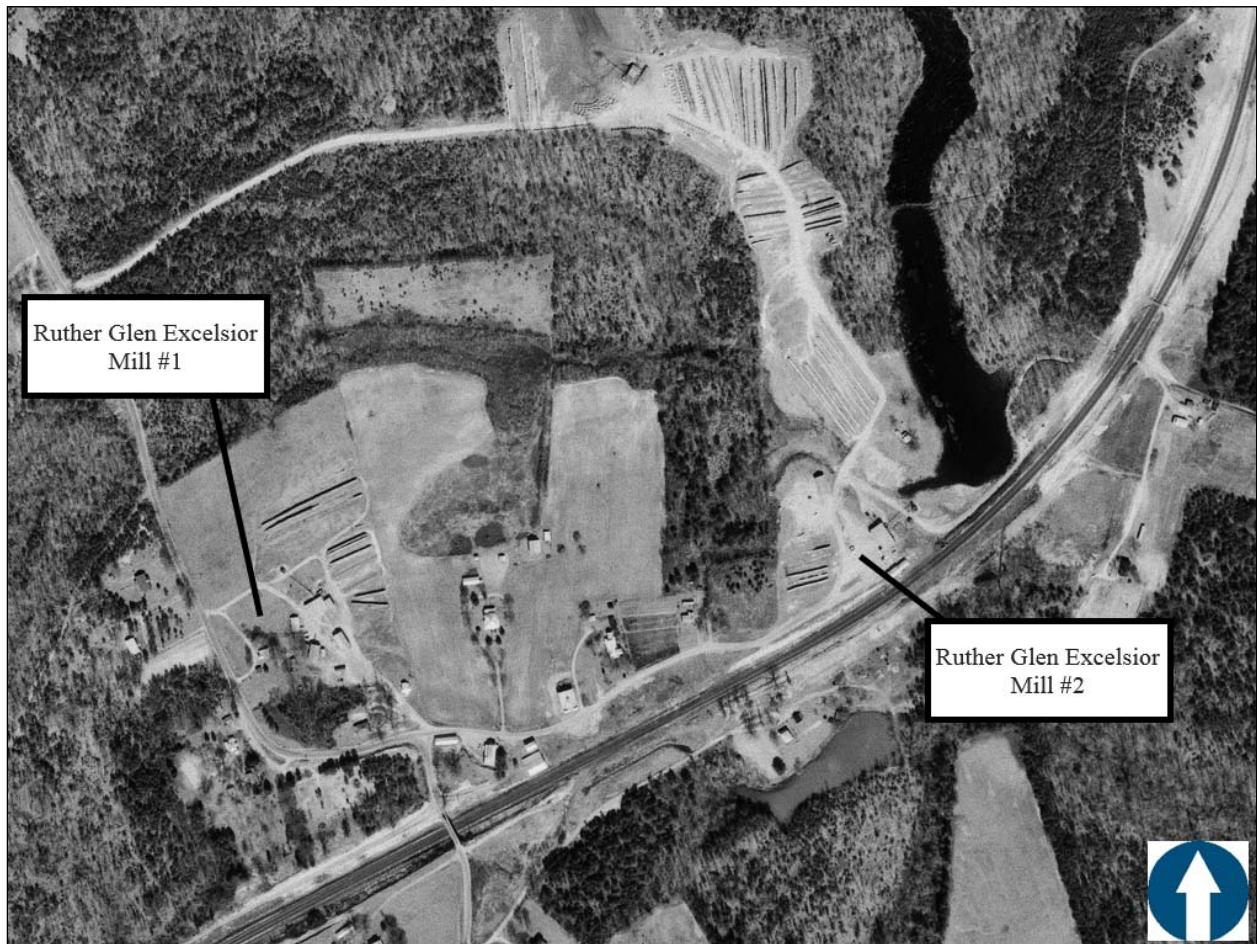
In Caroline County, the origins of the industry can be traced to the village of Woodford where merchant George P. Lyon established the first excelsior mill in 1896 along the RF&P Railroad (Fisher and Sparenborg 2011:198; Wingfield 1924:26). This excelsior plant created jobs for area residents and stimulated the local economy; in fact, by the end of the first quarter of the twentieth century, Woodford’s population had increased more than threefold partially due to the success of the excelsior industry (US Census 1930). Taking advantage of the cheap and readily available pine forests of the county, excelsior production soon became Caroline County’s largest industry (Fisher and Sparenborg 2011:198; Wingfield 1924:26). By 1905, George Lyon had established a second mill at Woodford (Fredericksburg Free Lance 1905b). The George P. Lyon Excelsior Company became a distributor as well as a manufacturer of excelsior in the region (Figure 3-95). Lyon’s mills in Woodford caught fire and were partially or wholly destroyed in 1903, 1904, and again in 1905 (Fredericksburg Free Lance 1904, 1905a; Richmond Times-Dispatch 1903, 1905). As these operations were virtually uninsurable due to this high risk of flammability, the fact that Lyon continued to rebuild and produce excelsior for another 30 years speaks to the continued drive to find a marketable purpose for this byproduct and the success of advertising an array of uses. George Lyon died in 1933, but his estate maintained ownership of the mill for another 20 years. By 1950, the facility was operated under lease by the Woodford Excelsior Company (Fredericksburg Free Lance-Star 1950). The mill employed nine men, contained a main building constructed of wood and iron and a warehouse that housed finished excelsior, and produced 10 tons of excelsior a day, which was shipped throughout the country (Fredericksburg Free Lance-Star 1950). In 1950, the Woodford Excelsior Mill was again destroyed by fire; this time, it was not rebuilt (Fredericksburg Free Lance-Star 1950).

Lyon’s success encouraged competition from other lumber-related businesses along the railroad, often in conjunction with lumber and/or planing mills (Figure 3-96). Mills were established at the villages of Guinea, Milford, Penola, and Ruther Glen, as well as in neighboring cities and counties, such as Hanover County, Stafford County, the City of Fredericksburg, and the town of Doswell. The Virginia Excelsior Mill in downtown Fredericksburg, for example, took up an entire city block and contained over half a dozen buildings (Figure 3-97). The excelsior industry throughout the area thrived for decades and was one of the primary employment venues for many Virginians during the tumultuous years of the Great Depression (Powell 2000:16–17).

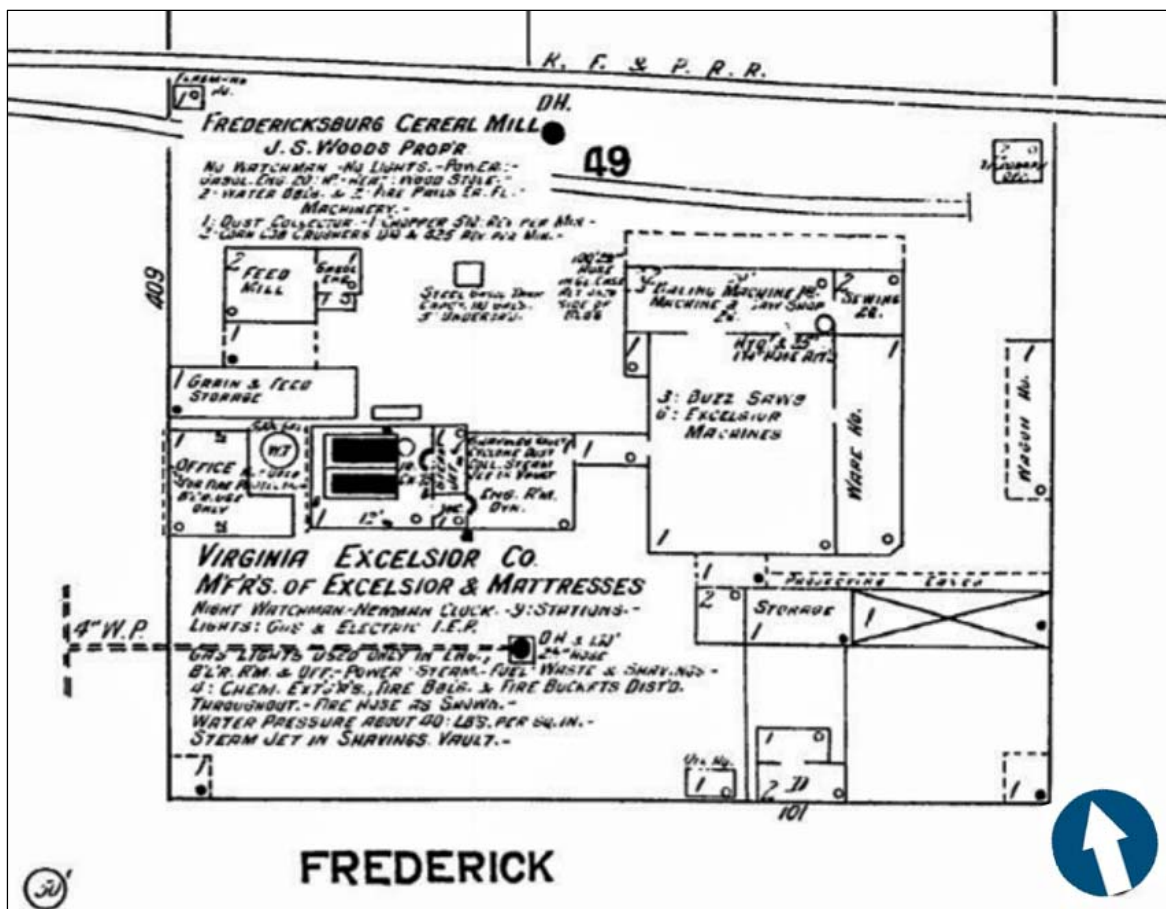




**FIGURE 3-95: ADVERTISEMENT PLACED BY THE GEORGE P. LYON EXCELSIOR COMPANY (FREDERICKSBURG FREE LANCE 1902)**



**FIGURE 3-96: DETAIL OF 1966 AERIAL IMAGERY OF THE RUTHER GLEN AREA SHOWING RUTHER GLEN EXCELSIOR MILL #1 AND RUTHER GLEN MILL EXCELSIOR MILL #2, BOTH PART OF THE EXCELSIOR MILLS OF CAROLINE COUNTY HISTORIC DISTRICT (USDA 1966A). NOTE THE CLEARED AREAS AROUND THE MILL STRUCTURES (TO HELP PREVENT FIRE) AND CORDS OF WOOD ON THE GROUND AWAITING PROCESSING.**



**FIGURE 3-97: CIRCA 1912 SANBORN INSURANCE MAP OF THE VIRGINIA EXCELSIOR COMPANY IN FREDERICKSBURG (SANBORN MAP COMPANY 1912). NOTE THE FIRE-PREVENTION PROCEDURES LISTED IN THE LOWER LEFT-HAND CORNER. (NOT TO SCALE)**

Excelsior consumption dropped dramatically in the mid-twentieth century, a trend also exhibited in Caroline County. Interestingly, though, among the top five American firms still in operation by the 1970s were Virginia Excelsior Mills (a conglomerate of small excelsior producers, many of which were located in Caroline County) and Taylor Fiber, Inc. of Ruther Glen (Committee on Finance 1977), showing the pervading nature of this commerce on the region. Only one of the excelsior mills in Caroline County is still in operation today, but it stopped producing excelsior decades ago, converting to a lumber processing plant.

### 3.8.2 Architectural Description

Today’s built environment of the excelsior industry in Caroline County represents only a fraction of the buildings, structures, and objects once needed to make the industry thrive. However, despite representing a defunct enterprise, remnants of the most important facility types are represented at the four plants included in the historic district. What was once commonplace are now unique.

Four architectural properties are associated with the excelsior industry in central Caroline County: the DeJarnette Lumber Company (016-5137) in the village of Milford, two excelsior mills in the community of Ruther Glen (016-5105 and 016-5106), and the Jeter House and Excelsior Mill

(016-5113) in the community of Penola. Generally, these four properties have all been abandoned and are now overgrown with vegetation surrounded by stands of young trees. To place the above-ground resources in their specific historical context, a brief history of each property is followed by an architectural description.

### **3.8.2.1 Ruther Glen Excelsior Mill #1: Caroline Excelsior Company (016-5105)**

Excelsior Mill #1 (016-5105), historically known as the Caroline Excelsior Company (1919– 1956) and later as the Taylor Fiber, Inc. (1956–1988), is located near the intersection of Ruther Glen Road (Route 652) and Chesterfield Road (Route 620) in the community of Ruther Glen. In 1919, Thomas H. Chewning and Herman L. Taylor purchased a small tract on the east side of Ruther Glen Road to establish the Caroline Excelsior Company (CCDB 87:84, 107:297). Soon after, Thomas’s elder brother, Clarence C. Chewning, bought a one-third interest in the company. The three men operated the manufactory until 1956, when Taylor—who had been working in the excelsior industry since 1917—bought out the interests of his partners (CCDB 87:340, 141:369). According to the deed, Taylor’s purchase included “the complete excelsior manufacturing plant, machinery, tools and equipment thereon and including the motor trucks and equipment but excluding the operating inventory” (CCDB 141:369). In 1960, Taylor turned over the company to his son, H. Ashton Taylor, who had worked with his father in the family business for at least two decades prior (CCDB 149:76). The younger Taylor re-chartered the company as Taylor Fiber, Inc., established “for the wholesale and retail business of producing and selling excelsior and other kindred products” (Fredericksburg Free Lance-Star 1960). By 1977, Taylor Fiber, Inc. was one of only 12 manufacturers still in operation in the entire country (Committee on Finance 1977). As late as 1982, the factory still employed approximately 30 people (Fredericksburg Free Lance-Star 1982). The company finally dissolved in 1988 (CCDB 323:187).

Excelsior Mill #1 is west of Ruther Glen. A dirt and gravel drive runs through the center of the lot connecting an entrance on Chesterfield Road with another on Ruther Glen Road, with the majority of the buildings lining the drive on either side. The parcel currently contains a conical teepee burner and six buildings of varying materials, massing, and size (Figure 3-98 through Figure 3-100). The circa-1950 teepee waste burner rests on a poured-concrete foundation. The structural system is constructed of sheet metal over a metal frame lined with corrugated metal. The structure is open at the top, and vents and an access doorway are found near the base. The funnel-shaped attachment located at the southeast corner of the burner is commonly known as a cyclone or dust precipitator (Mihalyo 1997:32). The function of the sawdust cyclone “was to funnel planar shavings and small particles of sawdust into the burner. These particles were blown through a pipe into the cyclone from the mill itself. Once inside the cyclone, the chips, dust, and shavings were then drawn by gravity into the core of the burner” (Mihalyo 1997:32). Four frame buildings—two large warehouses, a small tool shed, and a machine shop—and one concrete-block warehouse are also associated with this property, all of which appear to have been constructed between 1950 and 1970. The concrete-block warehouse and the frame warehouse with the loading deck are connected by a covered walkway accessed by a poured-concrete ramp. All of the buildings are vacant and in deteriorating condition. Historically, a house appears to have been situated just west of the mill complex, but this building has been demolished.



**FIGURE 3-98: SITE PLAN OF RUTHER GLEN EXCELSIOR MILL #1 (GOOGLE EARTH 2018)**



**FIGURE 3-99: TEEPEE BURNER AT RUTHER GLEN EXCELSIOR MILL #1, LOOKING SOUTHEAST**

## SURVEY RESULTS



**FIGURE 3-100: SAMPLE OF BUILDINGS AT RUTHER GLEN EXCELSIOR MILL #1. UPPER LEFT: CONCRETE BLOCK WAREHOUSE AND COVERED WALKWAY. UPPER RIGHT: FRAME WAREHOUSE AND TOOL SHED. BOTTOM: LOOKING NORTH BETWEEN BUILDINGS ALONG CENTER DRIVEWAY.**

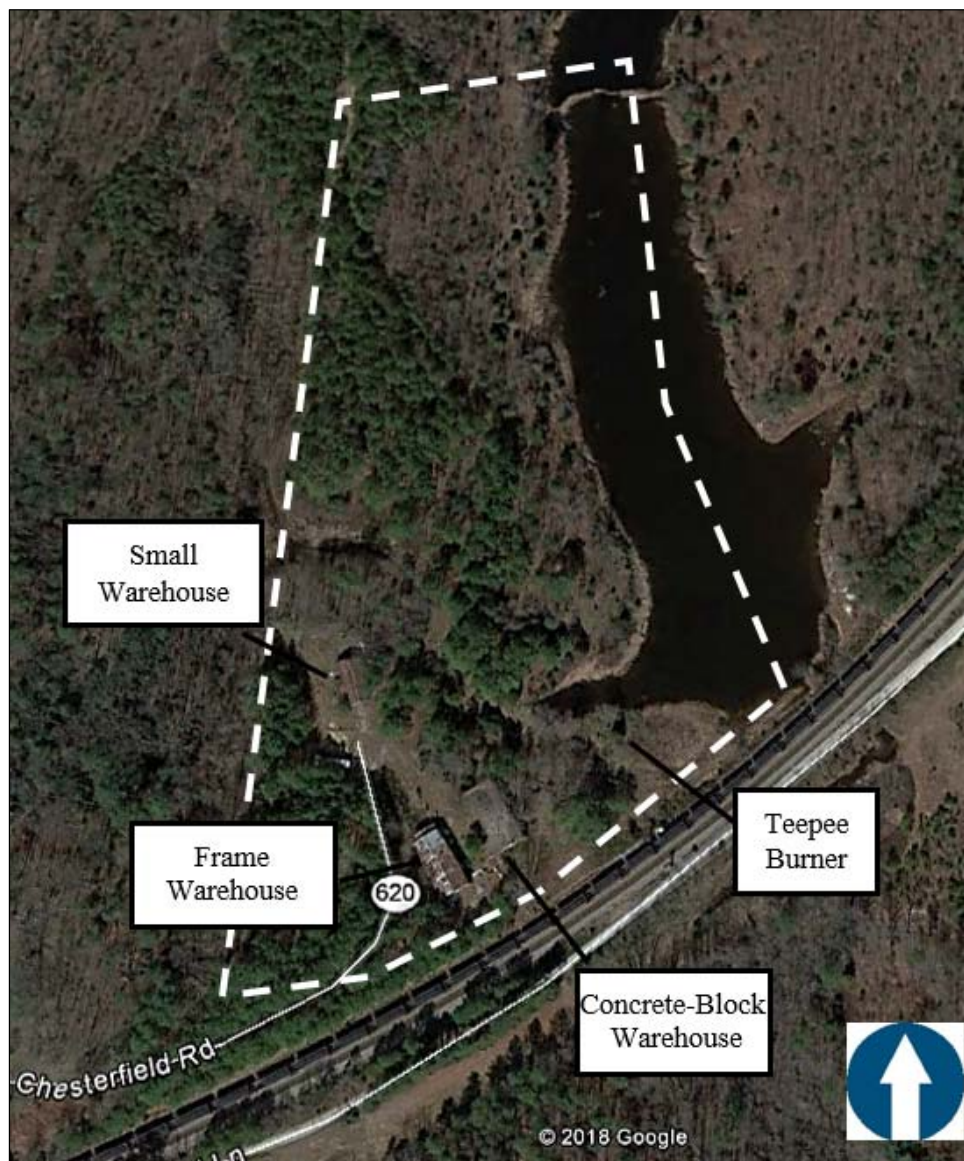
### **3.8.2.2 Ruther Glen Excelsior Mill #2: Ruther Glen Excelsior Company (016-5106)**

Excelsior Mill #2 (016-5106) is located at the eastern terminus of Chesterfield Road in Ruther Glen. At the turn of the century, the land on which this excelsior mill is located was part of the 244-acre Ruther Glen Farm, also known as the “Burruss Tract,” bounded on the south by the RF&P Railroad (CCDB 68:2730). The land was purchased from C.V. Burruss by Taliaferro Hunter in 1901, who operated a sawmill and lumber business on the property with his partner, George W. Quarles, under the name of T. Hunter & Co. (CCDB 69:297; Fall 1989:331). Upon his death in 1911, the land transferred to his five sons. As Hunter died intestate, a lawsuit ensued regarding land ownership. The land was subsequently sold at public auction to Cora Blanton whose husband, Thomas, happened to own and operate the Ruther Glen Excelsior Company on the adjoining property (CCDB 69:297, 80:316). The now-expanded excelsior company was in operation until 1956 when the business was dissolved after an anti-trust complaint was filed with the Federal Trade Commission (Federal Trade Commission 1960). Interestingly, the complaint was filed by fellow-excelsior operators H.L. Taylor, H. Ashton Taylor, G.K. Coleman, Sr., and G.K. Coleman, Jr. who were “engaged in the manufacturing and selling of excelsior [...] under the name of Ruther Glen Excelsior Company, with their place of business at Ruther Glen, Virginia” at that

## SURVEY RESULTS

time—the same property listed as Ruther Glen Excelsior Mill #1 above (Federal Trade Commission 1960:457).

The former site of Ruther Glen Excelsior Mill #2 consists of three buildings and a teepee burner on an overgrown lot situated just southwest of a millpond (Figures 3-101 and 3-102). All of the buildings and structures associated with the mill are vacant and in a deteriorated condition. Similar to the teepee burner located at Excelsior Mill #1, the cone-shaped burner at this mill appears to date from 1950. Not fully visible during the current survey due to limited property access, this structure is clad in sheet metal over a metal frame. Three warehouses remain extant at this mill site. The largest is a concrete block building with a flat roof. Just to the west is a post-1966 frame warehouse clad in corrugated metal with a front gable roof; the roof is covered in standing-seam metal. The third and smallest warehouse, located to the north, was also not accessible during this survey.



**FIGURE 3-101: SITE PLAN OF RUTHER GLEN EXCELSIOR MILL #2 (GOOGLE EARTH 2018)**



**FIGURE 3-102: SAMPLE OF BUILDINGS AT RUTHER GLEN EXCELSIOR MILL #2. TOP: TEEPEE BURNER. BOTTOM: FRAME WAREHOUSE (LEFT) AND CINDER BLOCK WAREHOUSE (RIGHT).**

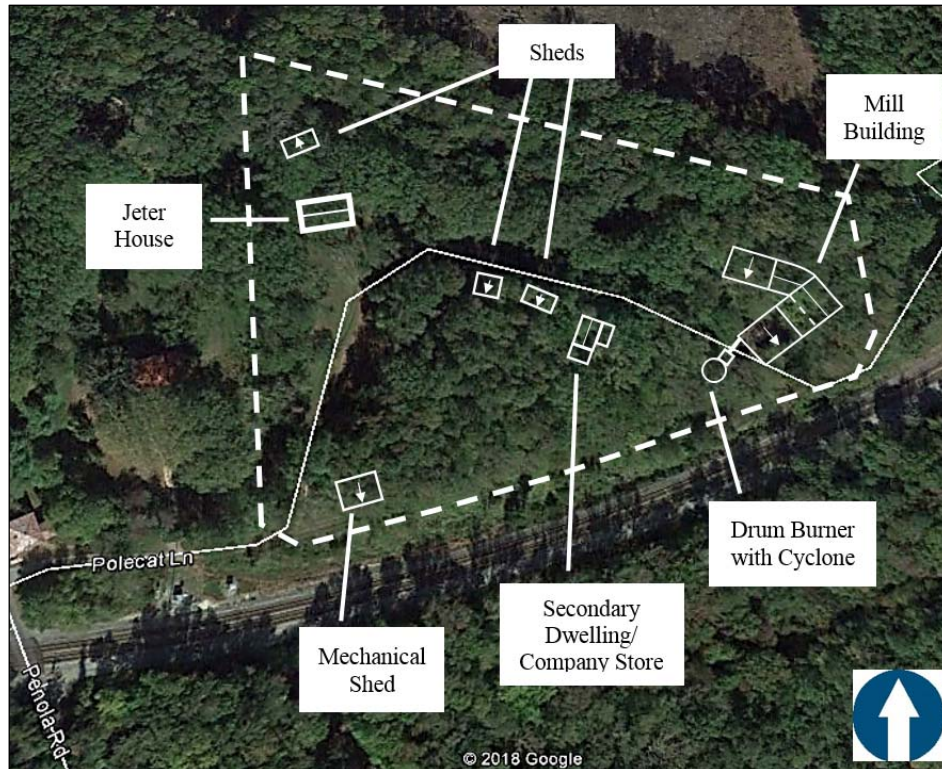
### **3.8.2.3 Jeter House & Excelsior Mill (016-5113)**

What would become the Jeter Excelsior Mill parcel was purchased by brothers William R. Jeter and T.B. Jeter in 1903 (CCDB 70:255). Capitalizing on the sudden and successful growth of the excelsior industry in the early-twentieth century, the brothers constructed an excelsior plant along the RF&P Railroad. The enterprise was a success. In 1916, T.B. Jeter sold his interest in the land and the business to his brother, William, who continued to operate the Jeter Excelsior Mill for several decades (CCDB 84:239; Wingfield 1924:291). Through the success of the business, William and his family constructed a new dwelling adjacent to the excelsior enterprise around 1930. Upon his death in 1943, William deeded the mill to his son, Benjamin, who continued to run the family business until his own death in 1978 (i.e., Federal Trade Commission 1960:457). Records suggest that the excelsior company was disbanded shortly thereafter.

## SURVEY RESULTS

Today, the Jeter House & Excelsior Mill located at 16111 Polecat Lane in Penola is a residential and light-industrial mill complex (Figures 3-103 and 3-104). All of the buildings are vacant. The property is heavily wooded, with thick brambles and an unpaved drive heading north from Polecat Lane to the primary resource. The excelsior mill and associated structures are concentrated in the east portion of the site. The primary resource is the Jeter House, a two-story, three-bay dwelling constructed around 1930 with no discernable style. The foundation is not visible; the frame structural system is clad in weatherboard. The side gable roof is covered in corrugated metal sheeting.

A series of modest additions have been made to the rear elevation over time, and the primary entrance and flanking two-over-two, double-hung-sash windows have been enclosed in a screened porch. Although the house is the most prominent building on today's landscape, the parcel also contains many resources that hark back to the use of the land as the Jeter Excelsior Mill. Built between the start of the business in the first decade of the century and the death of founder William Jeter, the property also contains a saw mill, drum waste burner, possible company store or secondary dwelling, a machine storage shed, and three other storage buildings of varying size. In addition, the remains of what appears to be a portable steam engine, almost certainly associated with milling operations, are located at the northeast corner of one of these storage sheds. Perhaps the most recognizable feature of the mill property is the circa-1925, drum-style, wood-waste burner located at the southeast corner of the property and connected to the large mill building via a metal chute. The burner is constructed of curved sheets of metal supported by an external metal frame. The top of the burner is open and braced with a set of parallel metal bars. The interior is partially lined with fire brick.



**FIGURE 3-103: SITE PLAN OF THE JETER HOUSE & EXCELSIOR MILL (GOOGLE EARTH 2018)  
(NOT TO SCALE)**





**FIGURE 3-104: SAMPLE OF BUILDINGS AT THE JETER HOUSE & EXCELSIOR MILL. CLOCKWISE FROM UPPER LEFT: JETER HOUSE (SOUTHEAST OBLIQUE); DRUM BURNER WITH CYCLONE; SECONDARY DWELLING/COMPANY STORE; AND MECHANICAL SHED.**

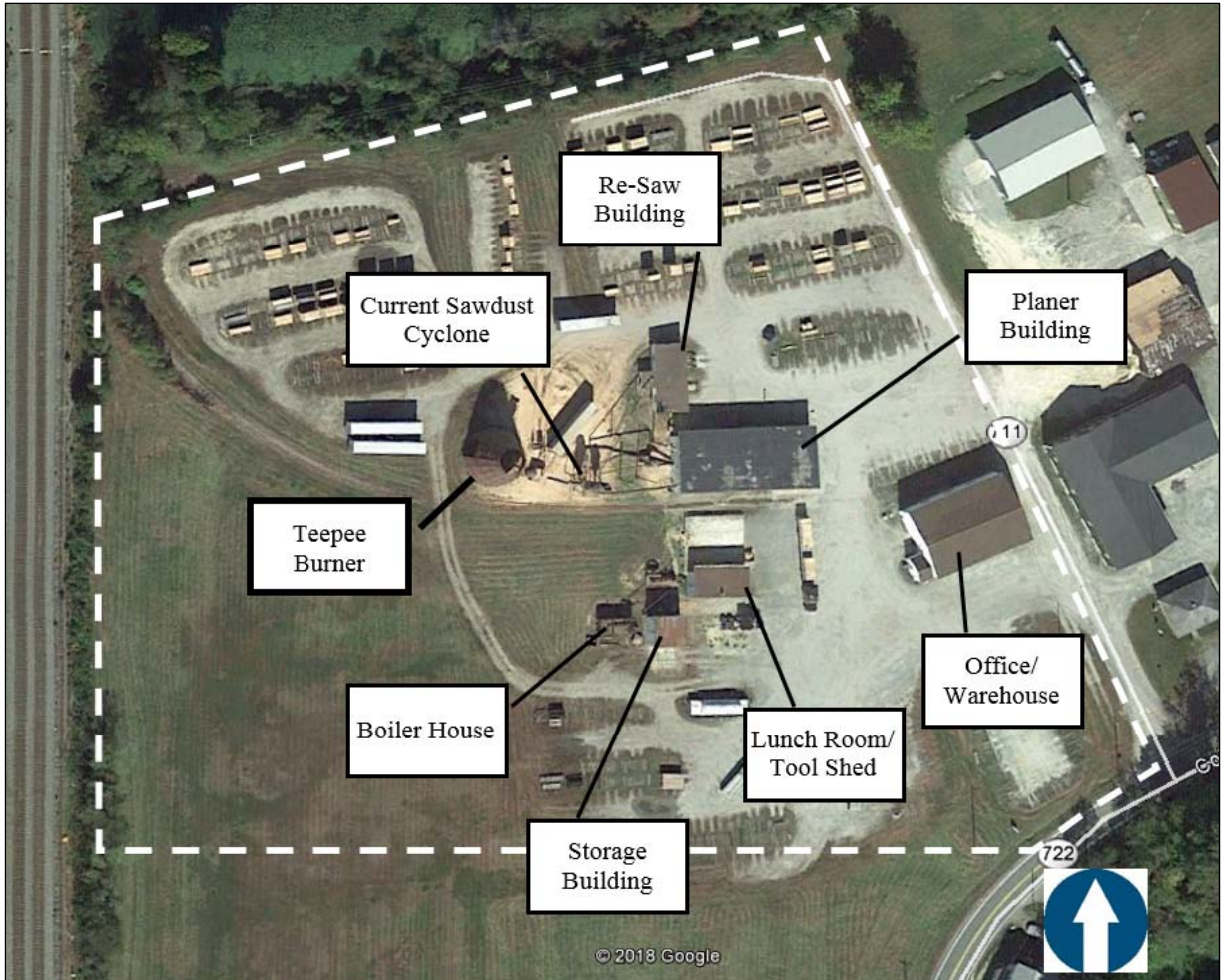
**3.8.2.4 DeJarnette Lumber Company (016-5137)**

Milford, the site of the DeJarnette Lumber Company, was a prominent crossroads community along the RF&P Railroad. The town grew in the first half of the twentieth century as a rail shipping center. Recognizing the expediency of producing goods near the rail stop, numerous businesses were established along the main thoroughfare in the early-twentieth century including the Wilson Lumber Company and the W.N. Blatt & Co. excelsior mill, later known as the Milford Excelsior Company (CCDB 112:294; Fredericksburg Free Lance 1908; Reading Eagle 1914). In 1945, J.W. DeJarnette bought the Wilson Lumber Company and renamed it the DeJarnette Lumber Corporation (CCDB 122:12, 160:111). Ten years later, he acquired the Milford Excelsior Company—located on the adjacent parcel—and commenced producing excelsior under the DeJarnette Lumber name. The mill grew to be one of the largest excelsior enterprises in the area (Fredericksburg Free Lance-Star 1995:A1). Although the DeJarnette business was bought and sold several times between the 1980s and 2000, it was purchased back by the DeJarnettes in 2001 and renamed the DeJarnette Lumber Company (CCDB 559:113). The company is still in operation (Figure 3-105).



**FIGURE 3-105: AERIAL IMAGE OF THE EXCELSIOR OPERATION AT THE DEJARNETTE LUMBER COMPANY TAKEN IN THE 1960S, LOOKING SOUTH (DEJARNETTE LUMBER COMPANY 1960S)**

Although the DeJarnette Lumber Company no longer produces excelsior, numerous extant resources once associated with the business can still be found within the lumber company complex (Figures 3-106 and 3-107). The most prominent resource is a large circa-1940 teepee or wigwam-style, wood-waste burner (Figure 3-108). The burner measures an estimated 50 feet tall and approximately 35 feet in diameter at the base and has a conical shape formed by metal plates mounted to an exterior metal frame of compression rings. The base of the burner is open, and the top is covered by an open metal frame that would have once been covered with metal mesh, referred to as a spark arresting screen (Mihalyo 1997). Other resources include a large wood processing building (which is still referred to as the planer building today despite a move away from excelsior), a sawdust cyclone, a re-saw/fine-planning building, a lunch room/tool shop, a storage building, an office/warehouse, and a boiler house.



**FIGURE 3-106: SITE PLAN OF THE DEJARNETTE LUMBER COMPANY (GOOGLE EARTH 2018)  
(NOT TO SCALE)**



**FIGURE 3-107: OVERVIEW OF THE DEJARNETTE LUMBER COMPANY, LOOKING NORTH**



**FIGURE 3-108: SAMPLE OF EXCELSIOR-RELATED BUILDINGS AT THE DEJARNETTE LUMBER COMPANY. CLOCKWISE FROM UPPER LEFT: OFFICE/WAREHOUSE; TEEPEE BURNER (LEFT) AND BOILER HOUSE (RIGHT); PLANER BUILDING; AND LUNCH ROOM/TOOL SHED.**

### 3.8.3 NRHP Evaluation

In 1896, local merchant George P. Lyon established Caroline County’s first excelsior mill at the village of Woodford along the RF&P Railroad (Fisher and Sparenborg 2011:198; Wingfield 1924:26). The excelsior plant was a success, employing numerous residents and stimulating development of the region. Lyon’s success encouraged competitors to establish their own excelsior mills in other small communities all along the RF&P Railroad, sometimes in conjunction with lumber mills, in order to take advantage of the cheap and readily available pine forests of the county. Excelsior soon became Caroline County’s largest industry (Fisher and Sparenborg 2011:198; Wingfield 1924:26). One source estimated that in 1924 there were more than 20 excelsior mills in Virginia, with the bulk of those being located in Caroline County (Wingfield 1924:27).

Extant resources associated with the excelsior industry include the remains of mills at Milford (016-5137) and Penola (016-5112) and two mills at Ruther Glen (016-5105 and 016-5106). Several of these facilities remained active into the 1950s through 1970s, producing excelsior or converting to lumber manufacturing. The mill at Milford still operates today as the DeJarnette Lumber Company. The excelsior business was a direct impetus for the establishment and growth of numerous small communities along the RF&P Railroad in Caroline County, and it was a key market in the area economy. The excelsior resources have a notable connection to the history and development of the county physically, economically, and socially. For these reasons, it is recommended that the Excelsior Industry of Caroline County Historic District is eligible for the

## SURVEY RESULTS

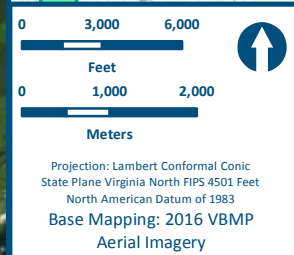
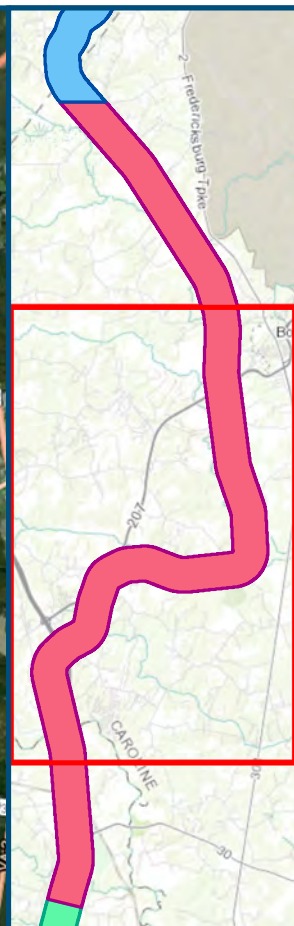
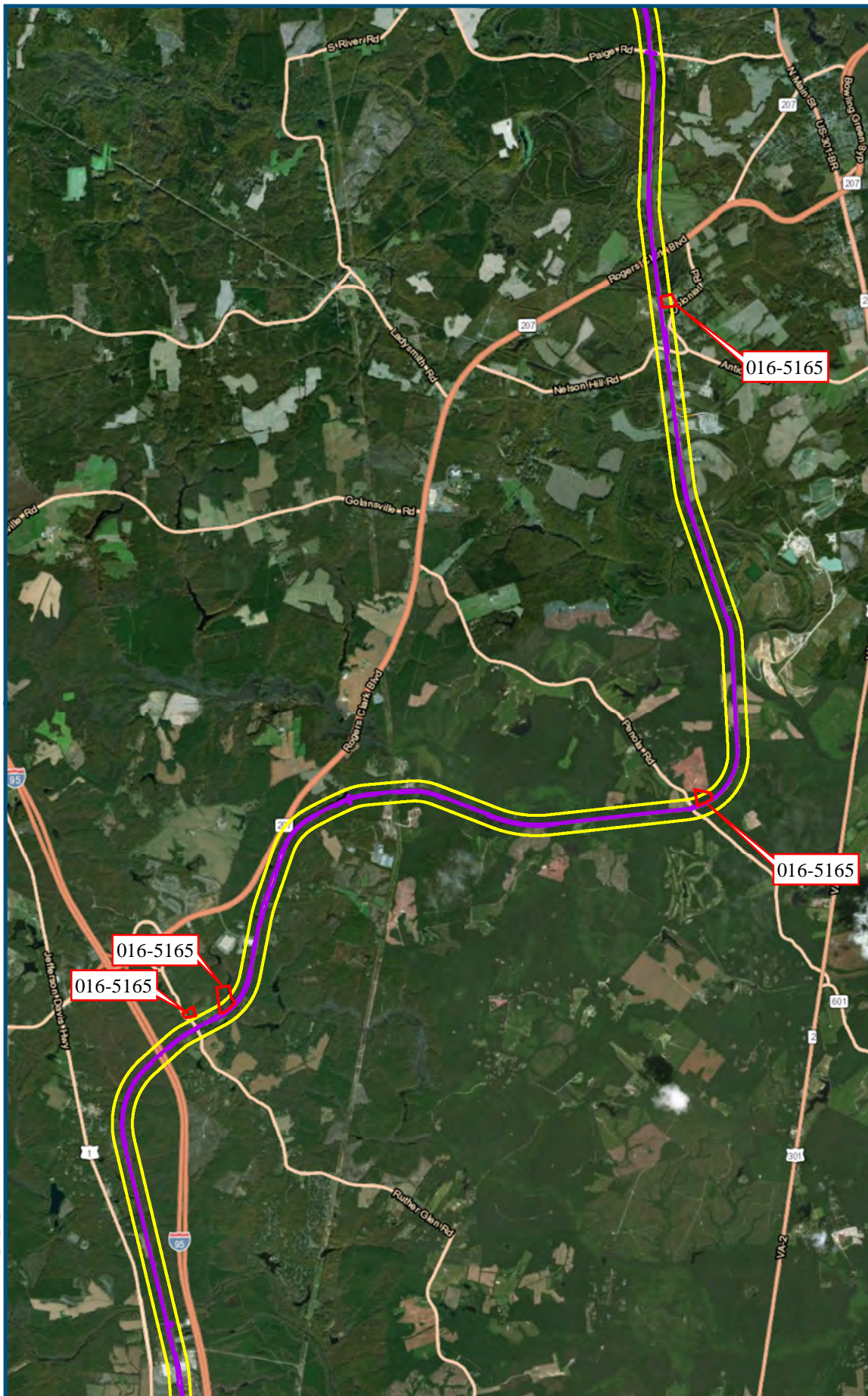
NRHP under Criterion A for its association with a significant event. The district has no known associations with a significant individual, thus it is suggested that the district is not eligible for the NRHP under Criterion B.

The proposed historic district consists of four properties: an excelsior mill with small brick-lined cylindrical burner and three excelsior mills with extant teepee burners ranging in height from approximately 25 feet to approximately 50 feet. Many of the buildings associated with the mills are no longer extant, having been replaced by more modern facilities or fallen into ruins after the mills closed; however, the mills never had substantial buildings to begin with, given that the bulk of the manufacturing process took place outdoors or in small rudimentary shelters. The most prominent resources associated with Caroline County's excelsior industry are large, metal, wood-waste burners.

Waste burners were present at nearly every sawmill and excelsior mill in the country prior to the mid-twentieth century. Processing wood products created a large amount of waste in the form of sawdust, bark, small branches, and other debris, and waste burners were the preferred method for dealing with the problem. Most burners consist of a hollow structure with an open top covered with metal mesh into which wood waste was dumped and incinerated. Burners were constructed in a variety of sizes and forms, including a cylindrical silo design and a conical design commonly referred to as a teepee, wigwam, or beehive burner due to its distinct shape. Wood waste burners continued to be used through the mid-1970s, when they were phased out as part of the Clean Air Act of 1970 and often dismantled (National Archives and Records Administration 2009:751). In Caroline County, three of the former excelsior mills retain extant teepee burners of varying sizes; these teepee burners comprise three of the four recorded teepee-style burners in Virginia. A former mill near Penola retains the remains of what appears to be a short silo or drum-style burner. All of these resources are included in the proposed district.

Although many of the buildings associated with these properties are in various states of neglect and are generally unremarkable in and of themselves, the extant waste burners are significant structures that embody the distinctive characteristics of a type. Buildings associated with excelsior production were similar to those seen at twentieth-century saw mills, including warehouses, tool shops, and a building to house the large saws, steam engines, and associated machinery that milled the lumber and carried its waste product to the teepee burners. Although the historic integrity of design, materials, and workmanship of these resources have been diminished by disuse, exposure to the elements, and some minor vandalism, each of the complexes retain a high level of integrity of location, setting, feeling, and association. Therefore, it is recommended that the Excelsior Industry of Caroline County Historic District is eligible for the NRHP under Criterion C for its architectural merit. As an architectural resource, the district was not evaluated for inclusion under Criterion D.

In sum, it is **recommended that the Excelsior Industry of Caroline County Historic District is eligible for the NRHP under Criteria A and C.** The proposed boundaries should include the four parcels associated with this discontinuous district, and the period of significance is recommended to be 1925 to 1960 (Figure 3-109).



- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-109**  
 NRHP Boundaries for the  
 Excelsior Industry of  
 Caroline County  
 Discontinuous District  
 (016-5165)

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### 3.9 MILFORD HISTORIC DISTRICT (016-5136)

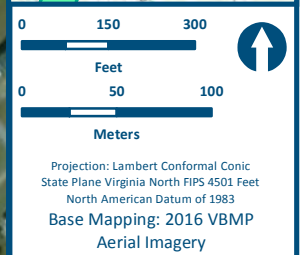
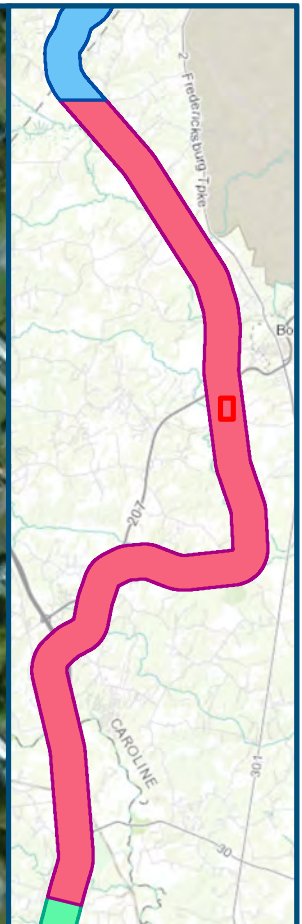
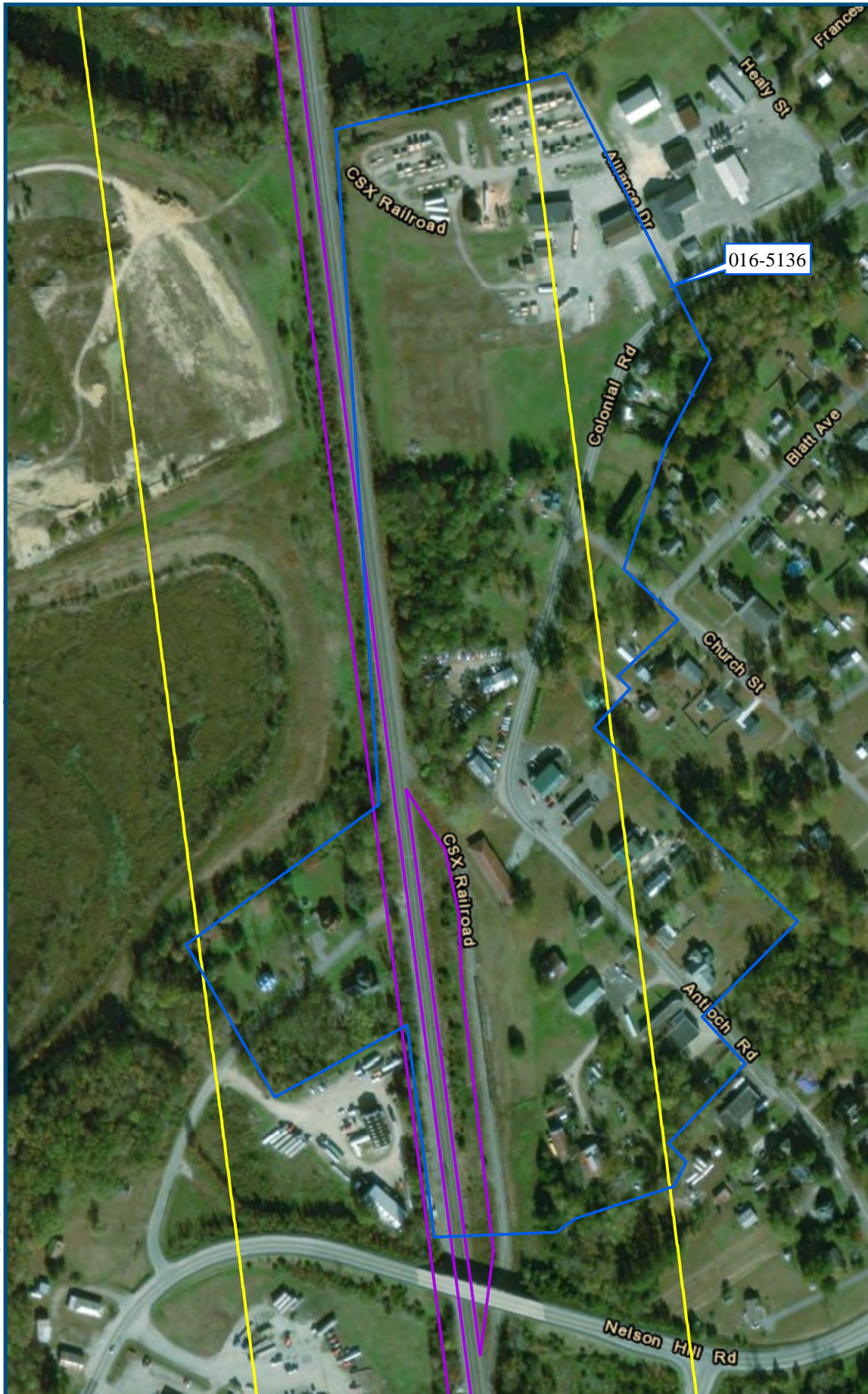
The Milford Historic District (016-5136) highlights an unincorporated community in rural Caroline County, Virginia that was originally established in the late-eighteenth century as a tobacco trading center. The village is located at the intersection of Colonial Road (Route 722), Antioch Road (Route 628), and the former tracks of the RF&P Railroad (Figure 3-110). Milford was one of five original stations in Caroline County along the RF&P Railroad and soon became the largest of the small communities in the county situated along the route. Today, the town is composed of residential, commercial, and industrial buildings that date to the late-nineteenth through mid-twentieth centuries. The historic district is currently composed of 23 contributing resources and one non-contributing resource. Trains still run through Milford as part of CSXT's RF&P Subdivision and the Amtrak system.

#### 3.9.1 Historic Context

In 1607, approximately 250 members of the Dogue tribe (sometimes spelled Doeg or Taux) of Algonquian-speaking Native Americans established a settlement along the Mattaponi River in the location of what is now Milford, referred to as Doguetown (Fall 1989:185). Later, an important tobacco trading warehouse and a fort were established at Doguetown to take advantage of its location along the Mattaponi River for trade and transportation (Fall 1989:185; Fisher and Sparenborg 2011:147). In the eighteenth century, a tavern that also served as a slave-trading center operated at the site (Fall 1989:187). On November 2, 1792, the Virginia Assembly passed an act to formally "establish a Town and inspection of Tobacco on the lands of John Hoomes, in the county of Caroline," directing that the town be "laid off into lots of half an acre each, with convenient streets" (Fall 1989:189; Fisher and Sparenborg 2011:147). They named this new town Milford after a nearby plantation.

When the RF&P Railroad opened its line through Caroline County in 1836, the stop at Milford was one of only five in the county at that time (Wingfield 1924:34). The first railroad station at Milford was constructed the following year, and the town gained in importance (Figure 3-111) (Fisher and Sparenborg 2011:147).

The first post office was established at Milford in 1849, with mail arriving by train several times a day (Fall 1989:189; Fisher and Sparenborg 2011:147). Interestingly, an 1851 business directory offers no listings for merchants or other professionals at Milford, although other communities in Caroline County such as Bowling Green, Port Royal, Sparta, and Ruther Glen were well represented (Thomson 1851:117). In 1855, Milford was described as a "post-village" located 38 miles from Richmond (Fall 1989:191). During the Civil War, Milford was described by various visitors as "a rundown aggregation containing a depot, and engine house, and a handful of dwellings and outbuildings" and as containing "one railroad station, a commodious hotel, a few tumble-down out houses, with a whiskey distillery" (Figure 3-112) (Fisher and Sparenborg 2011:148). By 1877, the community boasted the only telegraph office and Railway Express Station in the county as well as a small number of businesses, including two general merchants, a grist mill, a sawmill, and two physicians (Fall 1989:191; Fisher and Sparenborg 2011:148).



- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-110**  
Location of Milford  
Historic District  
(016-5136)

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FIGURE 3-111: STOPS ALONG THE RF&P RAILROAD IN 1854 (RICHMOND DISPATCH 1854)

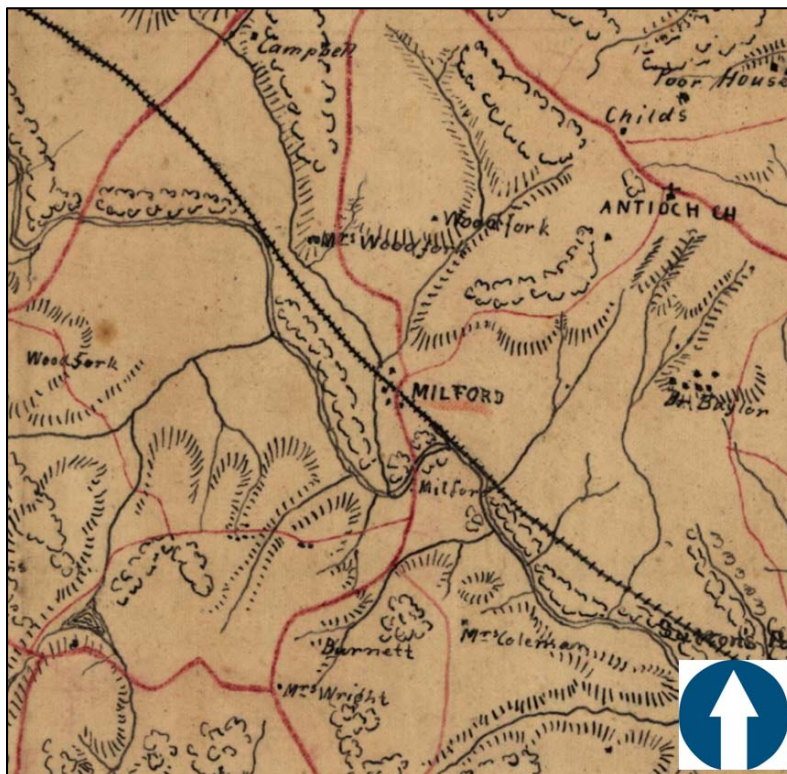


FIGURE 3-112: CIRCA-1864 MAP SHOWING THE COMMUNITY OF MILFORD ALONG THE RF&P RAILROAD (CONFEDERATE STATES OF AMERICA 1864) (MAP NOT TO SCALE)

By 1882, the Milford Hotel had been constructed in the village (Fall 1989:191). The community continued to grow, and by 1884 included four general merchants, a flour mill, three sawmills, two physicians, a saddle and harness maker, an attorney, and the hotel (Fall 1989:192). Milford was incorporated by the Virginia Assembly in 1887, and by 1897, the population had reached 100 (Fall 1989:192). Several large, Victorian-era styled dwellings were constructed during this period, reflecting the new prosperity of the town (Figure 3-113). A new passenger depot was constructed in 1891, and a freight depot was built the following year (Figures 3-114 and 3-115) (Fisher and Sparenborg 2011:148). All steam engines were required to stop at Milford to take on water, allowing for the development of a thriving community to service passengers and facilitate the movement of goods. Commodities such as pulp wood, lumber, excelsior, fertilizer, and feed were all shipped into or out of Milford via the railroad (Caroline County 2010:5-7). One of the

## SURVEY RESULTS

commercial enterprises established during this period was Blatt's Store (016-0272), constructed circa 1890, which remained in business into the twenty-first century (Figures 3-116). The Milford Presbyterian Church (016-0264) was also constructed in the late-nineteenth century and still stands today, although it has been converted to residential use (Figure 3-117).

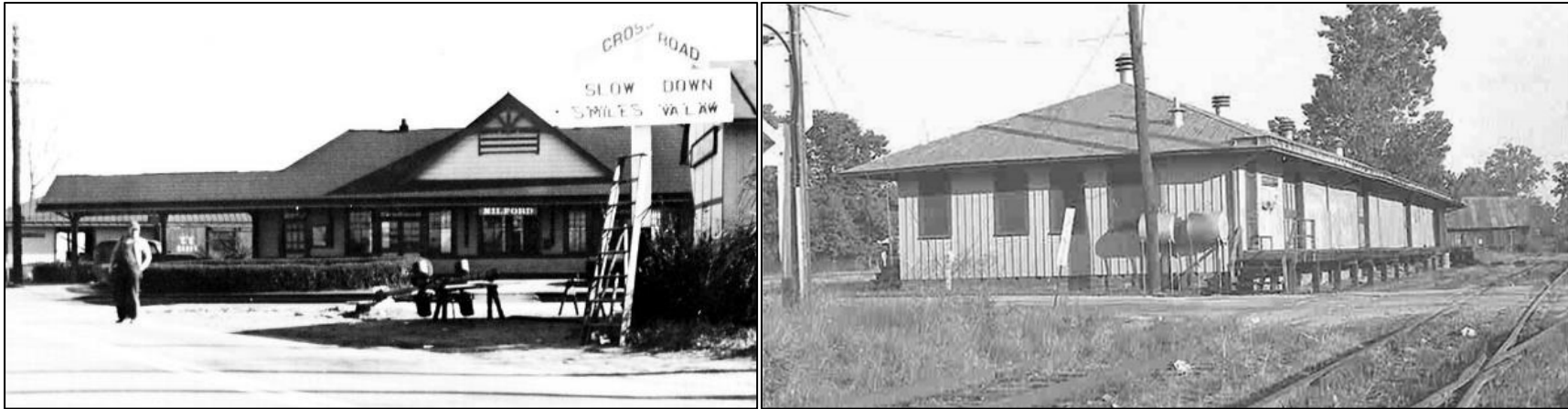
In 1906, Milford businesses included four general merchants, one wholesale grocer, two blacksmiths/wheelwrights, a livery stable, and an excelsior mill (Fall 1989:193). A brick manufacturer and painting company were added to the offerings by 1910 (Fall 1989:193). In 1913, a sumac factory was established on the east side of the RF&P Railroad and soon became the largest such facility in the United States (Fall 1989:193). At the factory, sumac branches were boiled to create an extract that was used to tan leather and process textile colors (Fisher and Sparenborg 2011:149).



**FIGURE 3-113: UNDATED POSTCARD OF THE STILL EXTANT "RESIDENCE OF MRS. J.W. GILL, MILFORD, VA.," LOCATED AT 15510 NELSON HILL ROAD (016-0267) (FISHER 2017)**



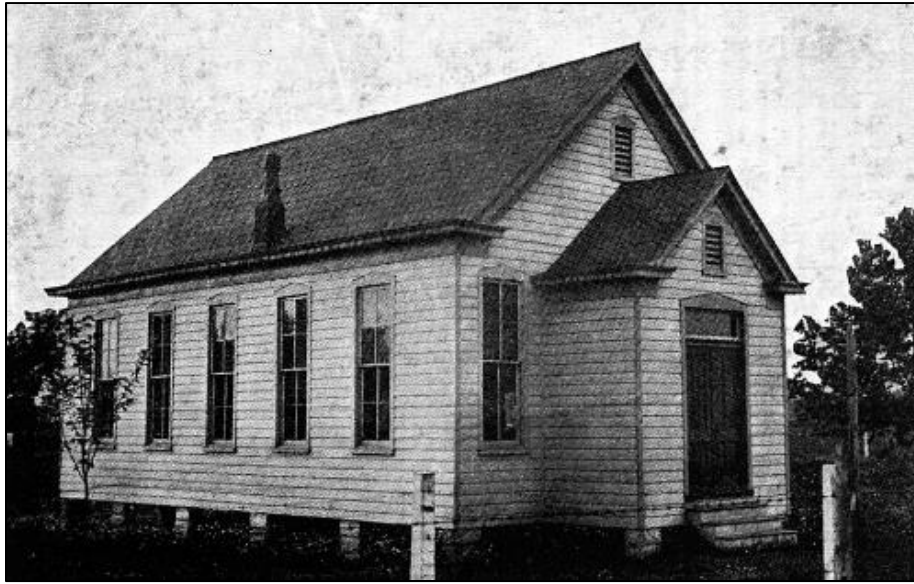
**FIGURE 3-114: TURN-OF-THE-CENTURY VIEW OF THE MILFORD PASSENGER DEPOT, LOOKING SOUTH (GRAY 1985:36). THE WOODEN WATER TANK AND A SMALL PASSENGER WAITING SHELTER CAN BE SEEN ON THE RIGHT.**



**FIGURE 3-115: 1940 PHOTOGRAPH OF THE MILFORD PASSENGER DEPOT, LOOKING EAST (GRAY 1985:98). THE FREIGHT DEPOT (016-0222) CAN BE SEEN IN THE BACKGROUND (LEFT); 1968 PHOTOGRAPH OF THE MILFORD FREIGHT DEPOT (016-0266) (CAROLINE COUNTY 2010:5-12) (RIGHT).**



**FIGURE 3-116: CIRCA-1898 PHOTOGRAPH OF BLATT'S STORE (016-0272) (GRAY 1985:35) (LEFT); CIRCA-2011 PHOTOGRAPH OF BLATT'S STORE BEFORE IT WAS REMODELED (FISHER AND SPARENBORG 2011:149) (RIGHT).**



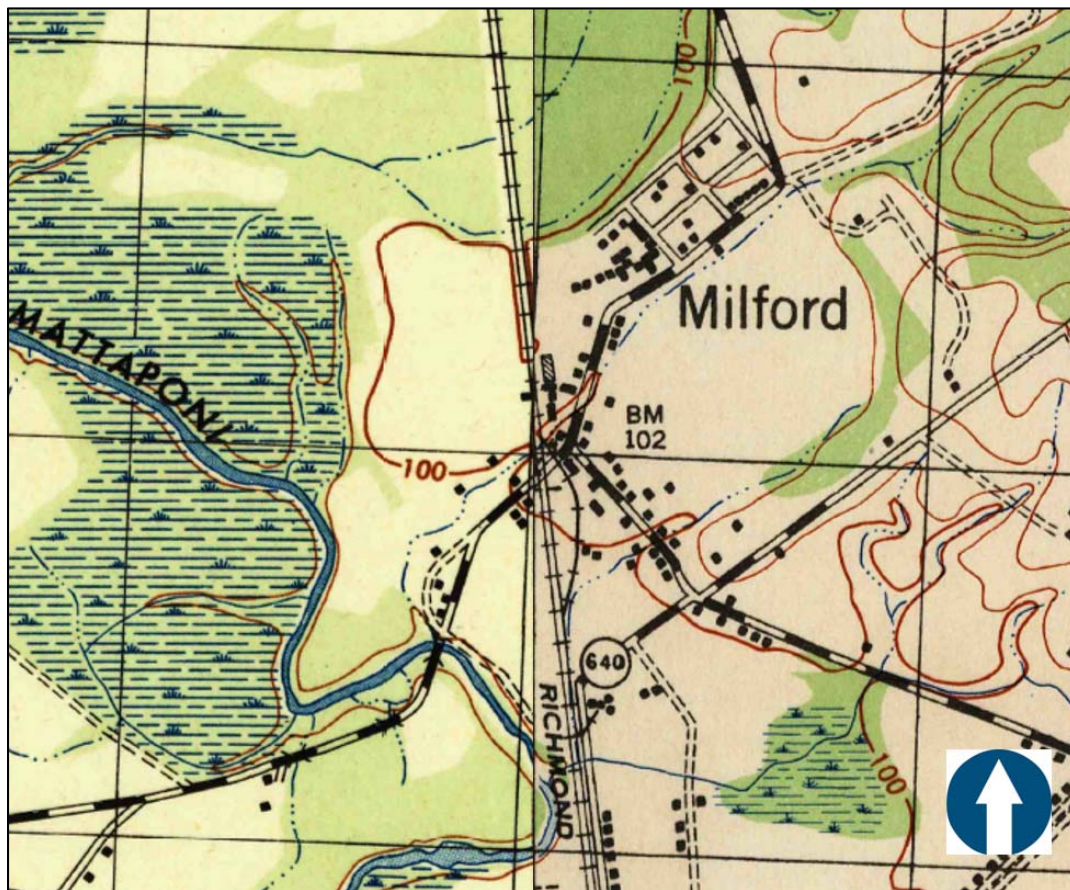
**FIGURE 3-117: HISTORIC 1910 PHOTOGRAPH OF MILFORD PRESBYTERIAN CHURCH (016-0264) (GRAY 1985:59)**

The 1920s were “boom times” for the small village, with businesses such as the Milford State Bank, Wilson Lumber Company (which specialized in oak flooring), and several other stores and small factories in operation (Fisher and Sparenborg 2011:149). Blatt’s Store even provided a gasoline pump for automobiles and tractors (Fisher and Sparenborg 2011:149). During World War I, soldiers traveling to Fort A.P. Hill debarked at Milford and the town swelled to a population of 400 people (Fisher and Sparenborg 2011:149).

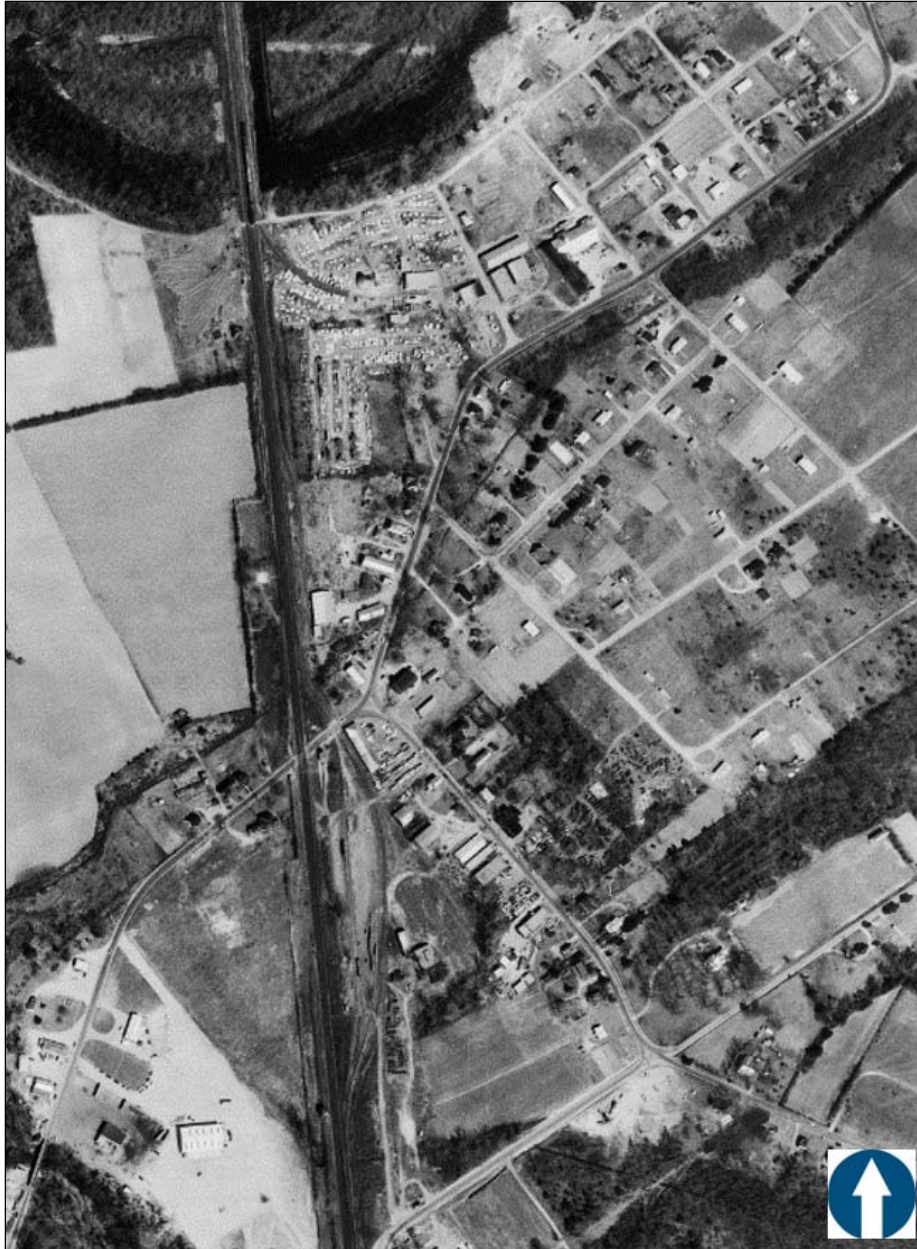
After the war, Milford’s prosperity began to wane and stores and businesses started to close (Figure 3-118). Some attempts to cater to increasing automobile traffic, which was quickly replacing the railroad, were undertaken by local businesses. A hand-operated gasoline pump was installed at Blatt’s Store in the 1920s, and the Blatt Chevrolet auto dealership opened around 1950 (016-5145). Soon, however, the town was bypassed by Route 207, and trains only stopped at the village if requested. In 1955, the passenger depot was demolished, and the water tower was removed soon after (Fisher and Sparenborg 2011:150). The freight station was closed in 1973 and was later converted to residential housing (Fisher and Sparenborg 2011:150). With the exception of the demolition of a few commercial and industrial buildings and the construction of a new post office and single-family dwellings in the mid-twentieth century, the overall size, setting, and layout of Milford is virtually unchanged (Figures 3-119 and 3-120).



**FIGURE 3-118: CIRCA-2011 PHOTOGRAPH OF A COMMERCIAL BUILDING ALONG COLONIAL ROAD (016-0263), NO LONGER EXTANT (FISHER AND SPARENBERG 2011)**



**FIGURE 3-119: 1942 COMBINED TOPOGRAPHIC MAP OF MILFORD (USGS 1942B, 1942C)  
(MAP NOT TO SCALE)**



**FIGURE 3-120: 1966 AERIAL OVERVIEW OF MILFORD (USDA 1966)**

### **3.9.2 Architectural Description**

The village of Milford is a representative example of a small rural community in Caroline County that experienced substantial growth during the nineteenth century with the coming of the railroad. Today, the village still contains the old freight depot, a lumber factory with teepee burner, several commercial buildings (mostly vacant and in disrepair), a modern post office, a corner store still in operation, and a number of single-family dwellings dating from the late-nineteenth century through the mid-twentieth century. The Milford Hotel and the Milford Presbyterian Church have both been converted to residential use.

## SURVEY RESULTS

Although Milford has lost some of its buildings from the late-nineteenth and early-twentieth centuries, most notably the Milford Passenger Depot, it has retained several important buildings such as the Milford Freight Depot (016-0266), which still stands at the center of town and is one of only two village depots remaining in the county (Figure 3-121). The circa-1940 DeJarnette Lumber Company (016-5137), the site of an earlier excelsior and/or lumber mill located immediately adjacent to the tracks, is still in operation and retains its prominent teepee waste burner, which has become a local landmark (Figure 3-122). Other contributing properties in the Milford Historic District include the former Milford Presbyterian Church (016-0264), the former Milford Hotel (016-0262), the circa-1910 Milford State Bank (016-0270), the circa-1890 Blatt's Store (016-0272), a circa-1950 Chevrolet dealership (016-5145), seven additional commercial buildings and warehouse complexes, the 1960 Milford Post Office (016-5147), and eight single-family dwellings ranging in date from circa 1880 to 1942 and reflecting the Queen Anne, Craftsman, and vernacular styles (Figures 3-123 through 3-126). In total, 23 resources contribute to the Milford Historic District. One additional property, the previously surveyed circa-1890 Gray Campbell Inn/Schalls Furniture Refinishing and Repair (016-0263), is no longer extant and is considered a non-contributing resource.



**FIGURE 3-121: OVERVIEW OF THE MILFORD HISTORIC DISTRICT WITH MILFORD FREIGHT DEPOT (016-0266) IN BACKGROUND, LOOKING NORTHEAST**

SURVEY RESULTS



**FIGURE 3-122: DEJARNETTE LUMBER COMPANY TEEPEE WASTE BURNER (016-5137), LOOKING NORTH (LEFT); MILFORD PRESBYTERIAN CHURCH (016-0264) NOW CONVERTED TO A RESIDENCE, LOOKING NORTH (RIGHT)**



**FIGURE 3-123: MILFORD STATE BANK (016-0270), LOOKING NORTHEAST (LEFT); BLATT'S STORE (016-0272), LOOKING NORTHWEST (RIGHT)**



SURVEY RESULTS



**FIGURE 3-124: CLARKS STORE & WAREHOUSE (016-0271), LOOKING WEST (LEFT); CLARKS WAREHOUSE (016-0271), LOOKING WEST (RIGHT)**



**FIGURE 3-125: OLD MILFORD HOTEL (016-0262), NOW A PRIVATE RESIDENCE, LOOKING WEST (LEFT) AND HOUSE AT 15510 NELSON HILL ROAD (016-0267), LOOKING WEST (RIGHT)**



**FIGURE 3-126: BLATT CHEVROLET (016-5145), LOOKING SOUTH (LEFT); MILFORD POST OFFICE (016-5147), LOOKING EAST (RIGHT)**

### 3.9.3 NRHP Evaluation

Milford is a small rural community established in the eighteenth century as a tobacco trading center that continued to prosper in the nineteenth and early-twentieth centuries with the construction of the railroad. Milford has largely avoided modern development and still retains its rural character and placement along the railroad. A wide range of contributing resources survive from the late-nineteenth and early-twentieth centuries; and therefore, this community possesses a high level of integrity of location, setting, feeling, and association. However, the historic integrity of some of these resources has been negatively impacted by the installation of replacement materials, conversion of non-residential resources to residential use, deferred maintenance, vacancy and neglect, as well as the demolition of important resources such as the passenger depot and sumac factory, resulting in a low to moderate degree of integrity of design, materials, and workmanship.

In order to be considered eligible for the NRHP under Criterion A, a resource “must be associated with one or more events important in the defined historic context;” the associated can be one (or both) of two types of events: 1) a specific event marking an important moment in American prehistory or history and 2) a pattern of events or a historic trend that made a significant contribution to the development of a community, a state, of the nation (Shrimpton et al. 1990). The community of Milford grew from the effects of multiple industries popularized in Caroline County throughout its history, mainly tobacco during the eighteenth century, railroad transportation in the mid-nineteenth century, and excelsior at the turn of the twentieth century. The effects were long lasting and the marks are still seen throughout the village through its extant contributing resources. As such, the Milford Historic District is recommended as eligible for the NRHP under Criterion A for its association with industry and transportation at the local level.

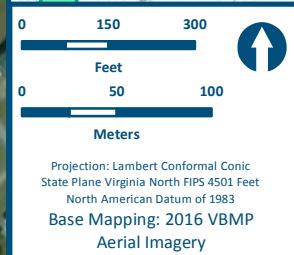
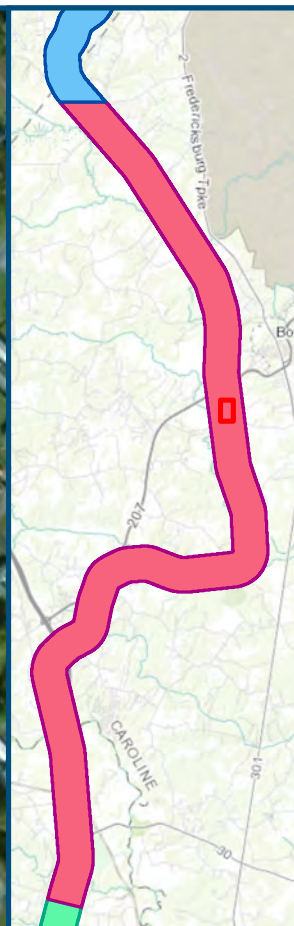
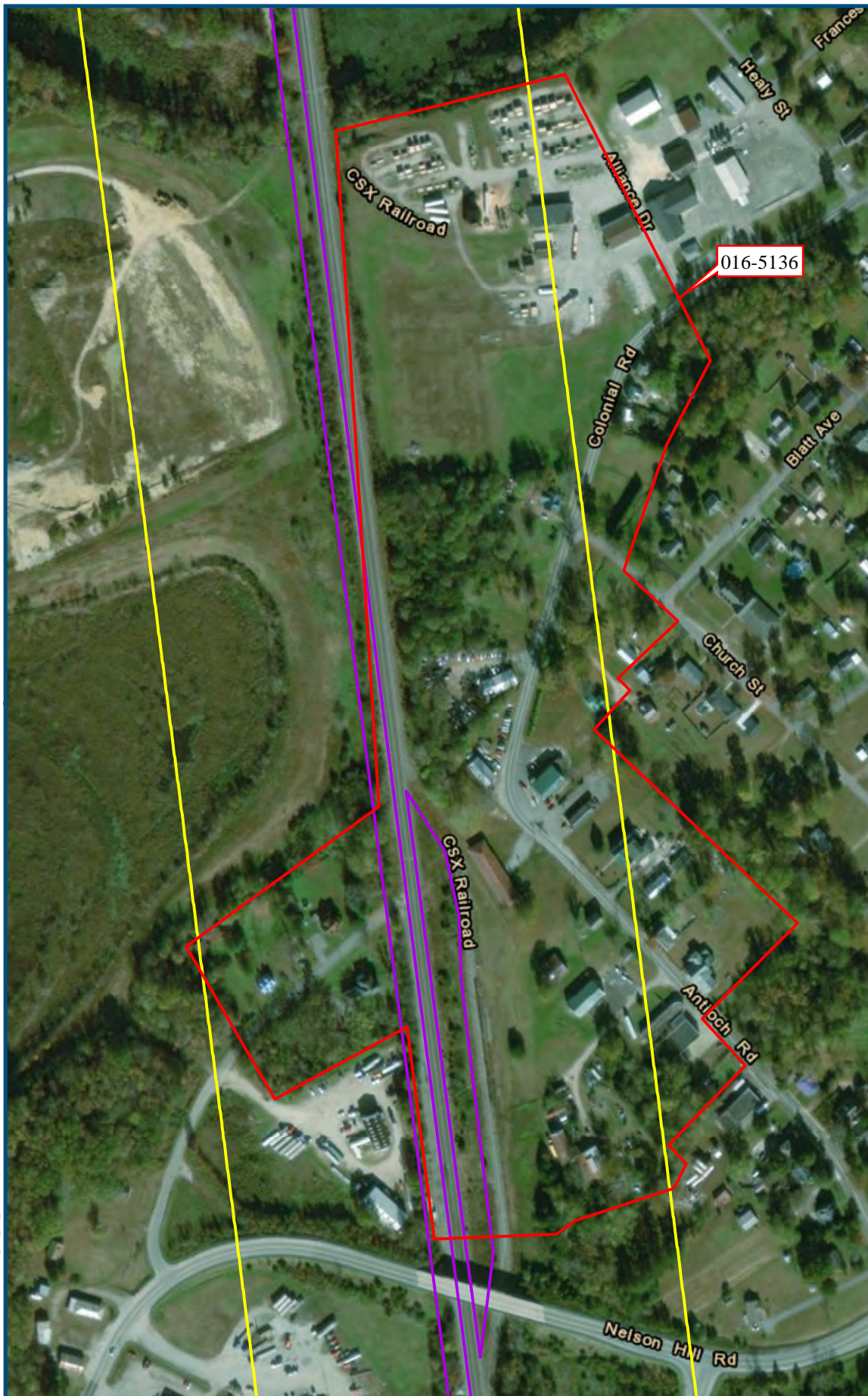
For a resource to be considered eligible under Criterion B, it must be associated with a person who is “individually significant within a historic context” and has “gained importance within his or her profession or group” (Shrimpton et al. 1990). The district has no known association with any significant person or group; and therefore, is recommended not eligible for the NRHP under Criterion B.

Although first settled in the seventeenth century, Milford gained importance as a tobacco town in the eighteenth century and grew further still as it became one of five railroad stops (Penola,

Milford, Woodford, Ruther Glen, and Guinea) in the county creating small communities around them. Milford eventually became the largest of these five railroad communities and continues to retain a majority of the historic fabric from that prosperous period through its contributing civic, commercial, and residential resources that reflect a variety of architectural styles locally popular during that period, such as Queen Anne, Craftsman, and vernacular forms. This is in contrast to the other four villages, primarily Penola and Woodford (discussed further on page 3-43 of this report) that have had a notable loss of contributing resources. Taken as a whole, the Milford Historic District is a distinctive example of a railroad community in Caroline County, and therefore, recommended eligible for the NRHP under Criterion C at the local level. As an architectural resource, the Milford Historic District was not evaluated under Criterion D.

In sum, the Milford Historic District (016-5136) is **recommended eligible for listing in the NRHP under Criteria A & C.**

The recommended period of significance for the Milford Historic District is focused primarily around its revitalization of the village from the arrival of the railroad in 1836. Because it continued to be associated as a freight railroad stop well into the 1970s, the DC2RVA Team applied the NPS 50-year-rule for defining periods of significance for resources “where activities begun historically continued to have importance and no more specific date can be defined to end the historic period” (NPS 1997). As such, the period of significance spans from 1836 to 1968. It also is within this period that all of the contributing resources were constructed. The proposed district boundaries encompass approximately 43 acres of land primarily on the east side of the railroad tracks. Beginning at the northern termination of Alliance Drive, the boundaries continue south to encompass several properties on the southeast side of Colonial Road (Parcel ID 56C-8-1, 56C-8-2, 56C-A-9, and 56C-A-11) and east and west sides of Antioch Road (Parcel ID 56C-8-3, 56C-8-5, 56C-9-2, 56C-10-A, 56C-A-10B, 56C-A-12, 56C-A-13, 56C-A-14, 56C-A-15, 56C-A-16, 56C-A-17, and 56C-A-18) then turns west to cross the railroad tracks just north of Nelson Hill Road to include several parcels on the west side of the railroad tracks (Parcel ID 55-A-99, 55-A-101, and 55-A-102). It then continues north to include properties on the northwest side of Colonial Road and Alliance Drive (Parcel ID 56C-A-4, 56C-A-6, 56C-A-7, and 56C-A-8) (Figure 3-127).



- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-127**  
**Proposed NRHP**  
**Boundaries for the**  
**Milford Historic District**  
**(016-5136)**

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### 3.10 MILFORD STATE BANK (016-0270)

Milford State Bank, is located on the northeast side of Antioch Road, east of the railroad tracks within the heart of Milford (016-5136) in Caroline County. The bank is situated close to the roadway on a narrow, rectangular lot measuring approximately 0.28 acres, with the northeast portion of the parcel containing an open lawn with a few mature trees (Figure 3-128). A picket fence bounds the property on the southwest, and metal chain-link fencing encloses the northeast portion of the parcel. The property is surrounded on the northwest and northeast by residential properties and on the southeast and southwest by commercial properties. No secondary resources were observed. The property is accessed by a gravel drive extending from the road on the northwest side of the building, leading to a parking area to the northeast of the dwelling.

#### 3.10.1 Historic Context

The small community of Milford was established in 1792 and experienced growth when the RF&P Railroad opened its line in 1836 (Fisher and Sparenborg 2011:147). Because of the rail line, Milford experienced a boom of store and factory development. The increase in population and economic prosperity brought about a need for a local bank (Fisher and Sparenborg 2011:149). For more information about Milford, see page 3-104.

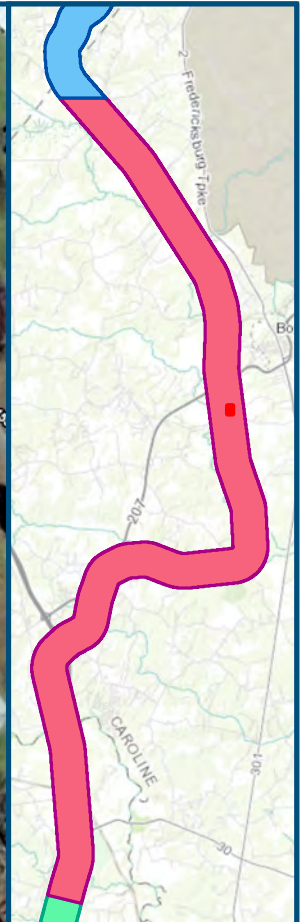
The Milford State Bank is located on land that was owned by T.E. Campbell, who sold 2 acres to Milford State Bank, Inc. in 1912. The parcel was described as:

Part of the residence lot of said Campbell, which he purchased of C.L. Collins and Wife...upon the condition that the said party of the second part erect on said lot a bank building, but no other business building, and start a bank therein, and upon failure so to do, the said lot of land is to revert to said T.E. Campbell upon his repayment of the purchase price of said land and the cost of any bank building that may be erected thereon [CCDB 79:153].

The stipulations for erecting a bank were met, making it the first and only bank in Milford, and in 1929 the land and property was acquired by Union Bank and Trust Company by merger with Milford State Bank, Inc. (CCDB 120:308).

T. Benjamin Blatt bought the bank building in 1943 from the Union Bank and Trust Company. By this time, the bank lot had been reduced to 0.28 acres (CCDB 120:308). At this point, archival research indicates that the building no longer continued to operate as a bank, though it is not clear what it was used for after 1943. The Blatt family were a prominent family in town, as they owned a successful general store and in 1950 opened a Chevrolet dealership, which later became their primary business (Figure 3-129) (Fisher and Sparenborg 2011:149; Gray 1985:131).

In 1973, T. Benjamin Blatt sold the 0.28 acre lot with the bank building on it to Joseph and Elizabeth Alvey, who sold the property five years later to real estate brokers Stephen Lohr and Donald Pitts (CCDB 205:180, 249:303). In 1999, they sold the property to Hardeep S. Dhillon who owns it today and has repurposed the building as apartments. Dhillon owns several buildings in Milford and is working with the community to renovate them (Fredericksburg Free Lance-Star 2015).



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Feet

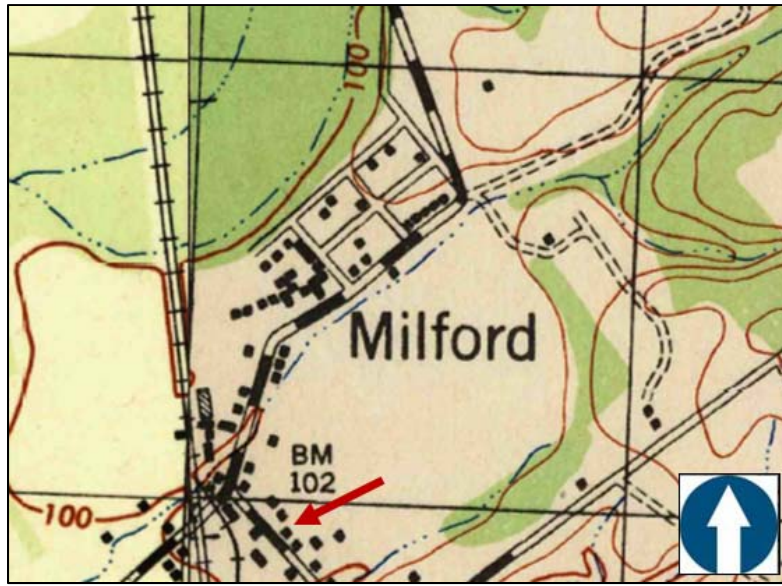
0 20 40  
Meters

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2016 VBMP  
Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-128**  
Location of the Milford State Bank (016-0270)

03/2018



**FIGURE 3-129: LOCATION OF MILFORD STATE BANK ON 1942 COMBINED TOPOGRAPHIC MAP OF MILFORD (USGS 1942B, 1942C) (MAP NOT TO SCALE)**

### 3.10.2 Architectural Description

#### 3.10.2.1 Primary Resource Exterior

The Milford State Bank, located at 15461 Antioch Road, is a two-story brick building constructed circa 1910 in the Classical Revival style (Figures 3-130 through 3-132). The building has a continuous, poured-concrete foundation and a masonry structural system of red brick laid in an American bond. The building's façade (southwest elevation) is divided into five distinct bays via brick pilasters with plain capitals of concrete. Courses of soldier and rowlock brick on the northwest and southeast elevations create decorative bands that horizontally break up the wall surface. The building is covered by a low-pitched, asphalt-shingled, hipped roof with boxed eaves containing a denticulated cornice that appears to have been replaced with aluminum dentils (Figure 3-133). A painted brick parapet wall caps the southwest elevation (Figure 3-133). An interior-end, brick chimney is centered on the northwest elevation and an additional brick chimney can be seen at the juncture of the northeast elevation and a rear addition.

The building has a pair of slightly recessed entrances on the façade, one in each of the outermost bays (west and south corners). Each entrance contains a double-leafed wood door with full rectangular lights topped by a single-light, wood-frame transom and concrete jack-arched lintels with keystones. Decorative wood paneling embellishes the inset sides of each entrance. Other fenestration includes single, one-over-over, vinyl, replacement windows. Window openings at the façade feature concrete sills and jack-arched lintels and in the outermost bays are further elaborated by decorative brick aprons (Figure 3-134). The central bay in the second story of the façade once contained a window but has since been removed and the space filled with brick.



**FIGURE 3-130: SITE PLAN OF THE MILFORD STATE BANK (CAROLINE COUNTY 2018) (NOT TO SCALE)**



**FIGURE 3-131: SOUTHWEST ELEVATION**





**FIGURE 3-132: SOUTH OBLIQUE**



**FIGURE 3-133: ROOF AND EAVE DETAIL, WEST OBLIQUE**

A two-story addition, spanning a majority of the northeast elevation, is clad in vinyl siding and is covered by a low-pitched, hipped, standing-seam-metal roof (Figure 3-134). The north corner of the second story features a different shade of vinyl siding and the northwest portion protrudes slightly and is supported by a metal post. Though construction seams are obscured by the vinyl siding, the addition was possibly built in stages. A secondary entrance is situated on the northeast

## SURVEY RESULTS

elevation of the addition and filled with a single-leaf, metal, paneled door. A set of concrete stairs is used to access the secondary entrance; the entrance is sheltered by a pent roof supported by wood brackets. Fenestration in the addition includes several one-over-one, vinyl, double-hung, and single-light, metal-frame, casement, replacement windows. A wood deck extends from the east half of the northeast elevation of the core of the building with a set of wood steps extending from the northeast.



**FIGURE 3-134: DETAIL OF FENESTRATION, SOUTHWEST ELEVATION (LEFT); NORTHEAST ADDITION OF THE MILFORD STATE BANK (RIGHT)**

### 3.10.2.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort. However, the building is presently a multi-family dwelling divided into apartments, and the interior has likely been remodeled to accommodate this change in use.

### 3.10.3 NRHP Evaluation

The Milford State Bank is a two-story brick building constructed circa 1910 in the Classical Revival style. Milford State Bank was constructed during the fastest period of growth for the community of Milford at the turn of the twentieth century. Although once an integral part of economic development of Milford, this building has not been used as a bank for approximately 75 years. The resource retains historic integrity of location, setting, and some integrity of feeling and association; however, recent modifications including the introduction of replacement materials, change of use and probable division of interior space, alterations to original fenestration, and rear additions have significantly diminished its integrity of design, materials, and workmanship.

As the building no longer conveys its historic role as a bank in this community, it is recommended not eligible for listing in the NRHP under Criterion A. The Blatt Family played an important role in the growth of the Milford community; however, the bank was likely no longer used as a financial institution under their ownership. Further archival research did not yield any names of significant individuals involved with the bank's operation or other important people of note. Therefore, the resource is not eligible under Criterion B.

The Milford State Bank has undergone several alterations over the years, including the installation of vinyl replacement windows, construction of a rear addition, and major interior

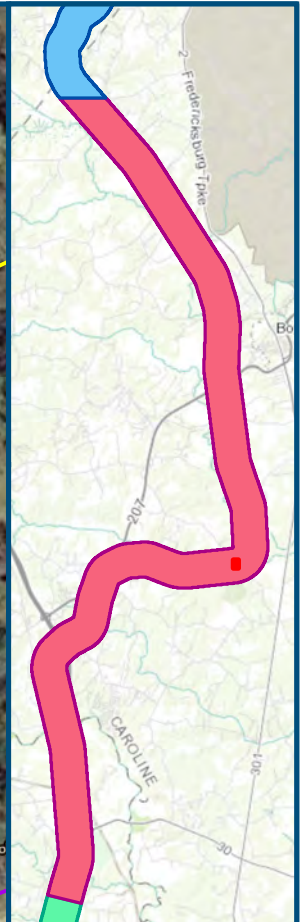
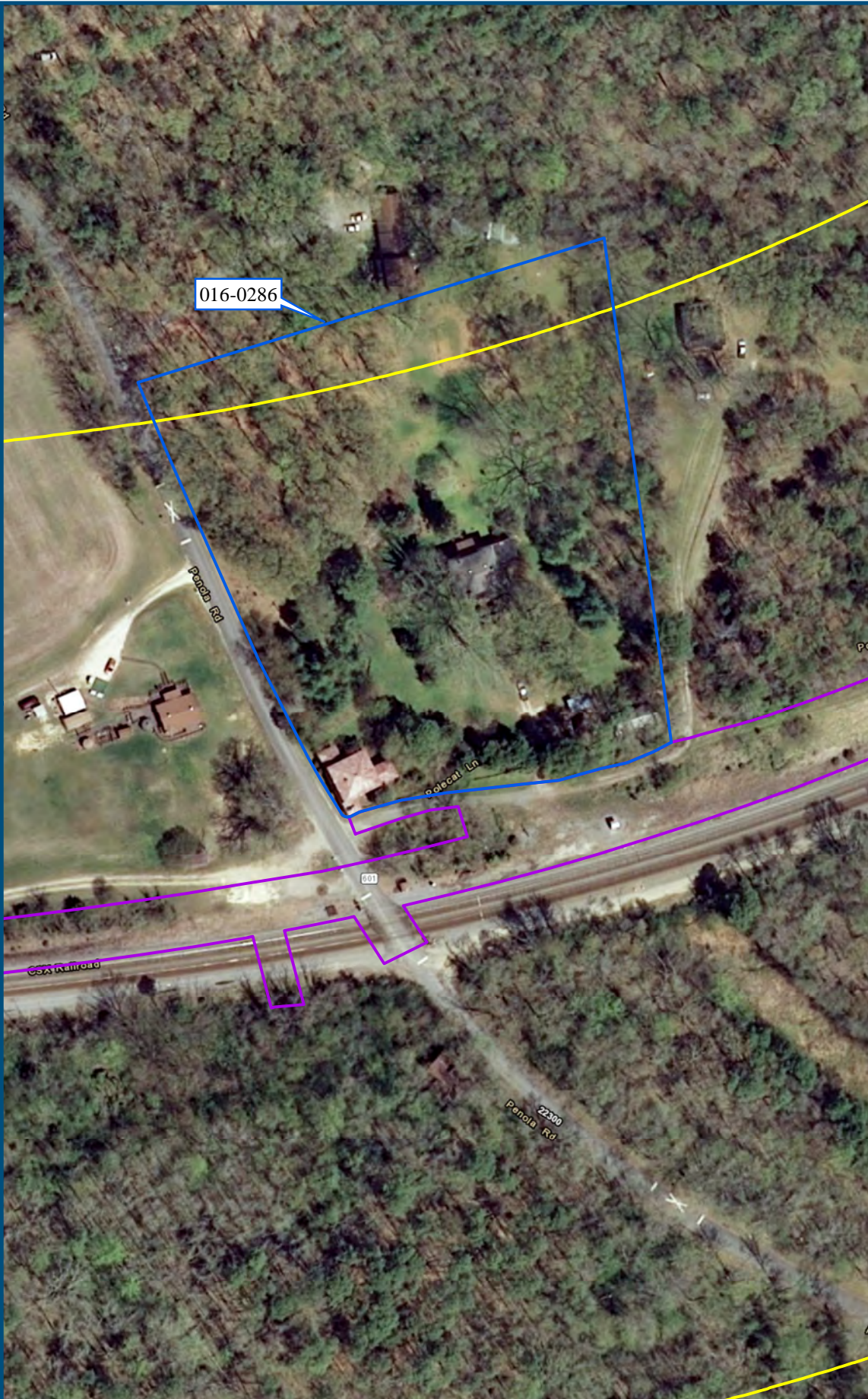
renovation to accommodate multi-family housing. Although it retains several notable elements, such as the divided façade with brick pilasters, denticulated cornice, brick parapet, and jack-arched window lintels, the resource maintains a low to moderate level of integrity of materials, design, workmanship, association, and feeling. While the Milford State Bank is one of only four banks in Caroline County to be recorded with the DHR, none of which have been formally evaluated for NRHP eligibility, there are several other examples of resources that retain the historic fabric of the exterior of the building but as they have had severe alterations to their interiors, DHR staff determined them to be not eligible for the NRHP. One example of this is the Seaboard Air Line Freight Depot (127-0292), an early-twentieth-century, two-story, masonry commercial building located in Richmond with similar ornamentation to the Milford State Bank. Although the building's exterior has been well maintained and only partially modified by the replacement of fenestration, the building's interior was heavily renovated into office spaces and other portions of the building were removed, greatly impacting the resource's overall historic integrity. As such, DHR staff determined that the Seaboard Air Line Freight Depot was not eligible in 2008. An additional example is the Bank of McKenney (257-5004) situated within the McKenney Historic District (257-5001) in Dinwiddie County. This resource, also within a railroad community, is a circa-1906, one-story, masonry bank building with detailed brickwork and an accentuated parapet along its façade. Similar to the Milford State Bank, the interior of the Bank of McKenney has also been substantially comprised leading DHR staff to determine the resource as not eligible under the category of architectural merit in 2012 (Dollins and Barile 2012). The Milford State Bank, similar to the above examples, does not sufficiently possess enough historic integrity to warrant eligibility for its architectural merit, it is recommended as not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Milford State Bank is **recommended not eligible under Criteria A-C**.

In addition, the Milford State Bank is located within the boundaries of the newly surveyed Milford Historic District (016-5136). The resource was built within the district's period of significance and exemplifies architectural trends throughout the community. As such, the Milford State Bank is recommended as a contributing element to the Milford Historic District.

### **3.11 COGHILL-JETER STORE (016-0286)**

The Coghill-Jeter Store (016-0286), previously known as Coleman's Store and located at 22275 Penola Road, is a two-story, frame, commercial building constructed circa 1880. Despite being identified as "Coleman's Store" in earlier surveys, no evidence was found to suggest that the resource at 22275 Penola Road was built or even owned by a member of the Coleman family at any time in the past. The resource is located adjacent to the RF&P Railroad in the small, unincorporated community of Penola (Figure 3-135). The parcel also includes a two-story, three-bay dwelling at 16095 Polecat Lane, which allegedly served as the home of the storekeeper (See Figure 3-138).



0 60 120  
Feet

0 20 40  
Meters

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2016 VBMP  
Aerial Imagery

**Legend**

- Preferred Alternative
- Architectural APE
- Resource Boundary

**Figure 3-135**  
Location of the  
Coghill-Jeter Store  
(016-0286)

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### 3.11.1 Historic Context

When the RF&P Railroad opened its line through Caroline County in 1836, “Pole Cat” was one of only five stops along that route (Fall 1989:224). A post office was established at what was later known as Penola on June 29, 1857. Twenty years later the community claimed five merchants and tradesmen (Fall 1989:223–224). In 1886, Charles L. and Bettie L. Collins (nee Coghill) sold to Lewis L. Coghill a 90-acre tract straddling the railroad known as “Penola” (CCDB 61:177). This deed identified the study property as “the farm & store house at Penola Station,” indicating that a store had been constructed on the land of Charles L. Collins sometime prior to 1886 (CCDB 61:178). According to the list of merchants in federal censuses, there is no record of Collins having operated a store at Penola nor does he appear as a merchant in the 1880 census (U.S. Census 1880). However, a merchant identified as Coghill & Brother are known to have been in business at Penola by 1880 (Fall 1989:224). In the census for that year, a bachelor named William G. Coghill was living with the family of his brother, Lewis L. Coghill, and both listed their occupation as merchants (U.S. Census 1880).

In 1885, Lewis Coghill was appointed postmaster at Penola, which he may have operated out of his store, and he continued as proprietor of the store until at least 1890 (Fall 1989:224–225; United States Post Office Department 1893). When Lewis Coghill passed sometime between 1890 and 1900, he was still in possession of the 90-acre tract of land at Penola Station. His young widow conveyed the tract containing the store to Thomas B. and William R. Jeter in 1903 (CCDB 70:256). In 1905, the Jeter brothers sold 1.78 acres adjacent to the southbound tracks of the RF&P Railroad to the railroad company.

By 1908, W.R. Jeter and T.B. Jeter dissolved their partnership and partitioned their assets with T.B. assuming ownership of the tract of land (CCDB 74:594). A 1917 plat shows the original core of the store without additions (Figure 3-136). T.B. Jeter continued to operate the store and farm the associated land, and his son, Henry Jeter, was employed as a store clerk by 1940 (Fall 1989:227; U.S. Census 1920, 1930, 1940; Wingfield 1924:291). When T.B. Jeter died in 1941, Henry continued to operate the store according to a 1949 newspaper article (The Bee 1950; CCDB 134:381; Fredericksburg Free Lance-Star 1949a, 1949b). As the popularity of the automobile increased, railroad passenger and freight traffic at Penola declined, as did the population and commercial enterprises that catered to them. By 1940, Penola and the nearby community of Peatross, located approximately 3 miles to the south, were listed with a combined population of just 25 people, and by 1969, neither the Penola post office nor the Penola depot were in service (Fall 1989:227).

Upon his death in 1960, the property passed to Henry’s widow, Lucy F. Jeter, who conveyed a small parcel of 4.40 acres containing the store and the house to Gail & Kitty Gordon in 1964 (CCWB 41:389; CCDB 158:375). An aerial photograph taken two years later shows the store with at least two additions (Figure 3-137). This parcel is currently owned by their heirs, Lucas A. Gordon and Elizabeth B. Gordon, subject to the life estate of Kitty Gordon (CCDB 1197:796). The remainder of the property remains in the hands of the Jeter family and others.



**FIGURE 3-136: DETAIL OF 1917 PLAT MAP OF IMPROVEMENTS TO THE STATION AT PENOLA, SHOWING FOOTPRINT OF THE COGHILL-JETER STORE (RF&P RAILROAD COMPANY 1917) (MAP NOT TO SCALE)**



**FIGURE 3-137: 1966 AERIAL VIEW OF PENOLA AND THE COGHILL-JETER STORE (USDA 1966B)**

According to historic topographic maps, an associated house, possibly used as the store owners' residence, existed at the location now identified as 16095 Polecat Lane by 1918 (USGS 1918). In 1911, the value of the buildings on the parcel increased from \$300 to \$1,500, perhaps indicating the construction of this house. Furthermore, the materials of the dwelling, particularly the concrete-block foundation, suggest a construction date of circa 1911.

### 3.11.2 Architectural Description

#### 3.11.2.1 Primary Resource Exterior

The primary resource, the Coghill-Jeter Store, is a two-story building consisting of a square central block and three smaller one-story wings (Figures 3-138 and 3-139). The 1917 plat shows a simple square building with pyramidal roof devoid of wings or additions, suggesting that all

## SURVEY RESULTS

three projecting wings were later additions (Figure 3-139) (RF&P Railroad Company 1917). The central block, which is the original core, has a continuous brick foundation with periodic parging that supports a frame structure clad in weatherboard (Figure 3-140). The pyramidal roof is covered with standing-seam metal and a vent pierces the roof on the southwest slope. A rectangular metal cap is located on the peak of the roof, suggesting that a chimney stack may have been removed at some time. The primary entrance is centered on the southwest-facing façade and consists of double-leaf wood doors of vertical boards with a double-leaf, wood-framed screen door topped by a two-light transom with security bars and a commercial-style gooseneck light fixture. A set of poured-concrete steps provide access to the main entrance. A secondary entrance is located on the southeast elevation facing the railroad tracks and consists of double-leaf, paneled wood door with porcelain knob topped by a two-light transom with security bars. The steps accessing this entrance have been removed. Windows consists primarily of six-over-six, double-hung, wood sashes in the upper story and paired, two-over-two, double-hung, wood sashes with vertical muntins and operable wood shutters of diagonal boards in the lower story of the façade.

Three one-story frame additions, added after 1917, extend from the central core of the building: one from the northwest corner, one from the northeast elevation, and one at the south corner. All three are clad in weatherboard and covered by hipped roofs sheathed in standing-seam metal. The additions are raised on brick and poured concrete piers. An entrance is located on the southeast elevation of the northeast addition and the southwest elevation of the south addition. They are both filled with a single-leaf wood door of vertical boards (Figures 3-140 and 3-141). Other fenestration consists of two-over-two, double-hung, wood sashes with vertical muntins protected by modern metal security mesh (Figure 3-141).

SURVEY RESULTS

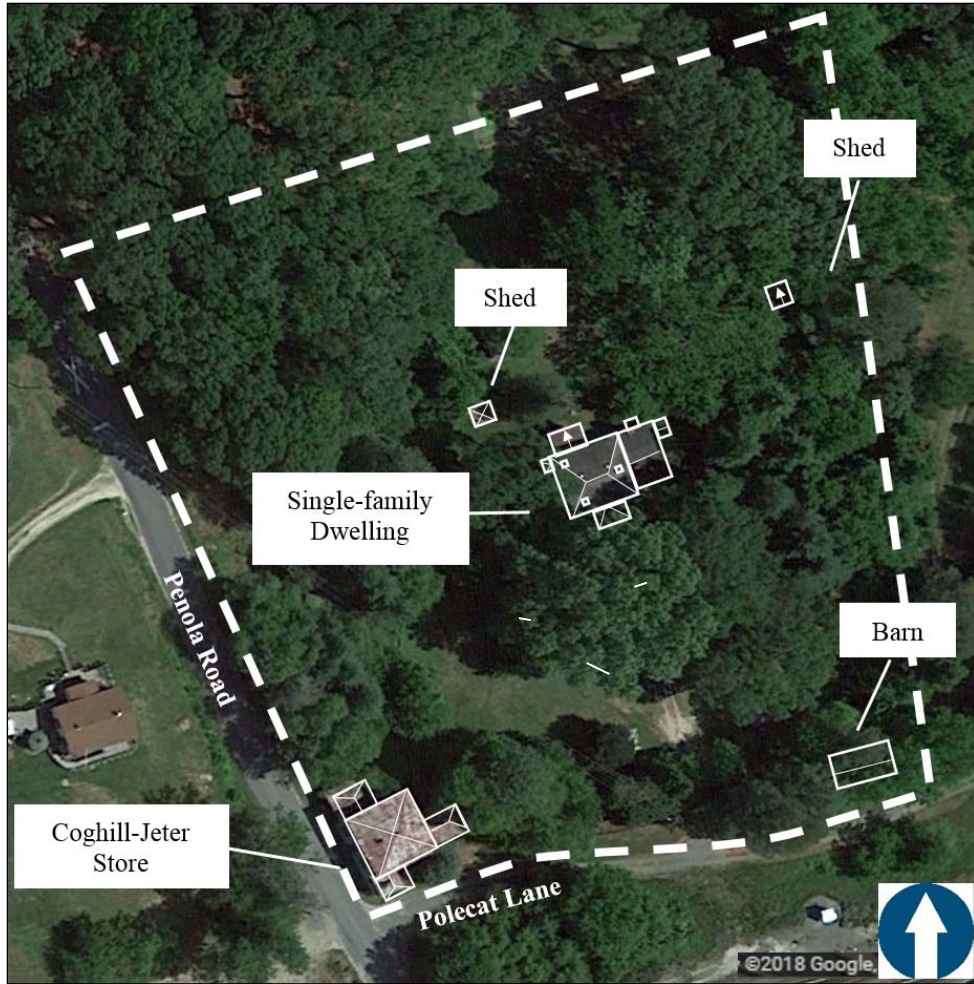


FIGURE 3-138: SITE PLAN OF THE COGHILL-JETER STORE (016-0286) (GOOGLE EARTH 2018) (NOT TO SCALE)



FIGURE 3-139: STORE, SOUTH OBLIQUE



SURVEY RESULTS



**FIGURE 3-140: STORE, SOUTHEAST ELEVATION (LEFT) AND SOUTHWEST ELEVATION AND ADDITION (RIGHT)**



**FIGURE 3-141: STORE, DETAIL OF NORTHWEST ADDITION, SHOWING BRICK FOUNDATION (LEFT) AND NORTHEAST ELEVATION OF CENTRAL BLOCK AND NORTHEAST ADDITION (RIGHT)**

### 3.11.2.2 Primary Resource Interior

The first story of the Coghill-Jeter Store has a one-room open core, with interior doors leading to all three additions to the north, east, and west of the primary entrance (Figures 3-142 and 3-143). A fixed icebox grocery counter is located in the center of the room (Figure 3-144). The ceiling and interior walls are clad in shiplap siding. Piping for a stove or other exhaust outlet extends from the center of the room to the second floor via a central ceiling vent. Two of the first story additions have the same treatment as the core room: ceiling and interior walls clad in horizontal beveled wood siding, and the third has plaster coated walls and ceiling. The Coghill-Jeter Store also has several operating F. E. Meyer & Brothers ladders with shelf-tracks on the north, west, and south ends of the primary room. Established in 1870, the Meyer Company produced pulleys and hardware out of Ashland, Ohio.

The second story, accessed via a wood winder staircase lined with a two-by-four railing on the north side of the center core, has a single room with an open plan and an additional room in the south corner (Figure 3-145). The wall on the south side of the second story is unclad, exposing the lath and plaster keys of the secondary room. The wood trim, ceiling and wall paneling, and floors appear to be original to the core of the building. The building is currently used as an antique store, and both floors are used for inventory and storage.

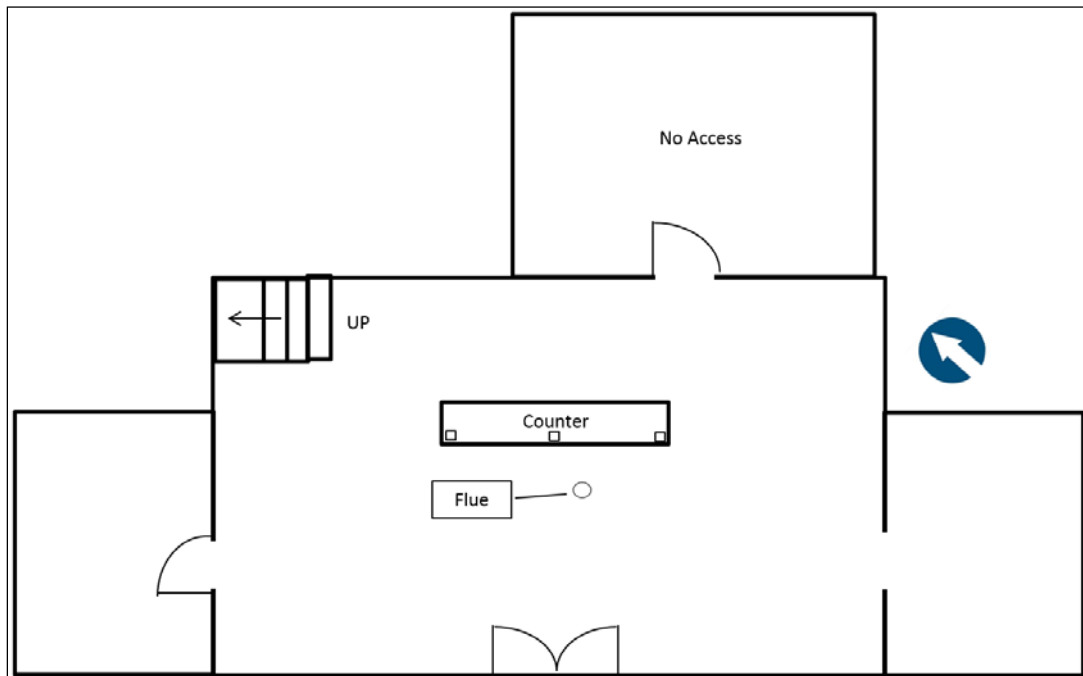


FIGURE 3-142: FIRST STORY PLAN (NOT TO SCALE)



**FIGURE 3-143: FIRST STORY, FACING NORTHWEST**



**FIGURE 3-144: CENTRAL COUNTER, DETAIL IN FIRST STORY, LOOKING NORTHWEST**

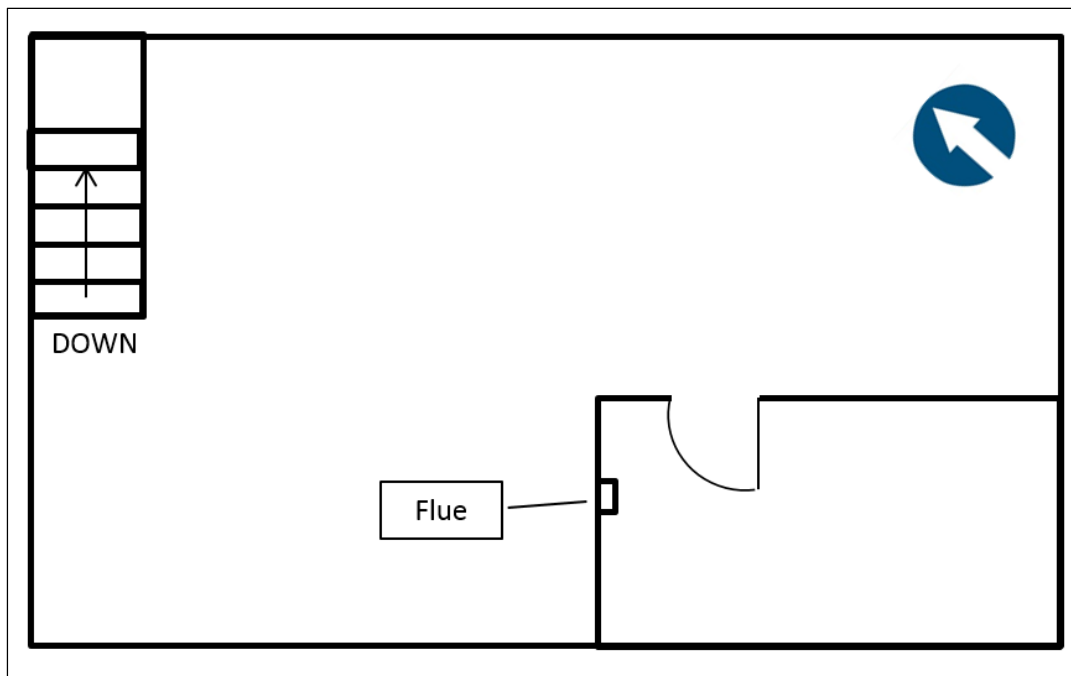


FIGURE 3-145: SECOND STORY PLAN (NOT TO SCALE)

### 3.11.2.3 Secondary Resources

The single-family dwelling at 16095 Polecat Lane is located northeast of the Coghill-Jeter Store on the same parcel. According to historic topographic maps, tax assessment records, and field inspection, the house is believed to have been constructed circa 1911. The two-and-a-half-story building with partially excavated lower story is three bays wide, two bays deep, and has an overall square plan (**Error! Reference source not found.**-146). A one-story addition on the northeast elevation was constructed sometime after 1966 and was enlarged in 2015. The building has a raised, continuous, concrete-block foundation that supports a frame structural system clad in vinyl siding. The hipped roof is covered with standing-seam metal and displays interior brick chimneys near the southwest and northwest corners and an interior chimney of concrete block on the northeast slope. The primary entrance is located on the southeast elevation and consists of a single-leaf, paneled, wood door with modern storm door flanked by two-light sidelights and topped by a three-light transom. The entrance is accessed via a raised porch with a wood deck resting on poured-concrete piers. Chamfered wood columns with flat decorative capitals support a hipped roof. The balustrade consists of flat panels with decorative geometric cutouts, and the porch is accessed via a set of five wood steps with wood railing. A secondary entrance is located in a small, one-story, ground-level projection at the northwest corner and appears to provide access to a basement or cellar. A raised, one-story, frame screened-in porch on the rear (northwest) elevation has post-in-ground construction and a shed roof (Figure 3-147).

Other fenestration consists primarily of six-over-six, double-hung, vinyl replacement windows flanked by fixed shutters. A one-and-a-half-story, post-1966 addition at the northeast corner of the dwelling features a raised concrete-block foundation, frame structural system clad in vinyl siding, and a side-gabled roof. An exterior brick chimney with two sets of shoulders is located on the northwest elevation of the addition. On the northeast elevation, a set of concrete steps leads down to a subterranean entrance that accesses the basement. In 2015, construction was underway

## SURVEY RESULTS

to expand the addition with a raised, post-in-ground extension on the southeast elevation and a new gabled roof (Figure 3-148).



**FIGURE 3-146: DWELLING AT 16095 POLECAT LANE, SOUTHEAST OBLIQUE**



**FIGURE 3-147: DWELLING AT 16095 POLECAT LANE, NORTHWEST OBLIQUE**



**FIGURE 3-148: DWELLING AT 16095 POLECAT LANE, NORTHEAST ELEVATION**

A small, rectangular, frame barn with a side-gabled roof is located in the southeast corner of the property, immediately adjacent to Polecat Lane and approximately 125 feet from the railroad tracks (Figure 3-149). According to historic aerial imagery, the barn predates 1966 and is estimated to have been constructed around the same time as the house circa 1911. An entrance on the north elevation provides access to the interior and does not have a door. Two small sheds are located on the north side of the property (Figure 3-150). One of the sheds, constructed around 1911, is a square frame building clad in board-and-batten siding located northwest of the dwelling. The building features a single-leaf door of vertical boards centered on the south elevation. The second small frame shed clad in T1-11 siding is located northeast of the house and is estimated to have been constructed circa 1925. The shed roof is covered with v-crimp metal. Fenestration includes a single-leaf, wood door and six-light, wood-framed windows.



**FIGURE 3-149: BARN, NORTHWEST OBLIQUE**



**FIGURE 3-150: SOUTH ELEVATION OF CIRCA-1911 SHED (LEFT); NORTHWEST OBLIQUE OF CIRCA-1925 SHED (RIGHT)**

### 3.11.3 NRHP Evaluation

The Coghill-Jeter Store is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout rural Caroline County. Although the store appears to have undergone alterations in the early-twentieth century, such as the construction of at least two one-story additions and window replacement, overall, the resource retains a moderate to high level of historic integrity of design, materials, and workmanship. It has a high level of integrity of location, setting, feeling, and association, as the area surrounding resource has remained fairly unaltered and rural.

The NPS outlines the considerations for which a property can be eligible for the NRHP under Criterion A. They are as follows: “To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context... The event or trends, however, must clearly be important within the associated context ... and it must retain historic integrity” (McLelland et al. 1999). The Coghill-Jeter Store no longer functions as a general store for the small community of Penola, nor is it known to be directly associated with an important event in history. For these reasons, the Coghill-Jeter Store is recommended not eligible for the NRHP under Criterion A.

For a resource to be eligible under Criterion B, it must have an association with a person who is “individually significant within a historic context” and has “gained importance within his or her profession or group” (Shrimpton et al. 1990). None of the owners were found to be particularly impactful on local commerce nor were they found to be generally important locally, statewide, or nationally; therefore, the resource is recommended not eligible for the NRHP under Criterion B.

Although there are other surviving examples of general stores in railroad-focused communities within the county, not many retain their historic fabric as does the Coghill-Jeter Store. The Clarke’s Store (016-0271) in the Milford Historic District (016-5136) along the railroad in Caroline County is a two-story, front-gabled, frame store (see photo on page 3-114). It is currently suffering from vacancy and neglect and features many replacement exterior materials. Also located within

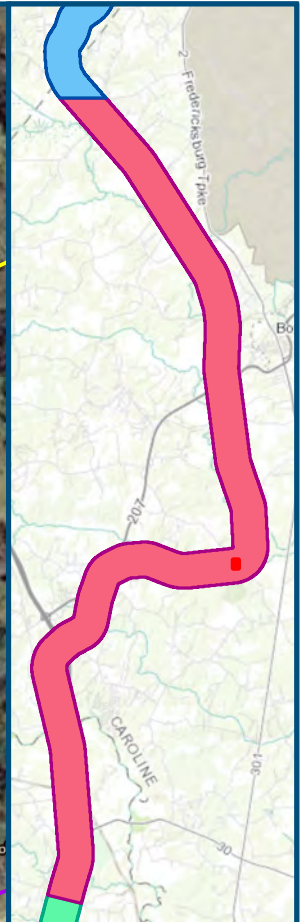
## SURVEY RESULTS

the Milford Historic District is Blatt's Store (016-0272), which is a circa-1890, two-story frame commercial building converted into a dwelling. It is clad in replacement materials and features many large-scale additions (see photo on page 3-113). The E.C. Allen Store (016-0211) is another example of a late-nineteenth-century, frame store building; however, unlike the Coghill-Jeter Store, it has been covered in replacement materials and fenestration and has also been converted into a dwelling. Similar to the Coghill-Jeter Store, the Darnell Store (042-0470) located on the north side of Doswell Road, east of the railroad tracks in neighboring Hanover County, is a two-story, frame commercial building with flanking wings; however, it features a large two-story, façade addition (see page 3-151 for further discussion). Unlike the Coghill-Jeter Store, there are many notable extant examples of this property type throughout Hanover County (i.e. Cobb Store [042-0341] and Stanly Store [042-0352]) whereas Caroline County is lacking in this regard. As one of the most architecturally intact examples of a rural, late-nineteenth-century, general store building along the RF&P Railroad in Caroline County, this resource is recommended eligible for the NRHP under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Coghill-Jeter Store is **recommended eligible for the NRHP under Criterion C**.

The proposed NRHP boundary for the Coghill-Jeter Store at 22275 Penola Road comprises and follows the legal lot description for parcel 85-A-61 in Caroline County (Figure 3-151). It is bounded on the west by Penola Road, on the south by Polecat Lane, on the east by parcel 85-A-60, and on the north by parcel 71-A-17A. The proposed boundaries include the store, the house, barn, and two sheds. The period of significance for the Coghill-Jeter Store begins with its ownership by the Jeter Family around 1880 and ends in 1964, when it ceased use as a country store.





0 60 120  
Feet

0 20 40  
Meters

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2016 VBMP  
Aerial Imagery

**Legend**

- Preferred Alternative
- Architectural APE
- Proposed NRHP Boundary

**Figure 3-151**  
**Proposed NRHP**  
**Boundaries for the**  
**Coghill-Jeter Store**  
**(016-0286)**

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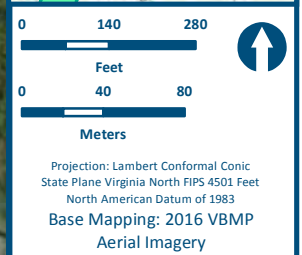
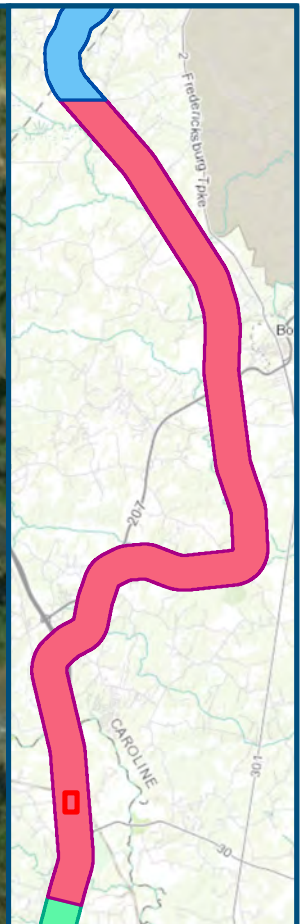
### **3.12 DOSWELL HISTORIC DISTRICT (042-5448)**

The Doswell Historic District (042-5448), an unincorporated community in Hanover County, is located along the Virginia Central Railroad, later part of the Chesapeake and Ohio (C&O) Railroad, at the crossing of the RF&P Railroad, both of which are now owned by CSXT (Figure 3-152). Doswell Road, which runs east-west, cuts through the middle of the hamlet where the railroad tracks intersect. Two additional roads are situated within the boundaries of the historic district: Railroad Avenue and Doswell Park Road.

Historically, the area was surrounded by rural farmsteads; however, at the turn of the twentieth century, a small community was more formally established around the crossroads of the railroads where a train depot welcomed freight and passengers. Commercial and residential buildings were constructed primarily on the east side of the tracks while a warehouse was situated to the north and a farm to the west. Now, the district is mainly occupied by residential buildings and retains much of the architecture from that prosperous period. In 1994, DHR staff formally determined the Doswell Historic District eligible for the NRHP under Criterion A at the local level for its significance in transportation; however, a 2008 survey and the initial survey of the DC2RVA Project recommended it potentially eligible under Criteria B and C as well (Peckler 2016).

#### **3.12.1 Historic Context**

After the RF&P Railroad opened their north-south route in 1836, the Louisa Railroad Company constructed the Virginia Central Railroad in 1850 from Richmond westward to Stanton where it intersected with the RF&P Railroad north of Richmond in Hanover County (Hanover County Historical Society 1993). The community of Doswell, originally known as Louisa Depot and then Hanover Junction, was established at this intersection (Neville et al. 1992). Most buildings constructed during that time have since been demolished due to events of the Battle of North Anna River during the Civil War (Salmon 2001). The Virginia Central Railroad played a significant role for the Confederate Army during the war as General Robert E. Lee relied on these railroads for supplies during his famous campaigns between 1862 and 1864, therefore this area of Central Virginia was a point of contention (Figures 3-153 and 3-154) (Salmon 2001). The area also had its share of fighting primarily during the Virginia campaigns, with the Union Army attempting to cut off supplies to the Confederates (Staunton Spectator 1863).



- Preferred Alternative
- Architectural APE
- Resource Boundary

**Figure 3-152**  
**Location of the Doswell**  
**Historic District**  
**(042-5448)**

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SURVEY RESULTS

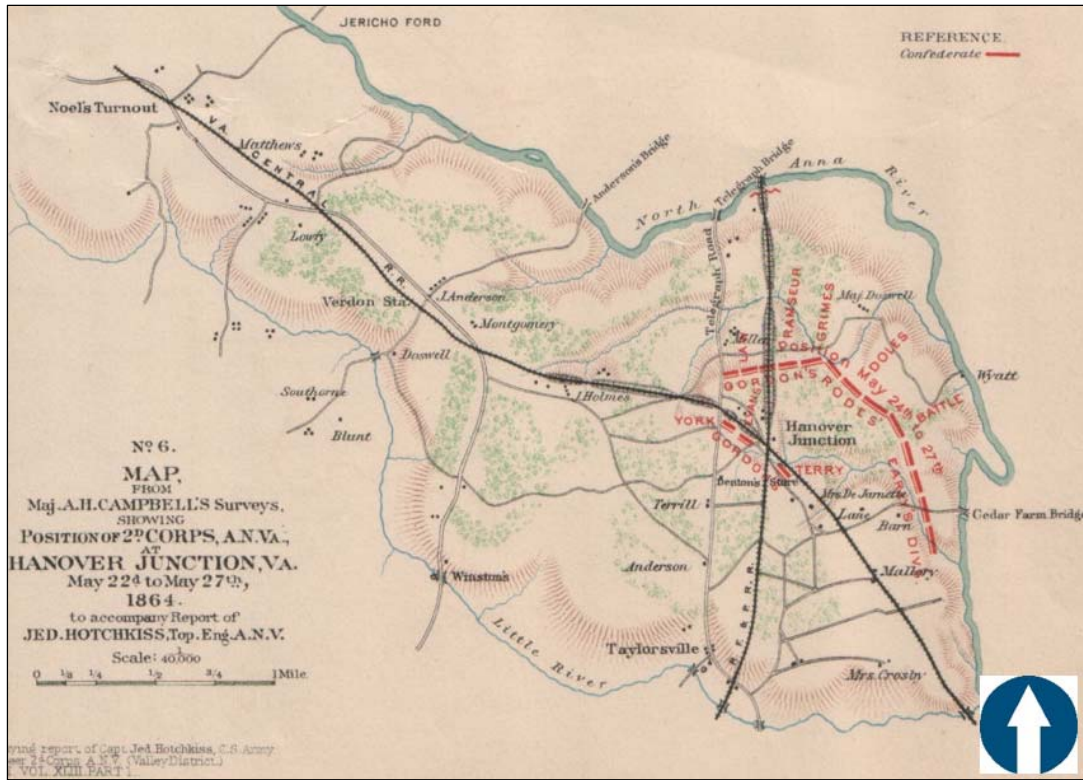


FIGURE 3-153: MAP OF CONFEDERATE OCCUPATION OF HANOVER JUNCTION AND THE SURROUNDING AREA (HOTCHKISS 1895)

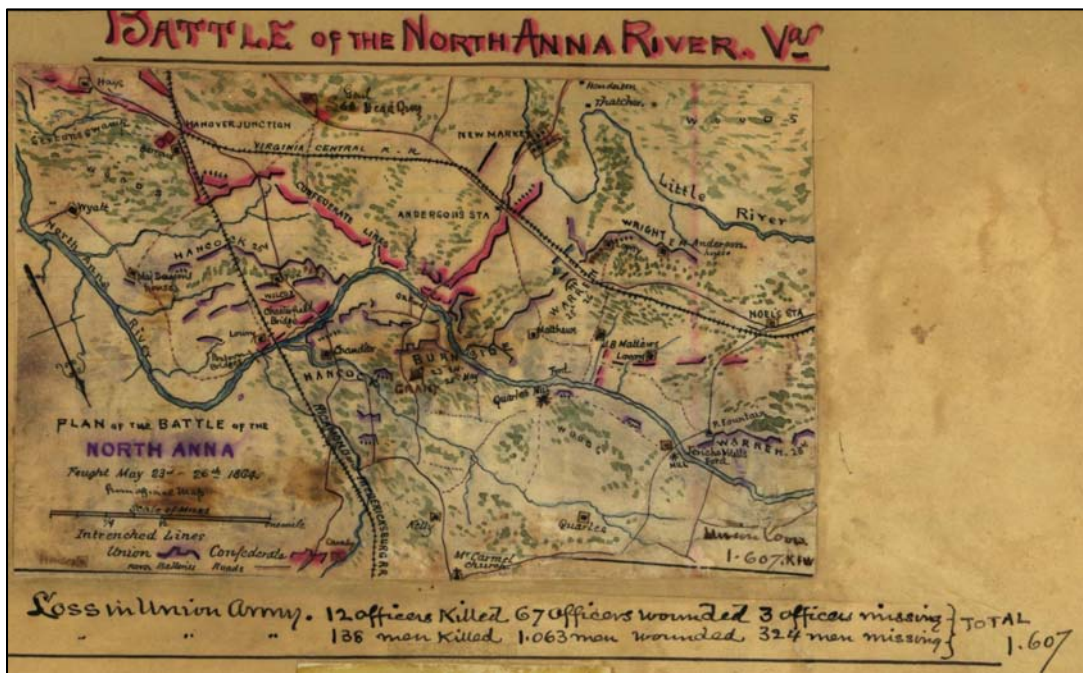


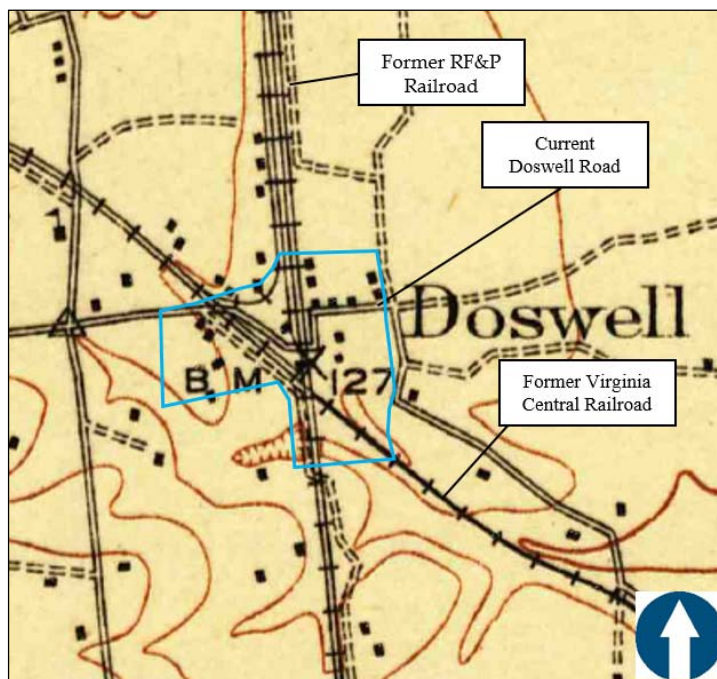
FIGURE 3-154: PLAN OF THE BATTLE OF NORTH ANNA RIVER FOUGHT MAY 23<sup>RD</sup>–MAY 26<sup>TH</sup>, 1864 (SNEDEN 1865)

## SURVEY RESULTS

As shown in Figure 3-155, the Doswell farm, also known as Blufffield, was located just northwest of Hanover Junction. The Doswell family has lived in this area of central Virginia since the American Revolution. Major Thomas Doswell (1823–1890) inherited the family farm from his father. Thomas Doswell is known for serving as a staff officer for the Confederate Army during the Civil War and for his love for horse racing. It is for him the name of the hamlet of Hanover Junction was changed to Doswell after his death in 1890 (Hanover County Historical Society 1993).

The community of Doswell was already roughly laid out in 1874 when a farm in the area known as the “Junction property” was divided between six estates. Shortly prior to the death of Thomas Doswell, a significant amount of land formerly belonging to a deceased Phillip B. Winston immediately surrounding the intersection of the railroads was subdivided into 19 lots amongst his heirs (Hanover County Deed Book [HaCDB] 7:388–390). The little town began to flourish at that point (Figure 3-155). An excelsior mill was established near the intersection of the railroads, the Old Dominion Excelsior Mill Co., as well as a general store and bank to the east of the railroad intersection.

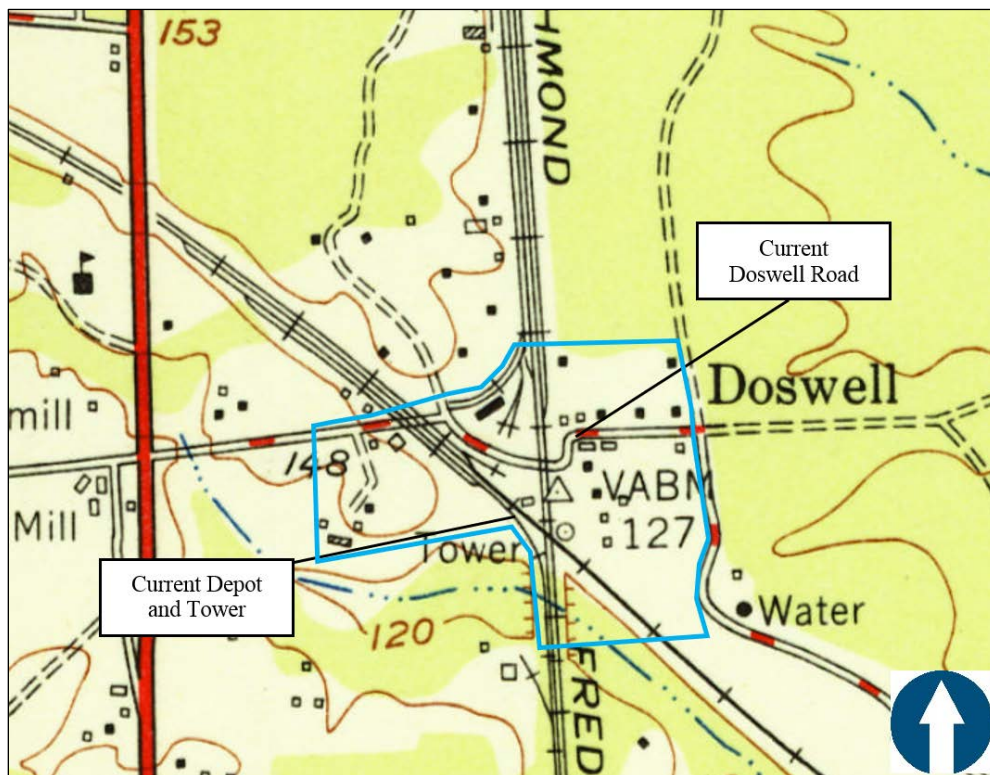
A majority, if not all, of the commercial and industrial development of Doswell occurring in the 1890s and first two decades of the 1900s was due to merchant and entrepreneur Daniel E. Campbell (1867–1939) (Virginia Department of Health 1939). Daniel Campbell, who purchased many of the subdivided lots of the Winston estate, owned and operated the general store (042-0470) and hotel in Doswell, establishing the Doswell branch of the Tri-County Bank (042-0469), and operating a nearby excelsior mill (Hanover County Historical Society 1993). His life and accomplishments are discussed further in the Darnell Store (042-0470) section of this report (page 3-149). He is also attributed with constructing several of the residential dwellings within the district as well.



**FIGURE 3-155: DOSWELL HISTORIC DISTRICT (IN BLUE) ON 1918 USGS 15-MINUTE TOPOGRAPHIC MAP OF DOSWELL, VIRGINIA (USGS 1918) (MAP NOT TO SCALE)**

## SURVEY RESULTS

While the railroad community was in its prime, farming, industry, and trade combined to keep the local community prosperous (Hanover County Historical Society 1993). Development around the central hub of Doswell also continued through the 1930s due to the continuation of passenger and freight traffic throughout the area (McCartney 2009). The original passenger depot (043-0093) burned down and was reconstructed in its current Colonial Revival-style around 1928 while a switch tower for the operation of the crisscrossing railroad tracks was built in 1929 (Figure 3-156). Discussed in the Doswell Depot and Tower (042-5466) section of this report, the passenger stop was retired primarily in 1958; however, they allowed passenger trains to stop at the depot in Doswell on a case by case basis until 1970 (see page 3-177). The construction of U.S. Route 1, portions of which are the historic Jefferson Davis Highway which came through during the 1910s, slightly affected railroad transportation. It was not until Interstate 95 was constructed in the late 1950s, though, that Doswell began to dwindle. The introduction of this highway became a deterrent for passenger rail travel at this time; subsequently the Doswell stop was eventually abolished. However, this may have saved the small hamlet from further modern development and sprawl. Currently, buildings on the eastern side of the railroad intersection in Doswell are primarily residential save for the former bank and general store which are now occupied by an antique operation while the area to the western side of the tracks is primarily industrial and continues to be utilized by CSXT.



**FIGURE 3-156: DOSWELL HISTORIC DISTRICT (IN BLUE) ON A 1951 USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE MAP OF DOSWELL, VIRGINIA (USGS 1951) (MAP NOT TO SCALE)**

### 3.12.2 Architectural Description

The village of Doswell is a small rural community that experienced substantial growth during the late-nineteenth and early-twentieth centuries as a result of the development and expansion of the railroad. The buildings within the district were constructed between 1850 and 1940 and include three rail-related structures, two commercial buildings, a church, and nine residential buildings (Figure 3-157). The district contains only one road, Doswell Road, which leads from U.S. Route 1 in the west and continues east over the former RF&P Railroad tracks towards I-95. Buildings are primarily situated on the east side of the tracks with an agricultural property and mixed industrial and residential property on the west. The road is not lined with a public sidewalk, and the properties within the district are spotted with a mix of deciduous and coniferous trees, shrubbery, and plantings (Figure 3-158).

Although Doswell served as a passenger and freight stop until the late 1950s, the small railroad village has remained fairly intact with a majority of its above-ground resources dating from the turn of the century. The circa-1927 Doswell Depot and Tower (042-0093) sit at the track intersection at the center of the village, where it replaced an older wooden depot in that area that had burned (see page 3-179 for further discussion on this resource). Daniel Campbell, the force behind successful settlement and growth of the village, constructed several buildings on the east of the track intersection including the Darnell Store (042-0470), Doswell Inn (042-0468), and the Daniel Campbell House (042-0467), among others.



**FIGURE 3-157: VIEW OF INTERSECTION OF RAILROAD TRACKS AND DOSWELL ROAD, LOOKING EAST**



**FIGURE 3-158: VIEW OF DOSWELL ROAD FROM 10540 DOSWELL ROAD (043-0473),  
LOOKING WEST**

The architectural styles of the residential buildings included within the district boundaries reflect trends seen through this region of Virginia during the turn of the twentieth century, except for the Billy Wright House (042-0477) which was constructed circa 1850. A majority of the residential resources constructed between 1890 and 1900 reflect a vernacular form and are mainly two stories in height and have an L-shape or I-house plan. These include the Flippo House (042-0474), Daniel Campbell House at 10548 Doswell Road (042-0472), Daniel Campbell House at 10540 Doswell Road (042-0473), and Daniel Campbell House at 10564 Doswell Road (042-0475) (Figures 3-159 and 3-160). Following the Eclectic movement that was popularized during this time, other architectural styles or characteristics thereof seen through the village include Georgian Revival and Free Classic (Doswell Inn, 042-0468, and Daniel Campbell House at 10571 Doswell Road, 042-0467) (Figure 3-161) (McAlester 2015). Outliers of the group of residential buildings in the Doswell Historic District is the House at 10558 Doswell Road (042-0471), which was constructed in circa 1927 as a Craftsman-style bungalow, and the House and Warehouses at 10600 Doswell Road (042-5719), which was constructed in circa 1925 in a one-story vernacular form (Figure 3-159).

The commercial buildings located within the district were constructed between 1898 and 1930. The Darnell Store (042-0470), discussed further in a separate section of this report (p. 3-149), is the earliest commercial building within the district being constructed with a frame structural system around 1898 in a vernacular form. The Tri-County Bank–Doswell Branch (042-0469), detailed on page 3-158, was constructed circa 1920 in a vernacular commercial building style. One mixed-use building, Allen’s Store and House (042-0476), is known to have been demolished. The church is situated in the eastern half of the district on Doswell Road and consists of a one-story, frame structure constructed during the 1960s. A circa 1940, single-span, arched concrete culvert (500-0001-0012) is situated just south of the depot. A rail-related resource, the Doswell Depot and Tower (042-5466), was constructed circa 1928 to replace an older depot station that had burned down. It features architectural characteristics of the Classical Revival style (see page 3-180).



## SURVEY RESULTS

In general, buildings in the district range from one to two stories in height and primarily are built upon continuous foundations. Exterior materials include weatherboard siding and brick laid in an irregular or common bond. They are primarily covered in a type of gable and feature replacement material such as asphalt except for one building (042-0469) that is covered by a shed roof. Chimneys are typical made of brick and situated within the interior end of a building; however, some concrete-block chimney additions have been noted. Although some fenestration has been replaced, as is common in continuously occupied buildings, many still retain original or in-kind windows and doors. These includes two-over-two, wood-frame, double-hung sashes as well as six-over-six, double-hung sashes. Primary elevations typically feature an entry stoop or porch except for the Daniel Campbell House (042-0467) which has a wrap-around porch. Secondary resources include such structures as storage and machine sheds and wells.



**FIGURE 3-159: VIEW OF 10558 AND 10548 DOSWELL ROAD (042-0471 AND 042-0472),  
LOOKING NORTHEAST**



**FIGURE 3-160: SOUTHEAST OBLIQUE OF 10536 DOSWELL ROAD (042-0474)**



**FIGURE 3-161: NORTHWEST OBLIQUE OF 10571 DOSWELL ROAD (042-0467)**

### **3.12.3 NRHP Evaluation**

The village of Doswell is a representative example of a small rural community that experienced substantial growth during the late-nineteenth and early-twentieth centuries as a result of the development and expansion of the railroad. The buildings within the district were constructed

between 1850 and 1940. Doswell has largely avoided modern development and still retains its rural character and railroad-inspired plan as well as a range of contributing resources that reflect the small communities that once dotted the rural landscape in the late-nineteenth and early-twentieth centuries and therefore possesses a high level of integrity of location, setting, feeling, and association. The retention of historic materials and general good condition of the individual resources within the district renders a moderate to high level of integrity of materials, workmanship, and design.

Although located within the North Anna River Battlefield (042-0123), better representative areas as well as intact tangible evidence of the Civil War's impact exist within other areas of Hanover County, particularly northwest (Salmon 2001:288). According to John S. Salmon in *The Official Virginia Civil War Battlefield Guide*, "much of the North Anna River battlefield remains in farmland, but development is an ever-present threat. The Confederate earthworks at Ox Ford, some of the most impressive remaining anywhere" are located within land donated to Hanover County by a quarry company and are located outside the Doswell Historic District boundaries (2001:288). While fortifications were known to have been established along the east side of the railroad intersection within the hamlet of Doswell, building construction during the turn of the century would have disturbed these works and other demonstrative examples are found throughout the county. Although the hamlet was already established around this railroad junction, the effects of the Civil War were prolific in this area, and remnants of the old Hanover Junction are now barely visible.

While many railroad crossing communities are now gone or have compromised integrity, such as the Woodford Historic District (016-5129) (described further on page 3-41), Doswell remains mostly intact. Although the village was never incorporated, it is "an excellent representation of a transportation crossroads that grew during the railroad heyday of the early-twentieth century and was subsequently bypassed when highway travel took over rail as the primary transportation method in the 1960" (Barile 2008). Therefore, the resource is recommended as eligible for the NRHP under Criterion A for its connection to notable transportation planning and development at the local level.

For a resource to be eligible under Criterion B, it must have an association with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Furthermore, they "must be shown to have played a distinctively significant role in comparison with other to qualify" a resource as eligible under this criterion (Bolland n.d.). Although present-day Doswell was heavily developed by Daniel Campbell, a local businessman who was known to have been responsible for much of the industrial and commercial enterprises within the community around the turn of the twentieth century, it was not uncommon for an RF&P Railroad town within the Hanover County or surrounding counties to experience a short period of growth due to industry introduced by a savvy entrepreneur to an underutilized railroad stop. Daniel Campbell is not known to be particularly important or unique in the excelsior industry or in his general commercial dealings. An example of this similar occurrence is George P. Lyon and the Woodford Historic District (016-5129), which is further discussed on page 3-43 of this report. Additionally, the village never progressed to incorporation and development was stunted by the mid-twentieth century. For these reasons, the Doswell Historic District is recommended as not eligible under Criterion B.

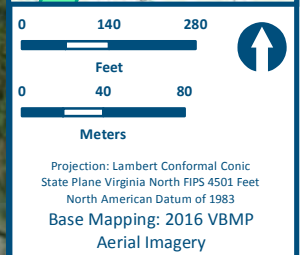
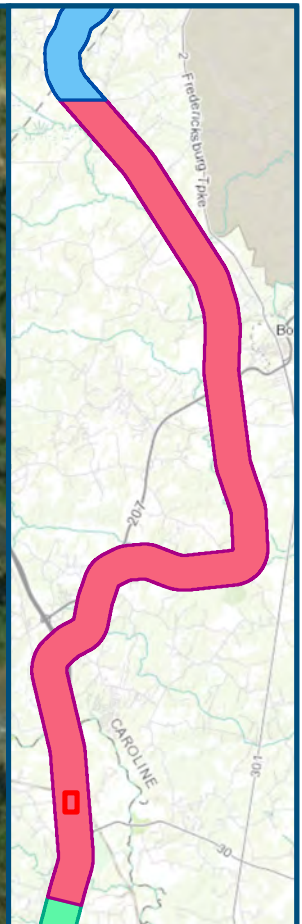
According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a

## SURVEY RESULTS

particular type, period, or method of construction (Shrimpton et al. 1990). The district is filled with residential, commercial, and railroad-related buildings that reflect locally popular architectural styles during its period of significance including Craftsman, Georgian Revival, and vernacular forms of the I-house and L-plan. As a whole, the contributing resources have seen very little alteration during the latter half of the twentieth century, and the district has been steadily brought back to life during the twenty-first century by incoming younger homeowners willing to restore rather than demolish. Despite the loss of one historic building, the remaining buildings within the district retain a high level of overall historic integrity and continue to reflect the architectural trends of the period in which they were constructed, unlike many other rural railroad communities in Central Virginia. For these reasons, the district is recommended eligible for the NRHP under Criterion C at the local level for its representation of a turn-of-the-century, railroad community. The Doswell Historic District was not evaluated under Criterion D.

In sum, the Doswell Historic District is **recommended eligible for listing in the NRHP under Criteria A and C at the local level.**

The proposed NRHP boundaries for the district begins at the east side of Doswell Road and continues south along the road approximately 0.15 miles, where it turns west and crosses over the railroad tracks and continues along the boundaries of Parcel ID 7883-28-9018 back north toward Doswell Road. It then continues east toward the intersection railroad tracks and crosses over to the southwest corner of Parcel ID 7883-38-7663. Then the boundary turns north to follow the west side of Parcel ID 7883-38-7663 and 7883-38-8806, then turns east and continues along the north side of Parcel ID 7883-38-8806 and 7883-48-1857 back to the beginning, and encompasses approximately 67.09 acres (Figure 3-162). The recommended period of significance spans from 1880 to 1940, containing the primary construction period of the hamlet.



- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-162**  
**Proposed NRHP**  
**Boundaries for the**  
**Doswell Historic District**  
**(042-5448)**

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### 3.13 DARNELL STORE (042-0470)

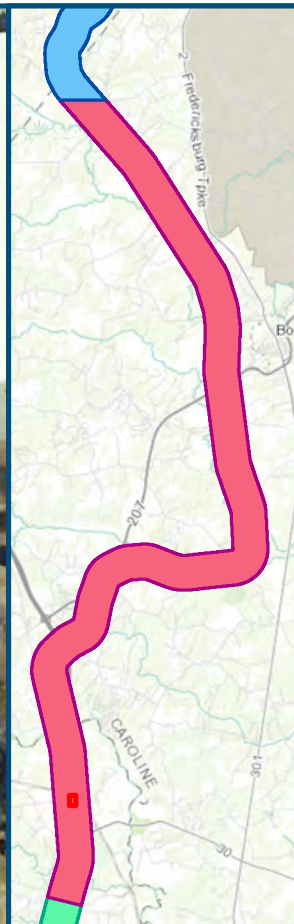
The Darnell Store, currently called Squashapenny Junction, is located on the north side of Doswell Road, east of the railroad tracks within the heart of the Doswell Historic District (042-5448) in Hanover County (Figure 3-163). The commercial building, presently operating as an antique shop, is situated close to the roadway on a squared lot measuring approximately 0.6 acres, primarily filled with a manicured grass lawn. The west and north boundaries of the property are lined with deciduous trees, and a gravel parking area is situated south of the building. A dirt and gravel driveway extends from this parking area on the east side of the store towards the rear (north). The property is accessed by a gravel drive extending from the road on the northwest side of the building, leading to a parking area to the northeast of the dwelling. Secondary resources associated with the commercial building include a well, battery house, and frame outbuilding.

#### 3.13.1 Historic Context

The Darnell Store is the only remaining commercial building in the small, unincorporated community of Doswell. For a larger history of the community of Dowell, see the section for the Doswell Historic District (page 3-137).

As previously mentioned, the community of Doswell was roughly laid out in 1874 when a farm in the area known as the "Junction property" was divided into six estates. The estate of Philip B. Winston was allotted lots 2, 7, and 17, which totaled 21.25 acres and was valued at \$825 (HaCDB 7:388). The store would later sit on Lot 7 (Figure 3-164). Philip B. Winston was from a prominent family in Hanover County and served as an aid-de-camp to Confederate General Thomas L. Rosser during the Civil War (Atwater 1893:800-802). In 1874, he moved to Minneapolis, Minnesota, and started a railroad contracting company, and in 1888 became the Mayor of Minneapolis (Atwater 1893: 800-802). Since he had moved to Minneapolis by the time he received the allotments of land from the Junction property, it is likely that they were intended as investment properties.

In 1883, B.L. Winston, working as the executor of the Philip B. Winston estate, sold "all of lot no: 7" consisting of 6.5 acres for \$110 to Isaac Hugh Thompson. Isaac bought the property when he was 18 (HaCDB 42:113; US Census 1880). He married Fannie Maude Beazley of Caroline County in 1898, and they are listed as living in Richmond in 1900 where Isaac was working as a railroad conductor (US Census 1900, 1910). Isaac and Maude sold the property to Daniel E. Campbell in 1903 for \$500, though the store is noted as already having been being built in 1898 by Daniel Campbell (HaCDB 42:113). It is likely that Campbell leased the land from the Thompson's and constructed the store prior to his purchase in 1903.



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Feet

0 20 40  
Meters

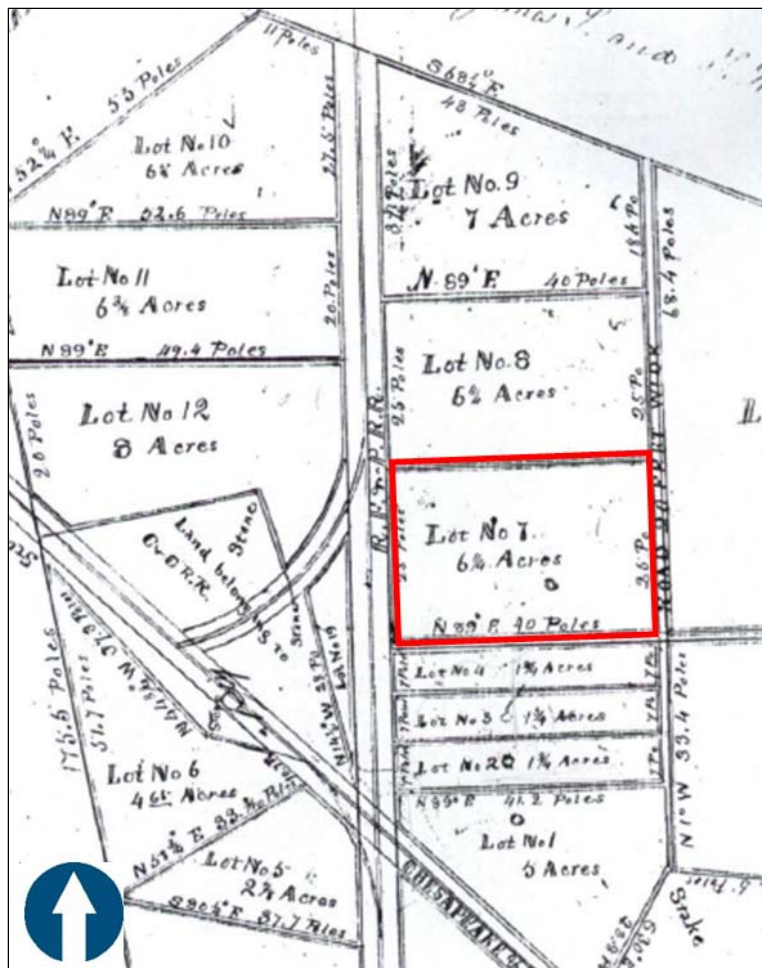
Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2016 VBMP  
Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-163**  
Location of the Darnell Store (042-0470)

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**FIGURE 3-164: DETAIL FROM THE PLAT OF THE DIVISION OF THE FARM KNOWN AS THE JUNCTION PROPERTY FROM 1874 (HACDB 7:390). NOTE LOT 7 OUTLINED IN RED. (MAP NOT TO SCALE)**

The general store Daniel Campbell built, now known as Darnell’s Store, is a two-story, three-bay commercial building with flanking wings that is located directly east of the RF&P Railroad and 500 feet north of the crossroads with the C&O Railroad. It follows period architectural trends in form, massing, and location to other general stores throughout Hanover County. Typical late-nineteenth and early-twentieth century stores in this area were either one or two stories, built with a rectangular plan and a three-bay façade that featured a central door flanked by two windows (Land and Community Associates 1992:84). They were often located in crossroads communities near the railroad which allowed for easier transport of goods. Darnell’s Store also served as the post office in Doswell for a time at the beginning of the twentieth century, which was a common function rural, crossroads stores often served. Both Cobb Store (042-0341) and Stanly Store (042-0352) are two-story, three-bay, general stores located in small, crossroads towns in Hanover County built around the turn-of-the-century that feature a front-gabled roof with one-story flanking wings.

Daniel E. Campbell married Emma Beazley Campbell in 1900 and together they had four daughters and a son (U.S. Census 1900; 1920). Daniel E. Campbell owned and ran the general



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merchandise store for over 50 years while simultaneously was an active member of the Doswell community through his work with the local Tri-County State Bank he assisted in establishing, operating a local excelsior mill, and running a hotel in Doswell (Figure 3-165) (HaCDB 167:120). Daniel Campbell also sold off or divided much of the 6.5 acre lot that the store was built upon until it sat, by 1955, on the 0.62 acre lot that exists today (Figure 3-166).

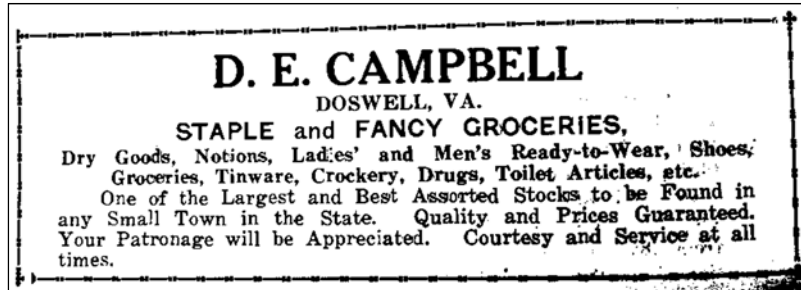


FIGURE 3-165: EXAMPLES OF AN ADVERTISEMENT FOR THE STORE FROM THE *HERALD PROGRESS* IN THE 1940S (THE HANOVER COUNTY HISTORICAL SOCIETY 1993: 120)

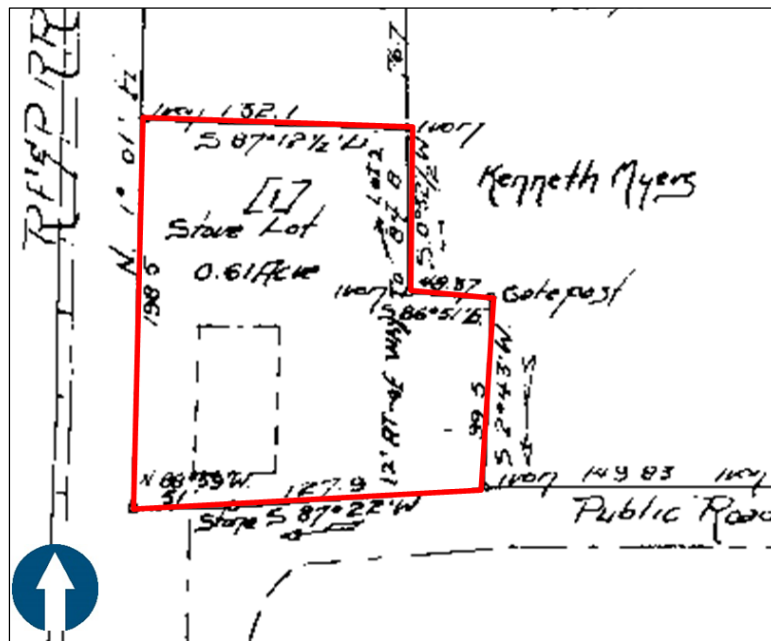


FIGURE 3-166: DETAIL FROM THE PLAT OF THE STORE LOT D.E. CAMPBELL AND ADJACENT PROPERTIES FROM 1955 (HACPB 22:129). NOTE "STORE LOT" OUTLINED IN RED. (MAP NOT TO SCALE)

Daniel Campbell died in 1935, leaving his estate to his wife Emma (HaCDB 167:120). She died in 1954 and, as was stipulated in D.E. Campbell's will, the land then transferred to two of their daughters, Dorothy E. Campbell and Mary Catherine Campbell Wright, who acted as trustees for the store (HaCDB 167:120; Hanover County Will Book [HaCWB] 2:121). In 1966, they sold the store and lot to Roy L. Darnell Sr. and his wife, Georgie L. Darnell. It is not clear who ran the store after D.E. Campbell's death until the Darnell's purchased it, as no one is noted in the census as doing so, though the family is listed as having "other income sources", which may include running the store with the help of a manager (U.S. Census 1940).

Roy Darnell Sr. ran the store from the time he purchased it until his death in 1988 (Fredericksburg Free Lance-Star 2005; HaCDB 1221:67). Though Georgie, Roy's wife, continued to hold the property until her death in 1995, the store is noted as being vacant during that time (Fredericksburg Free Lance-Star 2005; HaCDB 1221:67). Upon Georgie's death, her son Roy Darnell Jr. was named as the trustee to her estate, and he put the property up for auction in 1996. Suzanne Fleet purchased the store and currently runs it as an antique store called "Squashapenny Junction" (HaCDB 1221:67).

### **3.13.2 Architectural Description**

#### **3.13.2.1 Primary Resource Exterior**

The Darnell Store, a former general store located at 10570 Doswell Road, is a two-and-a-half-story, three-bay, frame, commercial building constructed around 1898 in a vernacular form with a rectangular plan (Figures 3-167 and 3-168). The building rests on a continuous, pier-type, poured-concrete foundation with visible form mark which supports a balloon-frame structural system clad in weatherboard siding with wood corner boards. A monitor-type roof primarily covers the building, while a wide, front-gabled roof is situated on the south elevation (façade)—all of which is sheathed in standing-seam metal. The front-gabled section appears to be original to the building's construction. An interior-slope brick chimney pierces the roof on the east side of the roof ridge in the southeast corner of the building while a metal flue is situated in the northeast corner. An additional brick chimney stack is visible on the west side of the roof's ridge.

The primary entrance, centered on the façade and surrounded by a wood frame, is filled with a double-leaf, wood, three-paneled, half-glazed door covered by wood, screen doors (Figure 3-169). A large, wood-frame, two-light transom is set above the entrance and is covered by a metal grate. Other fenestration includes single and paired, six-over-six, wood-frame, double-hung sash windows; single and ribbons of multi-light, wood-frame, casement; and single one-over-one, wood-frame, double-hung sash windows. A majority of windows are flanked by wood, board-and-batten shutters and several are covered by metal grates. Secondary entrances were observed on the north and east elevation; the north entrance is filled with a single-leaf, wood-frame, six-paneled door and the east entrance features a similar door covered by a wood-frame, screen door (Figure 3-170). A shed-roof, entry porch with a wood deck set up on wood piers is situated in front of the east entrance. The roof is supported by turned, wood posts and the porch is accessed by a set of wood steps. A wood entry porch raised on wood pierces accessed by a set of steps is lined with a wood rail is situated in front of the southern entry. A cellar entrance is off-centered on the east elevation and is filled with a concrete bulkhead with a metal door. A one-story, full-width porch spans the façade. The wood deck set on parged concrete-block piers is covered by a hipped roof supported by squared, wood posts.

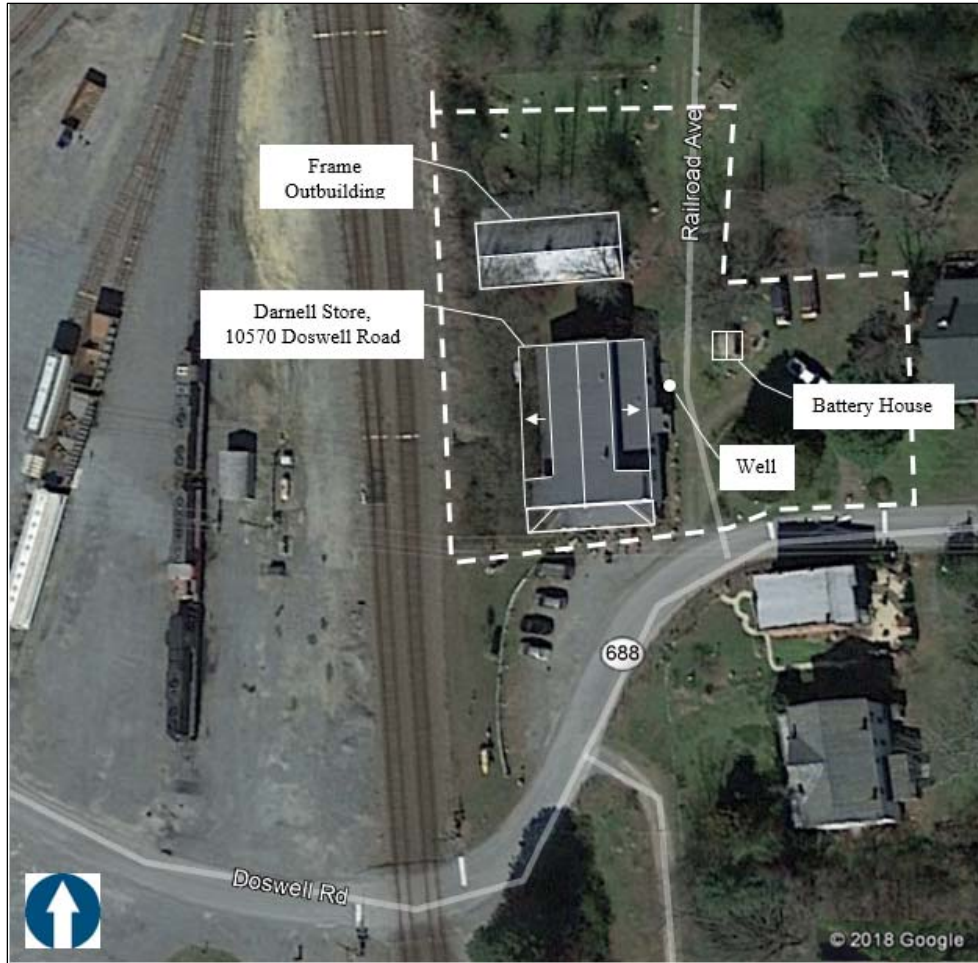


FIGURE 3-167: SITE PLAN FOR DARNELL STORE (NOT TO SCALE)



FIGURE 3-168: DARNELL STORE, SOUTH ELEVATION



**FIGURE 3-169: PRIMARY ENTRANCE DETAIL (LEFT) AND SOUTHEAST OBLIQUE (RIGHT)**



**FIGURE 3-170: NORTHEAST OBLIQUE. PHOTO FROM THE FEBRUARY 2016 RECONNAISSANCE-LEVEL SURVEY OF THE DC2RVA PROJECT.**

### 3.13.2.2 Primary Resource Interior

Although the DC2RVA Team intended to complete a full Phase II architectural survey on this property, including interior photographs and floor plans of the entire building, the owner only granted access from the public right-of-way. Access was granted to the entire exterior of the property during the Phase I architectural survey, and several photos are noted as being taken during that survey conducted in February 2016.

### 3.13.2.3 Secondary Resources

A circa-1960, one-story, one-bay, poured-concrete battery house, is located east of the primary resource (Figure 3-171). Wood form marks are visible on the building's exterior. It is covered by a concrete, front-gabled roof. Situated immediately east of the store is a circa-1920, concrete well superstructure covered by a circular well cap with a central metal water pump.



**FIGURE 3-171: BATTERY HOUSE, SOUTH ELEVATION**

North of the store is a circa-1910, one-story, frame storage building, noted by the current property owner to have been originally used as a stock barn and tack storage building (Figures 3-172 and 3-173). The building is set on a concrete-block pier foundation which supports a frame structural system clad in standing-seam, pressed metal. A sign on the east elevation reads "Bulk Plant Food Station". The rectangular building is covered by a side-gabled roof, with wide eaves featuring exposed wooden rafter tails, and is clad in v-crimp pressed metal. Three modern, metal turbines pierce the roof ridge and are evenly spaced. Two single-leaf, sliding metal doors situated on a metal rail system are located on the south elevation of the building. Window openings have been filled with plywood board.



**FIGURE 3-172: FRAME OUTBUILDING AND WELL, EAST ELEVATION**



**FIGURE 3-173: FRAME OUTBUILDING, SOUTHEAST OBLIQUE. PHOTO FROM THE FEBRUARY 2016 RECONNAISSANCE-LEVEL SURVEY OF THE DC2RVA PROJECT.**

### 3.13.3 NRHP Evaluation

The general store in Doswell, now known as the Darnell Store, was built by Daniel Campbell around 1898. Although it was an important store in Doswell, there are small general stores in many nearby crossroads communities throughout Hanover County that emerged from similar commercial trends and the store is not associated with important events that have made a significant contribution to the broad patterns of history. It is also no longer used as general store. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A.

For a resource to be eligible under Criterion B, it must have an association with a person who is “individually significant within a historic context” and has “gained importance within his or her profession or group” (Shrimpton et al. 1990). Furthermore, they “must be shown to have played a distinctively significant role in comparison with other to qualify” a resource as eligible under this criterion (Bolland n.d.). Daniel Campbell played an important role in the growth of the Doswell community; he supplied the land for the Tri-County Bank and served as a board member for it, part owned the Old Dominion Excelsior Mill, as well as operated the general store. This was a fairly common trend in RF&P Railroad towns within Hanover and surrounding counties, as local entrepreneurs would promote short periods of growth within underutilized towns. Campbell was not known to be particularly important or unique in this regard, and his ownership of the general store does not constitute eligibility. As such, the Darnell Store is recommended not-eligible under Criterion B.

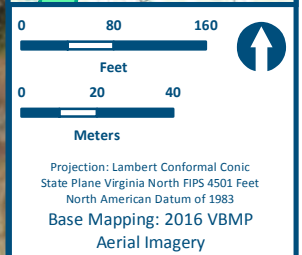
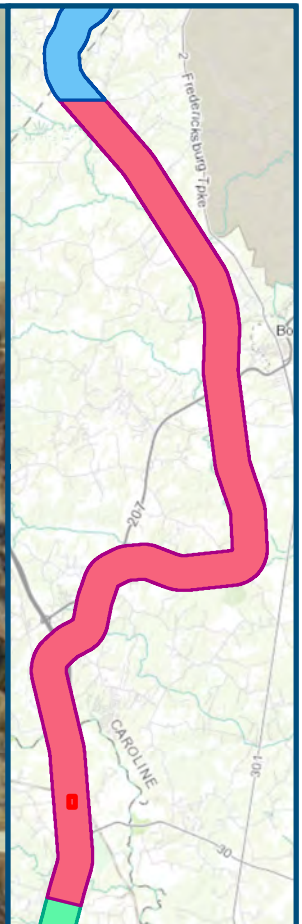
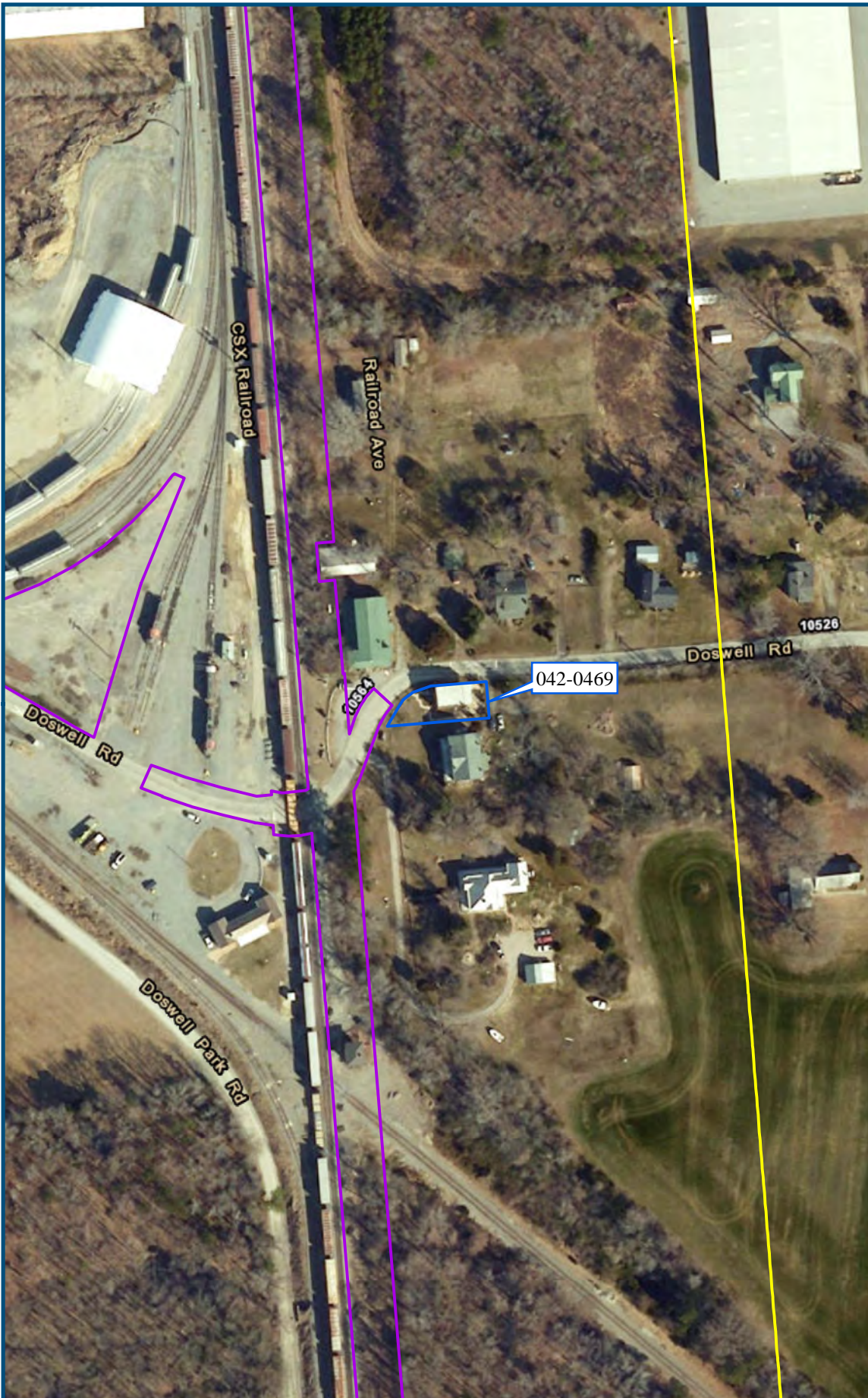
The Darnell Store follows architectural trends in form, massing, and location to other general stores throughout Hanover County. Both Cobb Store (042-0341) and Stanly Store (042-0352) are two-story, three-bay, general stores located in crossroads towns in Hanover County built around the turn-of-the-century that feature a front-gabled roof with one-story flanking wings. Though the Darnell Store is in generally good condition and maintains a moderate-to-high level of integrity of design, materials, and workmanship, it is not unique in the area or to Hanover County as a whole. As such, it is recommended that the resource is not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Darnell Store is **recommended not eligible under Criteria A-C**.

The Darnell Store is located within the Doswell Historic District (042-5448). It was built during the district’s period of significance (ca. 1880-1958) and exemplifies architectural trends throughout the community. For these reasons, the resource is **recommended to contribute to the eligibility of the Doswell Historic District**.

### **3.14 TRI-COUNTY BANK–DOSWELL BRANCH (042-0469)**

The Tri-County Bank–Doswell Branch (Tri-County Bank) is located on the south side of Doswell Road, east of the railroad tract within the heart of Doswell Historic District (042-5448) in Hanover County (Figure 3-174). The bank is situated close to the roadway on a narrow lot measuring approximately 0.08 acre, primarily filled with the building. A manicured grass lawn spotted with shrubbery and plantings immediately surrounds the building. A gravel walkway extends from the road in the west of the parcel towards the façade (west elevation) and continues around the south side of the building to the rear (east) where the yard is filled with pebbles. The north and west boundaries of the property are lined with a metal post fencing with metal chain. The rear yard is enclosed by ornamental three-rail iron fencing and shrubbery. No secondary resources were observed. The resource was previously recorded with the DHR in 1990 and surveyed again in 2008 when it was recommended potentially eligible for listing in the NRHP under Criterion A for its role in Hanover County’s commercial history as well as Criterion C for architecture.



- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-174**  
**Location of Tri-County Bank (042-0469)**

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### 3.14.1 Historic Context

The Tri-County Bank was first chartered as the Doswell State Bank by the Secretary of the Commonwealth on August 20, 1920, and was authorized to begin business on February 1, 1921 (The Hanover County Historical Society 1993:85; Jones 1921:366). In September 1920, Daniel E. Campbell and his wife, Emma, sold a lot, listed as Lot No. 4 on a 1874 plat, “facing the railroad and County Road” to the Doswell State Bank for \$200 (Figure 3-175) (HaCDB 7:390, 71:127–128). The 1920 county tax records specify that when notable Doswell developer Daniel Campbell owned the 0.25-acre tract in Doswell in the early-twentieth century, there were no buildings on the property (Hanover County Tax Record Book [HaCTRB] 1920). The following year, the 0.25-acre tract was noted to be owned by Doswell State Bank and contained buildings worth \$990 (HaCTRB 1921).

Although more than 600 banks across the country, mainly in rural areas, failed each year during the late 1920s and 1930s, Doswell State Bank held strong despite the poor economy (Federal Deposit Insurance Corporation [FDIC] 2005). However, some effects of the deteriorating banking conditions were visible when the stock of Doswell State Bank was taken over and merged with the larger operation of Tri-County Bank and continued operations under that name as their Doswell branch. It is not clear exactly when the banks merged; however, the first mention of the building being called Tri-County Bank was in 1934 (The Daily Press 1934). Tri-County Bank also had branches in Mechanicsville, Beaverdam, and Hanover. In March 1934, the Virginia State Corporation Commission suspended business in banks for 60 days and, during this period, existing notes could continue to gain interest, new deposits would not be accepted, and new loans would not be granted—all an effect of the Great Depression (Commonwealth of Virginia State Corporation Commission 1935:158–159). In 1957, the bank building was robbed by a gunman who stole almost \$3,000 (The Daily Press 1957). The bank business moved to U.S. Route 1 in 1961, and the Doswell branch building was sold in February 1964 to Roy L. Darnell (Board of Governors of the Federal Reserve System 1961; HaCDB 231:200). The building remained in the Darnell family until 2005 when it was sold to Suzanne Van Buiten Fleet, owner of the antique store now situated in the bank and the former general store (042-0470) located immediately north (HaCDB 1968:149, 2637:72).

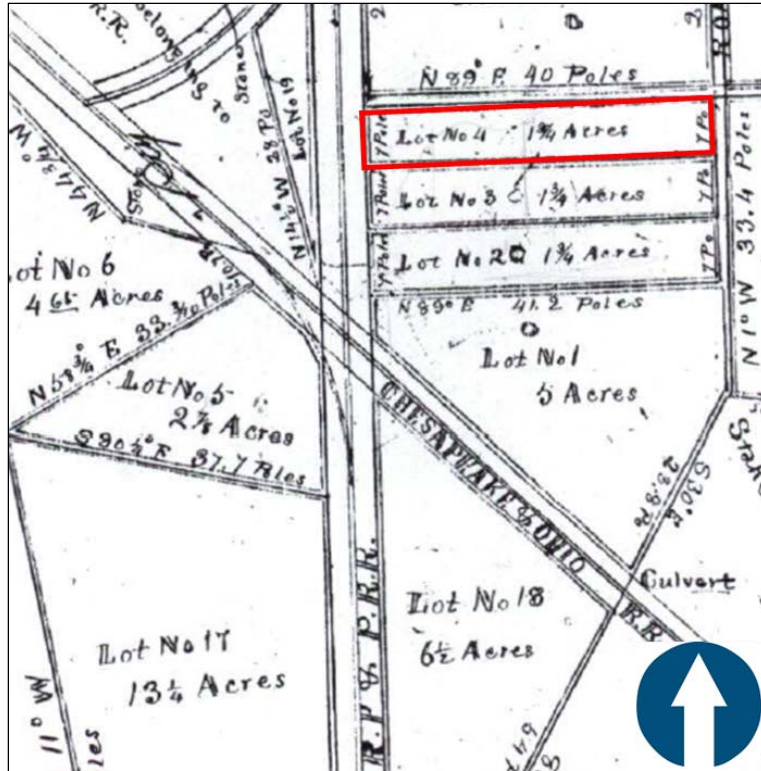


FIGURE 3-175: LOT NO. 4 (DENOTED IN RED) ON 1874 PLAT (HACDB 7:390) (MAP NOT TO SCALE)

### 3.14.2 Architectural Description

#### 3.14.2.1 Primary Resource Exterior

The Tri-County Bank, located at 10561 Doswell Road, is a two-story, three-bay, masonry building constructed circa 1920 in a vernacular commercial building style with limited Colonial Revival elements. The building is set on a continuous, poured-concrete foundation supporting a masonry structural system constructed of brick three wythes thick (Figure 3-176). The brick is laid in a seven-to-one common bond on all elevations save for the façade, which is laid in an English bond. The façade also features three inset panels with six-point metal stars as well as a large, circular metal sign reading “BANK” (Figure 3-177). Three metal hoods shielding rain spouts are evenly spaced on the north and south elevation, and the north elevation also features a decorative metal bracket that once held a sign at the second story. The building is covered by a flat roof surrounded by a stepped, brick parapet with brick coping along the north, west, and south elevations; a metal eagle sits centrally atop the parapet on the façade. Two interior-end brick chimneys are evenly spaced on the north elevation while a similar chimney is situated in the southeast corner of the building.



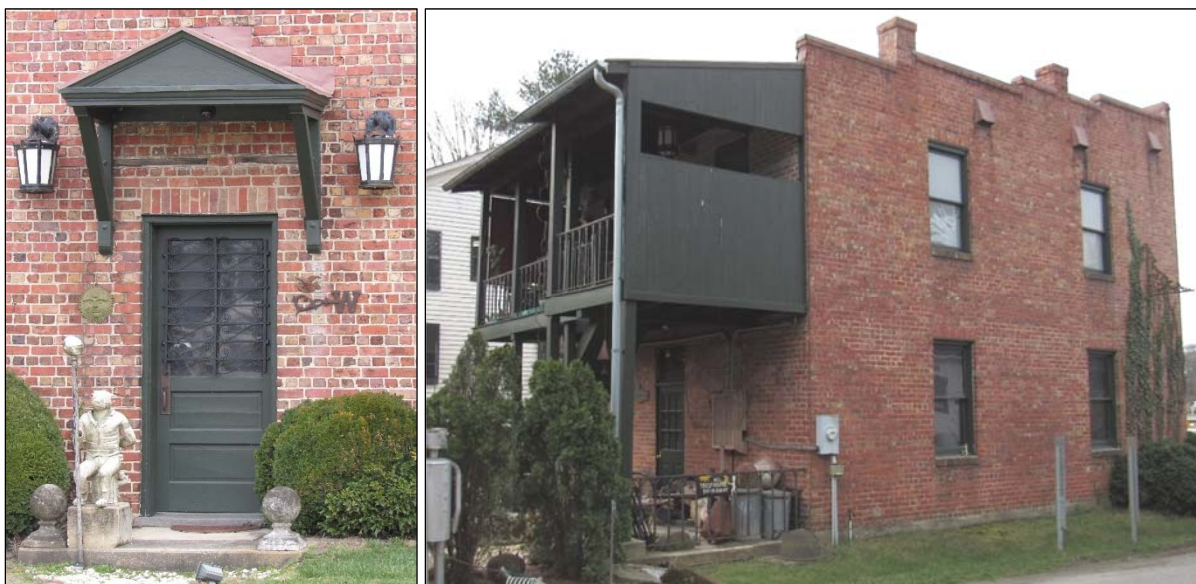
**FIGURE 3-176: SITE PLAN OF THE TRI-COUNTY BANK (NOT TO SCALE)**



**FIGURE 3-177: SOUTHWEST OBLIQUE SHOWING STEPPED PARAPET, PENT ROOF, COMMON AND ENGLISH BRICK BONDS**

## SURVEY RESULTS

The primary entrance, slightly recessed in the north half of the façade, is filled with a single-leaf, wood, paneled door framed by a wood surround emphasized with a brick soldier lintel (Figure 3-178). Window openings are filled with single, one-over-one, wood-frame, double-hung sashes that appear to be replacements and all feature a brick header sill and brick soldier lintel. A gabled, metal-sheathed hood supported by wood brackets is set above the primary entrance which is flanked by metal light fixtures. A two-story, full-width porch spans the rear elevation (Figure 3-178). A concrete deck on the first story and a wood deck on the second story are covered by a shed roof supported by squared wood posts. The first- and second-story decks are lined with an iron hairpin balustrade; however, the north elevation of the second story of the porch is partially filled with bead board.



**FIGURE 3-178: DETAIL OF PRIMARY ENTRANCE WITH PENT ROOF ON WEST ELEVATION (LEFT); SOUTHEAST OBLIQUE FEATURING SECOND STORY REAR ADDITION (RIGHT)**

### 3.14.2.2 Primary Resource Interior

Interior access was denied by the current property owner during this effort.

### 3.14.3 NRHP Evaluation

Banks and insurance companies have been operating in Hanover County from as early as 1796 (Land and Community Associates 1992). By the early-twentieth century, several villages in the county had banks including Mechanicsville, Hanover, Beaverdam, and Doswell; each of those were eventually owned by Tri-County Bank, Inc. (Land and Community Associates 1992). The need for the banks indicates the consistent prosperity the county experienced during the first several decades of the twentieth century. In terms of location, setting, feeling, and association, the resource retains a moderate to high amount of integrity. The financial institution, although important to the Doswell community for the early- to mid-twentieth century, has not been used as a bank for approximately 50 years. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A.

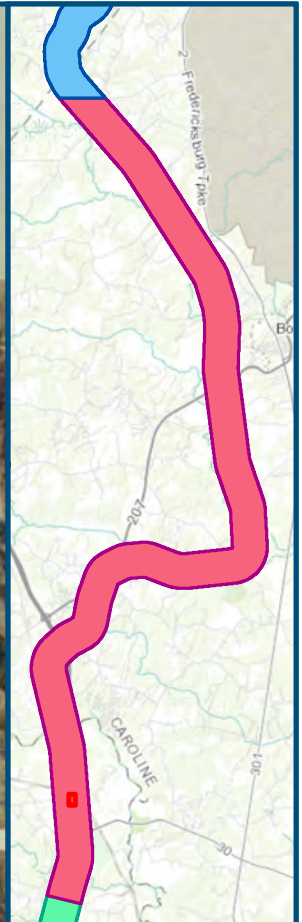
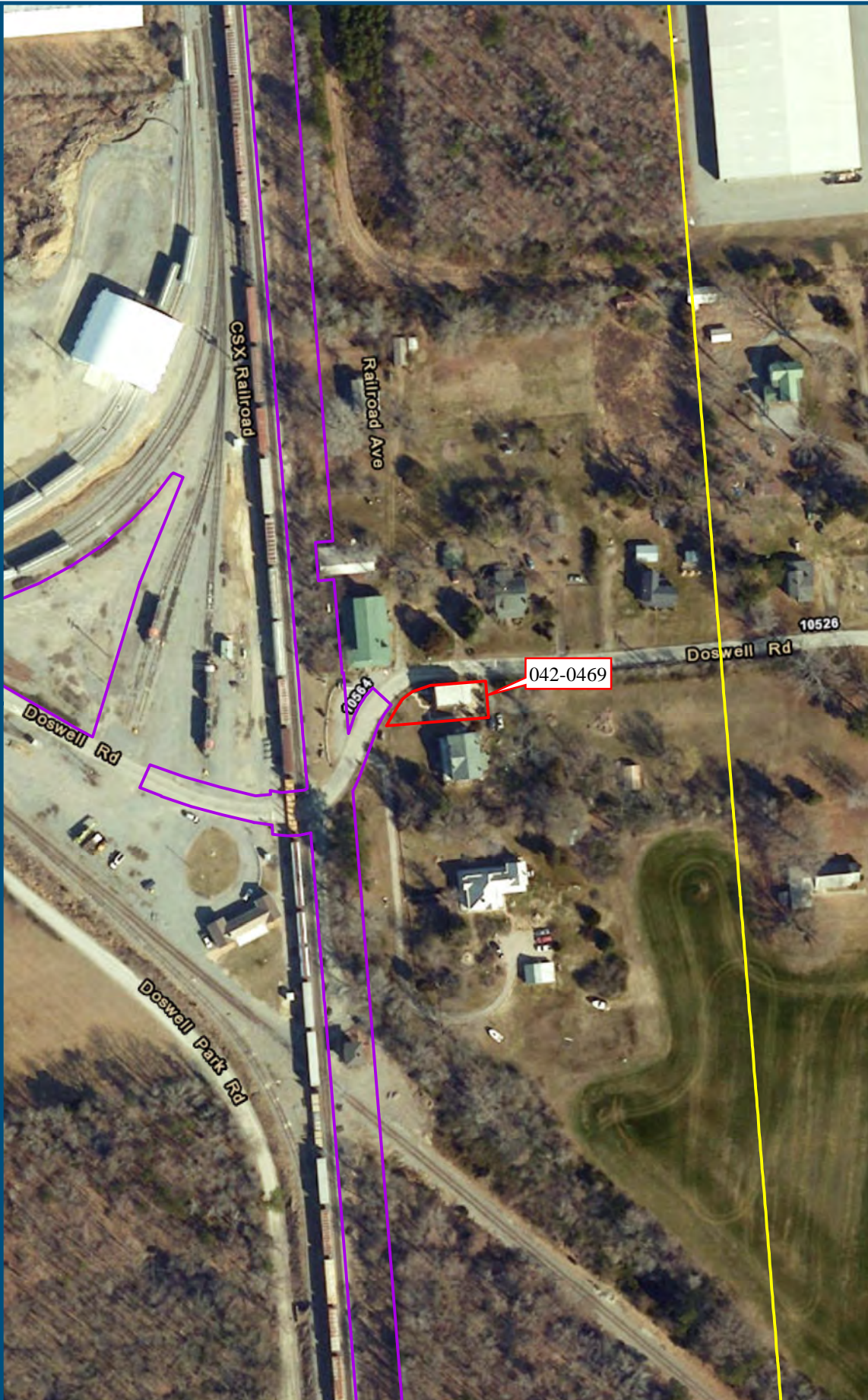
Daniel Campbell played a role in the growth of the Doswell community and the establishment of this financial institution, and his association has proved to be fairly minimal through archival research; therefore, the resource is not eligible under Criterion B.

There are several other early twentieth century bank buildings in Hanover County. Two of these banks are one-story brick buildings, located in Mechanicsville and Hanover. The Mechanicsville Bank (042-0751) is stuccoed and features many replacements such as fenestration and exterior materials. Hanover Bank (042-0294), built 20 years after the Tri-County Bank in Doswell, has several Colonial Revival-style details, such as a rusticated basement story, rounded window arches, and a corbelled cornice. The Beaverdam Bank (042-0496), built circa 1910, is similar in massing to the Tri-County Bank in Doswell and also has a corbelled façade cornice. However, it also contains replacement fenestration and is suffering from neglect. All three resources have not been evaluated for NRHP eligibility by DHR staff. The Tri-County Bank does feature several replacement materials; however, these alterations are minimal and only marginally affect the integrity of design, materials, and workmanship of the building. The Tri-County Bank is a strong example of an early-twentieth century masonry commercial building concentrated in a formerly prosperous railroad community, and it retains a sufficient amount of integrity to warrant recommendation for eligibility under Criterion C for architecture at the local level. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Tri-County Bank–Doswell Branch is **recommended eligible under Criterion C for architecture at the local level.**

The Tri-County Bank–Doswell Branch is located within the Doswell Historic District (042-5448). It was built during the district’s period of significance (1880–1920) and exemplifies architectural trends throughout the community. For these reasons, the resource is **recommended to contribute to the eligibility of the Doswell Historic District.**

The period of significance for the Tri-County Bank–Doswell Branch is from its construction, circa 1920, to its disuse as a bank in 1961. The proposed NRHP boundary for the Tri-County Bank–Doswell Branch comprises and follows the legal lot description for parcel 7883-38-8530 (Figure 3-179). It is bounded on the north and west by Doswell Road, and by parcel 7883-38-9434 on the east and south.



0 80 160  
Feet

0 20 40  
Meters

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2016 VBMP  
Aerial Imagery

**Legend**

- Preferred Alternative
- Architectural APE
- Proposed NRHP Boundary

**Figure 3-179**  
Proposed NRHP  
Boundaries for the  
Tri-County Bank  
(042-0469)

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### 3.15 DOSWELL INN (042-0468)

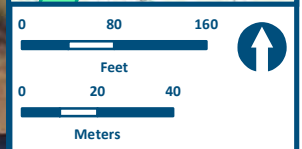
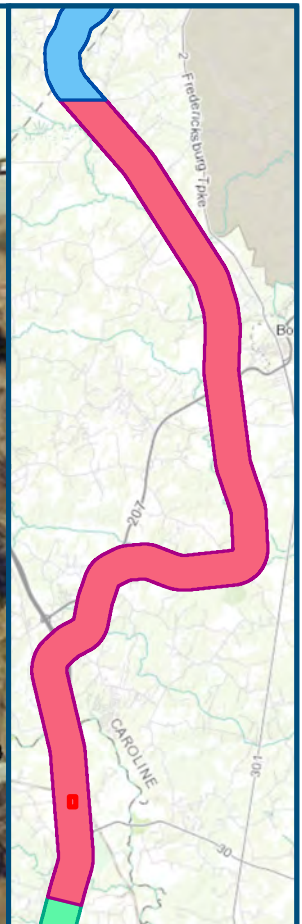
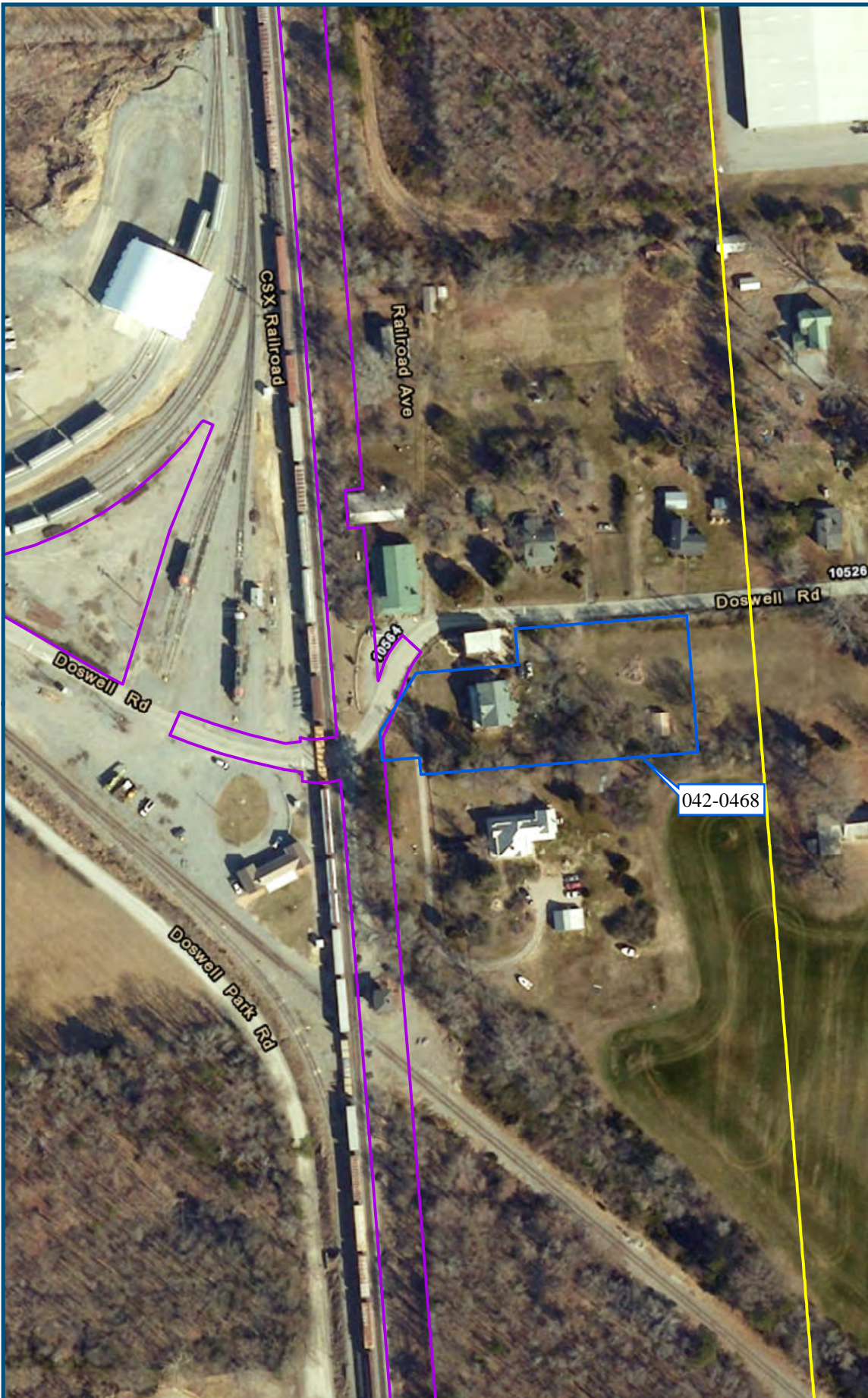
The Doswell Inn, currently utilized as a single-family dwelling, is situated in the middle of a rural community of Doswell (Figure 3-180). It is located on the east side of Doswell Road prior to it curving north around the Tri-County Bank (042-0469) and east of the railroad tracks within the heart of Doswell's Historic District (042-5448) in Hanover County. The building, situated close to the roadway in the west half of a lot measuring approximately 1.15 acres, is primarily surrounded by a manicured grass lawn. The south boundary and the east half of the lot is filled with matured deciduous and coniferous trees. The west elevation (façade) is lined with shrubbery. A private, unpaved road that provides access to the Doswell Inn extends south from Doswell Road, runs east past the Tri-County Bank (042-0469) and the Doswell Inn and terminates at the House at 10571 Doswell Road (042-0467). Associated with this resource is a workshop, which sits east of the dwelling.

#### 3.15.1 Historic Context

The dwelling at 10567 Doswell Road, locally and historically known as the Doswell Inn, is situated on approximately 1.15 acres on the east side of the RF&P Railroad in the small hamlet of Doswell. For a larger history of the community of Doswell, see the section for the Doswell Historic District (page 3-139).

In a deed dated March 1875, Edmund and Bettie Winston and Nathaniel and Jennie Cook, husband and wife, sold six lots, two of which were known as lots no. 3 and 4 as labeled on an 1874 plat, "being part of Hanover Junction", to J.B. Denton for \$637 (**Error! Reference source not found.**Figure 3-181) (HaCDB 7:390; HaCDB8:364). J.B. Denton (1829-1894) was a merchant in Richmond, as well as a property owner in the town of Ashland (HaCTRB 1875; U.S. Census 1870). County tax records from 1875 specify that when J.B. Denton acquired the tracts in Doswell, there were no buildings on the property (HaCTRB 1875). Following J.B. Denton's death in a will dated September 1898, he requested that the "two lots of 1.75 acres on the east side of the RF&P Railroad at Doswell, and lot No: 8 to sell at private of public auction." These lots were conveyed to Susan Lumpkin Barker who then sold lots no. 3 and 4 to Daniel E. Campbell, a locally prominent entrepreneur, in 1913 for \$4,000, though the inn is listed as already having been built at the time of the sale (HaCDB 6:329; 58:96; Virginia Birth Records 2000; Virginia Death Records 2015). It is likely that Campbell, who is discussed further on page 3-153, rented the land from Mrs. Barker and constructed the building prior to his purchase in 1913.

Archival records suggest that Daniel Campbell built the Doswell Inn between 1900 or 1910. Due to the layout of the rooms on the second story of the building, coupled with personal correspondence with the current home owner, there is some evidence to suggest that the Doswell Inn was also a home for local school teachers; however, additional primary evidence was not uncovered during the current investigation to substantiate this claim. Census records list Daniel Campbell as a merchant and proprietor between 1910 and 1930. (Fredericksburg Free Lance-Star 2005; Roxanne Pizarro, personal communication 2018; U.S. Census 1910, 1920, 1930).



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

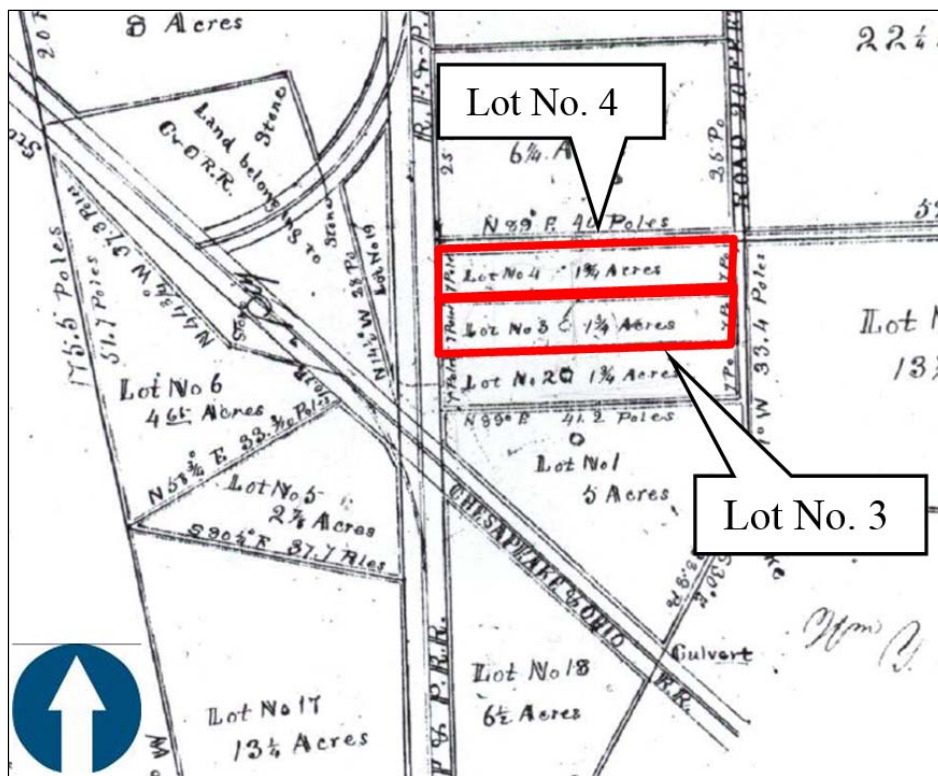
- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-180**  
 Location of the Doswell Inn (042-0468)

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**FIGURE 3-181: LOTS NO. 3 AND 4 (DENOTED IN RED) ON 1874 PLAT (HACDB 7:390) (NOT TO SCALE)**

Daniel Campbell died in 1939, leaving his estate to his wife, Emma (HaCDB 167:120; Virginia Death Records 2015). She died in 1954 and, as was stipulated in Daniel Campbell’s will, the land was then transferred to two of their daughters, Dorothy E. Campbell and Mary Catherine Campbell Wright, who acted as trustees for the property (HaCDB 167:120; HaCWB 5:121). In 1955, they sold the inn and lot to Roy L. Darnall Sr. and his wife, Georgie L. Darnall.

The Darnall family owned the property until 2002, and the property has since changed hands three times. The building is currently owned by Gregory D. Hall and Roxanne Pizarro (HaCDB 1968:149, 3126:701).

### 3.15.2 Architectural Description

#### 3.15.2.1 Primary Resource Exterior

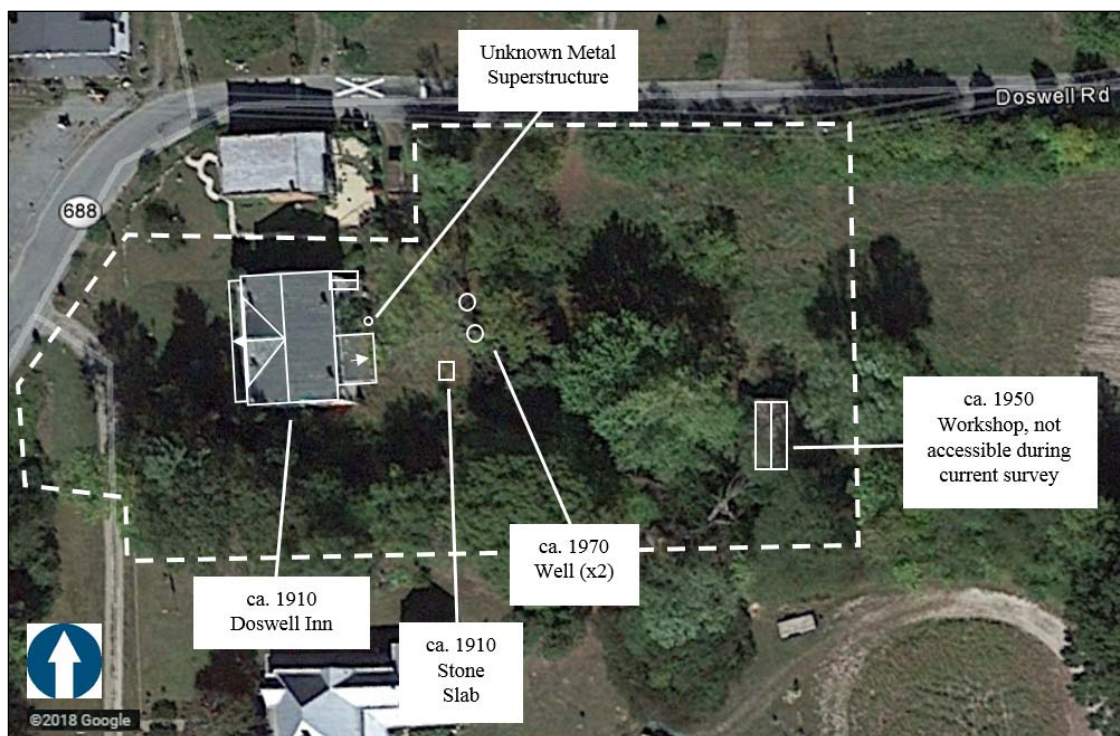
The Doswell Inn, a former Inn located at 10567 Doswell Road, is a two-story, four-bay, frame building constructed around 1910 in the Colonial Revival style in a rectangular plan (**Error! Reference source not found.** Figures 3-182 and 3-183). The building is set on a raised-brick basement laid in a seven-to-one, common bond which supports a wood-frame structural system clad in weatherboarding siding with wood corner boards (Figure 3-184). A moderately pitched, side-gabled roof sheathed in standing-seam metal features a central gabled peak on the west elevation (façade). The roof eaves are boxed and a simple wood cornice features prominent partial gabled returns on the gabled ends of the building (Figure 3-185). Matching brick chimney stacks pierce the roof on either side of where the central gabled peak (north and south) intersects with

## SURVEY RESULTS

the side-gabled roof. An additional pair of interior-end, brick chimneys are located in the north and south half of the east elevation.

The primary entrance, off-centered on the façade and featuring a fluted, pilaster door surround, is filled with a single-leaf, wood, three-paneled door covered by a wood, louvered, storm door (Figure 3-185). A large, wood-frame, single-light transom is set above the entrance and the door is flanked by single-light, wood, paneled sidelights. The entire entrance is flanked by louvered wood shutters with a metal, exterior, wall-mounted light at the north side. Other fenestration includes single, two-over-two, double-hung, wood-framed windows with vertical muntins at the first floor and six-over-six, double-hung, wood-framed windows at the upper level, most of which are flanked by louvered wood shutters. The gable ends feature circular, wood, decorative vents. Paired, two-light, wood-frame, casement windows are situated in the basement level; however, some of the windows are completely covered with pressed metal.

A full-width, one-story porch spans the façade. The porch is set on a brick-pier foundation topped by a wood floor and is covered by a hipped roof supported by wood Tuscan columns. It is accessed by a recently constructed set of wood steps and lined by a turned wood balustrade that appears original to the construction of the building. A one-story, two-bay porch extends from the center of the east elevation (Figure 3-186). Its brick-pier foundation features wood lattice infill, supporting a wood floor, and a shed roof with squared wood posts. The porch is primarily lined by a simple wood balustrade with square rails while the north elevation is screened by wood lattice. A recently constructed set of wood stairs with a wood railing provides access the east porch. A one-story, gabled, exterior, cellar entryway extends from the north corner of the east elevation (Figure 3-186). It is clad in the same materials as the core of the building.



**FIGURE 3-182: SITE PLAN OF DOSWELL INN (GOOGLE EARTH 2018)**



**FIGURE 3-183: DOSWELL INN, PRIMARY (WEST) ELEVATION**



**FIGURE 3-184: DOSWELL INN, FOUNDATION DETAIL ON NORTH ELEVATION**



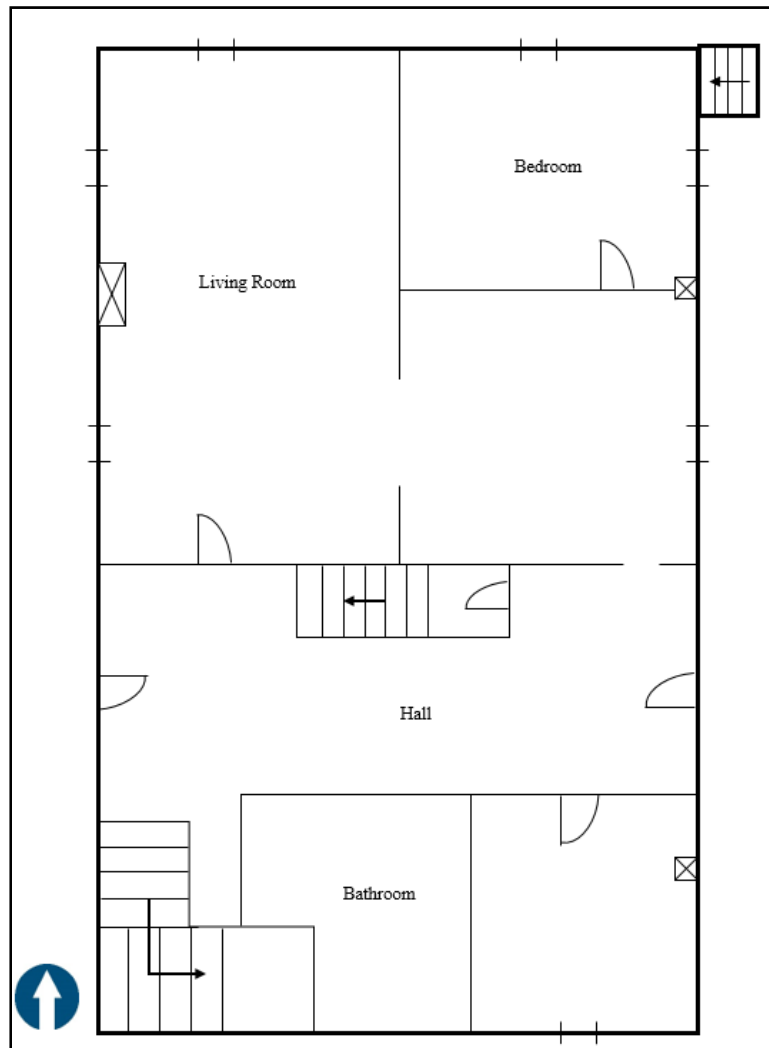
**FIGURE 3-185: DETAIL OF GABLE END ON NORTH ELEVATION (LEFT); ENTRY DETAIL ON WEST ELEVATION (RIGHT)**



**FIGURE 3-186: NORTHEAST OBLIQUE (LEFT); CELLAR ENTRANCE ON NORTH SIDE OF EAST ELEVATION (RIGHT)**

### 3.15.2.2 Primary Resource Interior

On the interior, the first floor is based roughly on a two-pile, central-passage plan and is asymmetrically arranged around a transverse hallway with a staircase rising in the southwest corner (Figures 3-187 through 3-189). Narrow, wood, tongue-in-groove-flooring is found throughout the dwelling. As the building is in the midst of rehabilitation and renovation, the walls and ceilings were partially exposed, showing parts of the frame structural system. Original walls were clad in shiplap and later covered by a type of cardboard (Figure 3-189). Moldings are simple, and the paired brick chimneys feature single-sided fireplaces with Victorian-era wood mantels (Figure 3-190). The second floor is laid out in a dormitory-style plan around a central hallway that generally runs north to south. Many of the original walls are gone; however, ghosting and open framing showcase a series of individual rooms accessible by single-leaf wood-panel doors, each topped by an awning transom. The doors are set in wood door surrounds which retain their original metal room numbers (Figures 3-191 and 3-192).



**FIGURE 3-187: FIRST STORY PLAN (NOT TO SCALE)**



**FIGURE 3-188: FIRST STORY HALL, LOOKING EAST**



**FIGURE 3-189: STAIRWELL LEADING TO SECOND STORY, LOOKING SOUTHWEST (LEFT);  
FIRST STORY BEDROOM, LOOKING SOUTH (RIGHT)**



FIGURE 3-190: DETAIL OF FIREPLACE MANTEL IN WEST WALL OF LIVING ROOM

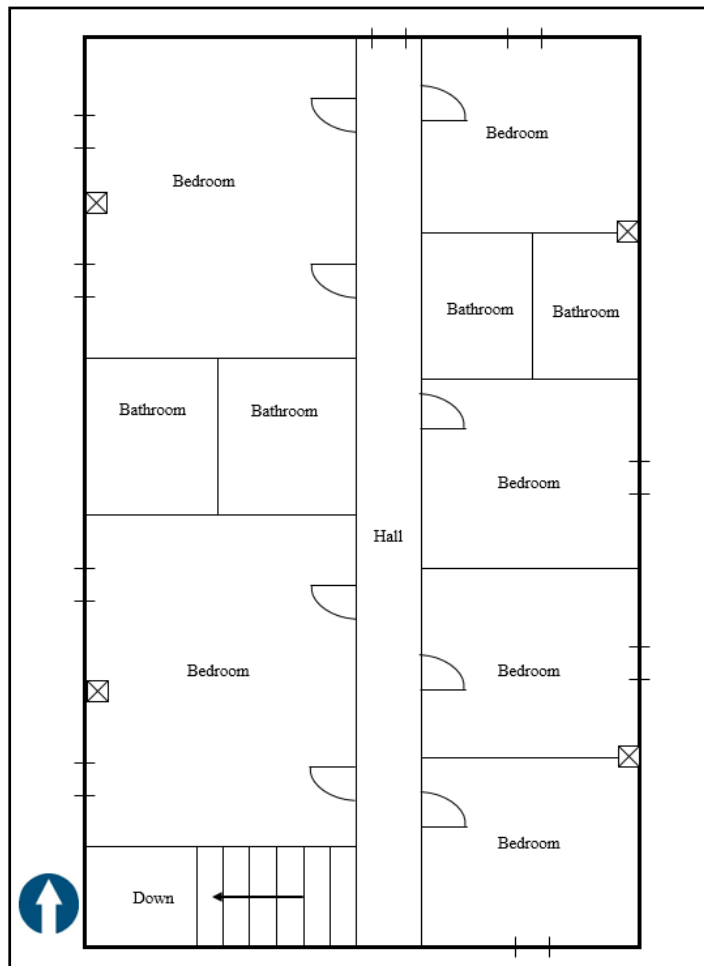


FIGURE 3-191: SECOND STORY PLAN (NOT TO SCALE)



**FIGURE 3-192: DETAIL OF ROOM NUMBER, SECOND STORY**

**3.15.2.3 Secondary Resources**

A circa-1950, one-story, gabled workshop is located on the southeast side of the parcel, approximately 155 feet east of the dwelling. The building was not accessible during the current survey; however, current aerial imagery indicates that it is covered by a front-gabled roof.

Two circa-1970, concrete well superstructures are located east of the primary resource and are covered by circular, concrete caps (Figure 3-193). An unknown metal superstructure is located immediately east of the primary resource, and it measures approximately 1 foot in height. It is possible that the superstructure is access to a gas tank; however, the current owner could not corroborate this (Figure 3-194). A circa-1910 stone slab is located east of the primary resource near the wells. According to the owner, it is possible that this slab was used as a possible carriage or horse step; however, it may have served as a possible tank slab (Figure 3-194) (Roxanne Pizarro, personal communication 2018).



**FIGURE 3-193: VIEW OF WELLS, LOOKING EAST**





**FIGURE 3-194: VIEW OF METAL SUPERSTRUCTURE, LOOKING NORTHWEST (LEFT); VIEW OF STONE SLAB, LOOKING EAST (RIGHT)**

### 3.15.3 NRHP Evaluation

The building at 10567 Doswell Road, historically known as the Doswell Inn, is a two-story, frame building constructed around 1910 in the Colonial Revival style. The Doswell Inn follows trends in form, massing, and location to other dwellings throughout Hanover County, but is the only known building to have served lodgers in Doswell in the early-twentieth century. In terms of location, setting, feeling, and association, the resource retains a high level of integrity. Late-nineteenth century inns, modeling large dwellings, were often located in crossroads and railroad communities which allowed convenient lodging for travelers. The Doswell Inn, although important to the Doswell community from the late-nineteenth to mid-twentieth centuries, has not been used as an inn for approximately 70 years. It is not known to have been the site of any important events nor is it known to have made significant impacts on the hospitality industry in Hanover County. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A. Although Daniel Campbell played an important role in the revitalization of the Doswell community at the turn of the twentieth century, his role in the establishment of the Doswell Inn and his association has proved to be minimal through archival research; and therefore, the resource is not eligible under Criterion B.

The Doswell Inn follows general stylistic trends in form, massing, and architectural style to other residential and commercial buildings throughout Hanover County. Over 200 resources in Hanover County surveyed with the DHR are listed as containing characteristics of the Colonial Revival style. Resource types include but are not limited to single- and multi-family dwellings, varying types of commercial buildings, religious buildings, and educational buildings. Though the Doswell Inn is in generally good condition and maintains moderate to high level of integrity of design, materials and workmanship, due to the prevalence of the Colonial Revival style in Hanover County as a whole, it is not considered particularly unique in the area. Furthermore, the interior of the building has undergone a series of alterations, which has further diminished the integrity of the resource as a whole. As such, it is recommended that the resource is not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The Doswell Inn is located within the Doswell Historic District (042-5448). It was built during the district's period of significance (ca. 1910-1950) and represents architectural trends throughout the community. For these reasons, the resource is **recommended to contribute to the eligibility of the Doswell Historic District**.

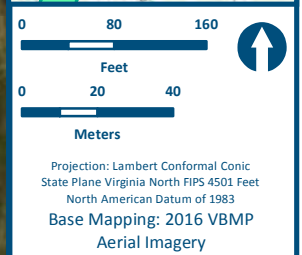
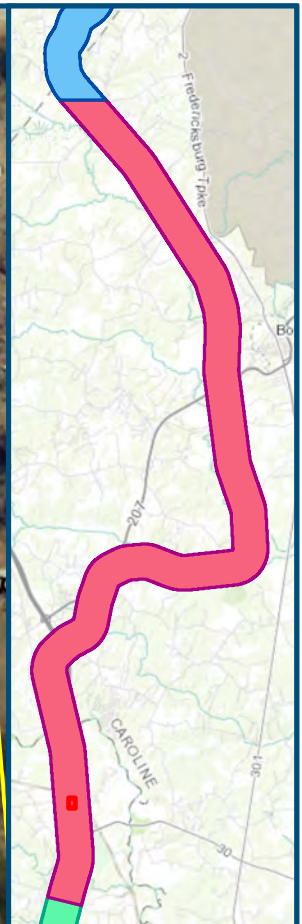
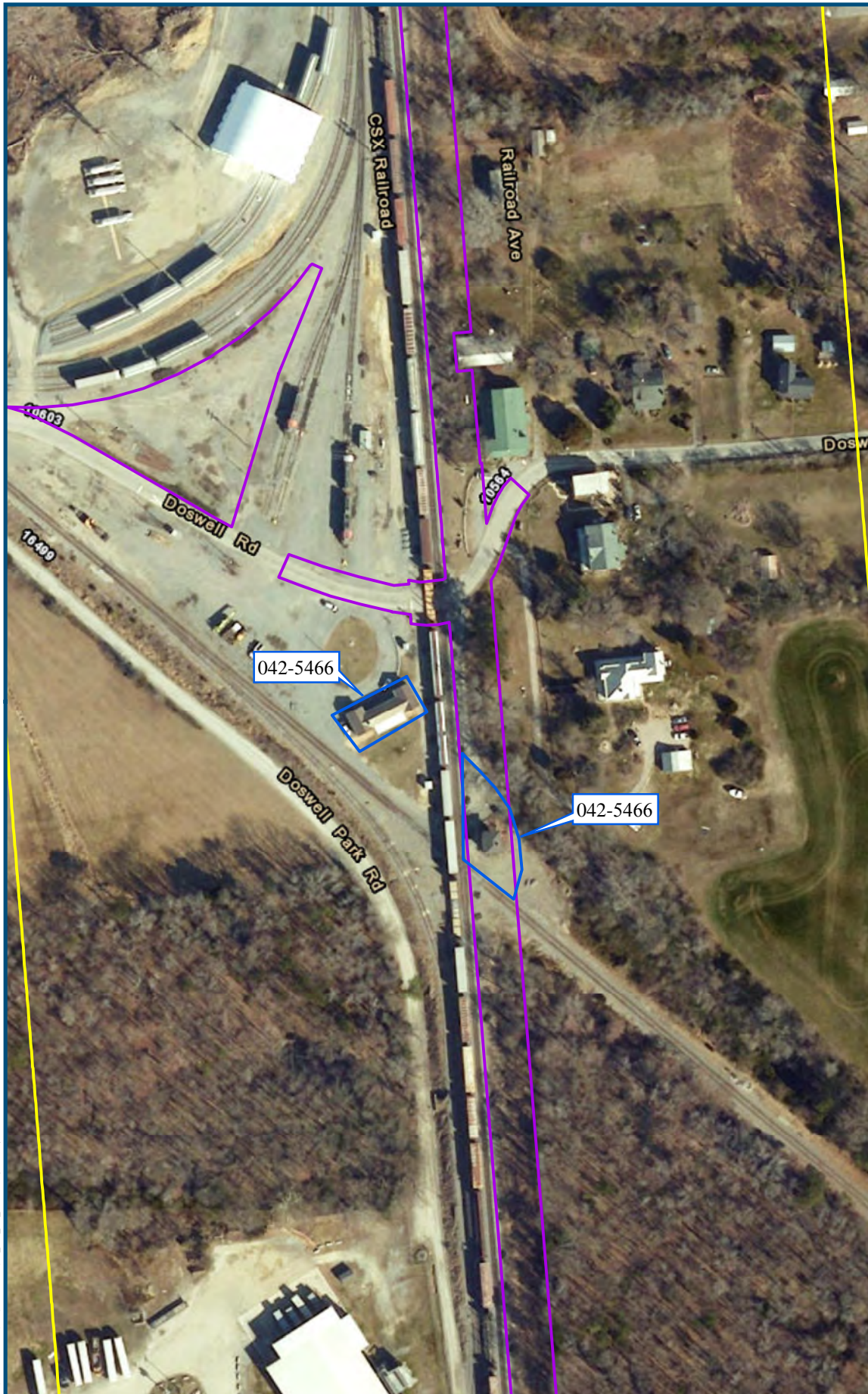
### **3.16 DOSWELL DEPOT AND TOWER (042-5466)**

The Doswell Depot and Tower (historically known as the C&O Railroad/RF&P Railroad Station and HN Tower) (042-0093; 042-5466) is located at 10577 Doswell Road. As per communication with the DHR, the resource was combined under the DHR identification number of 042-5466 (Blake McDonald, personal communication 2018). The depot, the primary resource, is currently used as the offices of the Buckingham Branch of CSXT (Figure 3-195). Constructed in 1927 shortly after a circa-1907, frame, passenger station burned at this location, the depot faces north and is set back from the south side of Doswell Road just west of the railroad tracks within the Doswell Historic District (042-5448). The HN switch tower associated with this property, being one of three remaining along this line in the Commonwealth of Virginia, is located southeast of the depot on the east side of the tracks (Railroad Signals of the U.S. 2012). Both resources are located on cleared parcels of land currently belonging to CSXT and largely surrounded by grassy lawns and gravel (Hanover County Tax Records 2015). A gravel parking area situated northwest of the depot building and a gravel drive extends from Doswell Road on the east side of the tracks south towards the tower.

#### **3.16.1 Historic Context**

The circa-1927 Doswell Depot and Tower is located on a site that has contained a train depot since at least the mid-1850s. In 1834, the RF&P Railroad was chartered, and by 1836, a line was running north-south between Richmond and Fredericksburg, through Doswell, formerly called Hanover Junction. The C&O Railroad, which originated as the Louisa Railroad, began in 1836 as a feeder line extending from Gordonsville east to Doswell in an effort to connect area markets and producers with the RF&P Railroad. Shortly after completion of the Louisa Railroad, the area became known as Hanover Junction, due to the intersecting tracks running through. In 1846, William Williamson, Edmund Morris, and Burton W. Morris, large landholders and developers, sold 2.5 acres of land, "lying and being at the junction of the RF&P and Louisa Railroads," to the President Directors and Company of the Louisa Railroad (HaCDB 5:121). Two acres of the lot were noted as being located on the south side of the Louisa Railroad line and 0.5 acre on the north side. It is likely around this time that the first joint passenger and freight depot was built on the lot as a station, as noted on maps from the Civil War (Figure 3-196).

Due to the intersection of two important railroads at Hanover Junction, the area was a point of contention during the Civil War. It was a critical supply point for the entire Confederate Army in Virginia as it connected the battlegrounds to the north and the supplies from the Shenandoah Valley to each other, as well as to the Confederate capital of Richmond (Miller n.d.). The original depot was destroyed during this time and was replaced by a temporary building and water station (Land and Community Associates 1992). This structure stood until a permanent station could be built around 1870.

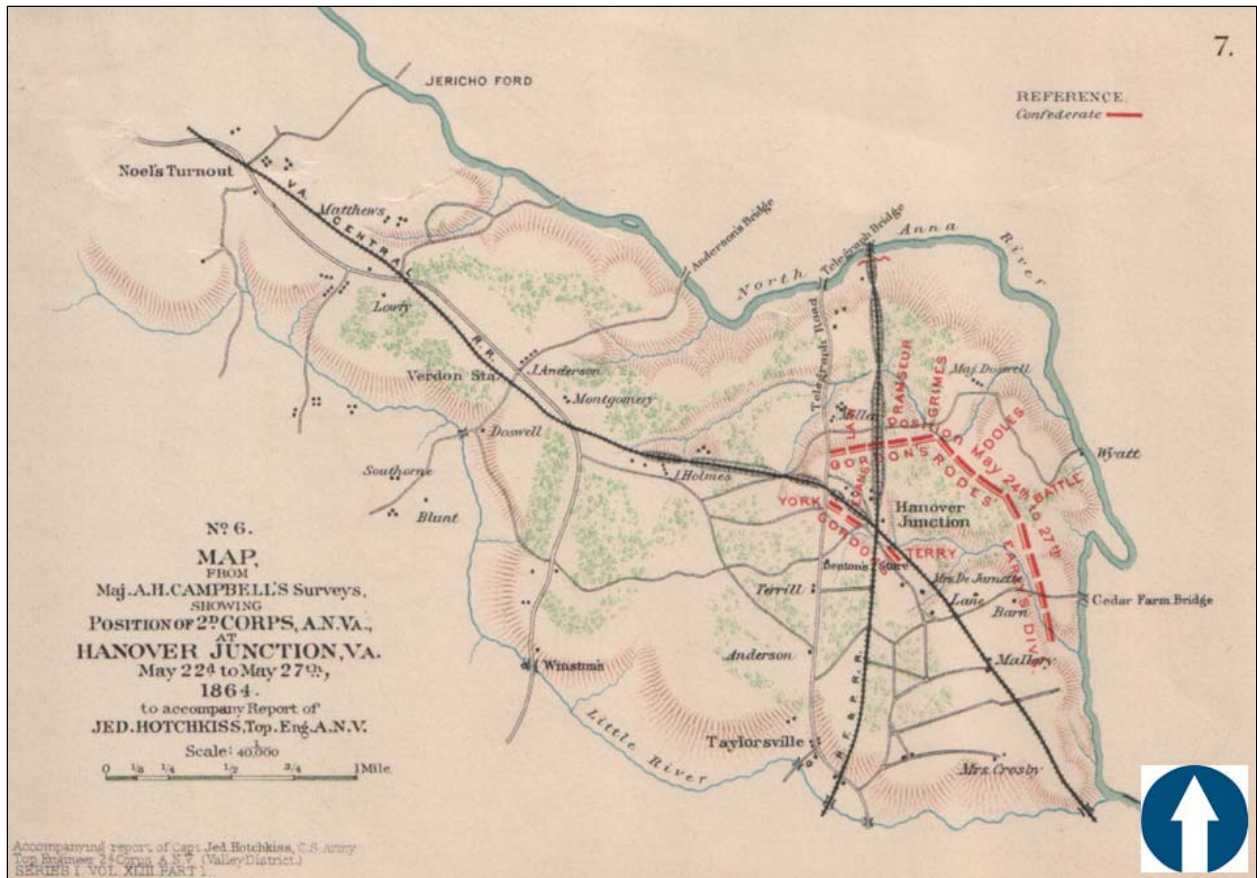


- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-195**  
**Location of the Doswell**  
**Depot and Tower**  
**(042-5466)**

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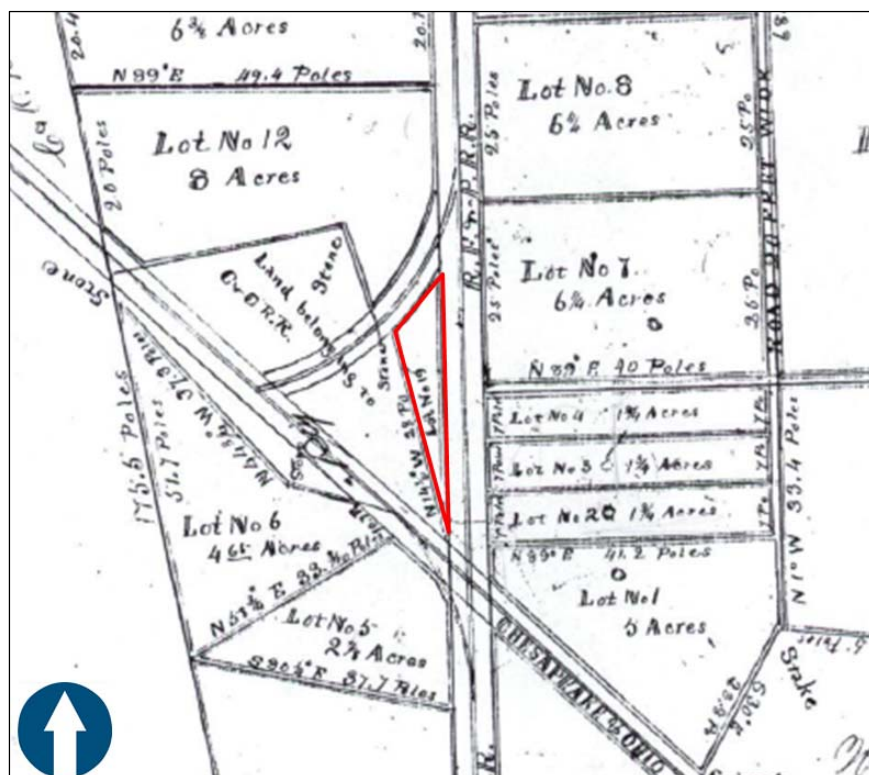
**FIGURE 3-196: MAP FROM MAJ. A.H. CAMPBELL'S SURVEYS SHOWING POSITION OF 2ND CORPS, A.N.VA. AT HANOVER JUNCTION, VA. MAY 22ND TO MAY 27TH, 1864. TO ACCOMPANY REPORT OF JED. HOTCHKISS, TOP. ENG. A.N.V. (HOTCHKISS 1895). NOTE LOCATION OF HANOVER JUNCTION AND THE INTERSECTION OF THE RAIL LINES. (MAP NOT TO SCALE)**

In 1874, the depot lot expanded to include a lot containing about 1 acre, situated at the northwest corner of the RF&P and C&O Railroads, from the estate of a prominent Hanover County citizen, Phillip B. Winston, to the RF&P Railroad Company (HaCDB 8:48). This lot is noted as being lot 19 of the plat of the division of Winston's estate (Figure 3-197) (HaCDB 7:390). This enlarged the depot lot to include the entire area between the junction of the two railroads and what is now Doswell Road. In 1907, a new depot was built to replace the circa-1870 building (Daily 2015). Just 20 years later in 1927, the depot burned down and was replaced by the current, Classical Revival-style station that stands today (Daily 2015). The central block of the depot was the passenger waiting room, while the eastern wing was used as the ticket office and the western wing served as an office for the freight service (Land and Community Associates 1992).

At about that same time, in 1929, the HN switch tower was constructed, which served as a structure that housed electrical systems that managed an interlocking device permitting safe crossing of trains over both railroads (Daily 2015). The HN switch tower was constructed in much the same way that other towers along the railroad were built, with an interlocking machine located trackside that the tower would then be built around. The second floor of the tower would hold the office for the operator who controlled the interlocking machine through a series of levers

which realigned and shifted the tracks (Bupp et al. 2016). The HN switch tower was built during the second (late-1900 to 1930s) of three main periods for tower architecture, that period being characterized by a shift from wood to masonry framing so as to be fireproof (Bupp et al. 2016).

The tower was retired in 1958 when the railroads centralized control in Richmond. It is likely at this time that the station was primarily retired as well. From that point until 1970, passenger trains would only stop at the depot on a case by case basis (Daily 2015). In 1992, the depot lot was sold to CSXT (HaCDB 950:847).



**FIGURE 3-197: DETAIL FROM THE PLAT OF THE DIVISION OF THE FARM KNOWN AS THE JUNCTION PROPERTY FROM 1874 (HACDB 7:390). NOTE LOT 19 OUTLINED IN RED NEXT TO “LAND BELONGING TO C&O R.R.” TOWER LAND NOT INCLUDED AS IT WAS EVENTUALLY BUILT WITHIN THE RF&P RAILROAD RIGHT-OF-WAY. (MAP NOT TO SCALE)**

### 3.16.2 Architectural Description

#### 3.16.2.1 Primary Resource Exterior

The passenger depot at 10577 Doswell Road is a circa-1927, one-story, eight-bay, Classical Revival-style building with an I-plan (Figure 3-198) (Daily 2015). It rests on a continuous foundation supporting a frame structural system—both of which are clad in a Flemish-bonded brick veneer with cast-stone quoins (Figures 3-199 and 3-200). It is largely covered by a side-gabled roof with two flanking front-gabled wings, all of which are sheathed in slate shingles. A simple, wood, denticulated cornice lines the tight eaves of the roof, and the gabled ends of the building have prominent partial returns. Metal gutters are built into the eave sides of the building.

SURVEY RESULTS

An interior-slope, corbeled, brick chimney with a concrete cap pierces the roof in the southern portion of the building.



FIGURE 3-198: SITE PLAN OF THE DOSWELL DEPOT AND TOWER (042-5466)



**FIGURE 3-199: NORTHWEST ELEVATION OF THE DOSWELL DEPOT**



**FIGURE 3-200: WEST OBLIQUE OF THE DOSWELL DEPOT**

The primary entrance is centrally located on the façade (northwest elevation) and is filled by a wide, single-leaf, half-glazed, wood door topped by a wood-frame fanlight (Figure 3-201). The entrance is surrounded by a classical entablature with a denticulated broken pediment with

## SURVEY RESULTS

modillions and plain pilasters. Windows appear to be largely one-over-one, vinyl replacement units with muntins simulating eight or 10 lights over 12 or 16 in the bottom sash. Many windows are topped by fanlights, some of which are replacements, and supported by wooden aprons below. Decorative brickwork includes cast-stone cornerblocks and keystones in semi-circular or splayed jack arches. Original rounded wood windows are situated in the gable ends of both the east and west wings of the building. A one-story, flat roof promenade spans the non-gabled portion of the southeast elevation (Figure 3-202). The roof, supported by squared Doric-style columns, features a denticulated cornice and a paneled parapet. The promenade leads to a secondary entrance filled with the same style door as the primary entrance. An additional entrance is situated in the southeast elevation of the east gabled wing and is filled with a single-leaf replacement door topped with a flat stepped pediment. Another entrance is located on the same elevation of the west gabled wing and is filled with a large single-leaf, wood, paneled door. It is emphasized by a brick jack arch with a central cast keystone. A similar door is located on the northeast elevation of the west gabled wing.



**FIGURE 3-201: DETAIL OF PRIMARY ENTRANCE**





**FIGURE 3-202: SOUTHEAST ELEVATION OF THE DOSWELL DEPOT**

**3.16.2.2 Primary Resource Interior**

Interior access was not obtained at the time of the current survey. A brief inspection was conducted, though, in 2008 when the DC2RVA Team completed a reconnaissance evaluation of the building. At that time, the interior maintained its original configuration and details. The central room, once the passenger waiting room, is still a large, open space with wooden floors. The walls are plastered, and wainscoting and a chair rail line the bottom half of each wall. Understated elements of the Classical Revival style can be found in this central space, such as the somewhat intricate chair rail molding profile and matching door surrounds. A notable reminder of the building’s historic use is the ticket window that is still extant in the central waiting room (Figure 3-203). A single doorway through the east and west walls allowed entry into each of the wings—the former ticket office in the eastern wing and the previous freight office in the west wing. Both of the wing spaces are also large open spaces with their original hardwood floors and spatial flow.



**FIGURE 3-203: TICKET WINDOW IN THE CENTRAL WAITING ROOM OF THE DOSWELL DEPOT**

### 3.16.2.3 Secondary Resources

The HN switch tower associated with the passenger depot building is said to have been constructed around 1929 (Figures 3-204 and 3-205) (Daily 2015). This structure housed electrical systems on the ground floor that managed an interlocking device permitting safe crossing of trains over both railroads and an office for an operator on the second floor. The tower rests on a continuous poured-concrete foundation and has a structural system that is clad in a Flemish-bonded brick veneer. The building is covered by a steeply pitched, hipped roof sheathed in asphalt shingles with an interior-slope, brick chimney piercing its southwest corner. The roof's wide overhanging eaves are marked by paired copper-clad brackets. A copper-clad bay window projects from the second story of the tower at the west elevation overlooking the intersection of the RF&P and C&O Railroad tracks and has the letters "HN" embossed on it. This bay window serves as a defining feature for interlocking stations as the projecting bay allowed for better visual observation for the operator along the rail line (Bupp et al. 2016). A metal pipe staircase leads to the tower's upper level at the south elevation. Doors and many windows in the building are currently boarded over, as the tower no longer functions as a manned mechanized interlocking control tower.



**FIGURE 3-204: VIEW OF HN TOWER AND RAILROAD, LOOKING SOUTHEAST**



**FIGURE 3-205: SOUTHEAST OBLIQUE OF THE HN TOWER**

### **3.16.3 NRHP Evaluation**

The Doswell Depot and Tower (historically known as the C&O/RF&P Station and HN Tower) located at 10577 Doswell Road is currently used as the offices of the Buckingham Branch of CSXT. Constructed after a circa-1907 station burned at this location in 1927, the current depot remains in use for rail-related activities. The Doswell Depot was important to the community of Doswell, and it follows trends of small depots being built to spur the development of many other railroad towns along the RF&P Railroad, such as the Woodford Depot (016-0222), which was built circa 1900 as a joint freight and passenger depot to serve the community of Woodford, and the NRHP-listed Beaverdam Depot (042-0081), a depot built in 1866 to replace another depot destroyed during the Civil War. The railroad and Doswell Depot prompted commercial, industrial, and residential growth in the crossroads community and the depot remains the most prominent surviving symbol of the importance of rail travel to the development of Doswell. As such, the Doswell Depot and Tower are recommended eligible for the NRHP under Criterion A for its significant associations with transportation and development in Doswell at the local level.

The Doswell Depot and Tower have no known association with an individual who is “significant within a historic context” or has “gained importance within his or her group or profession” – necessary qualifications for it to be eligible under Criterion B. Therefore, the resource is recommended not eligible under Criterion B.

Although its architect is unknown at this time, this building remains a good example of a Classical Revival railroad station and reflects the continued investment that both the C&O Railroad and RF&P Railroad made in the community of Doswell. When combined with its circa-1928 HN

## SURVEY RESULTS

tower, these two resources are an increasingly uncommon site along historic rail lines in the state. Although some, but not all, windows have been replaced in the building, this is the only notable modification to the exterior of the depot. As such, the resource overwhelmingly retains historic integrity of location, design, materials, workmanship, setting, feeling and association. Given its good condition, continued use, and relatively high level of historic integrity, this resource merits individual listing in the NRHP under Criterion C for architecture at the local level.

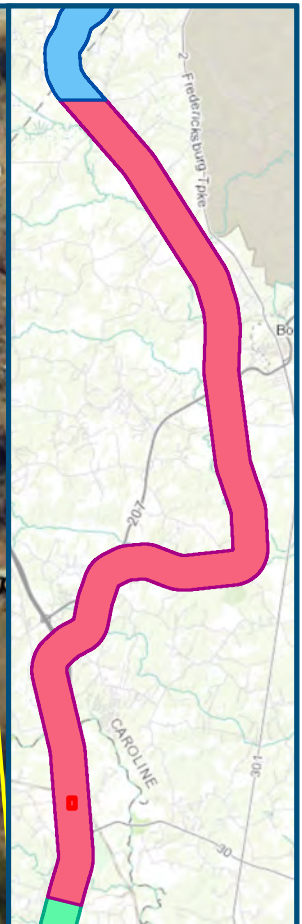
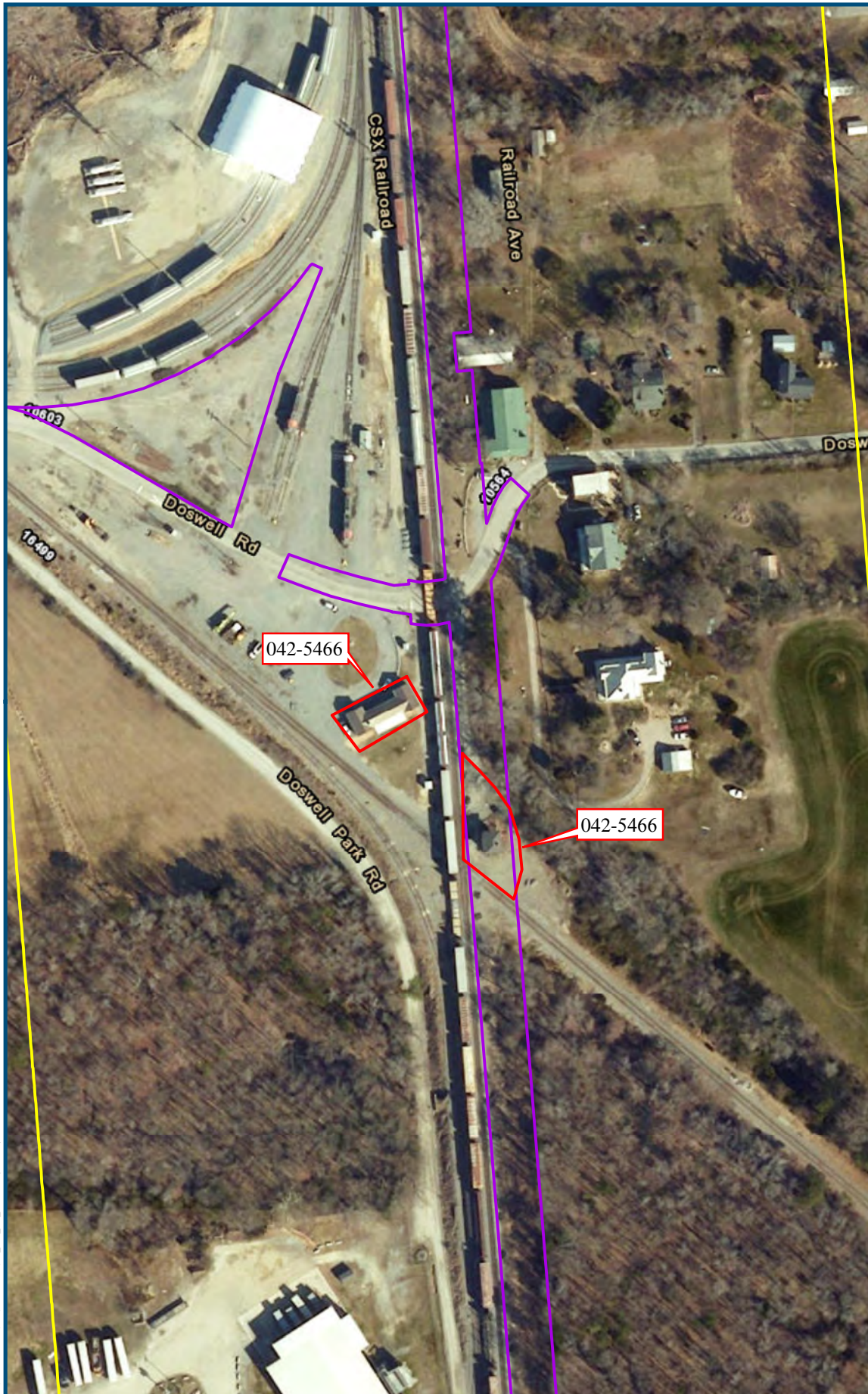
As an architectural resource, the Doswell Depot and Tower have not been evaluated under Criterion D.

This resource is located within the Doswell Historic District (042-5448). The Doswell Depot and Tower were built during the district's period of significance and contribute to the historic integrity and architectural significance of the district as a whole. As such, it should be considered as a contributing resource to the district.

The Doswell Depot and Tower should also be considered as contributing to the RF&P Railroad Historic District (500-0001). They were built during the district's period of significance and were built by the RF&P Railroad to serve the small community of Doswell. As such, the Doswell Depot and Tower should be considered as contributing resources to the railroad historic district.

**In sum, the Doswell Depot and Tower is recommended eligible for listing in the NRHP under Criteria A and C, and considered a contributing element to the Doswell Historic District and the RF&P Railroad Historic District.**

The proposed period of significance for this resource is from 1927 to 1958, the date the resource was built until the date the tower stopped being used and the depot was primarily retired from passenger service. The proposed NRHP boundaries for the Doswell Depot and Tower, as determined during the current investigations, encircle both resources individually (Figure 3-206). The boundary for the depot encircles the building closely and does not include any landscape features. The tower boundary is located within the railroad right-of-way and includes the graveled area surrounding the resource.



0 80 160  
 Feet  
 0 20 40  
 Meters

Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-206**  
**Proposed NRHP**  
**Boundaries for the**  
**Doswell Depot and Tower**  
**(042-5466)**

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### **3.17 ROBERT STILES BUILDING/ MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001)**

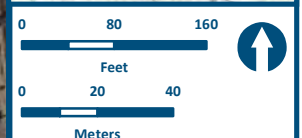
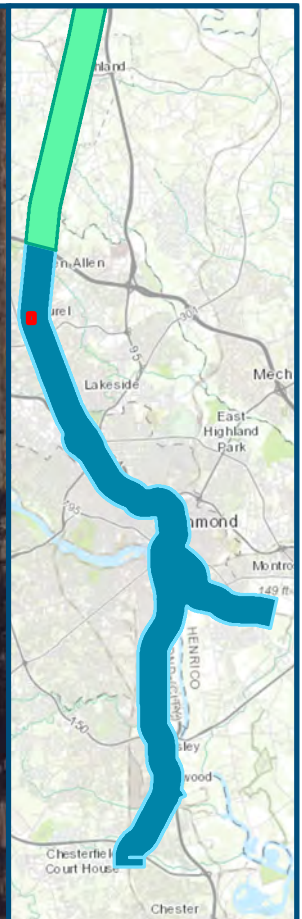
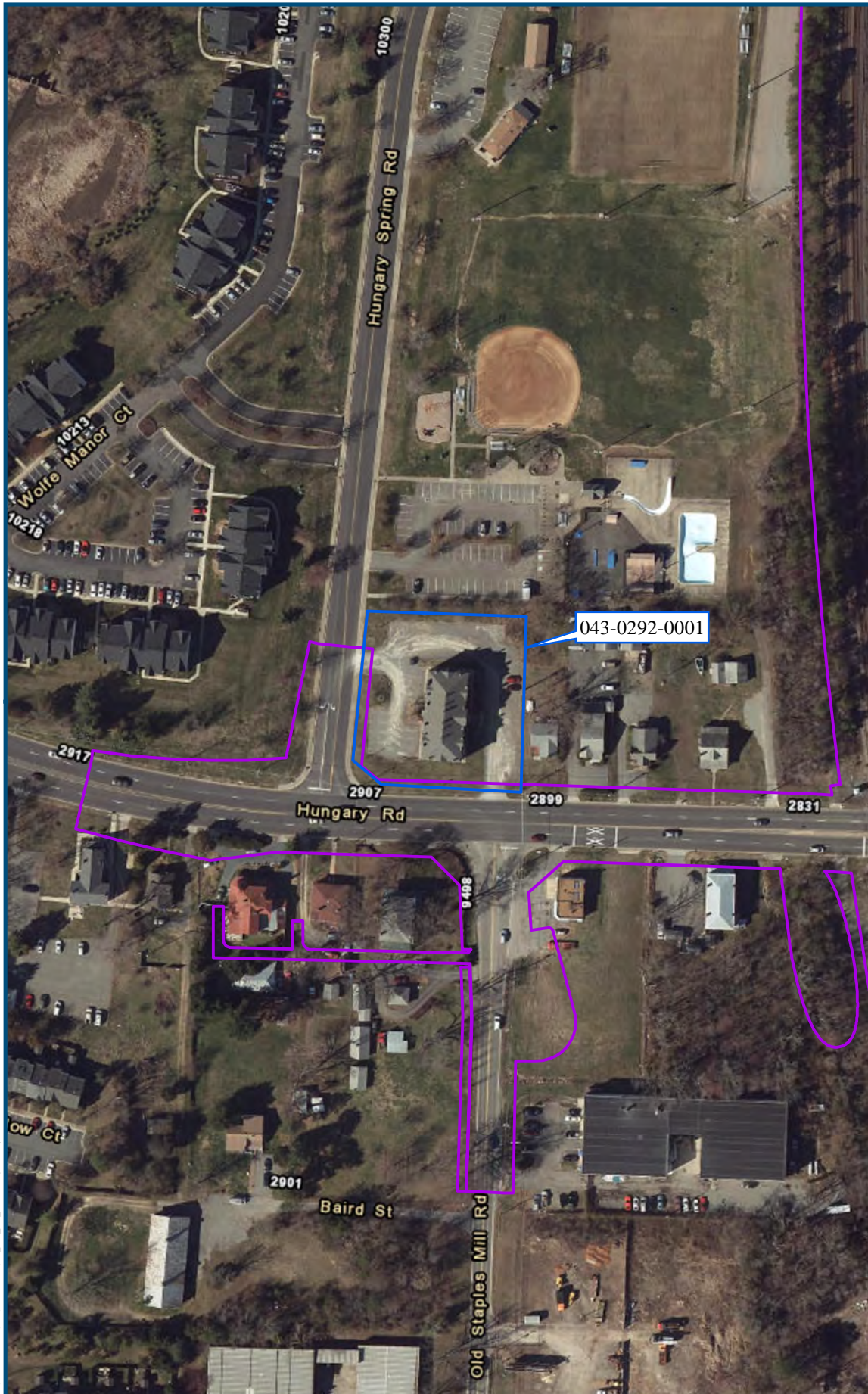
The Robert Stiles Building, also known as Main Building of the Laurel Industrial School, is located at 2900 Hungary Road in Henrico County, Virginia. The building is situated in the northern portion of the NRHP-eligible Laurel Industrial School Historic District (043-0292) boundaries. The building sits upon a 0.89-acre parcel on the northeast corner of the intersection of Hungary and Hungary Spring Roads, approximately 0.8 mile from the existing railroad bed (Figure 3-207). It is situated in the center of the property, setback from both roads, and immediately surrounded by a manicured grass lawn to the south while gravel parking areas line the north and west. Another parking area is located on the east side separated from the building by a small strip of manicured grass. The property is accessed by two vehicular entrances: one from Hungary Spring Road in the northwest corner of the lot and another from Hungary Road in the southeast corner. Some deciduous trees and shrubbery line the north and east boundaries of the parcel. Immediately north of the property is a Henrico County school, to the east are several small parcels filled with residential or former residential buildings as well as the existing railroad bed, while Hungary Road is situated immediately south as well as other residential and commercial properties, and a large townhouse and condominium community and Hungary Spring Road are to the west.

#### **3.17.1 Historic Context**

In May 1890, the Prison Association of Virginia (Prison Association), a group organized from local citizens incorporated by the General Assembly in March 1890, received a plot of land containing approximately 17 acres near Laurel Station in Henrico County as a gift from Annie P. Russell of Richmond (Henrico County Deed Book [HCDB] 130-A:321-322; Keve 1986). Eventually, the association accumulated about 90 acres in the Laurel area (Figure 3-208) (Manarin and Peple 2011). Soon after, in 1892, the Prison Association purchased multiple tracts of land on the west side of the RF&P Railroad along Hungary Road from the Special Commissioners representing the deceased W. L. Cowardin (HCDB143-A:277-278, 278-279).

The Prison Association sought to reform the state's penal system for Virginia's juvenile offenders (Keve 1986; Leach 1984). Beginning around 1860, about a dozen states had built "reform schools" as separate institutions for felonious and delinquent children while the Commonwealth continued to use the penitentiary (Keve 1986:149). Alternatively, development of juvenile institutions were left to voluntary groups and private organizations such as the Prison Association of Virginia (Keve 1986:149). The goal of these associations:

...shall be the improvement of the government, discipline, and general management of prisons within this state, whether under the control of state, city, or county authorities; the amelioration of the condition of prisoners, whether detained as witnesses or for trial or finally convicted; and the encouragement and aid of discharged convicts who exhibit any desire to reform and to become good citizens [Keve 1986:152].



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

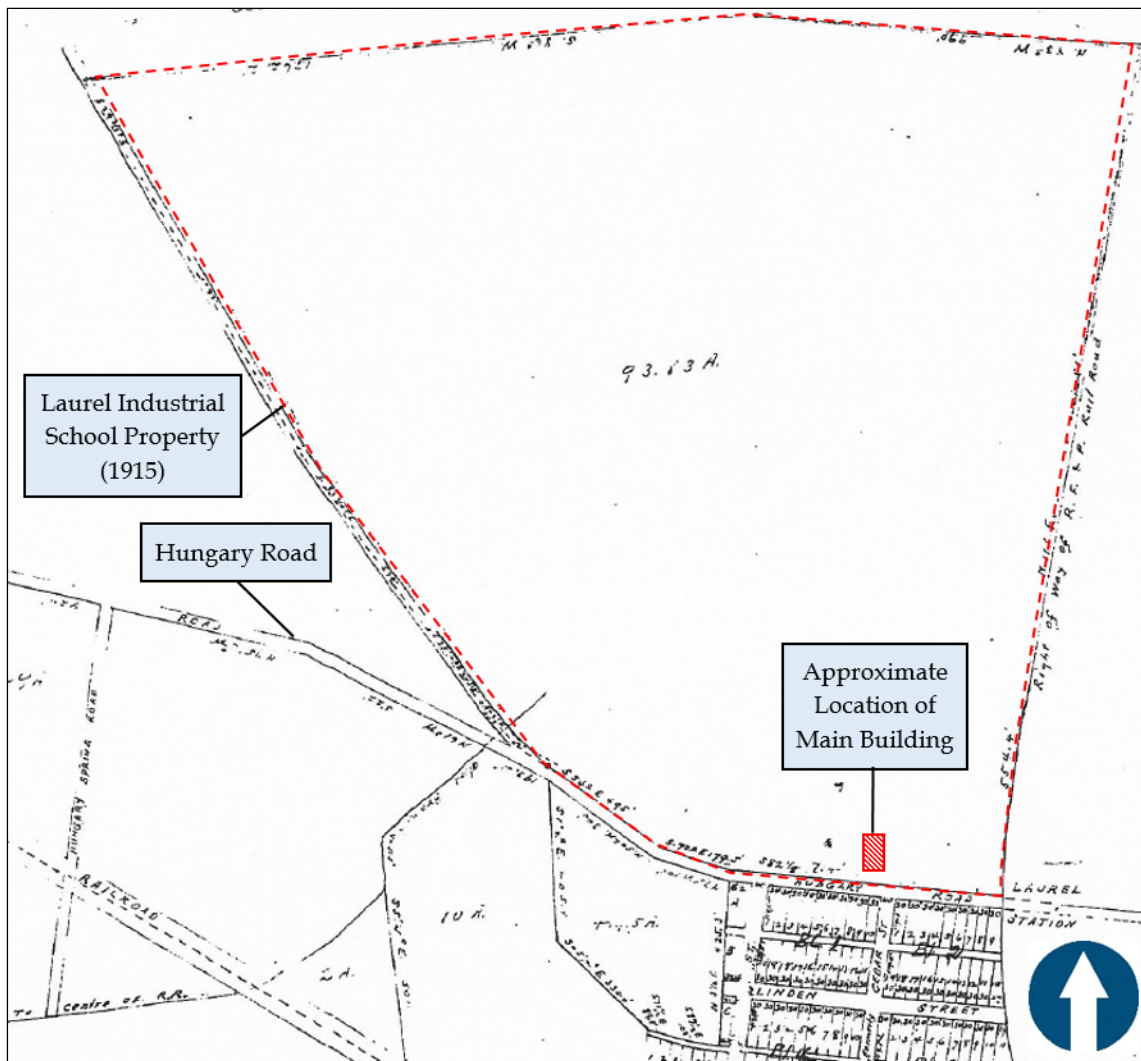
- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-207**  
**Location of the Robert Stiles Building/ Main Building of the Laurel Industrial School (043-0292-0001)**

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SURVEY RESULTS



**FIGURE 3-208: PRISON ASSOCIATION PROPERTY WITH ROBERT STILES BUILDING AS RECORDED IN 1915 (HENRICO COUNTY PLAT BOOK [HCPB] 11:216) (MAP NOT TO SCALE)**

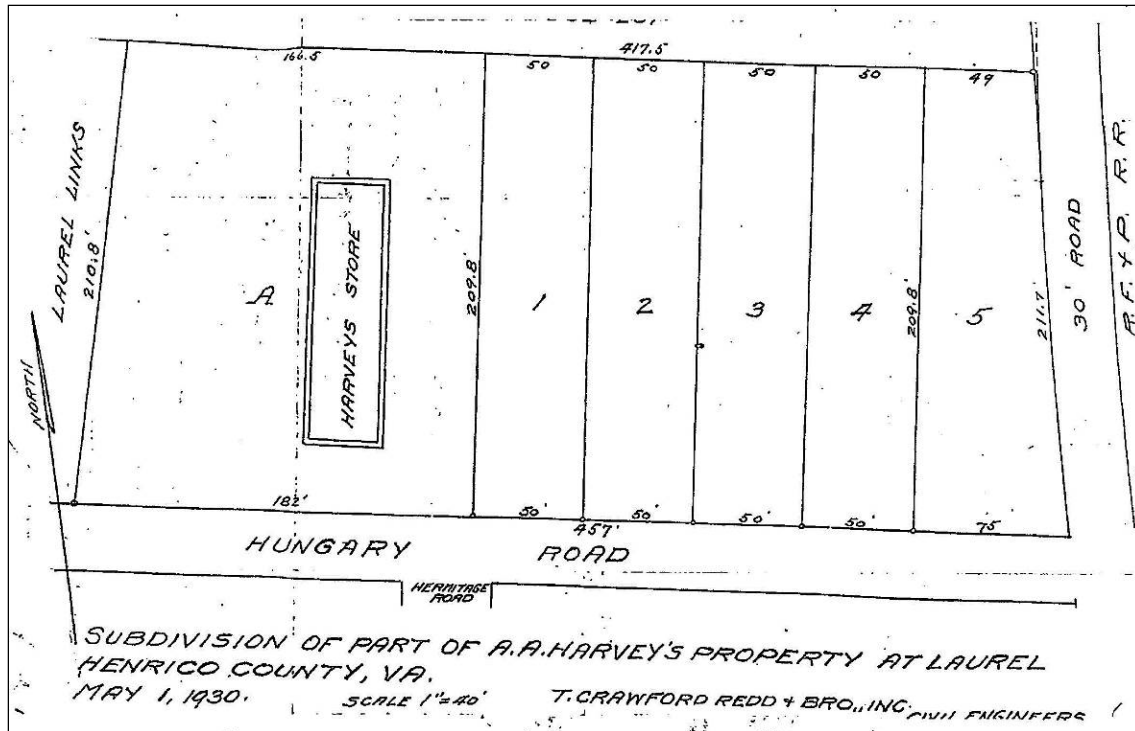
The program at the industrial school was intended to provide white boys with basic education as well as vocational skills. The purchase and donation of the large plot of land in Henrico County was the first step in making the vision of the Prison Association a reality to build a reform campus. The main building, called the Robert Stiles Building after the founder of the association, was the first in the Laurel Industrial School complex constructed around 1894; its construction was funded through state appropriations (Leach 1984). The building served as a dormitory, chapel, dining hall, and school of the convicted white boys. Farm work as well as a vocational instruction program was favored by the institution, and the Prison Association sought after manufacturing contracts for a means of financial support, their first being with the company of J.J. Wright and Stokes manufacturing horse collars (Prison Association of Virginia 1898:4). However, this contract was terminated just one year later due to the company failing to pay the Prison Association. The school also operated a blacksmith shop, broom-making operation, and a garment factory at various times with the incarcerated boys acting as the workforce.



## SURVEY RESULTS

Although the association intended to operate under paternal and protective philosophies unlike those used in penitentiaries, their practices were considered harsh and outdated after the board president attended a conference with other juvenile institution operators in 1902 (Keve 1986). For example, the Prison Association still favored the use of a ball and chain as a method of punishment and complete silence during meal and work times. After multiple complaints that the Commonwealth was not supporting the school and that board members were overreaching in their positions, the governor requested an investigation from the Virginia Board of Charities and Corrections in the 1910s (Keve 1986). From this investigation, it was proposed that “the Laurel Industrial School is in sore need of larger support from the State... We, therefore, strongly recommend, as a great duty and obligation on part of the State, that State ownership shall be effected as soon as possible” (Keve 1986:156). During this transition period, it was recognized that the area was becoming more and more urbanized as the City of Richmond, just 8 miles south, expanded, and a search for a new location with ample farmland began. A new site was found on the south side of the James River in Powhatan County. In February 1920, the General Assembly of Virginia approved the dissolution of the Prison Association, and its property as well as the buildings thereon were sold to the Commonwealth (HCDB 215-B:69).

In September 1924, Albert Anderson Harvey purchased several lots from the state for \$48,000, including 93.83 acres on the north side of Hungary Road which included the Industrial School’s buildings (HCDB 230-C:209-212). Harvey operated a general store, called Harvey’s Store, in the main building, all the while accumulating several more properties around Laurel Station including what is now the Laurel Gallery on the south side of Hungary Road (Henrico County Will Book [HCWB] 13:400). During his ownership, Harvey sold off a portion of the land to the north to the Henrico County School Board. In 1941, Harvey willed that his associate, Robert Alexander Walton, and his son-in-law, Claude Linwood Bradshaw, could purchase the property after his death for \$6,000 (HCDB 290:357-360; HCWB 13:400). After Harvey’s death in 1941, his land was subdivided (Figure 3-209) (HCDB 29:356). Both Walton and Bradshaw willed their shares of the property and their business, Laurel Links, Inc., to their wives, Rebecca Briggs Walton and Elise Harvey Bradshaw, respectively (HCWB 26:343-344, 38:423).



**FIGURE 3-209: PLAT OF SUBDIVISION OF ALBERT ANDERSON HARVEY'S LAND IN 1930, PARCEL BOUNDARIES STILL EXISTING TODAY (HCDB 290:356)**

Rebecca Walton and Elise Harvey conveyed the property, along with two others in the vicinity, to Kent Newcomb and his wife, Helen, in 1968 for a total of \$27,000, who then sold it to Dartman Corporation in 1969 (HCDB 1367:401-403, 1394:154-156). In 1976, Stonewall Enterprises, Inc. assumed the Dartman Corporation which included the properties they owned (HCDB 1689:152-153). The school building was then sold to Knob Enterprises, with one-half undivided interest going to each owner of the company: Walter Proffit and Stewart Vest (HCDB 1758:1229-1232). The mortgage was defaulted on and, in 1982, the Heritage Savings and Loan Association sold the property to Robert Bluford, Jr. and his wife, June (HCDB 1787:544-547, 1873:1453). The Blufords, assisted by area residents, are responsible for nominating the Laurel Industrial School as a historic district to the NRHP in 1987 (Wright 2012). They conveyed the property to their son, Robert Bluford, III, in 1991, who continues to own the building today. The building currently houses multiple leasable office spaces.

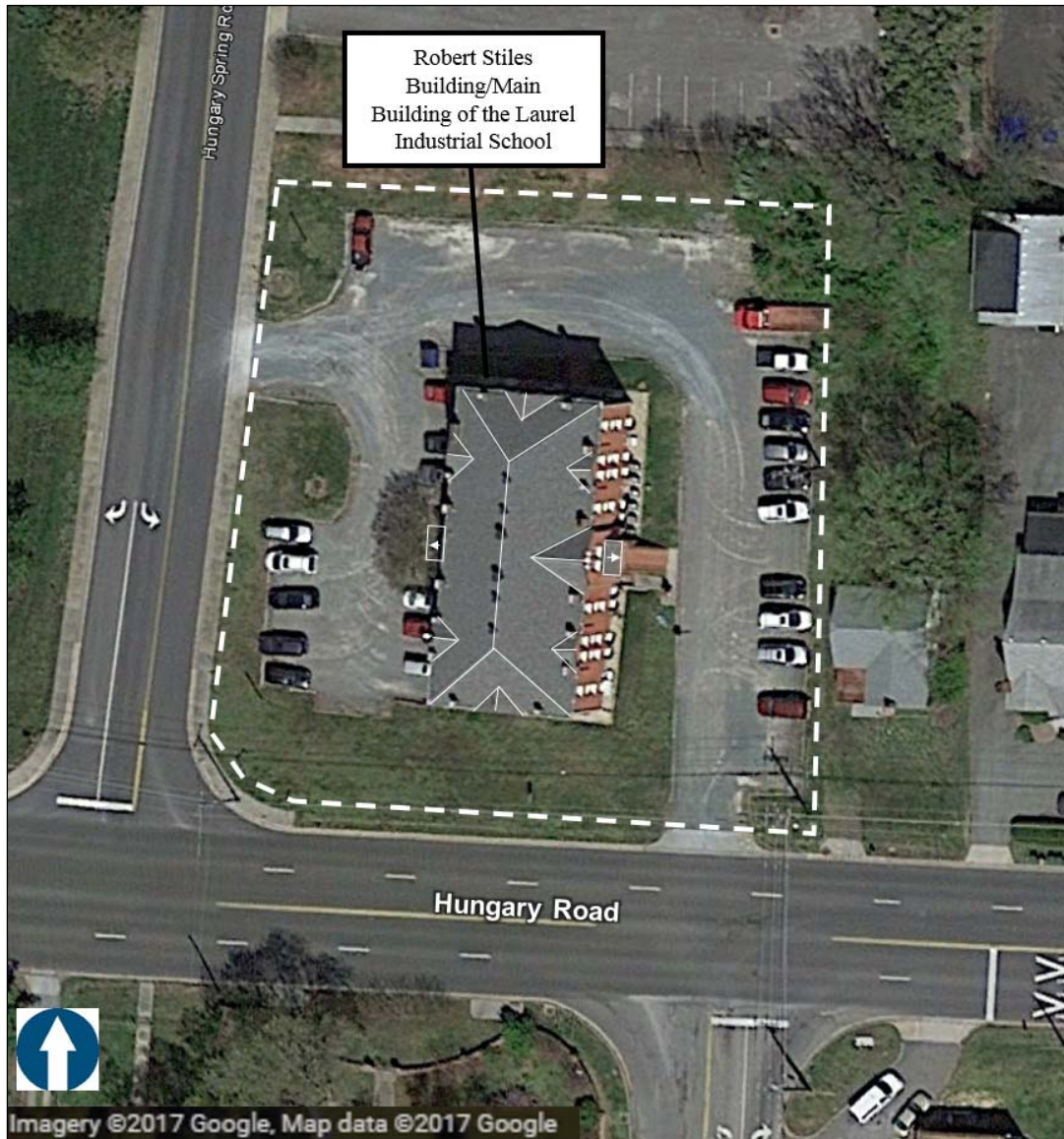
### 3.17.2 Architectural Description

#### 3.17.2.1 Primary Resource Exterior

Originally constructed as a multi-purpose building for a boys reformatory school around 1894, this Romanesque Revival-styled, two-and-one-half-story, seven-bay, brick building has a rectangular plan with a slight entrance projection centered on the east elevation (Figure 3-210). The current primary elevation faces east towards private properties and the railroad (Figures 3-211 through 3-213). The building is set on a continuous, raised basement foundation which supports a structural system composed of brick laid in a six-to-one, common bond. The building features a brick, corbelled belt course as well as soldier-coursed water table. A low-pitched

## SURVEY RESULTS

hipped roof with multiple cross gables is sheathed in slate shingles and lined with a wood cornice and boxed gutters currently clad in metal. The gabled ends feature prominent partial returns accented by brick squared pilasters extending down to the belt course featuring corbelled capitals. The roof's ridge is pierced with six metal flues that appear to be fairly evenly spaced. Two interior-end brick chimneys with corbeled caps are located on both the north and south elevations. Six interior-end brick chimneys with corbeled caps are located along the east and west elevations, making for a total of 16 chimney stacks, some of which are larger than others.



**FIGURE 3-210: SITE PLAN OF THE ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001) (GOOGLE EARTH 2017) (NOT TO SCALE)**

SURVEY RESULTS



**FIGURE 3-211: SOUTHEAST OBLIQUE OF ROBERT STILES BUILDING**



**FIGURE 3-212: SOUTHWEST OBLIQUE OF ROBERT STILES BUILDING**



**FIGURE 3-213: NORTH ELEVATION OF ROBERT STILES BUILDING**

The building's primary entrance is situated in the center of the east elevation, beneath the central gable, with a similar entrance mirrored on the west (Figure 3-214). They are both filled with replacement, double-leaf, paneled doors featuring an eight-light, arched, wood transom. The eastern entrance is accessed by a raised brick stoop lined with a metal railing and is covered by a pent roof supported by wood brackets and sheathed in slate shingles. An arched opening on the south side of the stoop provides direct access to a basement-level entrance that is filled with a single-leaf, metal door. The western entrance also has a brick stoop with a shed overhang; however, a set of stairs extends north and south from the stoop providing a central (western), arched access to a basement-level entrance. This entrance features a double-leaf, half-glazed, metal door. An additional basement-level entrance is off-centered in the north elevation and is filled with a single-leaf, metal door with a single-light wood transom above. A poured-concrete walkway lined by brick retaining walls provides access to the northern basement entrance.



**FIGURE 3-214: EAST ENTRANCE, LOOKING SOUTH (LEFT); WEST ENTRANCE, LOOKING NORTHEAST (RIGHT)**

The building contains a variety of fenestration, all detailed with segmental and arched openings – a hallmark of the Romanesque Revival style (Figure 3-215) (McAlester 2015:387–394). The second story includes single and paired, Venetian-style windows with five-over-four, wood-frame, double-hung sashes and wood sills. The first story features single and paired, four-over-four, wood-frame, double-hung-sash windows with a segmental arch, two-light, transom above and wood sills below. Windows in the basement-level include four-over-four, wood-frame, double-hung-sash windows set within segmental arch openings. All of the window arches are composed of brick headers with wood sills below. At the first and second floors, the decorative brickwork of each arch is connected by a belt course that wraps around the entire building. A set of three two-light, wood-frame, arched, possible casement windows are located in the central gable of the east elevation; they also feature brick arches and wood sills. Two circular, boarded up openings are centered within the gables in the north and south elevations; they are encircled by brick headers.



**FIGURE 3-215: FIRST STORY WINDOW DETAIL, EAST ELEVATION (LEFT); SECOND STORY AND GABLED WINDOW DETAIL, EAST ELEVATION (RIGHT)**

### 3.17.2.2 Primary Resource Interior

Although full access to the interior of the building was not obtained, surveyors did access shared spaces at each floor, noting that the first story, second story, and basement level mirror each other in a central-hall plan (Figures 3-216 and 3-217). The primary entrance in the east elevation opens to a hall that features wood flooring and drywall-covered walls, similar to the second story, while the basement level contains laminate tiled floors.

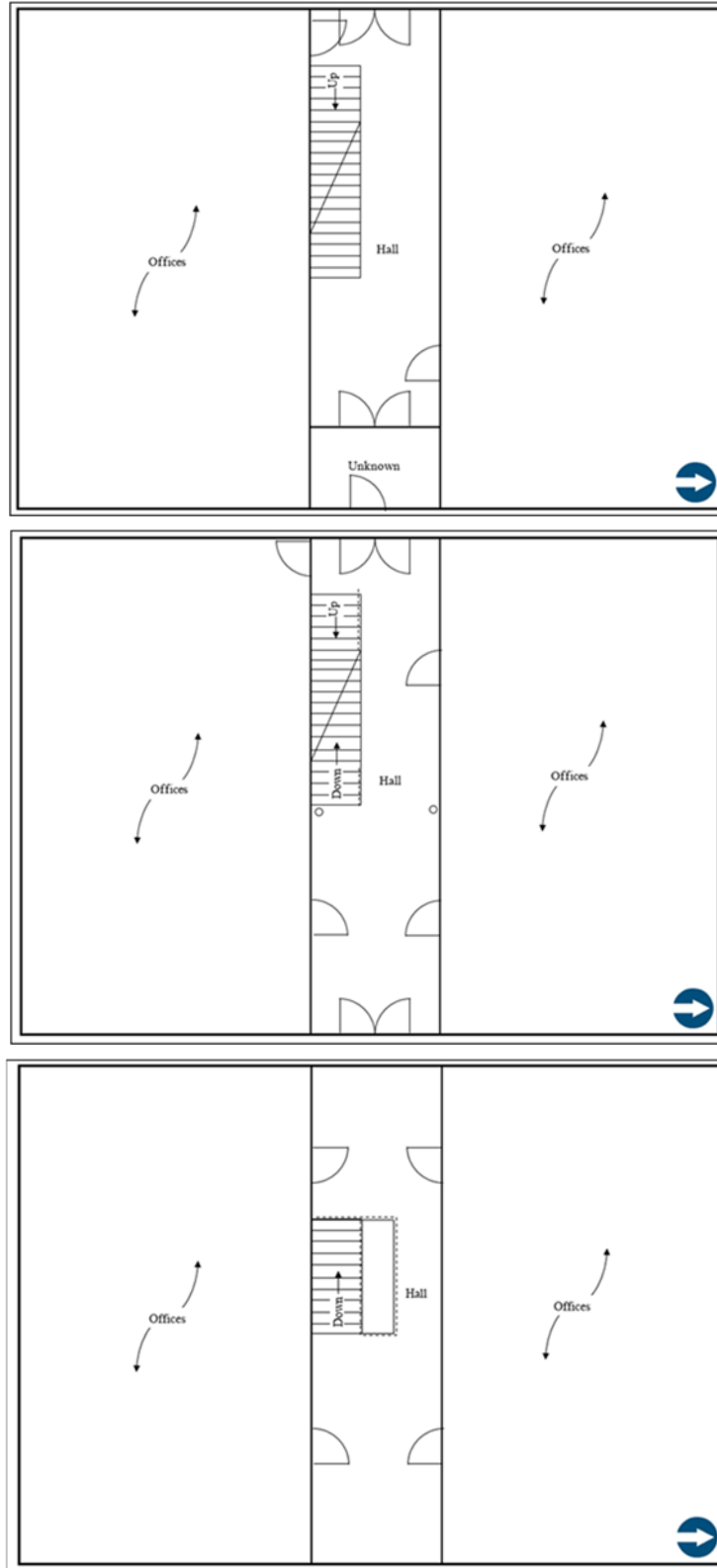
An entrance in the west wall of the first story hall mirrors the east entrance. A center beam that crosses from north to south in the first story hall is supported by cast iron supports with understated decorative detailing (Figure 3-216). In the southwest quadrant of the hall is a single stretch of wood stairs leading to the second story. This staircase is lined with a turned wood balustrade with paired spindles and a turned newel capped with a simple finial. A total of four doorways framed by simple wood surrounds, all filled with replacement metal, paneled doors, are located in both the north and south walls of the first story hall; they all lead to occupied office spaces. The second story and basement level halls also feature this same door pattern. A large chandelier is situated in the east half of the hall of the first and second stories.

A staircase covered in carpeting and lined with a similar balustrade is set beneath the stair leading to the second story and is accessed from the east in the first story hall. The carpeted staircase leads to the basement level. The basement hall features an exterior entrance in the west wall and is filled with double-leaf, metal, multi-light doors. The east wall of the basement hall contains a single-leaf, paneled, metal door to an unknown space. This area is also accessed via the exterior by a single-leaf door.



**FIGURE 3-216: VIEW OF FIRST STORY HALL, LOOKING EAST (LEFT); DETAIL OF FIRST STORY METAL SUPPORT (RIGHT)**

SURVEY RESULTS



**FIGURE 3-217: BASEMENT LEVEL PLAN (TOP); FIRST STORY PLAN (MIDDLE); SECOND STORY PLAN (BOTTOM) (NOT TO SCALE)**



### 3.17.3 NRHP Evaluation

The Robert Stiles Building or Main Building of the Laurel Industrial School, now an office building called Bluford Office Building, at 2009 Hungary Road is a Romanesque-Revival-styled educational building commissioned by the Prison Association of Virginia and completed around 1894. Although the building has experienced some modifications to the interior, it continues to retain a high level of integrity in design, location, materials, and workmanship. The area in which the resource is located has moderately changed from its primarily rural setting during its period of significance (1894–1920) to current suburbia, yet the primary building associated with the Laurel Industrial School Historic District (042-0292) and the small railroad town of Laurel still endure.

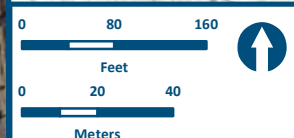
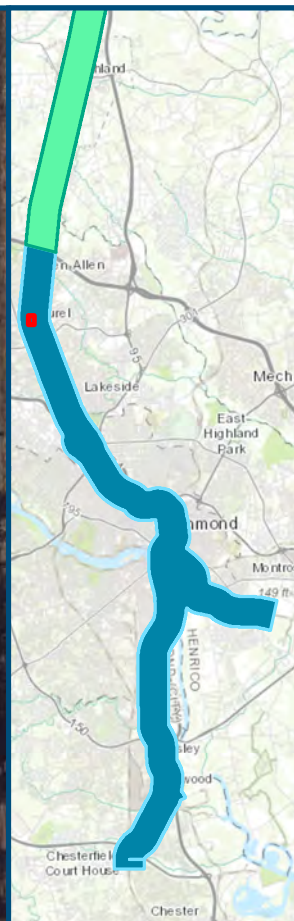
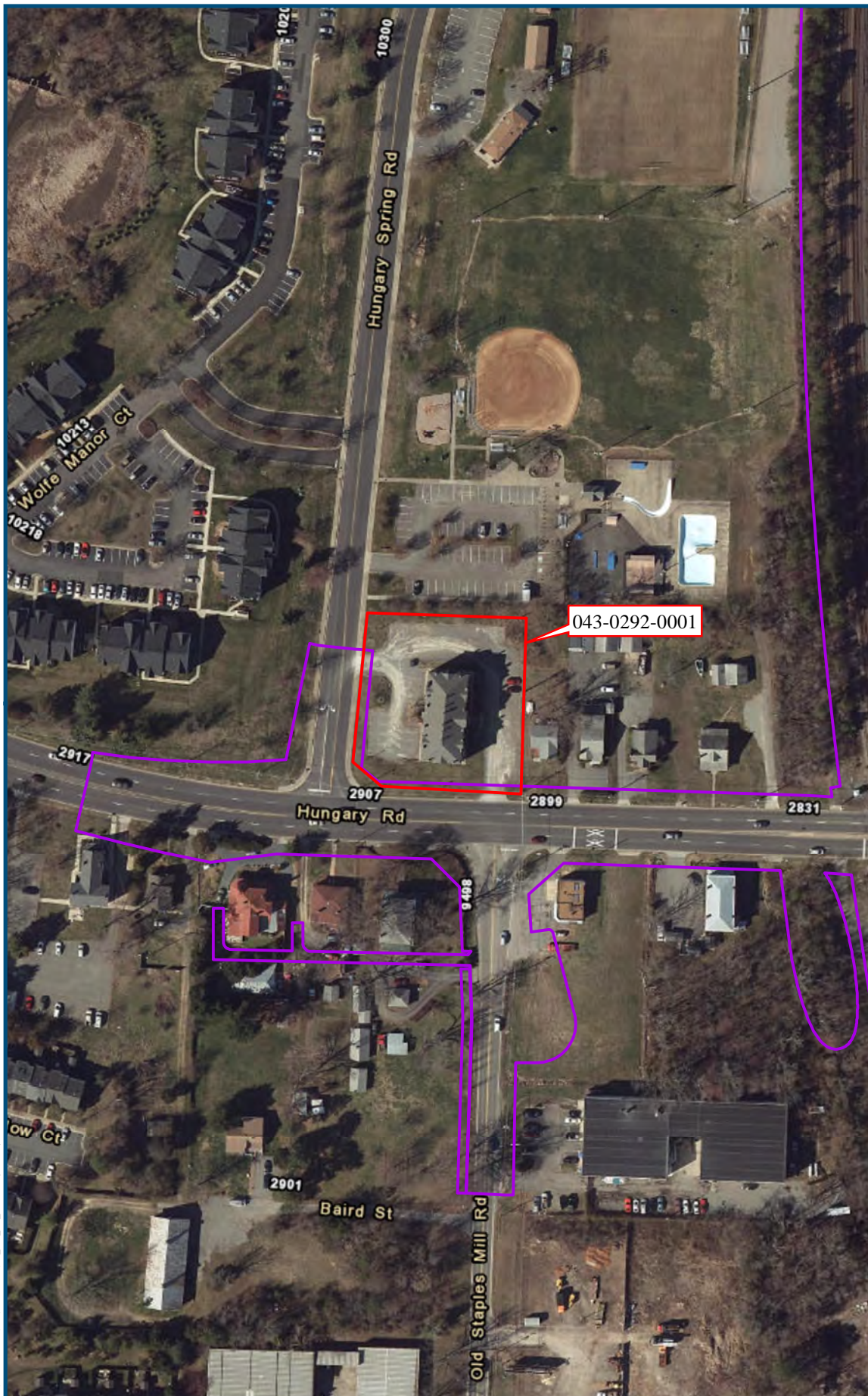
The Robert Stiles Building was constructed as the primary building of the Prison Association of Virginia's Laurel Industrial School, a turn-of-the-century reformatory school for convicted white boys. The school stemmed out of a period of recognition that incarcerated juveniles should not be housed with adult criminals, but instead given the opportunity to learn practical and technical skills for their life after release. Being one of the only surviving examples of this important period of prison reform, the resource is recommended as eligible under Criterion A at the state level.

Although the Prison Association of Virginia and its members played an important role in the establishment of the school and continuing the changes stemming from the prison reform movement in Virginia, they were not known to be catalysts or particular leaders. Therefore, the resource is recommended not eligible under Criterion B.

The resource is an exemplary example of the Romanesque Revival architectural style with extensive brick detailing, such as arched window openings, pilasters, and belt courses. It is unique in Henrico County as well as in public and educational buildings throughout this area of Virginia. Although continued and altered use of the building has encouraged some moderate change and replacement throughout the interior of the building, the resource is recommended as eligible under Criterion C at the local and regional level. As an architectural resource, the Robert Stiles Building was not evaluated under Criterion D

In sum, the Robert Stiles Building is **recommended eligible at the state level under Criterion A and at the local level under Criterion C**. As the resource was constructed during the district's period of significance and is the first building constructed as a part of the Laurel Industrial School, the resource is **recommended to remain a contributing resource to Laurel Industrial School Historic District (043-0292)**.

The resource is recommended to have a period of significance beginning in 1894, when the school building was constructed, to 1920, the time in which the school was in operation. The proposed NRHP boundaries for the resource is limited to the current Henrico County tax parcel boundaries (GPIN 769-759-7739) (Figure 3-218).



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-218**  
**Proposed NRHP**  
**Boundaries of the Robert**  
**Stiles Building/ Main**  
**Building of the Laurel**  
**Industrial School**  
**(043-0292-0001)**

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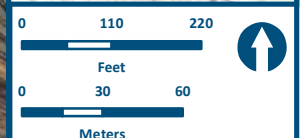
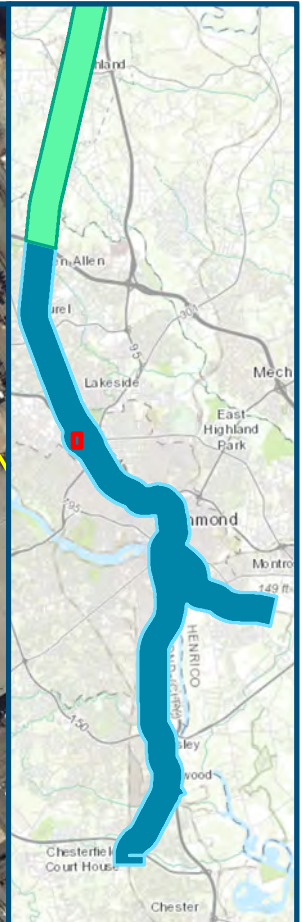
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### **3.18 RF&P PAINT SHOP (043-5636)**

The RF&P Paint Shop, currently owned by the Integrated Power Sources of Virginia, is located at 2260 Dabney Road in Henrico County, approximately 0.5 miles north of Richmond (Figure 3-219). The resource was once a part of a complex of warehouses and shops related to CSXT's Acca Yard, immediately east of the building. The area has been moderately altered with new construction; however, it still remains primarily commercial and industrial in nature. Currently, the RF&P Paint Shop sits on a 0.53-acre parcel and is immediately surrounded by an asphalt parking area to the northeast and manicured grass to the northwest, southwest, and southeast. The building is lined with deciduous trees along the southeast elevation. The property is accessed by a paved driveway extending southwest from Dabney Road by an asphalt parking area where two railroad tracks once extended from the Acca Terminal Yard east to the paint shop, according to historic aerials (NETR 1952, 1994). Remnants of these tracks are still visible today.

#### **3.18.1 Historic Context**

The resource, known as the RF&P Paint Shop, is located on the west side of Dabney Road, west of the current railroad. The RF&P Railroad Company purchased approximately 60 acres of land lying near Acca Yard in 1904 from Edwin A. Palmer, trustee for his wife, Alice H. Palmer (HCDB 170-A:331-332). The RF&P Paint Shop was among several buildings, including warehouses, shops, and a roundhouse and turntable, opened in 1924 as a part of a locomotive terminal and complex known as the Acca Locomotive Terminal, sometimes referred to as Acca Engine Terminal. As part of the larger Acca Yard, the facility served as the Richmond engine terminal for services and maintenance for locomotives belonging to both the RF&P Railroad and the Atlantic Coast Line Railroad (ACL) (Griffin 1994:11, 19). Henrico County's Real Estate Assessment Division documents the paint shop as being constructed around 1940, and historic topographic maps support this information; however, a photo of the yard believed to be taken in the 1930s shows the paint shop building in the background (Figure 3-220) (USGS 1939, 1956). As such, it is believed that the paint shop was actually constructed as part of the Acca complex in 1924.



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Architectural APE
  - Resource Boundary

**Figure 3-219**  
 Location of the RF&P  
 Paint Shop (043-5636)

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[www.DC2RVArail.com](http://www.DC2RVArail.com)





**FIGURE 3-220: LOOKING WEST ONTO THE ROUNDHOUSE AND TURNTABLE OF ACCA LOCOMOTIVE TERMINAL BELIEVED TO BE TAKEN CIRCA 1930 (GRIFFIN 1994:19). VISIBLE IN THE BACKGROUND IS THE RF&P PAINT SHOP (DENOTED BY RED ARROW).**

In the 1960s, RF&P Railroad Company opened a new consolidated shop facility in Richmond known as Bryan Park Terminal immediately northeast of the Acca Locomotive Terminal and the paint shop. This new shop, which housed the company's mechanical, engineering, and purchasing and stores departments, made some buildings at the Acca Locomotive Terminal obsolete (Griffin 1994:20). In the late 1960s, the coal filling station's roundhouse, turntable, and several warehouses were demolished, and by the mid-1970s, after another expansion at Bryan Park, new buildings were constructed in their place (Figures 3-221 and 3-222) (NETR 1952, 1968; 1977; Griffin 1994:). The RF&P Paint Shop is one of only two buildings that remain from the Acca Locomotive Terminal of the Acca Yard.

The RF&P Railroad Company continued to own and operate the Acca Locomotive Terminal under several different companies and corporations until 1991 when the rail line was merged with CSXT (Griffin 1994:18; HCDB 618:226-228, 1653:741, 2161:967; 2313:713). After the Acca Terminal closed in 1998, the 0.53-acre Paint Shop property, among other buildings in the area, was transferred to the Commonwealth Atlantic Properties, Inc., a Virginia corporation, successor by name change to Richmond, Fredericksburg, and Potomac Corporation (RF&P Corporation) which was successor to RF&P Railroad Company (Figure 3-223) (HCDB 2313:713, 2770:2578, 2711:1274, 2770:2589-2607). Commonwealth Atlantic Properties, Inc. conveyed the property to Linwood S. Raikes in 1999 (HCDB 2270:2589-2607, 2934:1853). In 2000, the Paint Shop building and 0.53 acre was sold to SRS Investments, LLC for \$285,000 (HCDB 3036:692, 3050:1672). Today, the building houses the Integrated Power Sources of Virginia, a company focused on a multitude of power systems including stationary, motive, and solar.

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**FIGURE 3-221: AERIAL VIEW LOOKING NORTH OF THE ACCA YARD AND BRYAN PARK TERMINAL (DENOTED IN BY BLUE ARROW) TAKEN IN JULY OF 1965 (GRIFFIN 1994:127). RF&P PAINT SHOP DENOTED BY RED ARROW.**



**FIGURE 3-222: RF&P PAINT SHOP (043-5636) IN 1991 WITH THE LAST RF&P DIESEL TO BE PAINTED AT THE SHOP (GRIFFIN 1994:195)**

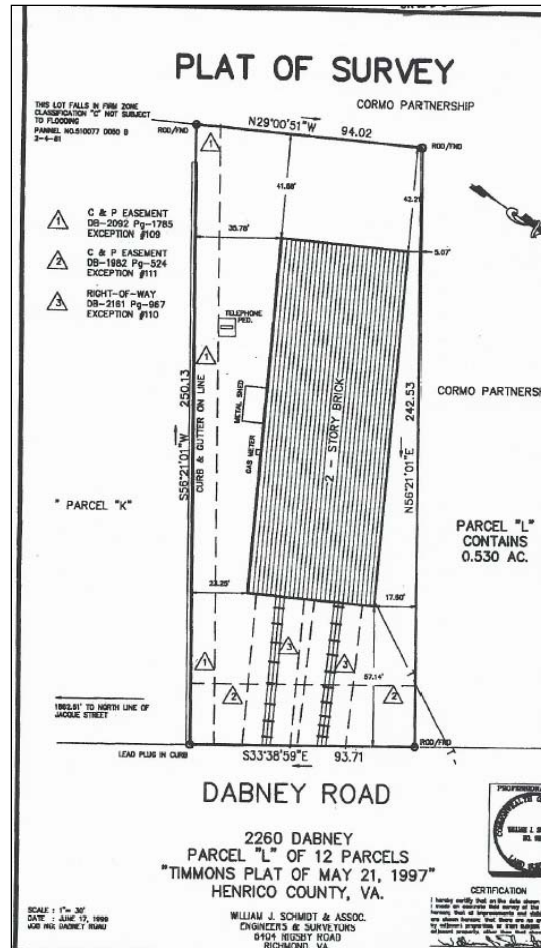


FIGURE 3-223: CURRENT PARCEL OF RF&P PAINT HOUSE (HCDB 2934:1856)

### 3.18.2 Architectural Description

#### 3.18.2.1 Primary Resource Exterior

The resource is a one-story, two-bay commercial building with a rectangular plan with elements of the Art Deco and Moderne architectural styles (Figures 3-224 and 3-225). It is built on a poured-concrete foundation and is constructed of brick laid in a five-to-one common bond with low-relief corbeling framing fenestration, often seen in Art Deco/Moderne buildings (Figure 3-226) (McAlester 2015). Similar to many commercial buildings of the period, the former paint shop is covered by a very low-pitched, front-gabled roof, featuring a stepped parapet with a concrete cap on the primary (northeast) and rear (southwest) elevations. In the center of the northeast parapet are large metal numbers reading "2260." Iron anchor plates are also visible in those elevations. Current online aerials indicate that the roof has been lined with multiple solar panels.



**FIGURE 3-224: SITE PLAN OF THE RF&P PAINT SHOP (043-5636)**





**FIGURE 3-225: NORTHEAST ELEVATION OF RF&P PAINT SHOP**



**FIGURE 3-226: NORTH OBLIQUE OF THE RF&P PAINT SHOP**

The northeast elevation features two large garage bays. The southern bay is filled with a metal, segmental, overhead garage door while the northern has been filled with vinyl siding and retrofitted to feature a single-leaf door. The southwest elevation mirrors the northeast elevation; however, each garage bay is filled with a wood, paneled, tilt-up garage door with multiple lights and an inset single-leaf pedestrian door (Figure 3-227). Each door has been retrofitted with a large

ventilation unit, most likely leftover from the former use of the building. A square concrete slab protrudes southwest from the center of the southwest elevation between the two garage bays. Additional fenestration includes a combination of multi-light, fixed, metal windows with a central, 10-light, awning sash and rectangular groupings of fixed glass blocks (Figure 3-227). All windows feature a reinforced-concrete sill. Defunct lines of track lead from the parking area into the two bays on the northeast elevation.



**FIGURE 3-227: DETAIL OF GARAGE BAY WITH INSET PEDESTRIAN DOOR, SOUTHWEST ELEVATION (LEFT); DETAIL OF WINDOWS, NORTHWEST ELEVATION (RIGHT)**

### 3.18.2.2 Primary Resource Interior

The interior of the building is predominantly left open with exposed brick walls, exposed metal Pratt truss system, and a poured-concrete floor with remnants of the defunct tracks leading from the northeast to the southwest where the garage bay doors mirror one another (Figures 3-228 and 3-229). Also visible in the concrete floor are various steel rectangles that are set in between each track line and a rectangular man-hole cover, providing access to work spaces below. Lining the northwest and southeast walls are various metal shelves while a two-story, office space build-out is set in the north corner of the building (Figure 3-230). It is accessed by two single-leaf, metal doors, one located in the southeast wall and the other in the southwest wall. A set of wood steps lines the southwest wall of the buildout to provide access to the single-leaf, metal door to the second level. One-over-one, vinyl, double-hung sash windows are situated in the southeast and southwest walls of the buildout.

SURVEY RESULTS

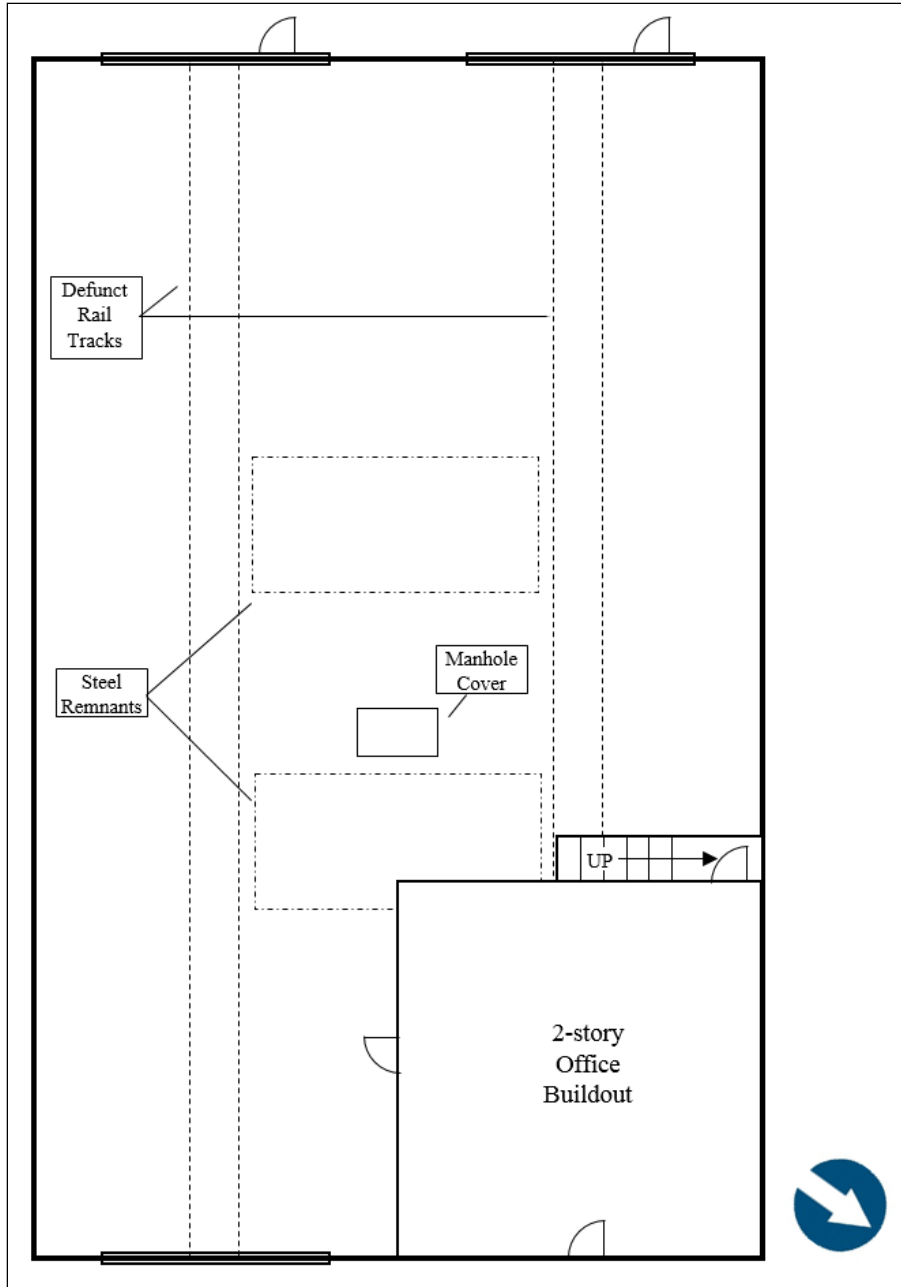
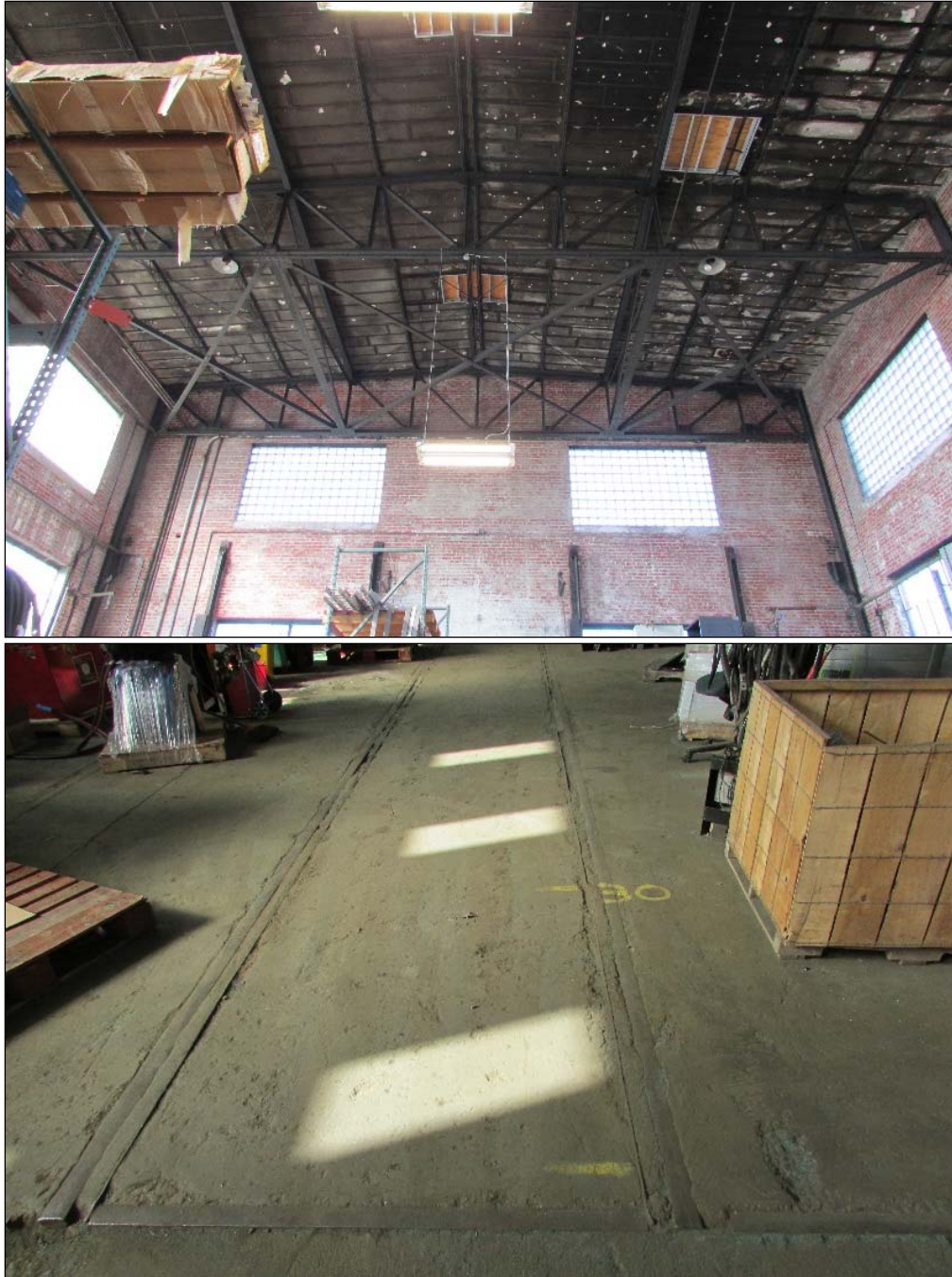


FIGURE 3-228: FLOOR PLAN FOR THE RF&P PAINT SHOP (043-5636) (NOT TO SCALE)



**FIGURE 3-229: ROOF STRUCTURAL SYSTEM DETAIL, FACING SOUTHWEST (TOP); DEFUNCT TRACK LINES, FACING SOUTHWEST (BOTTOM)**



**FIGURE 3-230: VIEW OF BUILDOUT AND PRIMARY ENTRANCE, LOOKING NORTHEAST. NOTE DEFUNCT TRACK LINES IN BOTTOM RIGHT OF IMAGE.**

### 3.18.3 NRHP Evaluation

The RF&P Paint Shop building, now an office and warehouse building for the Integrated Power Services of Virginia, at 2260 Dabney Road is a warehouse building with Art Deco/ Moderne characteristics constructed circa 1924 located in Henrico County, immediately northwest of the city limits of Richmond. The resource does not appear to have undergone any notable physical changes nor has it been moved from its original location; therefore, it retains a high level of location, design, materials, and workmanship. The resource was constructed as a part of the Acca Yard Terminal for the RF&P Railroad, a yard used for the maintenance of locomotives in the early-twentieth century. By the mid-1970s, most of the buildings and structures that were a part of the yard were demolished save for a warehouse and the paint shop. The surrounding area is now a contemporary industrial park. The resource is also no longer owned and used by the railroad, and tracks that once led to the building have now been covered by paved asphalt or vegetation. For these reasons, the resource retains a low to moderate level of setting, feeling, and association.

The RF&P Paint Shop is one of two remaining buildings associated with the once bustling terminal of the Acca Yard. Similar to Potomac Yard, north of Alexandria along the RF&P Railroad, changing needs and technologies required less of such locomotive terminals and left the areas open to new construction which has significantly altered the surroundings of the RF&P Paint Shop. Although this building once played a role in the maintenance of locomotives for the ACL and RF&P Railroad companies that operated the Acca Yard and contributed to the region's transportation in the mid- to late-twentieth century, it no longer functions for that purpose and it has been slightly modified for new uses diminishing its historic integrity. The remainder of Acca Yard has also been demolished save for one building located immediately west of the paint shop. Therefore, it is recommended not eligible for listing under Criterion A.

Archival research did not yield any information about important individuals associated with this resource; and therefore, it is recommended not eligible under Criterion B.

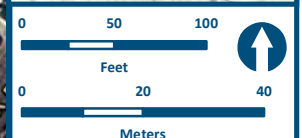
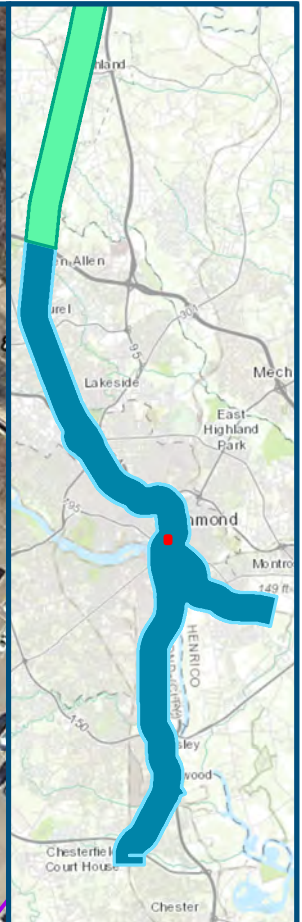
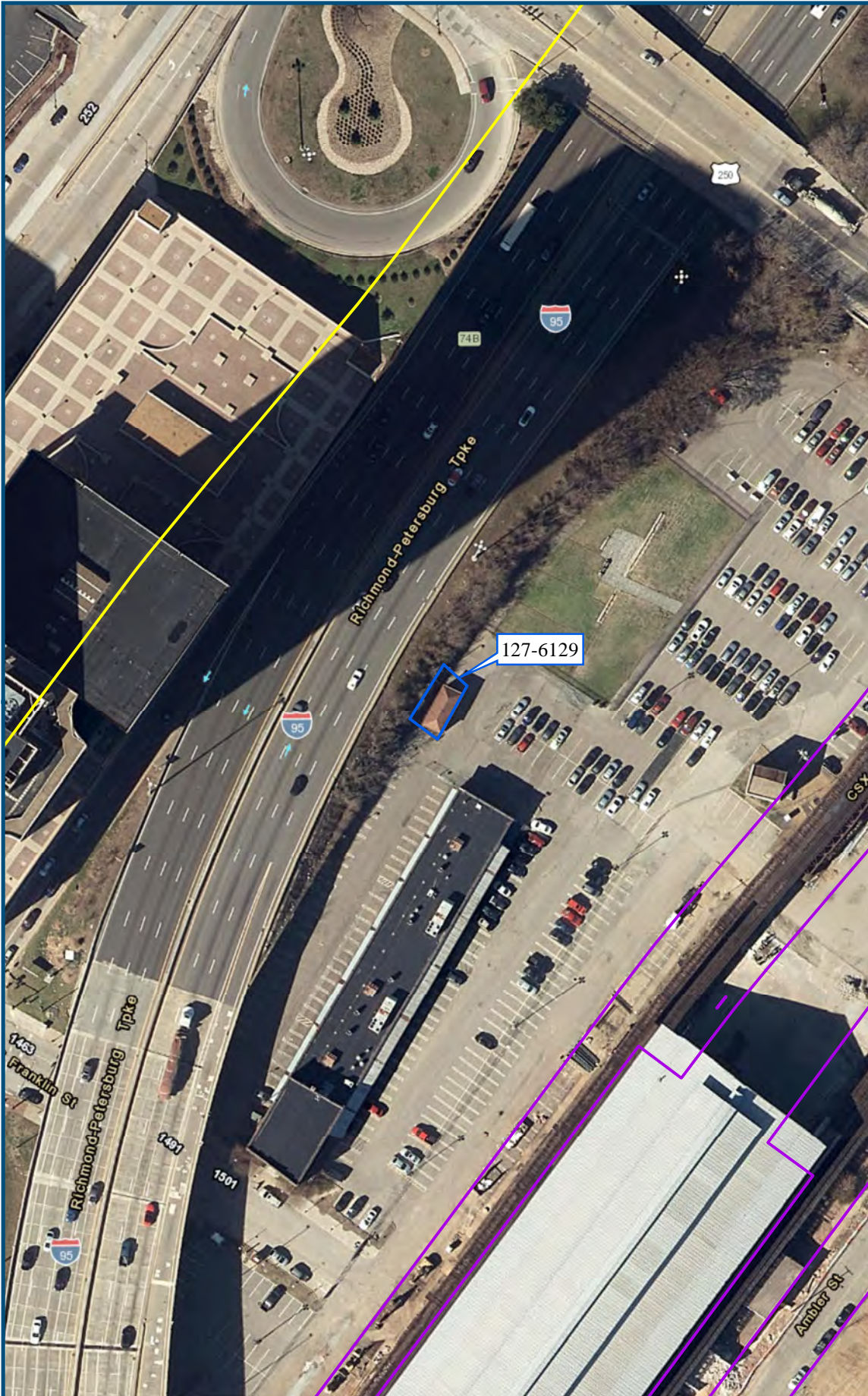
Criterion C, as outlined by NPS, pertains to “properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork” (McLelland et al. 1999). For a resource to be eligible for the NRHP under Criterion C, it must “embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction” (Shrimpton et al. 1990). The resource is not considered an outstanding example of this particular architectural style, nor is it known to be the work of a master. Stronger examples of the Art Deco/ Moderne style have been documented in the surrounding area, particularly in Richmond such as the Byrd Theatre (127-0287), the Baker Public School (127-0877), and the Henrico Theatre (043-0287) in Henrico County. The building is also not known to be an exceptional example of this property type as alterations to the interior, including the two-story office space and in-filling of one of its large garage bays, has diminished its historic function and original appearance. For these reasons, it is recommended as not eligible under Criterion C.

As an architectural resource, the RF&P Paint Shop was not evaluated under Criterion D.

In sum, the RF&P Paint Shop is **recommended as not eligible for listing in the NRHP under Criteria A-C.**

### **3.19 WINFREE COTTAGE (127-6129)**

The dwelling known as Winfree Cottage is located immediately southeast of Interstate 95 in Richmond, Virginia (Figure 3-231). The resource is currently located in the parking lot of the Seaboard Air Line Freight Depot (127-0292), directly north of the depot and southwest of the Lumpkin's Jail Site (44HE1053). The existing railroad bed is situated southeast of the resource. A small, densely wooded area runs along the northwestern boundary of the resource, where a large retaining wall for I-95 runs northeast to southwest. The primary elevation faces southeast towards the open parking lot.



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-231**  
 Location of Winfree  
 Cottage (127-6129)

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### 3.19.1 Historic Context

The resource known as the Winfree Cottage is named for the dwelling's earliest known owner, Emily Winfree, a formerly enslaved woman (Figure 3-232). Emily Winfree was born in 1834 in Chesterfield County. It is believed that she was owned and enslaved by David C. Winfree until she was freed either by David or following the Civil War and the Emancipation Proclamation (Kollatz, Jr. 2013). It is also hypothesized that David was the father of some or all of Emily's children—even those born after she moved to Manchester; although there is little primary source evidence to corroborate this, the marriage certificate of her youngest daughter, Lucy J. (born 1878) lists her parents as David Winfree and Emily Winfree (FamilySearch n.d.; Kollatz, Jr. 2013, U.S. Census 1880).



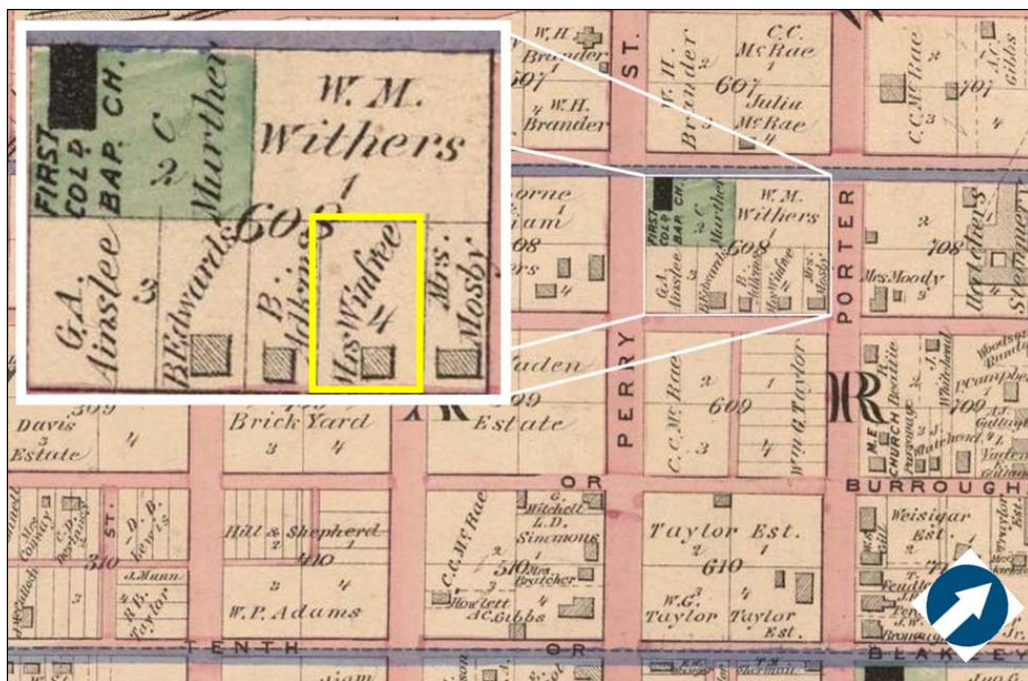
**FIGURE 3-232: PHOTOGRAPH OF EMILY WINFREE (RICHARDSON 2017)**

David Winfree was born around 1814. In the 1830s, he attended the University of Virginia and later served the Chesterfield County region as a physician and druggist (American Antiquarian Society 1834; U.S. Census 1850). He owned 260 acres of improved land and 442 acres of unimproved land in Chesterfield County (Bureau of the Census 1860). Given that the Slave Schedule for 1860 shows David C. Winfree owning three enslaved males aged 16, 3, and 2, he may have hired help to work his farm (United States Federal Census Slave Schedule [U.S. Census Slave Schedule] 1860). It is notable that the schedule did not list any females under the ownership of David Winfree.

In 1866, “freedman” Emily Winfree acquired two tracts of land. It is on this land that Winfree Cottage was constructed around 1866. In this transaction, Samuel E. Vaden sold a tract of land to A.A. Allen, who acted as trustee for Emily and her children, for a parcel that fronted 75 feet on Allen Road (later known as W. 8th Street, now W. Commerce Road) in Manchester, 50 feet from the intersection of Allen and Porter Roads (Figure 3-233) (City of Richmond Deed Book [CRDB] 48:18). The deed specified the rights that Ms. Winfree had to this lot, including the right of Emily and her children to live there as long as they choose, the right to sell the property and keep the money from that sale, and the right, should Emily not have any living children at the time of her death, to will the property to anyone of her choice (CRDB 48:18). The research completed during



this effort could not discern if David Winfree owned the land at any time before it was sold to Emily; however, it should be noted that the deed also states that if Emily has no surviving children at her death and dies without a will, the property shall go back to David C. Winfree, which suggests that he may have had a part in the purchase of this property (CRDB 48:18). Further evidence of their continued connection is suggested by a second tract of land Emily Winfree acquired in 1866, which was sold to her on May 29 by David C. Winfree; this lot was situated in a more rural part of Chesterfield County (CRDB 48:123).



**FIGURE 3-233: A PORTION OF THE 1877 MAP OF MANCHESTER, CHESTERFIELD COUNTY NOTING THE LOCATION OF THE WINFREE COTTAGE IN YELLOW (BEERS 1877) (MAP NOT TO SCALE)**

In 1870, Emily and her six children (ranging in age one to 16) lived on Allen Road in Manchester. At that time this part of the city was very racially diverse; the U.S. Census for that year lists many of the surrounding families as “white,” “black,” or “mulatto” (Chataigne and Smith 1888; T.M. Haddock & Co. 1893; U.S. Census 1870). At the end of the nineteenth century, Emily owned another house on the 1500 block of Stockton Street, also in Manchester, between 15<sup>th</sup> and 16<sup>th</sup> Street, which was, at that time, a predominantly African American neighborhood (U.S. Census 1900). According to Richmond City Directories in the 1900s and 1910s, Emily worked as a laundress, and her children, several of which continued to live with her at 1515 Stockton Street, were employed as a cook at a restaurant, a laborer at a railroad shop, porters, school teachers, and an upholsterer (Hill Directory Co., Inc, 1906:1271, 1914:1372, 1916; U.S. Census 1900). Emily, with the assistance of Trustee W.C. Pulliam, sold the cottage on Allen Road to Allan Nelson Pettigrew on October 2, 1905 (CRDB 94-B:167). She died in 1919 around the age of 84 (Virginia Department of Health 1919).

Under the Allan Nelson Pettigrew ownership, the Winfree Cottage was a rental property to many different occupants throughout the first two decades of the 1900s; however, steady occupancy arrived with the Poe family, who lived in the house at 209 W. 8<sup>th</sup> Street for most of the twentieth

century. John James Poe, Sr. (1893–1955), his wife Edna (1898–1980), and their children moved to Manchester in the late 1920s. They first rented a house on 3<sup>rd</sup> Street, but by 1930, all eight members of the Poe family lived in the frame house on W. 8<sup>th</sup> Street (Hill Directory Company, Inc. 1925, 1927, 1928, 1930; U.S. Census 1930). On August 25, 1945, the owner of the property at that time, Hilda Adelski, sold the house and lot to Edna Poe, although it was not officially recorded with the circuit court until June 4, 1957, two years after James Poe's death (CRDB 323:419; Virginia Department of Health 1955). For the next several decades, Edna lived in the house, at times accompanied by one or more of her adult children; however, it seems that her second eldest son, Lewis Allen Poe, resided there most often (Hill Directory Company, Inc. 1960, 1965, 1975, 1978).

During the 1960s and 1970s, the residential character of Manchester was quickly lost. Several houses once lined W. 8<sup>th</sup> Street, however by 1978 only two dwellings remained (house numbers 203 and 209), and by 1980, only 209 W. 8<sup>th</sup> Street survived (Hill Directory Company, Inc. 1978, 1980). When Edna died in 1980, she bequeathed to her son, Lewis, her residence at 209 W. 8<sup>th</sup> Street (City of Richmond Will Book [CRWB] 38:488). Lewis (1924–2002) owned, and seemingly lived in, the house for the rest of his life until his death in 2002 (Social Security Administration 2002). In his will, Lewis gave his real estate, including 209 W. 8<sup>th</sup> Street, to his surviving siblings: Richard E. Poe, Floyd S. Poe, Kathleen Doremus, and Edith P. Craig (CRWB 02-426). The property changed hands twice more in 2002, ending with the sale to the current owner, Manchester Property, LLC, on December 20, 2002 (CRDB 030000068).

According to a 2013 *Richmond Magazine* article (Kollatz, Jr. 2013):

By October 2002, the home was abandoned and almost swallowed up by commercial buildings. Taylor & Parrish Construction at 209 Commerce Road sought to expand its parking lot, and the house stood in the way. To the rescue came the Alliance to Conserve Old Richmond Neighborhoods (ACORN), then a feisty preservation organization with David Herring as its executive director. He recalls that time. "We had an incredibly short deadline – maybe less than a week – to get it moved," says Herring, who's now the vice president of the Center for Neighborhood Revitalization at the Richmond Better Housing Coalition, which absorbed ACORN in 2011. Taylor & Parrish was agreeable to the cottage's removal.

Although the house was saved, it has been on a temporary platform awaiting a permanent location and use for 15 years. Currently situated in a parking lot adjacent to Main Street Station, there has been discussion of many uses, including an interpretive center for the Richmond Slave Trail Commission; however, at the time of this report, the future of the Winfree Cottage is not yet determined.

### **3.19.2 Architectural Description**

#### **3.19.2.1 Primary Resource Exterior**

The Winfree Cottage is a one-story dwelling constructed around 1866 within the boundaries of Manchester, then an independent city in Chesterfield County (Figure 3-234). Because it was moved from its original location in 2002 to its current location in Richmond, the foundation is unknown; it is currently set on a metal flatbed raised on pieces of cut lumber. A moderately pitched, hipped roof sheathed in standing-seam metal covers the weatherboard-clad frame structural system (Figures 3-235 and 3-236). Boxed eaves are clad in wood and extend

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approximately 6 inches from the plane of the wall on all sides. A patched, square hole along the roof's ridge shows where a central-interior brick chimney once stood (Figure 3-237).



FIGURE 3-234: SITE PLAN OF THE WINFREE COTTAGE (127-6129) (GOOGLE EARTH 2018)



FIGURE 3-235: SOUTHEAST ELEVATION, WINFREE COTTAGE



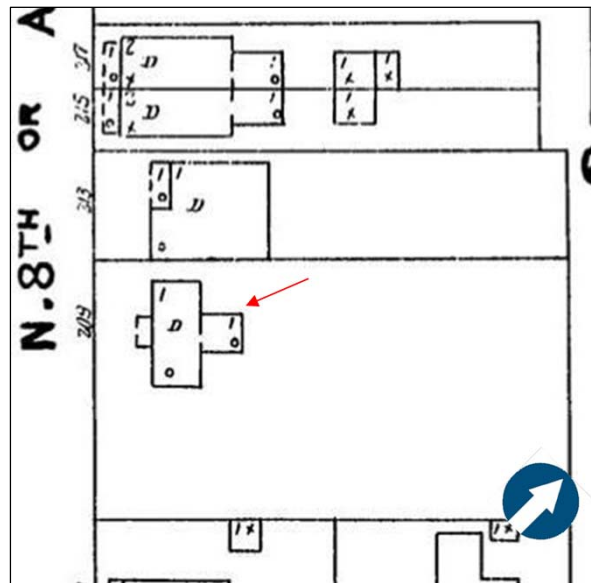
**FIGURE 2-236: DETAIL OF SIDING, SOUTH OBLIQUE**



**FIGURE 3-237: DETAIL OF FORMER LOCATION OF CHIMNEY, LOOKING NORTHWEST**

All fenestration is currently boarded over; however, interior photographs taken for a 2012 blogpost show that the window openings are filled with wood-frame, six-over-six, double-hung sashes (Majer 2012). The house currently has two entrances: the primary is off-centered on what was historically the west elevation that faced W. Commerce Street and the secondary likely once provided access to a one-story ell that extended from the rear (east) elevation. This ell can be seen on historic Sanborn maps, but is no longer extant (Sanborn Map Company 1905b). Photographs from when the Winfree Cottage was first moved in 2002 show the remains of a shed-roofed porch on west elevation (Figure 3-238) (Kollatz, Jr. 2013; Richardson 2017). The shed roof was sheathed

in standing-seam metal and supported by modern pieces of lumber acting as brackets; this architectural element is no longer extant (Figure 3-239).



**FIGURE 3-238: 1905 SANBORN MAP SHOWING THE WINFREE COTTAGE (DENOTED BY RED ARROW) IN MANCHESTER (SANBORN MAP COMPANY 1905B) (MAP NOT TO SCALE)**



**FIGURE 3-239: 2003 PHOTOGRAPH OF THE WINFREE COTTAGE BEING MOVED FROM W. COMMERCE STREET. NOTE THE SURVIVING PORCH ROOF (RICHARDSON 2017).**

### 3.19.2.2 Primary Resource Interior

Images of the building’s interior appear in a blogpost from 2012 (Majer 2012). This blogpost shows wide wooden planks covering the floor joists and exposed wooden lath on the walls. The ceiling joists and other roofing members were also exposed. The house featured two rooms separated by a partition wall lined with the remains of a wooden baseboard, and a central-interior brick chimney open on at least one side. The wooden fireplace surround comprised a mantle shelf, wide header, and two unadorned pilasters. The firebox opening has been altered to allow for a

stove instead of an open fire. A doorway with a simple wood surround located near the primary (west) elevation provided access between the two rooms (Majer 2012).

### 3.19.3 NRHP Evaluation

The Winfree Cottage was originally situated on W. 8<sup>th</sup> Street (now W. Commerce Street) in Manchester, formerly located within Chesterfield County. It was first the house owned by Emily Winfree, a former enslaved person, and her children. In the 1860s, Emily acquired a tract of land in Manchester on which the small one-story cottage was constructed. Some language in the deed suggests that David C. Winfree, a Chesterfield County man who may have been her previous owner, had some involvement in this bargain and sale transaction. Emily, like many enslaved people following the Emancipation Proclamation, faced an uncertain future in the mid-1860s. The construction of the one-story dwelling in urban Manchester is just one of many ways freed African Americans left the southern plantations behind and began to find their own ways in life. Although it is no longer in its original location, the Winfree Cottage is one of the few known surviving physical representations of this time period and aspect of African American history and life around Richmond following the Civil War. For these reasons, it is recommended eligible under Criterion A.

For a resource to be eligible for listing in the NRHP under Criterion B, it must be associated with an important individual within a specific historic context or they must be considered significant within their profession or group (Shrimpton et al. 1990). While Emily Winfree is a notable person, her individual contribution to the context of African American history following the Civil War is not known to be significant. Therefore, the resource is recommended not eligible for the listing under Criterion B.

Historic maps suggest that similar small frame dwellings were common among Manchester's built landscape in the third and fourth quarters of the nineteenth century. However, industrial development in the twentieth century resulted in a loss of much of the nineteenth-century, working-class housing in this region of southern Richmond. Winfree Cottage is an excellent example of this one-story, two-room, frame dwelling that was so prominent among the streets of Manchester following the Civil War. Furthermore, although moved and thereby diminishing the resource's integrity of association, feeling, setting, and location, the house still has many of its original architectural fabric and has a moderate level of integrity of materials, workmanship, and design. As a building that possesses and retains distinctive characteristics of this urban and vernacular type and method of construction, Winfree Cottage is recommended eligible for the NRHP under Criterion C.

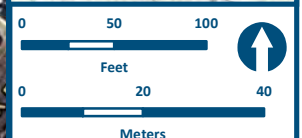
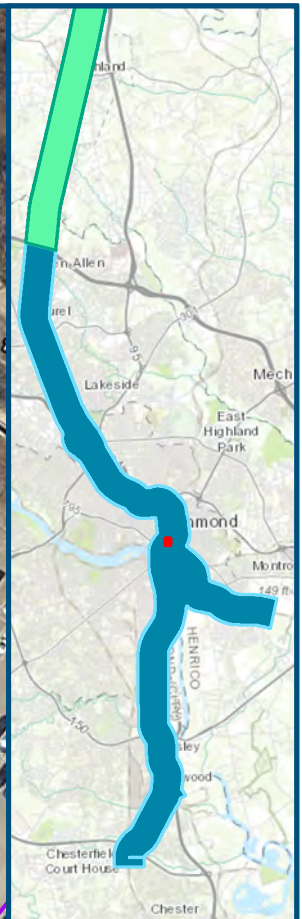
According to the NPS guidelines, "a property removed from its original or historically significant location can be eligible if it is significant primary for architectural value or it is the surviving property most importantly associated with a historic person or event" (Shrimpton et. al 1990). Because Winfree Cottage is one of the only surviving examples of housing for former enslaved persons following the Civil War, it is also recommended eligible under Criteria Consideration B. As an architectural resource, the Winfree Cottage was not evaluated under Criterion D.

In sum, the Winfree Cottage is **recommended eligible for the NRHP under Criteria A and C, and also Criteria Consideration B for a moved building.**

The period of significance for the Winfree Cottage is recommended to begin in 1866, when the cottage is estimated to have been constructed, and end in 1905, when Emily Winfree sold the

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cottage. The NRHP boundaries are recommended to be strictly around the building as is set on metal flatbed and is not located in its original or permanent location (Figure 3-240).



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-240**  
 Recommended NRHP  
 Boundaries of the  
 Winfree Cottage  
 (127-6129)

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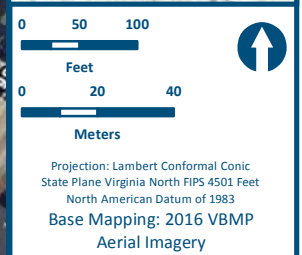
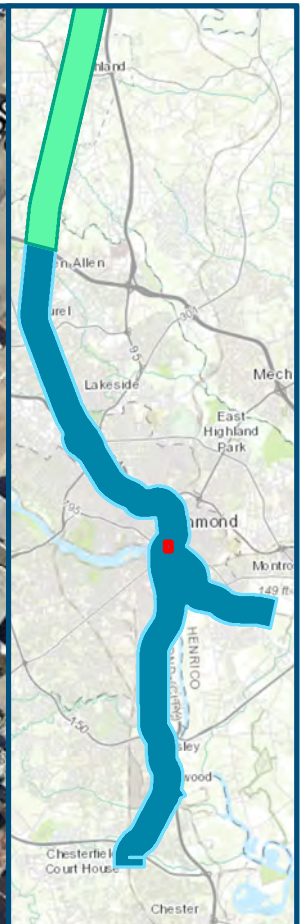
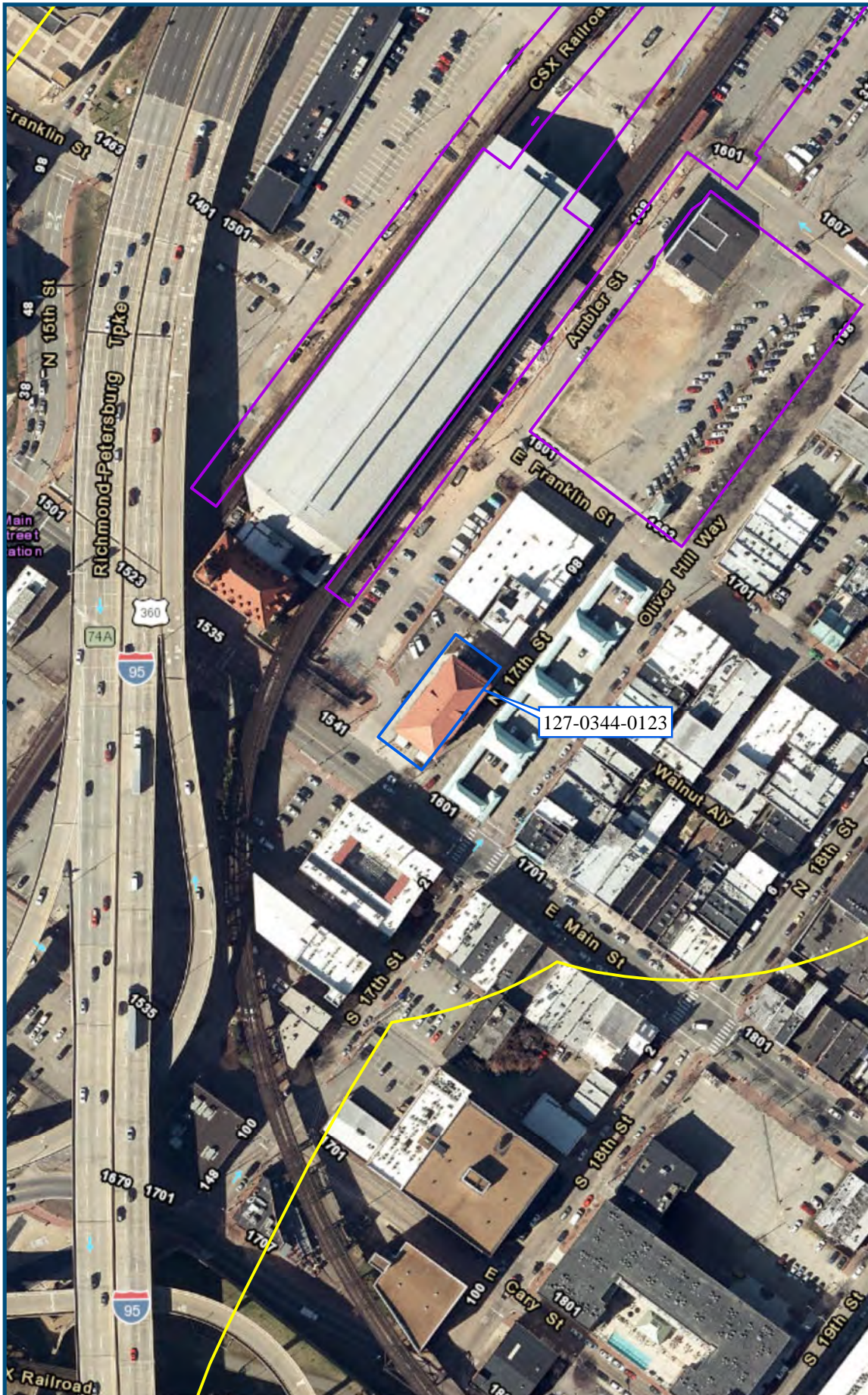
### 3.20 RAILROAD YMCA (127-0344-0123)

The Railroad Young Men's Christian Association (YMCA) (127-0344-0123), currently housing loft apartments and two commercial spaces, is located at 1552 E. Main Street in Richmond, Virginia. Set on a 0.21-acre lot immediately southeast of Richmond's Main Street Station (127-0172) and a branch of the C&O Railroad Corridor (127-6793), the property is bounded by E. Main Street to the southwest, N. 17<sup>th</sup> Street in the southeast, multiple commercial properties in the northeast, and a paved-asphalt parking lot for the Main Street Station in the northwest. It is located within the Shockoe Valley and Tobacco Row Historic District (127-0344), a NRHP-listed historic district encompassing Richmond's original town settlement filled with a mix of residential, commercial, and manufacturing activity. The densely populated urban area has been moderately altered with new construction; however, it still remains primarily commercial and industrial in nature. The parcel is primarily filled by the rectangular building, with poured-concrete sidewalks lining all sides. A small, paved-asphalt parking lot is situated in the northwest and accessed by East Main Street to the southwest, and a paved-asphalt alley lines the northeast and is accessed to the southeast from N. 17<sup>th</sup> Street (Figure 3-241). A small median strip between the sidewalk and East Main Street features a large deciduous tree.

#### 3.20.1 Historic Context

Founded in 1854, the Richmond YMCA was organized with the intentions to provide young males a library and reading room; lectures, devotional meetings and Bible classes; a safe, wholesome home-away-from-home to counteract the "lure and ruin" of the city; and to bring them under religious and moral influences (Crews 2004). Although the Richmond YMCA was founded in 1854, it was not until the mid-1870s that a specific railway outreach program, known as the National YMCA Railroad Movement, was developed. The National YMCA started the outreach program to railroad men in 1872 beginning at a Cleveland passenger station, and soon thereafter, it became "its largest effort for blue-collar workers until the decline of the nation's railway workforce" (Crews 2004:87).

The Richmond Main Street Station (127-0172) and the current CSXT railroad were built in 1901 through joint funding by the Seaboard Air Line Railroad (SAL) and the Chesapeake and Ohio Railway (C&O). The general baggage agent of the C&O, Charles Lorraine, noticed restless men of the layover rail crews having the potential to wander into the dark corners of the city (Richmond Railroad Y.M.C.A. Men 1909). Mr. Lorraine "set to work to provide a reading room and a game room for these men, under the supervision of a Y.M.C.A. Secretary" (Richmond Railroad Y.M.C.A. Men 1909). To address the issue of temporary housing for layover staff, the fourth floor of the Richmond Main Street Station was dedicated to the Railroad YMCA through contributions and support from five railroad companies who promoted their workforce to utilize YMCA services: the C&O, RF&P, SAL, ACL, and Southern Railways (Southern) (Kollatz, Jr. 1997:20). As membership grew, there was a need for more space.



- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-241**  
**Location of the Railroad**  
**YMCA (127-0344-0123)**

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[www.DC2RVArail.com](http://www.DC2RVArail.com)



The Railroad YMCA requested a total of \$30,000 from the five railroads for the construction of the association's new building (Richmond Times-Dispatch 1906:11). In 1907, the Richmond YMCA purchased multiple small properties at the northwest corner of N. Main and Market (17<sup>th</sup>) Streets that fronts Market Street for \$15,000 (City of Richmond Deed Book [CRDB] 191-A:443, 445, 447; 192-A:8; 199-D:196, 198). The cost of construction and equipping the new Railroad YMCA building cost approximately \$100,000 (Figure 3-242) (Crews 2004:87). The Railroad YMCA building was designed by Wilson, Harris, and Richards, the same Philadelphia architects that designed adjacent Main Street Station, as evident in the physical similarities of the two buildings (Figures 3-243 and 3-244) (Tatman 2017; Wilson 2002:192). The firm, which operated from 1902 to 1910, concentrated on commercial and railroad projects.

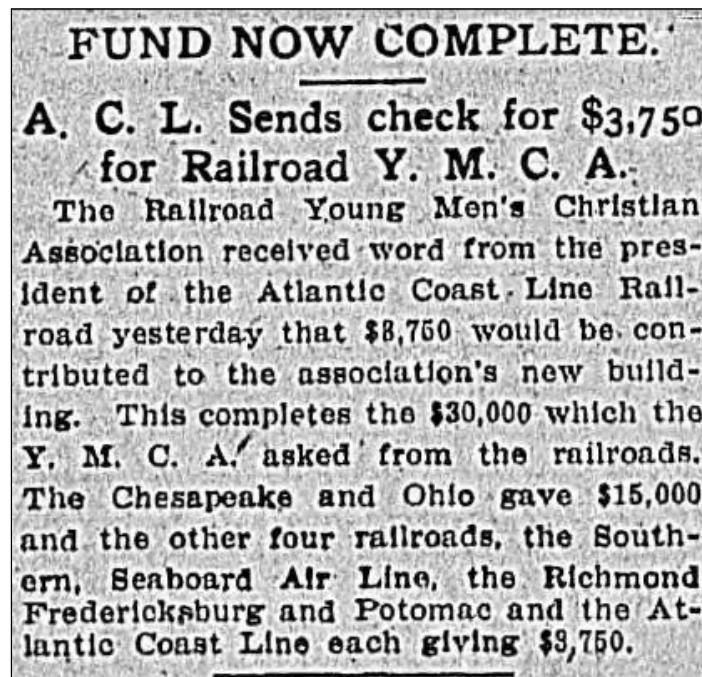
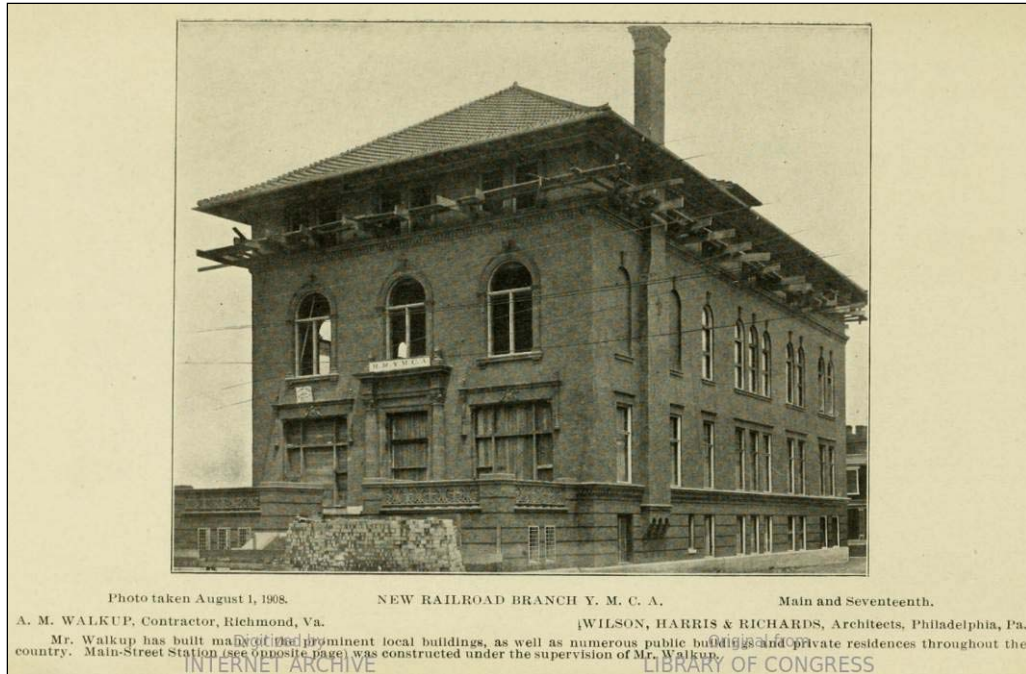


FIGURE 3-242: ARTICLE DETAILING THE FULFILLMENT OF FUNDING FOR THE RAILROAD YMCA'S NEW BUILDING (RICHMOND TIMES-DISPATCH 1906:11)



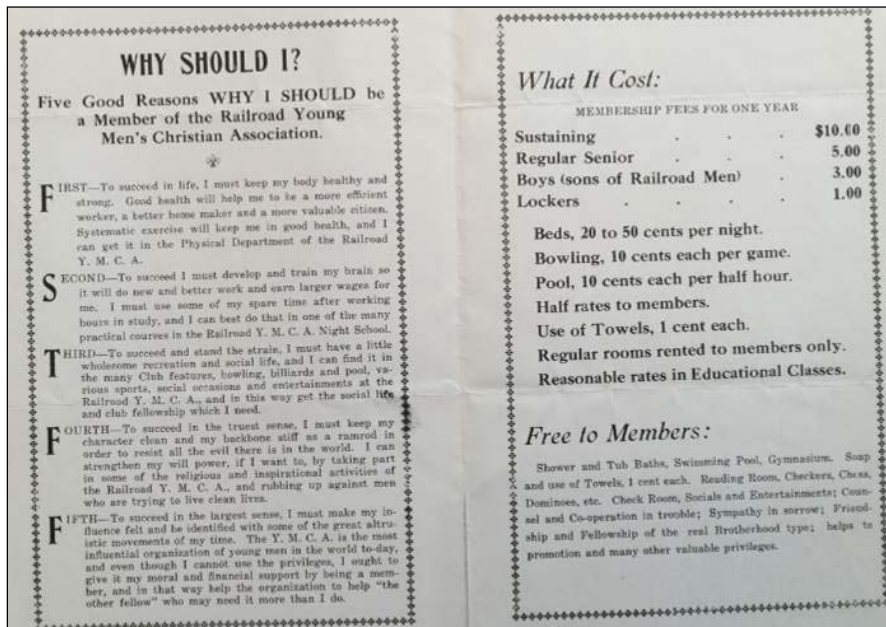
**FIGURE 3-243: RAILROAD YMCA BUILDING UNDER CONSTRUCTION IN 1908 (LIBRARY OF CONGRESS [LOC] 1908)**



**FIGURE 3-244: RAILROAD YMCA, CIRCA 1910 (RVAAPARTMENT.COM 2014)**

The building offered “showers and tub baths, a swimming pool, a gym, soap and towels, a reading room, checkers, chess, dominoes and social events” as well as sleeping space, a bowling alley, poolroom, auditorium, kitchen, and ladies’ parlor (Crews 2004:87). It not only provided service to the railroad employees but also to their families and travelers using the railroad

company and National YMCA funds (Railroad YMCA History Project 1999). Membership, which cost \$10 for one year in 1915, included benefits such as entertainment and religious activities, exercise opportunities, and career-related courses that were geared toward railway operations (Figure 3-245) (Crews 2004:87–88; Railroad Young Men’s Christian Association Richmond 1915). Poor boys of the Shockoe Valley District were also served at the Railroad YMCA and offered membership for free (Kollatz, Jr. 1997:20). Other organizations were eventually served through the 1930s and 1940s including Scout troops, Sunday school groups, and sons of railroad men (Kollatz, Jr. 1997:21).



**FIGURE 3-245: RAILROAD YMCA PAMPHLET ADVERTISING MEMBERSHIP SERVICES (RAILROAD YOUNG MEN’S CHRISTIAN ASSOCIATION RICHMOND 1915)**

In December 1971, the Railroad YMCA was closed by the executive director, Porter Myers (Kollatz, Jr. 1997:21). At the time, Myers indicated that he did his best to keep the place clean; however, purposeful messes and violence led him to shut down the operation. In 1972, the property was conveyed to the Mission Army, Inc., an independent relief agency, who reclaimed the extreme damage done to the building caused by flooding from Hurricane Agnes (Figure 3-246) (CRDB 391-C:15; Kollatz, Jr. 1997:21). Although the Mission Army attempted to keep the Railroad YMCA running, by 1979, the building’s extensive health and building code violations led to the city inspectors moving to close it down (Kollatz, Jr. 1997:21). In 1980, a Virginia partnership called Market Slip Association purchased the property with the intention of selling it to a developer who could convert it into an apartment building or bed and breakfast with the help of historic tax credits (CRDB LR007670708:708–710, LR002402259:2259–2262; Kollatz, Jr. 1997:21). In 1999, the property was conveyed to the Historic Housing, LLC, a development company specializing in revitalizing historic buildings in Richmond (CRDB LR990024136:405; LR990024137:406–408; Schwartz 2012). In 2001, the tax credit-funded renovation of the Railroad YMCA, converting it into lofted bedroom apartments, was completed by the development company for approximately \$3.3 million (Figure 3-247) (Style Weekly 2017). Some spaces within were returned to a similar use, including the former restaurant at the front of the building which

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is now used as a catering and event space, according to the current property manager, Kim Pitts (Kim Pitts, personal communication 2018).

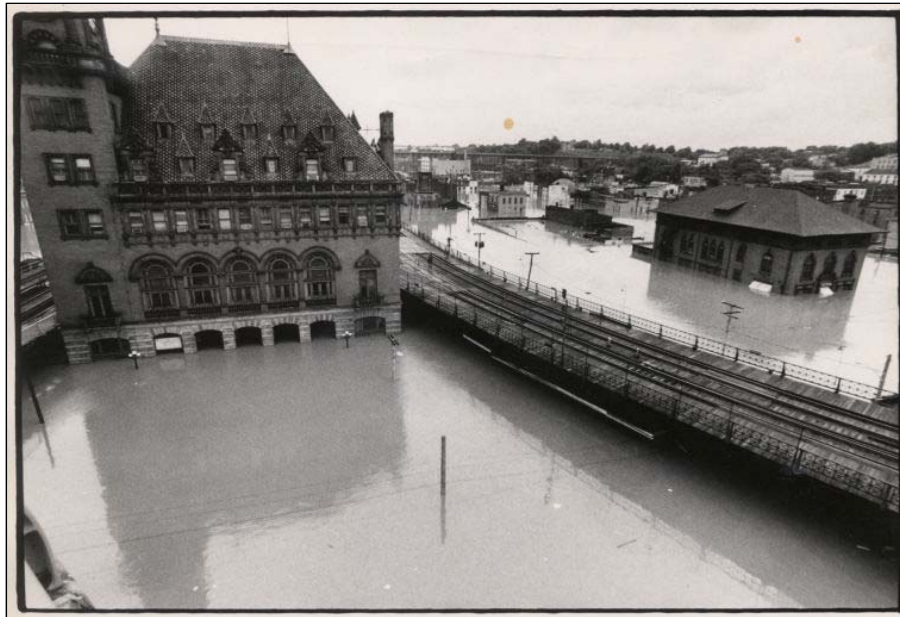


FIGURE 3-246: MAIN STREET STATION (127-0172) (LEFT) AND THE RAILROAD YMCA (127-0344-0123) (RIGHT) AND THE AFTERMATH OF HURRICANE AGNES ON JUNE 22, 1972 (RICHMOND TIMES-DISPATCH 2015)

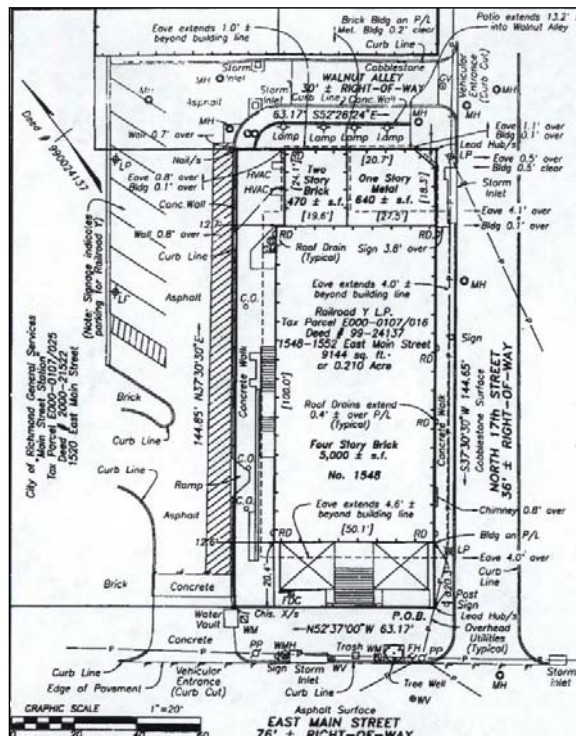


FIGURE 3-247: PLAT OF RESURVEY OF "RAILROAD Y/1548 E. MAIN STREET, CITY OF RICHMOND, VIRGINIA" (CRDB LR120007969)

### 3.20.2 Architectural Description

#### 3.19.2.1 Primary Resource Exterior

The Railroad YMCA is a three-story, three-bay, rectangular, Italian Renaissance Revival-style commercial building constructed in 1907 by the Philadelphia architectural firm of Wilson, Harris and Richards (Figures 3-248 through 3-250) (Wilson 2002:192). The building currently is in use as residential lofts and apartments as well as a restaurant (Rosie Connolly's Pub & Restaurant) and a catering event space. The building sits on a continuous, raised basement foundation supporting a masonry structural system all sheathed in a brick laid in a running bond imitating Roman brick, calling to the Italian Renaissance Revival style in which it was constructed. The raised basement is lined with two rows of squared stone at the base, with the top row beveled, and six rows of regular stretcher bond brick to one row of relief stretcher bond brick. A molded concrete water table with a denticulated cornice beneath the table separates the basement from the first story while a denticulated belt course is located between the second and third stories. The building is covered by a low-pitched, hipped roof sheathed in terra cotta tile with open, overhanging eaves containing scrolled, wooden brackets and a geometric cornice (Figure 3-251). An exterior-end chimney with a corbeled cap is located in the south half of the southeast elevation which pierces the overhanging roof eaves and features a corbeled base. A central shed dormer is centered in the northwest and southeast elevations.



FIGURE 3-248: SITE PLAN OF THE RAILROAD YMCA (MICROSOFT 2017) (NOT TO SCALE)



**FIGURE 3-249: WEST OBLIQUE**



**FIGURE 3-250: SOUTH OBLIQUE**





**FIGURE 3-251: DETAIL OF EAVE AND CORNICE, WEST CORNER**

Centered on the southwest elevation (façade) is the former primary entrance to the building. It is currently the primary entrance for the catered event space. The heavily ornamented entrance, typical of the Italian Renaissance Revival style in which the building was constructed, is filled with a double-leaf, single-pane, single-panel, wood door and framed by fluted, engaged columns with Corinthian capitals and a full decorated entablature and architrave (McAlester 2015:406). The entablature is engraved with "Railroad Branch Y.M.C.A." (Figure 3-252). A rectangular, stained glass, metal-frame transom is set above the entrance and reads "Citi Bar Chop House." The remaining two bays in this story are filled with a double-leaf, wood-and-glass door flanked by single-light, wood-frame sidelights and a topped by a large multi-light, wood-frame transom. Metal-frame, cloth-covered awnings extend from the outer bays, providing a protected area of the terrace that spans the façade for outdoor dining. The terrace along the façade is accessed by a grand central staircase, leading directly to the primary access to the catered event space, which comprises 13 concrete steps lined with a squared, concrete-and-brick balustrade (Figure 3-252). Window openings in the foundation are barred with metal. At the pinnacle of the staircase, access to the southern and western portions of the terrace have been blocked by a metal rail. The remainder of the terrace is lined by a decorative balustrade.

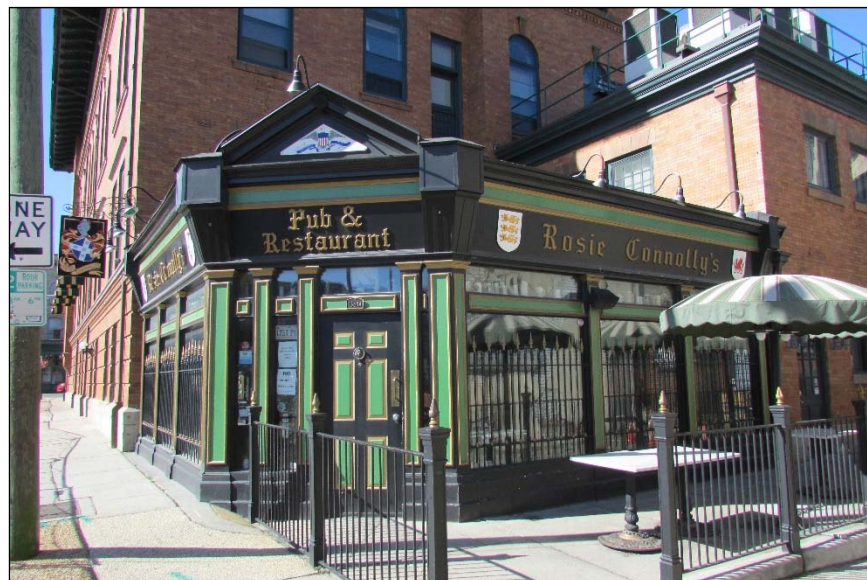


**FIGURE 2-252: DETAIL OF PRIMARY ENTRANCE TO EVENT SPACE, SOUTHWEST ELEVATION (LEFT); DETAIL OF TERRACE AND FENESTRATION, SOUTHWEST ELEVATION (RIGHT)**

Entrance to the residential portion of the resource is obtained by several single-leaf, metal, paneled doors with multiple lights. Most doors are topped by a single-light, wood-frame, transom. Other fenestration includes paired and single, one-over-one, wood-frame, double-hung-sash windows, some of which feature a single- and multi-light, arched transom set above with a stone keystone (Figure 3-253). Windows in the façade also have decorative stone trim creating a Florentine arch springing from pilasters capped with Corinthian-style capitals. Those with no arched window feature a flat stone lintel. Windows in the raised basement and third story are eight-over-eight, wood-frame, double-hung sashes with wood surrounds and relief brick trim. A “Romeo and Juliet” door is located in the third story of the northwest elevation, although it may have been an access to a fire escape; it is filled with a single-leaf, paneled, wood door with six lights and is covered by a metal rail (Figure 3-253) (Kim Pitts, personal communication 2018). A two-story, flat-roof addition clad in the same materials as the core extends from the north half of the northeast elevation while a one-story, frame addition extends from the east half of the elevation. Both additions were constructed circa 1950 and currently houses a restaurant and its kitchen (Figure 3-254).



**FIGURE 3-253: DETAIL OF FENESTRATION, NORTHWEST ELEVATION**



**FIGURE 3-254: DETAIL OF ATTACHED RESTAURANT, NORTHEAST ELEVATION**

### 3.19.2.2 Primary Resource Interior

Entrance to the residential portion of the Railroad YMCA is obtained through a single-leaf door in the basement level of the northwest elevation. It opens into a four-story stairwell featuring a wood staircase that is partially lined with a turned wood balustrade that pauses at a landing in each story (Figure 3-255). The walls that partially house the staircase are drywall with an ADA compliant metal stair rail and chair rail. The stairs themselves are partially covered by rubber matting and the landings feature modern carpeting. An elevator and associated elevator room,

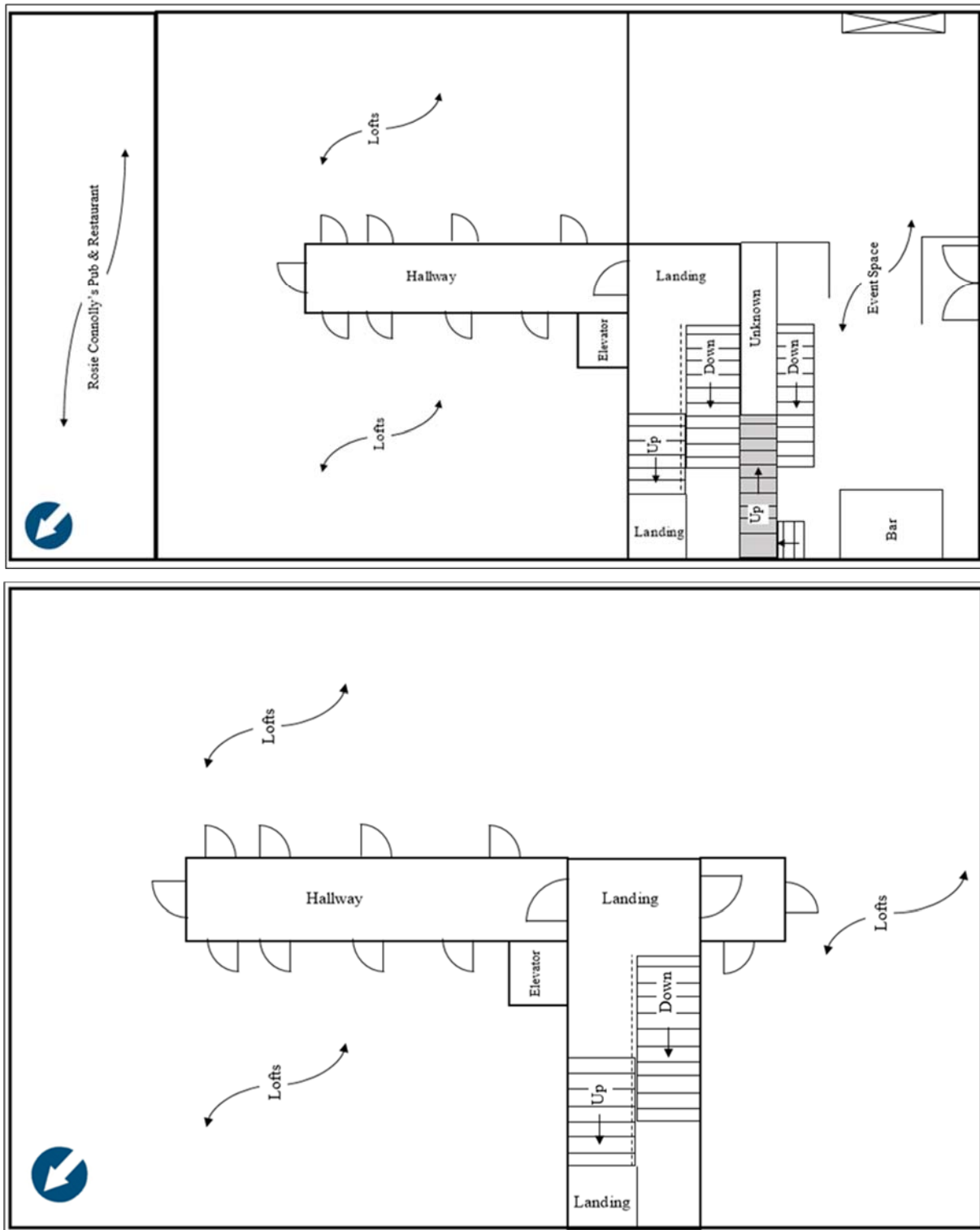
## SURVEY RESULTS

added at a later date than the construction of the building, are also accessed in the basement level of the stairwell.

The first, second, and third stories of the northeast two-thirds of the building have a similar floor plan (Figure 3-256). Each floor contains a central carpet-clad hallway, running northeast to southwest, which is accessed by a single-leaf, wood, four-paneled door by the stairwell. Each hallway is also accessed by the elevator in the northwest wall. The hall is lined with a wood chair rail and with a varying number of single-leaf doors on the southeast and northwest walls, depending on how many individual lofts there are on the respective floor (Figure 3-255). The property manager stated that each residential room is in its original layout save for the addition of individual laundry closets or bathrooms. Also, the current property manager confirmed that all doors within the residential section of the building in each hallway are original (Kim Pitts, personal communication 2018). The southwest thirds of the second and third stories also contain residential lofts and are set up in a similar format to the remainder of the floor with a hallway accessed by the stairwell.



**FIGURE 3-255: VIEW OF STAIRWELL FROM FIRST-STORY LANDING (LEFT); VIEW OF THIRD-STORY HALLWAY, LOOKING NORTHEAST (RIGHT)**



**FIGURE 3-256: FIRST STORY FLOOR PLAN (TOP); SECOND AND THIRD STORY FLOOR PLAN (BOTTOM) (NOT TO SCALE)**

During the current survey, access to two individual residential units or “lofts” was granted by the property manager. A loft at the north corner of the third story opens directly into a small

## SURVEY RESULTS

kitchenette that lined a portion of the northeast wall. The loft is primarily covered in the original wood flooring save for the kitchenette area which is covered in laminate tile. A carpet-clad, winder staircase lined with a metal and wood rail is situated in the northeast portion of the loft which provides access to the loft space above. The ceiling is open to the wood framing of the hipped roof and eaves (Figure 3-257). This loft features the “Romeo and Juliet” door in the southeast wall previously mentioned (Figure 3-257). The other loft available for viewing during the survey is located in the southwest portion of the second story. Accessed by a single-leaf, wood door, the entrance opens into an open living area with a coffered ceiling and covered in original wood flooring (Figure 3-258). A small kitchenette is in the northeast wall. Along the southeast wall is a bedroom and an enclosed winder staircase that leads to a loft space (Figure 3-258).



**FIGURE 3-257: EXPOSED ROOFING SYSTEM IN THIRD-STORY LOFT (LEFT); VIEW OF “ROMEO AND JULIET” DOOR IN THIRD-STORY LOFT, LOOKING WEST (RIGHT)**



**FIGURE 3-258: VIEW OF CEILING IN SECOND-STORY LOFT (LEFT); SECOND-STORY LOFT, LOOKING NORTHEAST (RIGHT)**

## SURVEY RESULTS

The catering and event space encompasses the southwest third of the building in the basement level and first story. The basement level contains a full contemporary kitchen, and an enclosed stairwell along the northeast wall of the kitchen leads to the event space in the first story. The first story event space features wood flooring and paneled wood walls. A bar is located along the northwest wall while a large chimney opening with a marble mantel surround is in the southeast wall (Figure 3-259). A recessed panel filled with a mirror is set beneath the simply decorated wood mantelshelf and beveled wood columns. Two partition walls block off the primary entrance in the southwest elevation and a waiters' area in the northeast portion of the room. An enclosed staircase to the second story is visible in the west half of the northeast wall (Figure 3-259). Access to the remainder of the basement and the restaurant (Rosie Connolly's Pub & Restaurant) on the northeast side of the building was not granted during the current survey.



**FIGURE 3-259: SOUTHEAST WALL IN CATERING EVENT SPACE IN FIRST STORY (LEFT); STAIRCASE TO BASEMENT LEVEL AND ENCLOSED STAIRCASE TO SECOND STORY, LOOKING NORTH (RIGHT)**

### 3.20.3 NRHP Evaluation

Constructed as Richmond's Railroad YMCA (127-0344-0123) chapter building, this resource served the traveling railroad men and their families as well as local poor boys and men until the 1970s as a safe-haven with bed and board. It has since been converted to a loft apartments building with an attached restaurant to the rear and a catered event space. Although the building has had some common modifications, such as a rear addition and interior alterations funded through tax credits to accommodate separate living spaces and catered event spaces, the resource retains a sufficient level of integrity in design, location, association, materials, feeling, setting and workmanship to convey its historic purpose and use.

The NPS outlines the considerations for which a property can be eligible for the NRHP under Criterion A as: "To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context... The event or trends, however, must clearly be important within the associated context... and it must retain historic integrity" (Shrimpton et al. 1990). The building held an important organization, the YMCA, which assisted

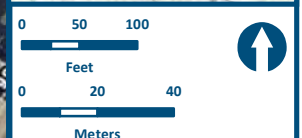
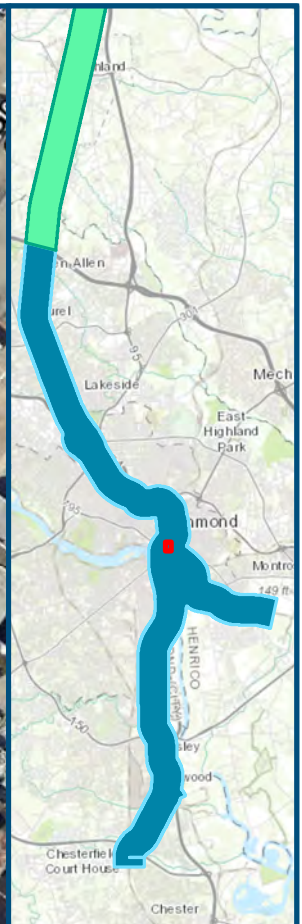
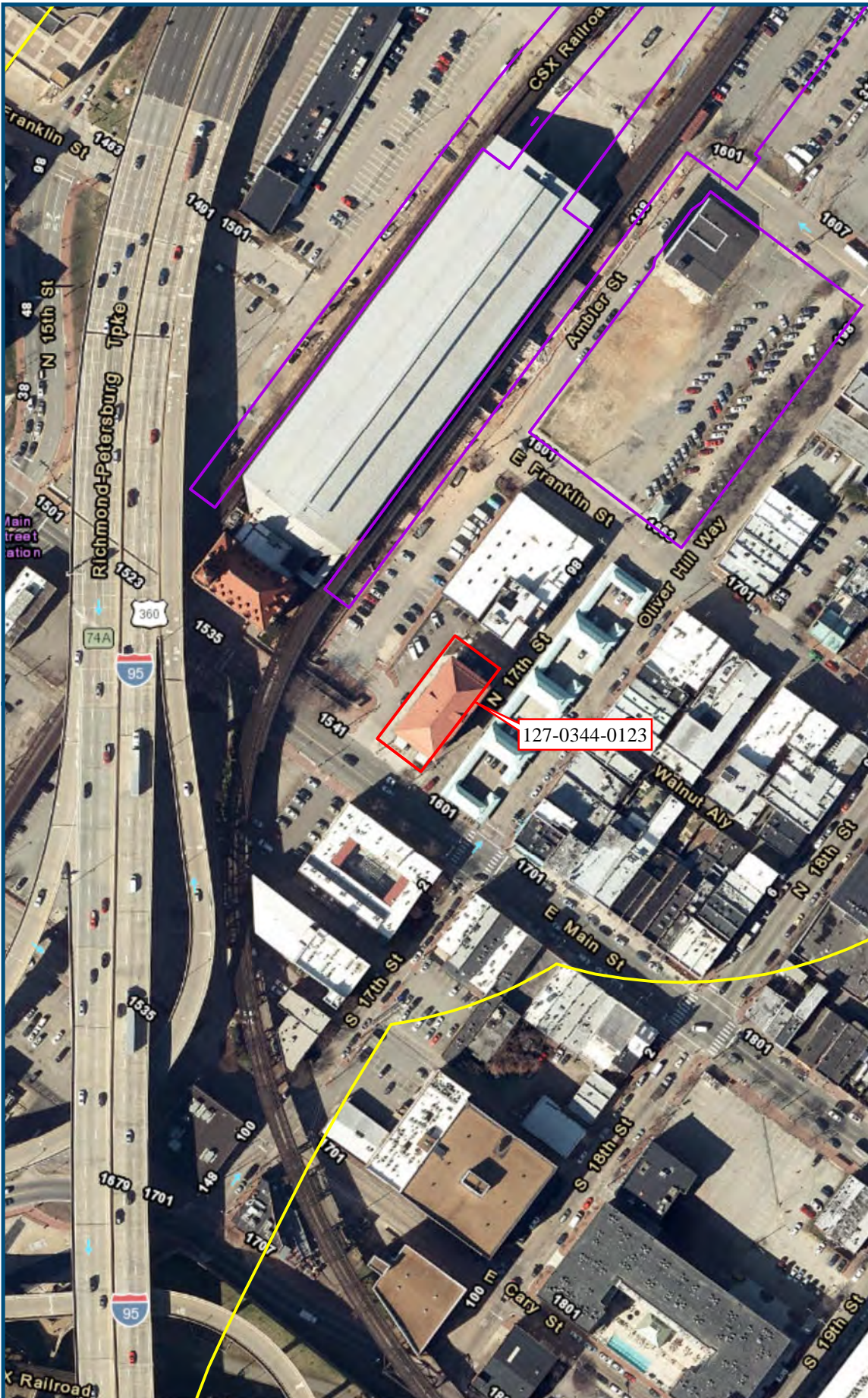
the early-twentieth-century railway employee and their families with wholesome living and activity spaces during their travels. It continued in this operation for the local poor boys, acting as a safe haven and a community center. As such, the Railroad YMCA is recommended eligible for the NRHP under Criterion A for its strong association with railroad transportation in Richmond as well as the larger national YMCA movement. The resource is not known to be associated with one significant person from history and because of this, it is recommended not eligible under Criterion B.

Criterion C as outlined by NPS pertains to “properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork.” For a resource to be eligible for the NRHP under Criterion C, it must “Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction” (Shrimpton et al. 1990). The resource is an exceptional example of a restrained version of the Italian Renaissance Revival style in the Shockoe Valley and Tobacco Row Historic District (127-0344) and in Richmond. The building’s symmetrical façade, arched window openings, elaborate Classical entrance, and robust terrace are identifiable Italian Renaissance Revival-style features of the Railroad YMCA (McAlester 2015:406). The building was also designed by the Philadelphia-based architectural firm of Wilson, Harris and Richards, the firm responsible for Richmond’s Main Street Station (127-0172), listed in the NRHP in 1970 and as a National Historic Landmark (NHL) in 1976, which was constructed in the Beaux Arts/French Renaissance Revival architectural style that stems from the same Eclectic movement as the Italian Renaissance Revival style (McAlester 2015:406). For these reasons, the Railroad YMCA is recommended as locally significant under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Railroad YMCA is **recommended as eligible at the regional and national level under Criterion A and at the local level under Criterion C**. The resource was constructed during the period of significance (1737–1930) of the Shockoe Valley and Tobacco Row Historic District (127-0344) and continues to reflect the architectural trends within the district. The resource is **recommended as contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344)**.

The Railroad YMCA suggested period of significance begins in 1907, when the building was constructed, to 1970, the year in which the YMCA operations in the building ceased. The proposed NRHP boundaries for the Railroad YMCA immediately surrounds the building, encompassing it in full (Figure 3-260).





Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2016 VBMP  
 Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Proposed NRHP Boundary

**Figure 3-260**  
**Proposed NRHP**  
**Boundaries for the**  
**Railroad YMCA**  
**(127-0344-0123)**

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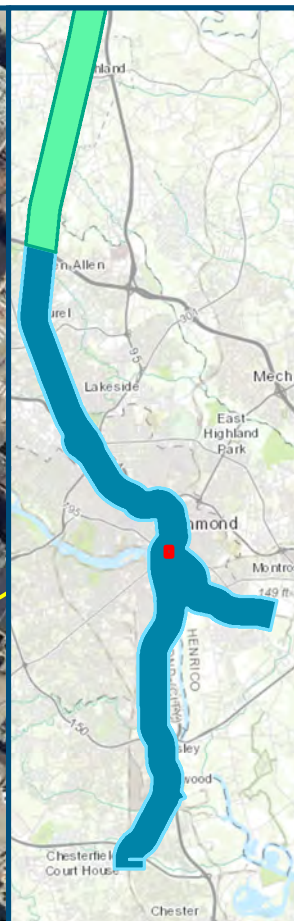
### 3.21 PHILIP MORRIS LEAF STORAGE WAREHOUSE (127-0197)

The Philip Morris Leaf Storage Warehouse (127-0197), recently purchased by Capital One and converted into a business incubator, is located at 1717-1721 E. Cary Street in Richmond, Virginia. Set on a 0.21-acre lot, it is located in Richmond's Shockoe Bottom area, more particularly in Shockoe Valley and Tobacco Row Historic District (127-0344), the NRHP-listed historic district encompassing Richmond's original town settlement filled with a mix of residential, commercial, and manufacturing activity. South of the resource are the canals of the James River and an elevated section of a branch of the C&O Railroad Corridor (127-6793) that leads to Main Street Station (127-0172), and immediately west is I-95. The triangular-shaped parcel is bounded by E. Cary Street to the northeast, S. 18<sup>th</sup> Street to the southeast, Dock Street and the existing railroad to the southwest and west. The densely populated urban area has been moderately altered with new construction; however, it still remains primarily commercial and industrial in nature. The parcel is primarily filled by the trapezium-shaped building, with sidewalks composed of a combination of poured-concrete and modern brick to the northeast, southeast, and southwest. A small, paved-asphalt parking area is situated in the west corner of the property and is accessed by East Cary Street in the north (Figure 3-261). A small patch of grass is located southwest between the building and Dock Street, where a large steel structural system supporting the elevated railroad sits. The subdued International-style commercial building is similar to the warehouse immediately northeast, the Philip Morris Heat Storage Warehouse at 20-28 S. 18<sup>th</sup> Street (127-0344-0328).

#### 3.21.1 Historic Context

The land on which the Philip Morris Building at 1717-1721 E. Cary Street is located on is in an area of Richmond that has been heavily urban and industrial for centuries. Situated north of the James River and among a network of railroad tracks, including the Richmond and Danville Railroad, the Richmond and Alleghany Railroad, and the C&O Railroad, as they were known during the late-nineteenth century, this lot between 17<sup>th</sup> and 18<sup>th</sup> Streets was owned by Benjamin T. Crump and Charles H. West (CRDB 122B:481; Sanborn Map Company 1886, 1895). These partners had several buildings on the corner lot, including a one-story office, a one-story building for splitting wood, a coal shed, and a three-story ship chandlery; the other half of the block was filled with the Virginia Paper Company and the J.C. Smith's Rag Warehouse (Sanborn Map Company 1886).

Out of these buildings, Crump and West partners operated the business Crump & West Company, which specialized in coal and wood with an advantageous lot near the river, canal, and railroads (Figure 3-262) (Chataigne 1886; The Union Republican 1882:3). Around the turn of the twentieth century, the C&O Railroad Company constructed a new railroad track that extended from near Dock Street northwest to Main Street Station. In doing that, the new tracks bisected the 1700 block of Cary Street, and the landscape of that lot changed entirely. By 1905, only two buildings associated with the Crump & West Company survived, the office and the coal shed, and the buildings that once housed the neighboring paper mill and the rag warehouse were no longer extant (Figure 3-263) (Sanborn Map Company 1905b).



0 50 100  
Feet

0 20 40  
Meters

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2016 VBMP  
Aerial Imagery

- Legend**
- Preferred Alternative
  - Architectural APE
  - Resource Boundary

**Figure 3-261**  
Location of the Philip  
Morris Leaf Storage  
Warehouse (127-0197)

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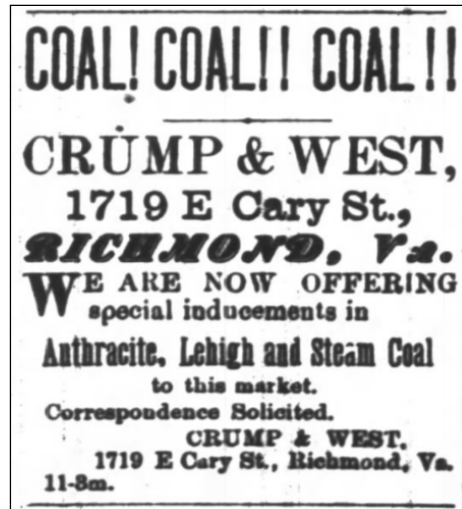


FIGURE 3-262: 1882 ADVERTISEMENT FOR CRUMP & WEST COMPANY (THE UNION REPUBLICAN 1882:3)

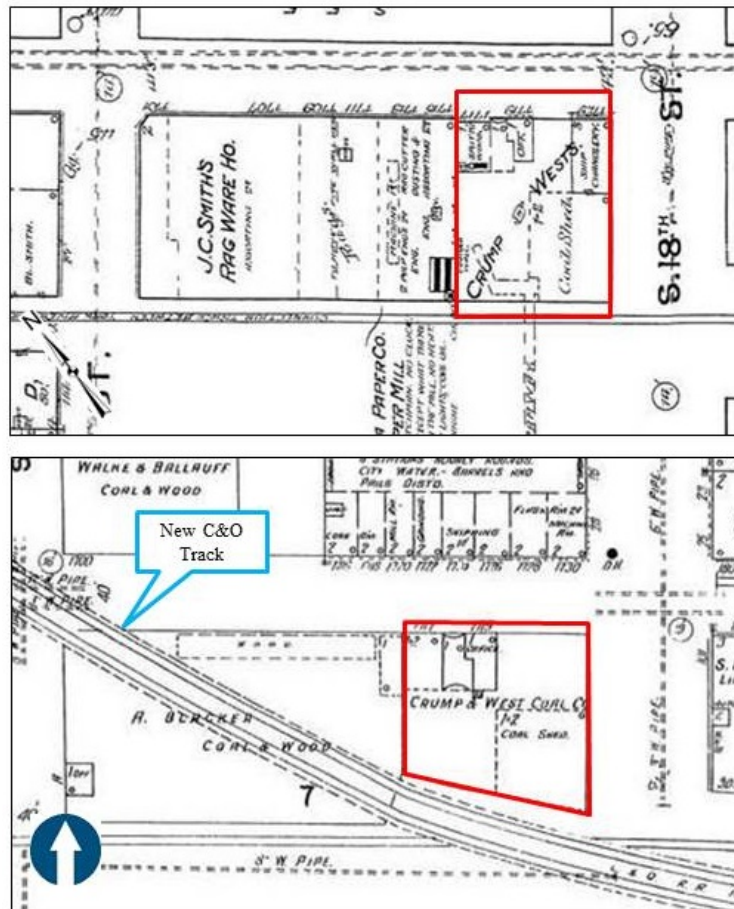
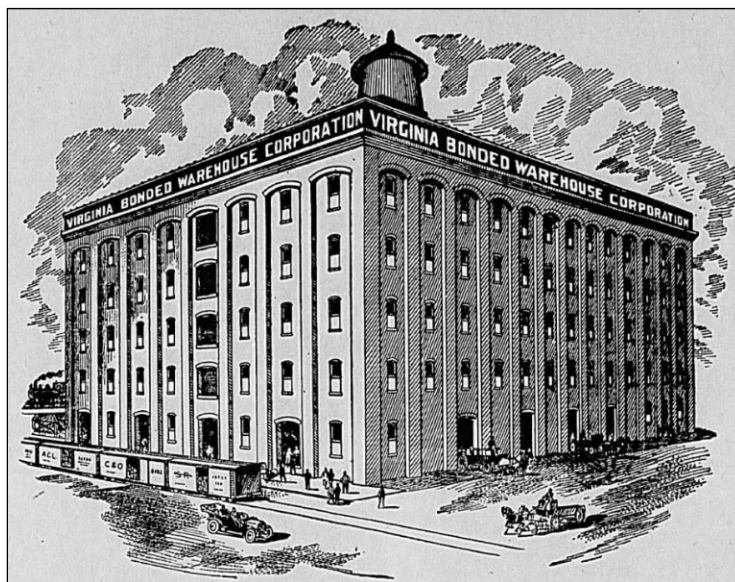


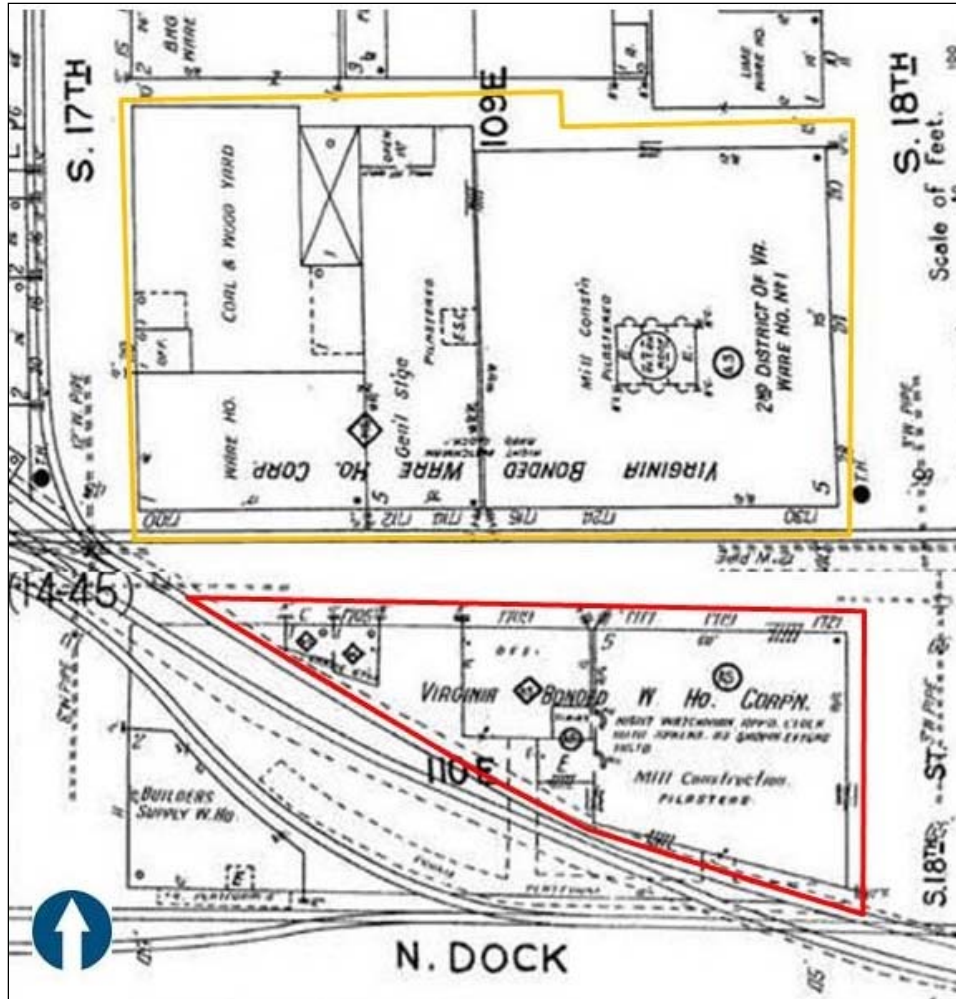
FIGURE 3-263: 1886 SANBORN DETAIL (TOP) AND 1905 SANBORN (BOTTOM) (SANBORN MAP COMPANY 1886, 1905A). THE CRUMP & WEST COAL COMPANY IS HIGHLIGHTED IN RED AND THE NEW C&O TRACK IS NOTED IN BLUE. (MAP NOT TO SCALE)

Around 1909, the Virginia Bonded Warehouse Corporation bought a lot of land just north of E. Cary Street from Crump & West Company property between 17<sup>th</sup> and 18<sup>th</sup> Streets and built a large five-story brick building as their new headquarters. This company boasted about their new building “a capacity of 1,250,000 cubic feet... and has a splendid frontage of 130.25 feet on the Southern Railway” (Figure 3-264) (Richmond Times-Dispatch 1909). Just four years later, Charles H. West sold the Crump & West property south of E. Cary Street to the Virginia Bonded Warehouse Corporation for \$9,215 (CRDB 222B:298). At this time, the company tore down the previous infrastructure associated with the Crump & West Coal Company and in 1914 constructed the five-story brick building to be used as their office. This triangular-shaped building currently stands at the intersection of E. Cary and 17<sup>th</sup> Streets and was built to mirror the original and larger 1909 Virginia Bonded Warehouse Corporation warehouse just to its north (Figure 3-265) (Sanborn Map Company 1905a, 1925; Richmond Times-Dispatch 1916).

Virginia Bonded Warehouse Corporation operated out of these two buildings that flank the 1700 block of E. Cary Street until the late 1950s; in 1962, Philip Morris, Inc. acquired the two buildings and the land on which they stand (CRDB 601A:145, 609D:800). Philip Morris, Inc. is a tobacco company that has roots in London dating to the mid-nineteenth century and was “incorporated in Virginia under the name Philip Morris & Co., Ltd, Inc. By the end of the [1920s] the company has begun to manufacture cigarettes in its factory in Richmond, Virginia” (Philip Morris International Management SA 2017). Over the next several decades, the company facilities in Richmond expanded to include several warehouses and factories across south Richmond (Hill Directory Co. 1960, 1965). After three decades of ownership, Philip Morris sold the lot on the south side of Cary Street that contains the building at 1717–1721 E. Cary Street in 1994 (CRDB 405:136). The 0.21-acre lot changed hands several times between 1994 and 2016, when it was sold to 1717 Partners, LLC (CRDB 98-0011207, 03-048414, 16-18882). The building is currently owned by Capital One Financial Corp. who renovated the building in conjunction with 1717 Partners, LLC and occupy the first two stories; the remaining space is being planned as an incubator for startup businesses (Richmond Times-Dispatch 2017; Startup Virginia 2018).



**FIGURE 3-264:1909 DRAWING OF THE NEW VIRGINIA BONDED WAREHOUSE CORPRATION BUILDING (RICHMOND TIMES-DISPATCH 1909)**

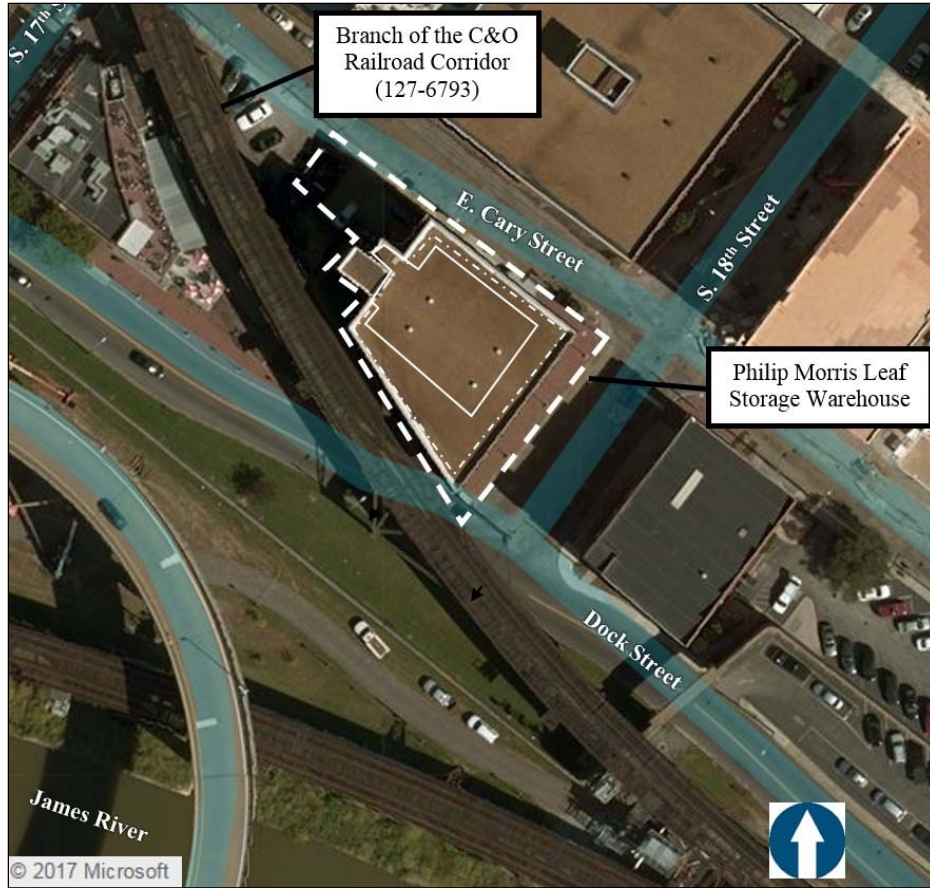


**FIGURE 3-265: VIRGINIA BONDED WAREHOUSE CORPORATION BUILDINGS ON E. CARY STREET IN 1925 (SANBORN MAP COMPANY 1925). THE ORIGINAL 1909 BUILDING IS NOTED IN YELLOW AND CIRCA-1914 BUILDING NOW KNOWN AS THE PHILIP MORRIS BUILDING AT 1717–1721 E. CARY STREET IS NOTED IN RED. (NOT TO SCALE)**

### 3.21.2 Architectural Description

#### 3.21.2.1 Primary Resource Interior

The Philip Morris Tobacco Storage Warehouse building is a five-story, 10-bay, trapezium-shaped, utilitarian industrial building constructed around 1914 (Figure 3-266). The building sits on a continuous foundation supporting an indiscernible structural system sheathed in brick laid in a six-to-one common bond (Figure 3-267). Each elevation features a series of arched recesses that emphasize each bay. The central bay of the southeast elevation contains a circular metal cap between each story that may be former fire alarm bells. The warehouse is covered by an asphalt-clad flat roof lined with a low brick parapet with metal coping on all elevations. A corbelled brick cornice is situated beneath the parapet. Chimneys or flues were not observed during the survey.



**FIGURE 3-266: SITE PLAN OF THE PHILIP MORRIS LEAF STORAGE WAREHOUSE**



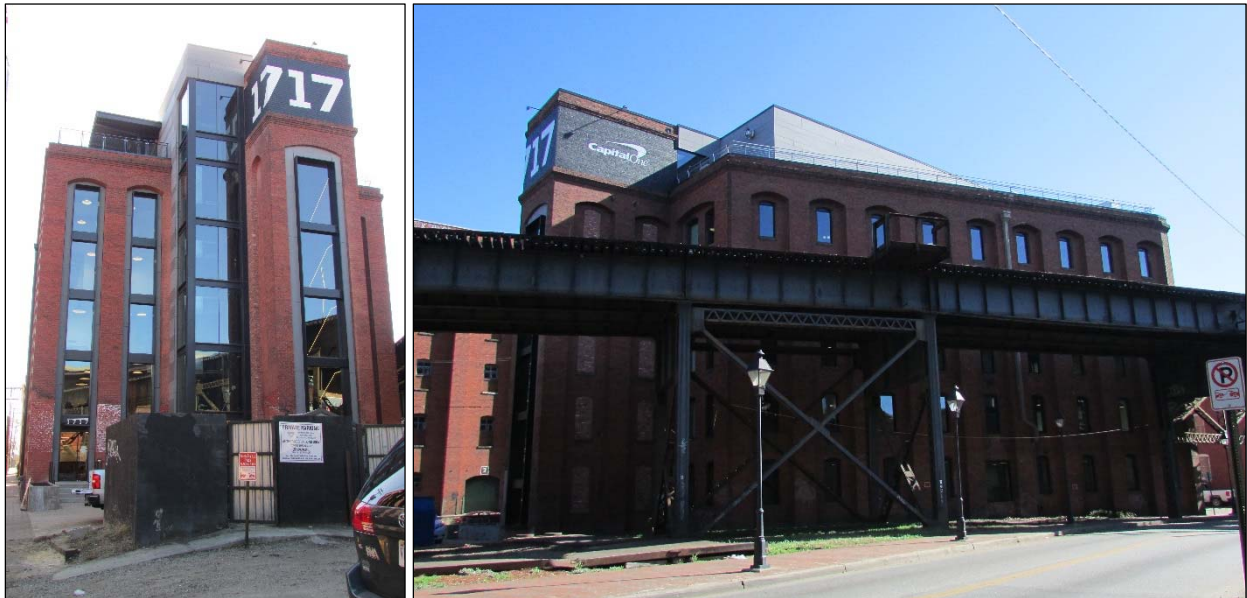
**FIGURE 3-267: EAST ELEVATION OF THE PHILIP MORRIS STORAGE WAREHOUSE**

## SURVEY RESULTS

The current primary entrance is located in the north half of the northwest elevation. It is filled with a single-leaf, glass door with a single, commercial-style sidelight. A flat, metal awning set above the door features a metal “1717” sign (Figure 3-268). A secondary entrance, filled with a single-leaf, metal door with an arched, metal-frame transom set above, is off-centered in the southeast elevation. Set within larger window openings, the building contains replacement single-light, metal-frame, fixed windows. The window openings feature segmental arches and stone sills.

A six-story, flat-roof projection is centered on the northwest elevation providing roof access and is clad in the same materials and in the style as the core of the building (Figure 3-268). Fenestration in this area of the building has been recently replaced by large, commercial-style, metal-frame windows that are horizontally divided by thick metal strips.

A circa-2017, one-story, roof-top addition is situated in the western three-quarters of the building while the eastern quarter is lined with a metal-and-glass rail for a roof-top balcony (Figure 3-269). The addition is clad in an indeterminate tile and covered by a flat roof with metal coping. This addition projects along the north side of the brick projection on the northwest elevation and features large, commercial-style, metal-frame windows that are horizontally divided by thick metal strips.



**FIGURE 3-268: SOUTHWEST ELEVATION (LEFT) AND NORTHWEST ELEVATION (RIGHT) OF THE PHILIP MORRIS STORAGE WAREHOUSE**

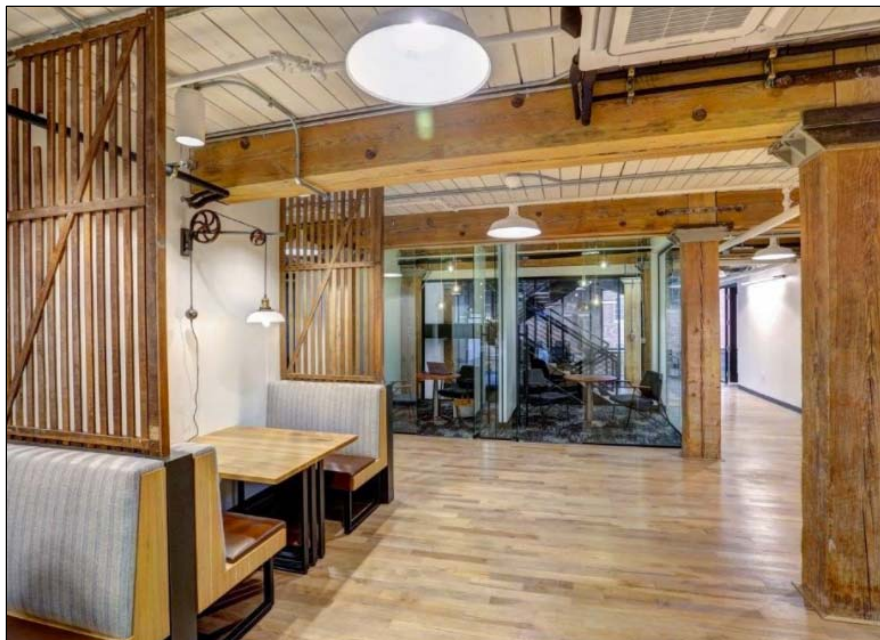




**FIGURE 3-269: DETAIL VIEW OF ROOFTOP ADDITION, LOOKING WEST**

### **3.21.2.2 Primary Resource Interior**

Interior access was not obtained during the time of the current survey. However, recent images of the interior have been made electronically available through the Startup Virginia website (Startup Virginia 2018). They show a combination of exposed brick and drywall walls, a mix of poured-concrete and wood flooring, and exposed wood posts and beams (Figure 3-270) (Startup Virginia 2018). Work spaces appear to be divided by glass walls.



**FIGURE 3-270: INTERIOR VIEW OF THE PHILIP MORRIS TOBACCO STORAGE WAREHOUSE (STARTUP VIRGINIA 2018)**

### 3.21.3 NRHP Evaluation

The Philip Morris Tobacco Storage Warehouse at 1717–1721 E. Cary Street is a five-story, brick commercial building constructed in 1914 by the Virginia Bonded Warehouse Corporation. This warehouse is appropriately situated within a commercial and industrial section of Richmond just north of the James River. The resource has never been moved, and the area in which it is located remains light industrial and commercial in character, providing it with a high level of integrity of location, setting, and association. Recently, the building has undergone substantial renovations including interior remodeling for office and work spaces, a large-scale addition, and the replacement of all fenestration. Therefore, the resource has a low to moderate level of integrity of feeling, design, workmanship, materials, and design.

Although the Philip Morris Building at 1717–1721 E. Cary Street is associated with commerce in Richmond during the first, second, and third quarters of the twentieth century, its specific contribution to that trend is not noteworthy. As such, it is recommended not eligible under Criterion A.

For a resource to be eligible for listing in the NRHP under Criterion B, it must be associated with an important individual within a specific historic context or they must be considered significant within their profession or group (Shrimpton et. al 1990). Although the people who have been associated with this resource since it was constructed were involved in Richmond commerce, these individuals are not known to have made lasting significant contributions to its history or to commerce practices in the region. Therefore, the resource is recommended not eligible for the listing under Criterion B.

This warehouse building, constructed in 1914, was modeled in the same design as its larger precursor just north of E. Cary Street (127-0344-0328). In an earlier survey of this resource, it was stated that: “this building stands as an excellent example of the sparingly ornamented yet functionally designed commercial structure of the turn-of-the-century that served as both the forerunner and inspiration for the International style” (DHR 1980). Although it is a good surviving example of a sparingly ornamented commercial building of the first quarter of the twentieth century, it does not seem to have inspired many elements of the International Style. According to Melina Bezirdjian and Lena Sweeten McDonald in *New Dominion Virginia, Architectural Style Guide*, defining characteristics of this style include: focus on volume not mass, conspicuous lack of ornament, smooth textures, asymmetrical elevation, light metal or concrete frames, open plans, ribbon windows, flat roofs, large expanses of glass, and use of stilts or piers at ground level (Bezirdjian and McDonald 2014:31). Although this Philip Morris Tobacco Storage Warehouse does exhibit a few of those characteristics, such as a flat roof and lack of ornamentation, it seems to lack many of the other character-defining features and suffers from a loss of historic integrity due to large-scale additions and renovations. Instead, both buildings constructed by the Virginia Bonded Warehouse Corporation in 1909 and 1914 seem to closely reflect the neighboring turn-of-the-twentieth-century warehouses that line the streets of the present-day Shockoe Valley and Tobacco Row Historic District (127-0344). The Philip Morris tobacco Storage Warehouse is recommended not eligible for the NRHP under Criterion C. As an architectural resource, the Philip Morris Tobacco Storage Warehouse was not evaluated under Criterion D.

In sum, the Philip Morris Tobacco Storage Warehouse is **recommended not eligible for listing in the NRHP under Criteria A–C**. The resource was constructed during the period of significance (1737–1930) of the Shockoe Valley and Tobacco Row Historic District (127-0344) and continues to

## SURVEY RESULTS

reflect the architectural trends within the district, despite being recently altered. The resource is recommended as contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344).

# 4

## SUMMARY AND RECOMMENDATIONS

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The DC2RVA Project Team conducted an intensive-level architectural survey of a total of 52 resources, 21 of which are presented in the current report. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

Of the 21 resources detailed in this report, the DC2RVA Project Team are recommending 15 as individually eligible for the NRHP (Table 4-1). Listed in numerical order, they are as follows:

Phoenix Mill (100-0277), Hannah P. Clark House/ Enyedi House (029-5741), Jackson Shrine (016-0092), Woodford Freight & Passenger Depot (016-0222), First Woodford Post Office (016-0223), Glenwood House (016-0224), Coghill-Jeter Store (016-0286), Milford Historic District (016-5136), Excelsior Industry of Caroline County Historic District (016-5165), Doswell Depot and Tower (042-5466), Tri-County Bank-Doswell Branch (042-0469), Doswell Historic District (042-5448), Robert Stiles Building/ Main Building of the Laurel Industrial School (043-0292-0001), Railroad YMCA (127-0344-0123), and Winfree Cottage (127-6129). Of those, one resource (016-0092) is recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147), one resource (016-0270) is contributing to the Milford Historic District (016-5136), two resources (016-0222 and 042-5466) are recommended as contributing to the RF&P Railroad Historic District (500-0001), four resources (042-5466, 042-0469, and 042-0470) are recommended as contributing to the Doswell Historic District (042-5448), and one resource (043-0292-0001) is recommended as contributing to the Laurel Industrial School Historic District (043-0292).

During the current survey, the DC2RVA Team found that the remaining six resources (016-0470, 016-5129, 042-0468, 042-0470, 043-5636, and 127-0197) are recommended as not individually eligible for the NRHP with the Doswell Inn (042-0468) and Darnell Store (042-0470) contributing to the Doswell Historic District (042-5448), the Milford State Bank (016-0270) contributing to the Milford Historic District (016-5136), and the Philip Morris Leaf Storage Warehouse (127-0197) contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344) (Table 4-1).

SUMMARY AND RECOMMENDATIONS

**TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT**

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	Eligible under Criteria A & C
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1839; 1986–2011	Eligible under Criterion B & Criteria Consideration B & G
4	016-0092	The Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	Eligible Under Criteria A & C; Contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park HD
4	016-5129	Woodford Historic District	Caroline County	1874–1969	Not Eligible
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County	1874–1875	Eligible under Criterion C and Criteria Consideration B
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	Eligible under Criterion C and Criteria Consideration B
4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County	1928–1929	Eligible Under Criteria C
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County	ca. 1925–ca. 1960	Eligible Under Criteria A & C
4	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	Eligible under Criteria A & C
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	Not Eligible; Contributing to Milford HD
4	016-0286	Coghill-Jeter Store, 22275 Penola Road	Caroline County	ca. 1880	Eligible under Criterion C
4	042-5448	Doswell Historic District	Hanover County	1880–1940	Eligible under Criteria A & C
4	042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County	1920-1961	Eligible under Criterion C; Contributing to the Doswell HD
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County	ca. 1898	Not Eligible; Contributing to Doswell HD
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County	ca. 1890	Not Eligible; Contributing to the Doswell HD
4	042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County	ca. 1928	Eligible under Criterion C, Contributing to Doswell HD

SUMMARY AND RECOMMENDATIONS

**TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT**

6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County	1895	Eligible under Criteria A & C; Contributing to the Laurel Industrial School HD
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County	1940	Not Eligible
6	127-6129	Winfrey Cottage, East Franklin Street	City of Richmond	ca. 1866	Eligible Under Criteria A & C
6	127-0344-0123	Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street	City of Richmond	1907	Eligible under Criteria A & C
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond	1914	Not Eligible; Contributing to the Shockoe Valley and Tobacco Row HD

Source: Dovetail 2018.

Note: Resources are presented from north to south.

# 5 REFERENCES

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*Alexandria Gazette* [Alexandria, Virginia]

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## **APPENDIX A: CHAIN OF TITLES**

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Note: Chains of titles are organized as they appear in the report; however, some resources, such as rail-related structures, do not have chains of titles.

APPENDIX A: CHAIN OF TITLES

**TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
<b>City of Alexandria Records</b>						
Deed of Trust	160014400	000514 – 000531	9/20/2016	Wheeler Land, LLP, Columbia, Maryland	CB Services Corporation, Norfolk, Virginia and PNC Bank National Association, Baltimore, Maryland	Lot No. 500 containing 2 acres
Special Warranty Deed	150019225	000053 – 000054	11/20/2015	JBJ, LLC, Maryland	Wheeler Land LLC	\$4,587,500.00 for 2 acres and buildings on it
Deed of Trust	070027042	000337 – 000352	12/1/2007	JBJ, LLC, Maryland	R. B. Anderson, Jr., Arlington, Virginia and Virginia Commerce Bank, Vienne, Virginia	Lot No. 500 containing 2 acres
Deed	010004974	0442 – 0443	10/24/2006	F & H Properties of Virginia, LLC, Virginia	JBJ, LLC, Forestville, Maryland	- Lot No. 500 containing 2 acres - “by Special Warranty Deed dated 11/17/1995 and recorded among Land Records CADB 1551 page 473; Deed of Consolidation dated 11/17/1995 in DB 1551 page 479; and Deed of Re-Subdivision dated 11/17/1995 in CADB 1551 page 485 where F & H Property became vested with a title in and to property.” - Articles of Merger – 10/2/2000 where F & H Properties (disappearing company) merged with JBJ, LLC.
Special Warranty Deed	1551	473 – 478	11/17/1995	First Virginia Bank as Executor of Estate of S. J. Bell acting under Last Will and Testament of S. J. Bell dated 6/15/1966 (DOB 5/23/1994) Probate in Fiduciary No. 950452 in Alexandria, Virginia	F & H Properties of Virginia, LLC, Virginia	Five tracts described → “Tract Two” – Property “Old Mill” situate on Wheeler Avenue, Alexandria City = 2 parcels. Parcel No. 2 - corner of land acquired by V.F. Williams in Liber 489 page 57 conveyed by the party of the first by Deed CADB 810 page 296; 0.67 and 0.582

**TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Deed of Consolidation	1551	479 – 484	11/17/1995	F & H Properties of Virginia, LLC		6 lots – Lot Nos: 60.04-02-22 through 60.04-02-27
Deed of Re-subdivision	1551	485 – 491	4/17/1995	F & H properties of Virginia, LLC	Estate of S. J. Bell	Exhibit A described 5 tracts
Last Will and Testament	Fiduciary No. 950452		5/23/1994	Samuel Joseph (S. J.) Bell, Prince William County		Item VI (c): ...Should I have entered into an agreement during my lifetime to sell at my death any stock which I might own in S. J. Bell Construction Company, Inc., Bellanne Equipment Corporation Or Industrial Maintenance Corporation, my fiduciaries shall be required to abide by the terms of any such agreement and my fiduciaries are authorized to accept a note or notes, secured by the shares purchased, for the portion of the purchase price not paid in cash.
Deed	1105	377 – 380	7/27/1983	Charles R. Bell and Shirley Anne Bell (wife)	S. J. Bell	Convey 1/4 interest in all certain land conveyed to Charles R. Bell
Deed	882	659 – 665	1/30/1978	Industrial Maintenance Corporation, a Delaware corporation	S. J. Bell (3/4 undivided interest) and Charles R. Bell (remaining undivided interest) as tenants in common	First 5 tracts (Old Mill)
Deed of Trust	839	861 – 865	7/6/1976	Industrial Maintenance Corporation, a Delaware corporation	Irvin E. Sutphin, (Trustee), Administrator of Small Business Administration, Fairfax County (Beneficiary)	Tract 2 – Old Mill
Deed	810	296 – 305	11/5/1974	Industrial Maintenance Corporation, a Delaware corporation	City of Alexandria	Storm drain and sanitary sewer systems

APPENDIX A: CHAIN OF TITLES

**TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Deed of Trust	751	603 – 608	10/28/1972	Industrial Maintenance Corporation, a Delaware corporation	Jay M. Solga, Administrator of the Small Business Administration	Tract 2 – Old Mill
Deed	434	135	6/14/1956	Lewis J. Baker, Sr. and Elise E. Baker	S. J. Bell	“... located within the extended limits of the City of Alexandria, Virginia... south line of Old Mill Road... Containing 0.41 acres.”
Deed	361	566 – 567	8/12/1958	William E. Brisben and Anna T. Brisben	Samuel J. Bell	
Deed	355	73	4/11/1953	William E. Brisben and Anna T. Brisben	Charles T. Nicholson and Henry P. Thomas (Trustees)	
<b>Fairfax County Records</b>						
Deed	761	97	4/25/1950	E. E. Fordham Sr. And Grace A. Fordham	William E. And Anna T. Brisben (wife)	
Deed	503	289-290	8/14/1946	V. Floyd Williams and Florence Williams	G. Raymond Gaines and Josephine M. Gaines (wife)	NW corner of a 3.32-acre tract of land acquired by V. Floyd Williams
Deed	489	57-59	5/6/1946	Kate M. Culleton	V. Floyd Williams	Tract on Old Mill Road containing 3.32 acres
Deed	A-9	31-32	11/20/1922	Charles B. Cockrell and Maggie A. L. Cockrell (wife)	Patrick Culleton and Kate M. Culleton (wife) joint tenants	3.32 acres, with right of way over the Old Dominion Mill Road to Duke Street Extended and with the right to use the Mill Race for watering stock.

**TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Chancery Case	1915-033 (CFF118h)		7/3/1915	Charles B. Cockrell, Complainant	Southern Railway Company, a corporation organized and existing under the laws of the State of Virginia and W. B. Crenshaw, Defendants	Southern Railway Co. Acquired large tract in Fairfax known as Meadow Farm, recent owner one Nichols having conveyed to Crenshaw, agent of railway. Complainant is owner of land in Fairfax (Cockrell) known as "The Old Dominion Mills" (acquired 2/19/1903) formerly Phoenix Mill with all rights, privileges, and immunities of water, race and dam were held and with the entry on the land adjacent for the purpose of cleaning and repairing the race and dam. Water supplied by two streams known as "Back Lick Run" and "Holmes Run" which have emptied for more than 100 years past, into the mill dam of the Old Dominion Mills, which mill dam is located about one mile above the said mill.
Deed	L-6	659-662	2/19/1903	Frank M. Hill and Elizabeth R. Hill	Charles B. Cockrell, Fairfax County, Virginia	Two parcels known as "The Old Dominion Mills." For the <u>first parcel</u> contains 56 acres
Deed	X-5	303-305	10/6/1896	John M. Johnson	Frank M. Hill, City of Alexandria	Waiver of the Homestead Exemption - known as "The Old Dominion Mills" and attached thereto
Deed	H-5	52-53	6/18/1888	John H. Brown and Annie E. Brown	John M. Johnson, Alexandria, VA	All that tract of land known as "The Old Dominion Mills" and the land attached thereto
Chancery Case	1849-002/CFF 4B		1836/1855	William H. Brown, John C. Hunter, Thomas Moss, and Francis Peyton together with William Henry Terrett and William Mop both of whom have departed this life (Complainants)	Executors of Captain William Henry Terrett, Heirs of David Wilson	Certain lands where one Andrew Belmain had deed seized in the County of Fairfax – under act of the General Assembly of Virginia passed the 2/19/1817 – entitled “An Act Authorizing a Sale of a Tract of Land belonging to the orphans of Andrew Balmain deed.” Tract of land containing 61 acres 6 poles.  Brown and one, David Wilson, entered into three bonds and Brown charges that he had paid the first of said Bonds and which he exhibits a part of this bill and further says on or about 11/9/1818 he paid to Terrett one of the said commissioners. Brown sold 6/7/1823 he sold to the said Wilson one undivided moiety of a mill called the Brown Mill and land but Wilson passed leaving interest.
Deed	S-3	397-399	2/1/1853	Estate of Benoni Wheat, Maria Wheat (widow)	David G. Watkins, John H. Watkins, and James M. Watkins	Terms of. Sale placed in the Alexandria Gazette - 56 acres with the mill called "Phoenix Mill"



**TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Indenture	G-3	140-142	11/19/1841	Henry W. Thomas (Clerks Office)	Benoni Wheat and John Jordan Wheat	By decree of Court of Chancery (May term of court 1839) between William H. Brown and others plaintiffs and Hannah Wilson (widow of David Wilson) and others defendants. Phoenix Mill and land containing 56 acres to be sold at public auction to highest bidder advertised by the <i>National Intelligencer</i> .
Deed (Division of Estate)	U-2	407-418	5/20/1825	David Wilson and Hannah (wife), William H. Brown and Martha (wife), Samuel Wilson and Eliza L. (Wife); Thomas Wilson, Catherine Wilson and Enoch Wilson		Heirs at the law of Thomas Wilson, deceased, have agreed to make partition of all the real estate of which the said Thomas Wilson died. Conveyed of them by David Wilson and Martha Brown, for Lot No. 2 of the plat hereunto annexed, made by John A. Summer's as a plat of division of such part of said Thomas Wilsons estate containing 56 acres together with the Phoenix Mill; Enoch Wilson purchased Lot No. 1 as laid down in the plat aforesaid, containing 196 acres including Samuel Summers' lot about 8 acres and all buildings, houses, barns, stables, and appurtenances
Indenture	S-2	387-392	5/14/1821	David Wilson and Hannah Wilson (wife), William H. Brown and Martha Brown (wife), Alexandria; Samuel Wilson and Catherine Wilson, Thomas Wilson	Robert J. Taylor, Alexandria, District of Columbia	Estate of the late Thomas Wilson of Fairfax County is indebted to Bank of Alexandria... Containing 236 acres being the same more or less, also five undivided sixth part of one acre of land on the opposite side of said run purchased by Hartshorne and Gilpin and condemned by the County of Fairfax to accommodate the Mill
Indenture	M-2	141-146	9/15/1812	Robert J. Taylor, John Fanney, and Jacob Hoffman, acting as Commissioners under the decree of the County of Fairfax, Virginia	Thomas Wilson, Jefferson County, VA	Mordicai Lewis a tract of Land with the Merchant Mill.
Indenture	B-2	297-	1/1/1798	William Hartshorne	George Gilpin, Alexandria, Virginia	

APPENDIX A: CHAIN OF TITLES

**TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Survey	M-1	321	2/4/1777	County of Fairfax Court	George Gilpin	Survey of land by the direction of George Gilpin describes lands on SW side of Holmes Run; 1 acre
Indenture			6/16/1775	George Stevenson	George Gilpin and William Hartshorne	Tract or parcel containing 46 acres and 15 perches - one equal undivided fourth part of one other piece of land containing 250 acres which had been by a decree of the court of Fairfax assigned unto a certain Isabel Harrison as her Power of Attorney and sold to different persons... also one other tract of land containing 18 acres being part of a pieces of surplus land adjoining the aforementioned lands

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-2: CHAIN OF TITLE HANNAH P. CLARK HOUSE/ENYEDI HOUSE (029-5741), FAIRFAX COUNTY, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	21616	102	3/31/2011	Jonathan G. Enyedi and Diana K. Enyedi	Fairfax County Park Authority	Parcel 19A; 1.45 Acres
Deed	6545	1978	11/10/1986	Thomas A. Lewis and Patricia Cassidy Lewis	Jonathan G. Enyedi and Diane K. Enyedi	Diana Enyedi's name misspelled in document
Deed	5826	592	8/29/1983	McCue and McCue Limited Partnership, a Virginia limited partnership	Thomas A. Lewis and Patricia Cassidy Lewis	McCue and McCue partnership composed of Timberlake S. McCue, Jr. and Martha Elise McCue
Deed	5512	1952	12/30/1980	Timberlake S. McCue, Jr. and Martha Elise McCue as sole heirs of Timberlake S. McCue and personal representatives of the estate of Timberlake S. McCue and Elizabeth Landon Carter Delaney, his wife	The McCue and McCue Limited Partnership, a Virginia limited partnership	A total of 38 parcels accounting for over 287.72 acres. The parcel under study is included here and totals 1.45 acres
Deed	4223	38	6/27/1975	Timberlake S. McCue, widower	Timberlake S. McCue, trustee	Plat attached to this deed showing that this parcel was split from a larger lot
Deed	3260	360	12/30/1969	Margaret H. Clarke, widow of Andrew W. Clarke and co-executor of his estate and First Virginia Bank, successor to Mount Vernon National Bank and Trust Company, co-executor of estate	Timberlake S. McCue	12.88 acres
Deed	1429	320	1956	Charles T. Clark and Anna A. Clark	Harbor Bay Corporation	Andrew W. Clarke owns Harbor Bay Corporation (Peebles 2014:143); 10.5 acres
Deed	1285	311	3/14/1955	Charles T. Clark and Anna A. Clark	Carlton L. Clark	1 acre
Deed	583	53	7/28/1947	Charles T. Clark and Anna A. Clark	Ralph Lamond Clark and Mary Zenora Clark	No parcel size recorded
Deed	519	534	9/21/1946	Richmond, Fredericksburg, and Potomac Railroad Company	Charles T. Clark and Anna A. Clark	Plat attached showing the Hannah Clarke House and four outbuildings located to the east of the house; 12.88 acres
Deed	Y-10	52	7/11/1931	Samuel T. Clark	Richmond, Fredericksburg, and Potomac Railroad Company	Plat attached showing the Hannah Clarke House and four outbuildings located to the east of the house; 13.35 acres

APPENDIX A: CHAIN OF TITLES

**TABLE A-2: CHAIN OF TITLE HANNAH P. CLARK HOUSE/ENYEDI HOUSE (029-5741), FAIRFAX COUNTY, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Will	10	448	8/16/1910/ 1925	Hannah P. Clark	Samuel T. Clark	Hannah gives her youngest son, Samuel the majority of her real and personal property. Hannah has two other sons, Charles A. Clark and Frank C. Clark, as well as a daughter, Sallie E. Smith. Hannah dies February 11, 1925
Deed	P-7	425	1913	Hannah P. Clark	Washington Southern Railway Company	Railway right of way is moved, taking area where house is located, house then moved onto a larger parcel across Ox Road, where it currently is located (Peebles 2014:143).
Deed	V-4	31	1876	Joseph Potter and Emma Potter	Hannah Potter Clark	In lieu of annuity provided to Hannah in James Potter's will (Peebles 2014:142).
Deed	V-4	141	1876	Edgar Lee	Hannah P. Clark	This is the lot where the house is first built (Peebles 2014:142).
Will	Z-1	448	1866	James Potter	Cornelius (Beach) Potter and Joseph (Beach) Potter	James Potter's lands to be equally divided between his two sons, Cornelius and Joseph. Personal property divided equally between his three children, Cornelius, Joseph, and Hannah. Hannah also bequeathed 100 cords of wood per year from the estate as a support (Peebles 2014:16,142)

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-3: CHAIN OF TITLE FOR JACKSON SHRINE (016-0092), CAROLINE COUNTY, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Bargain & Sale	106	335	1/1/1936	RF&P RR	United States of America (Asst. Secretary of the Interior)	For \$5,223.32, "a portion of the land containing the Jackson Shrine, or house where Stonewall Jackson died, 9.29 acres" (Happel 1961:117).
Bargain & Sale	90	100	5/26/1921	Heirs of William H. White	RF&P RR	This deed included 7.18 acres of land White had purchased from Willing Bowie adjoining the 5-acre tract where the office building was located
Bargain & Sale	79	50	9/13/1911	William H. White & wife, Emma Cray White	RF&PRR	"The 5-acre portion of Fairfield containing the house where Jackson died" (Happel 1961:117).
Bargain & Sale	76	443	12/9/1909	J. W. King, et al.	William H. White	Corrected deed for 5-acre house tract, survey done by E. H. Hastings, November 18, 1909
Bargain & Sale	76	43	8/2/1909	J. W. King, & wife, Abbie, and E. C. King & wife, Harriet	William H. White	5 acres "that certain piece or parcel of land located in port royal magisterial district, Caroline County, VA, lying north east of guinea's depot and east of the RF&P RR, and containing 5 acres with all buildings thereon...upon which is located the house in which general Thomas J. Jackson, a lieutenant general in the Army of the Confederate States of America, died"
Bargain & Sale	76	45	2/26/1909	E. C. and Harriet King	J. W. King	Releasing their obligation and interest in Fairfield (at that time 112 acres of it).
Deed of Trust	75	314	2/18/1909	J. W. King and E. C. King	C. O'Connor Coolrick and R. H. L. Chister	112 acres, improvements to be kept insured
Bargain & Sale	73	334	1/2/1907	George R. Collins & d wife, R. J.	J. W. & E. C. King	152 acres of Fairfield for \$5,000
Bargain & Sale	62	296	9/10/1889	A. B. Chandler, Trustee,	George R Collins	245-5/8 acres of Fairfield for \$2,230, and a separate 50-acre tract to satisfy Mrs. McKenney.
Deed of Trust	60	123	4/7/1884	Benjamin Vaughn	A. B. Chandler, Trustee	Mortgage for property purchased of Mrs. McKenney
Bargain & Sale	60	121	4/7/1884	Bettie P. McKenney	Benjamin Vaughn	172-3/4 acres and a separate tract of 50 acres

APPENDIX A: CHAIN OF TITLES

**TABLE A-3: CHAIN OF TITLE FOR JACKSON SHRINE (016-0092), CAROLINE COUNTY, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Bargain & Sale	56	194	5/15/1874	Commissioners of the Chancery Court	Bettie P. McKenney, widow of Edgar McKenney	Land of her late husband, "being a portion of the Fairfield tract near Guiney's Depot, 172-3/4 acres and a separate tract of 50 acres"
Bargain & Sale	51	409	12/10/1863	Thomas C. Chandler & wife, Mary E.	Edgar McKenney	For \$17,190, Fairfield, the residence of Thomas C. Chandler on 668 acres and a separate tract of 96 acres.
Bargain & Sale	45	1	10/14/1845	Edward C. Thorton, Exec. Of John Thorton Estate	Thomas C. Chandler	"The 753-1/2 acres called Fairfield where he resided at the time of his death, and 92 acres separated from the main tract by the land of William Royston..."

Source: Happel 1961.

APPENDIX A: CHAIN OF TITLES

**TABLE A-4: CHAIN OF TITLE FOR FIRST WOODFORD POST OFFICE (016-0222), WOODFORD, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Bargain & Sale	414	800	12/29/1993	John W. Burke, III (Trustee of the Marital Trust under the Will of John W. Burke, Jr.)	Burke Properties, L.P.	Deed conveys 17 parcels (4 in Woodford, Port Royal District). Parcel 14 (29-A-8) measuring ~0.74 acres contains First Woodford Post Office and Farmers Store (current tax data describes as "old store" measuring 1,680 square feet and "frame shed").
Bargain & Sale	390	804	7/31/1992	John W. Burke, III (Executor under the Will of John W. Burke, Jr.)	John W. Burke, III (Trustee of the Marital Trust under the Will of John W. Burke, Jr.)	John W. Burke, Jr. died December 14, 1990. Deed conveys 52 parcels (4 in Woodford, Port Royal District); Parcel 49 (29-A-8) measuring ~0.74 acres contains First Woodford Post Office and Farmers Store.
Bargain & Sale	44	111	2/21/1973	John W. Burke, Sr.	John W. Burke, Jr.	John W. Burke, Sr. died January 30, 1973. His will devised his property to his wife, who predeceased him, and his only son, John W. Burke, Jr.
Bargain & Sale	167	137	9/29/1947	Lillie M. Dratt (widow)	John W. Burke, Sr.	Deeded 1947 but recorded until 1967. Sold for \$1,000. Same land conveyed in CCDB 96:408, minus a small tract containing 6,880 sq. feet.
Will	39	161	2/25/1936	Benjamin A. Dratt	Lillie M. Dratt	Bequeathed all of his property to his wife, Lillie M. Dratt. Will written in 1929, filed in 1936.
Bargain & Sale	96	408	11/6/1926	W.T. Southworth and Lulie V. Southworth	Benjamin A. Dratt	Sold for \$2,500. Benjamin A. Dratt was appointed Postmaster in 1913 and served until his death in 1936 (Fall 1989:371-372).
Bargain & Sale	71	46	1/15/1901	James B. Gatewood and Dolly Gatewood	W.T. Southworth	Land situated at Woodford Station on the RF&P.
Bargain & Sale	67	408	7/24/1899	T.B. and Blanche L. Jeter, and W.R. Jeter and Effie L. Jeter	W.T. Southworth and James B. Gatewood (Southworth & Gatewood)	
Bargain & Sale	65	63	4/30/1895	S.B. Jeter and Willie E. Jeter	T.B. Jeter & W.R. Jeter (Jeter & Brother)	Conveyed for \$100: "a storehouse and lot situated at Woodford Station on RF&PRR [...] being the same house and lot conveyed to S.B. Jeter by A.B. Chandler as Comr. and A.B. Chandler and his wife."
Bargain & Sale	64	542	9/25/1894	A.B. Chandler and wife	S.B. Jeter	

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-5: CHAIN OF TITLE FOR WOODFORD FREIGHT AND PASSENGER DEPOT (016-0222), CAROLINE COUNTY, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	953	533	2/14/2008	Catherine J. Burke	Jeter Properties LLC	11107 Woodford Road, Parcel 29-A-20 Current location of relocated depot. 48.27 acres
Will	46	593	1980	Lola B. Jeter	Catherine J. Burke	Lola B. Jeter died intestate May 18, 1980; sole heir was Catherine J. Burke.
Will	43	165	1965	Milton T. Jeter	Lola B. Jeter and Catherine J. Burke	Milton T. Jeter died intestate June 21, 1965; heirs were Lola B. Jeter and her only child, Catherine J. Burke.
Deed	127	466	5/18/1948	Milton T. Jeter and Lola B. Jeter, S. Bayard Jeter and Nora B. Jeter, and Leona J. Booth and S. Hugo Booth	Milton T. Jeter and Lola B. Jeter	Willie E. Jeter died intestate March 27, 1924 and was predeceased by hers husband; the land was inherited by her three children, two of whom conveyed their interest to brother Milton Jeter (see CCDB 64:27). Depot relocated to this parcel around 1934. 50 acres
Deed	80	443	3/30/1908	S.B. Jeter	Willie E. Jeter	Original location of depot. 0.25 acres
Deed	80	442	3/25/1908	Wm. K. Goolrick and F.W. Coleman, Special Commissioners	S.B. Jeter	Original location of depot. Sold at public auction to the highest bidder for \$65; parcel described as "lying south of the Depot of the R.F.&P .R.R. Co. at Wood's Lane, Caroline County, Va." 0.25 acres
Deed	73	474	3/15/1904	Willie E. Jeter and S.B. Jeter	Farmers Supply and Home Beneficial and Endowment Society of Virginia	Original location of depot. Conveyed for \$100 to the stock holders of the Farmers Supply and Home Beneficial and Endowment Society of Virginia; Described as lying on the west side of the RF&P Railroad at Woodslane adjoining the Depot lot on the east." 0.25 acres
Deed	68	196	7/9/1900	Willie E. Jeter and Sam B. Jeter	RF&P Railroad Company	Original location of depot. Parcel "at the station known as 'Woodslane' and lying on the southwest side of the Railroad land and the southeast side of the public road at that point," "for Depot & Station purposes." 0.3 acres
Deed	67	427	9/7/1899	Alice J. Wright (nee Taylor) and J.B. Wright	Willie E. Jeter	Half interest in parcel of 50.3 acres conveyed for \$250. Described as "adjoining Woodslane Station of the R.F.&P. R.R."
Deed	64	27	4/10/1893	William L. Taylor and Tomashia A. Taylor and S.B. Jeter	Willie E. Jeter, Alice J. Wright (nee Taylor) and J.B. Wright	50.3 acres land "adjoining Woodslane Station of the RF&PRR"

Source: Dovetail 2017.



APPENDIX A: CHAIN OF TITLES

**TABLE A-6: CHAIN OF TITLE FOR GLENWOOD HOUSE (016-0224), CAROLINE COUNTY, VIRGINIA**

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	258	174	12/31/1980	Frank L. Benser, Special Commissioner	Jerry S. and Peggy J. Brown	Woodford, 10.81 acres \$125,000.00 – By decree from Chancery Case dated 11/25/1980 of Mamie Fell Blanton et al. vs. Pearl Sydney Fell
Chancery Case	22	72-73; 114; 116	11/25/1980	Mamie Fell Blanton et al.	Pearl Sydney Fell	Pearl Sydney Fell decreed incompetent. Being remainder (believed to have containing 14.5 acres) of land conveyed to George P. Lyon from Porter Lyon in 1886, subject to life estate to half interest of Porter and N.M. Lyon, both of whom have died many years ago. Being further portion of land devised to Ada M. Lyon for her lifetime, remainder to Minnie L. Harding by will of George Lyon. Being residential property devised to Myrtle H. Durrett, Inez Fell Matthews, Mamie Fell Blanton, and Pearl Fell by will of Minnie L. Harding.
Will	46	511- 515	3/9/1980	Myrtle Fell Durrett		Residue of estate to executor (Inez Fell Matthews) with desire for them to sell and profits to be paid to sisters
Will	45	152- 157	1966	Minnie L. Harding	Myrtle Fell Durrett	Residential property to be shared amongst 1 <sup>st</sup> cousins: Myrtle H. Durrett, Inez Fell Matthews, Mamie Fell Blanton, and Pearl Fell and contents therein
Will	39	104	8/3/1933	George P. Lyon	Minnie L. Harding	Bequeath to property to Ada M. Lyon (wife) and when she dies daughter, Minnie. Submitted after death but written 1910.
Deed	61	344	1/15/1886	Porter Lyon	George P. Lyon	50 acres located near Woodford (less of lot with storeroom)
Deed	53	476- 477	9/15/1869	John and B.B. Washington (husband and wife)	Porter Lyon	100 acres of Spring Hill Farm

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-7: CHAIN OF TITLE FOR MILFORD STATE BANK (016-0270), CAROLINE COUNTY, VIRGINIA**

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	525	299	10/27/1999	Steven R. Lohr and Donald J. Pitts	Hardeep S. Dhillon	0.277 acres
Deed	249	303	7/31/1979	Joseph B. and Elizabeth J. Alvey	Steven R. Lohr and Donald J. Pitts	0.277 acres
Deed	205	180	9/25/1973	T. Benjamin Blatt, Widower	Joseph B. and Elizabeth J. Alvey	0.277 acres
Deed	120	308	11/24/1943	Union Bank and Trust Company (successor to Milford State Bank, Inc.)	T. Benjamin Blatt	0.277 acres
Deed	79	153	6/5/1912	T.E. and Bessie B. Campbell	Milford State Bank, Inc.	0.277 acres; "Part of the residence lot of said Campbell" "Upon the condition that the said party of the 2d part erect on said lot a bank building, but no other business building, and start a bank therein, and upon failure so to do the said lot of land is to revert to said T.E. Campbell upon his repayment of the purchase price of said land and the cost of any bank building that may be erected thereon, but upon the erection of a building and the opening of a bank therein, by the party of the second part or its assigns, then this condition is annulled, and the said property of said party of the second part without condition attached thereto."
Deed	70	591	1/9/1904	Charles L. and Bettie L. Collins	T.E. Campbell	2 acres
Deed	68	464	4/0/1901	J.B. Gill and Wife	C.L. Collins	2 acres "A house and lot in the town of Bowling Green, Virginia on the east side of Main Street... valued at \$81,500."

Source: Dovetail 2017.

**TABLE A-8: CHAIN OF TITLE FOR COGHILL-JETER STORE & HOUSE (016-0286), CAROLINE COUNTY, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Deed	1197	796	3/27/2015	Kitty E. Gordon	Lucas A. Gordon & Elizabeth B. Gordon, subject to Life Estate of Kitty E. Gordon	85-A-61; 4.40 acres, current tax records say the dwelling was built in 1900.
Deed	158	375	6/12/1964	Lucy F. Jeter (widow)	Gail B. Gordon & Kitty E. Gordon	Gail B. Gordon died November 14, 2003; 4.40 acres containing the store and dwelling passed to Kitty E. Gordon and her husband.
Will	41	389	10/17/1960	Henry A. Jeter	Lucy F. Jeter	Henry A. Jeter died October 10, 1960. In his Last Will & Testament, he bequeaths all property to his widow, Lucy F. Jeter.
Deed	134	381	3/21/1952	George R. Jeter & Caroline S. Jeter, Ellen J. Haley & Guy M. Haley	Henry A. Jeter	Conveys 2/3 undivided interest in 72.79-acre tract at Penola Station on both sides of the RF&P and the public road to brother Henry A. Jeter, who already owned 1/3 interest.
Inherit.	--	--	1941	T.B. Jeter	George R. Jeter, Henry A. Jeter, & Ellen J. Haley	T. B. Jeter died intestate on April 19, 1941 and his wife predeceased him; remaining heirs were sons George R. Jeter and Henry A. Jeter and daughter Ellen J. Haley.
Deed (Partition of Assets)	74	594	9/7/1908	W.R. Jeter and Effie L. Jeter	T.B. Jeter & Blanche L. Jeter	Partition of the ~90 acres and assets of T.B. Jeter & Brother. One-half interest in the stock of goods, wares, and merchandise contained in said store valued at \$2,087.52
Deed	72	100	4/18/1905	W.R. Jeter & Effie L. Jeter, T.B. Jeter & B.L. Jeter	RF&P Railroad Company	The Jeter Brothers sold 1.78 acres adjacent to the southbound tracks to the RF&P Railroad Company for \$1,000, presumably for the construction of a new depot and/or other improvements.
Deed	70	256	4/25/1903	W.A. Coghill, Annie B. Dejarnette, & James C. Dejarnette	T.B. Jeter and W.R. Jeter	L.L. Coghill died intestate and possessed of 90 acres along both sides of the RF&P at Penola Station. Heirs include a widow, who married James C. Dejarnette prior to 1900, and two infant children: W.A. Coghill and Palmer Coghill (since deceased). Property sold to Jeter brothers for \$3,000.
Deed of Trust	61	178	11/9/1886	L.L. Coghill and Anna B. Coghill	R.S. Peatross, Trustee	"L.L. Coghill is indebted to C.L. Collins in the sum of fifteen hundred dollars, the balance of purchase money due upon the purchase of the farm & <b>store house at Penola Station.</b> "

APPENDIX A: CHAIN OF TITLES

**TABLE A-8: CHAIN OF TITLE FOR COGHILL-JETER STORE & HOUSE (016-0286), CAROLINE COUNTY, VIRGINIA**

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Deed	61	177	11/9/1886	C.L. Collins and Bettie L. Collins	L.L. Coghill	90 acres (known as Penola)"

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-9: CHAIN OF TITLE FOR DARNELL STORE (042-0470), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	1221	67	11/1/1996	George A Darnell, Estate	Suzanne Van Buiten Fleet	-0.61 acres, \$49,000 -Lot 1 on "A Plat of Store Lot, D.E. Campbell and Adjacent Properties", HaCPB 22/129, February 1955
Deed	167	120	11/5/1966	Catherine Campbell Wright and Dorothy E Campbell	Roy L Darnell and Georgie L Darnell	-Lot 1 on "A Plat of Store Lot, D.E. Campbell and Adjacent Properties", HaCPB 22/129, February 1955
Deed	42	113	1/1/1903	Isaac Thompson and Maud Thompson	D.E. Campbell	
Deed	16	301	11/22/1883	B.L. Winston (as executor of Philip B Winston estate)	Isaac Hugh Thompson	-Will book 2 page 658 -Sold for \$110 -Lot number 7 in survey of the "Junction Property"
Chancery Case	7	388	2/27/1874	Commissioners J.B. Bacon, John L. James, William Campbell, and S.D. Anderson	Estate of Philip B. Winston	-Lots 2, 7, and 17 -Store lot is lot 7 -Includes "Plat of the division of the farm known as the Junction property".

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-10: CHAIN OF TITLE FOR TRI-COUNTY BANK-DOSWELL BRANCH (042-0469), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2637	72	12/19/2005	Roy L. Darnell, Jr. Estate	Suzanne Van Buiten Fleet	0.076 acres
Deed	1968	149	12/20/2002	Roy L. Darnell, Jr.	Richard F. & Marie P. Boudreau	Tract containing 1.152 acres according to Plat (printed) being portion of some real estate conveyed to Darnells as tenants from Dorothy E. Campbell & Catherine Campbell Wright, Trustees
Will	412	812		Georgie Lee Mills Darnell	Roy L. Darnell, Jr.	
Will	412	811		Roy L. Darnell, Sr.	George Lee Mills Darnell	
Deed	231	200	2/18/1964	Tri-County Bank, a VA Corp	Roy L. Darnell	Tract 1: fronting County Road & facing RR – same prop conveyed to Doswell State Bank by deed D.E. Campbell & Emma L. Campbell (spouses) Tract 2: 0.076 acres being lot #2 on undated plat recorded w. deed mentioned below: same prop conveyed to Dorothy E. Campbell, et al, trustees under will of Daniel E. Campbell, deceased to the Tri-County Bank, Inc.
Deed	164	214	2/28/1955	Dorothy E. Campbell & Mary Catherine Campbell Wright	Tri-County Bank, Inc.	0.076 acre known as Lot 2 on undated plat designated “To be conveyed to bank”
Will	5	121	8/18/1939	Daniel E. Campbell		bonds divided in to 5 equal parts; daughters trustees for Trust set up for son, Edward L. Campbell
Deed	71	127-128	9/23/1920	D.E. Campbell & Emma L. Campbell	Doswell State Bank	lot facing RR & County Rd
Deed	58	96	6/16/1913	Susie L. Baker	D.E. Campbell	1.75 acres – Lots 3 & 4

Source: Dovetail 2017..

APPENDIX A: CHAIN OF TITLES

**TABLE A-11: CHAIN OF TITLE FOR DOSWELL INN (042-0468), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	3126	701	9/30/2015	Deutsche Bank National Trust	Gregory D. Hall and Roxanne Pizarro	1.152 acres, \$64,000
Deed	3104	1763	12/11/2014	Commonwealth Trustees LLS, Richard and Marie Boudreau	Deutsche Bank National Trust	
Deed	1968	149	12/20/2002	Roy R. Darnall Jr.	Richard Boudreau and Marie Boudreau	1.152 acres
Will	412	812		Roy Darnall and Georgie Darnall	Roy R. Darnall Jr.	Will mentioned in deed book
Deed	167	120	7/6/1955	Dorothy Campbell and Catherine Campbell Write (Trustees)	Roy Darnall and Georgie Darnall	\$8,500; 1.19-acre tract
Will	5	121	10/22/1935	Daniel E. Campbell	Dorothy Campbell and Catherine Campbell Write (Trustees) and Emma Beazley Campbell)	"I hereby nominate by daughters Dorothy and Catherine Campbell trustees of the said trust set up for the benefit and enjoyment of my wife Emma B. Campbell". Will probated in 1939- Wife Emma Beazley Campbell lived in this home until her death in 1954.
Deed	58	96	4/16/1913	Susie Baker	Daniel E. Campbell	1 3/4 acres of lots 3&4 for \$4,000- Divisee of J. Barton Denton WB:6 p.329.
Will	6	329	9/21/1898	J. Barton Denton	Susie Baker	Conveys land to Susie Baker "2 lots of 1 3/4 acres with the frame store house on the east side of the RF&P Road as Doswell and Lot #8 which measure 6 1/4 acre to sell publicly or privately"
Deed	8	364	3/31/1875	Edmund Winston	J. Barton Denton	"Lots # 3, 8, 16, 4, 18, 14 transferred from Ed Winston by decree of court entered 22 <sup>nd</sup> May 1874" – HaCTB 1875

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-12: CHAIN OF TITLE FOR DOSWELL DEPOT AND TOWER (042-5466), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/ COMMENTS
Deed	2151	282	7/1/2003	CSX Trade Receivable Corp.	CSX Transportation Inc.	17,730 sq. feet at intersection of C&O and RF&P RR
Quit Claim Deed	1015	894	10/14/1993	CSX Transportation, Inc.; RF&P Company	CSX Trade Receivables Corp	17,730 sq. feet -"together with station building and other improvements"
Deed	950	847	11/30/1992	RF&P Railway Company	CSX Transportation, Inc.	RF&P owns and operates the RR, which includes passenger and freight rail and which allows the use of its RR operating properties for various transmission, communications, and utility facilities
Deed	880	496	10/10/1991	Richmond, Fredericksburg, & Potomac RR Company, RF&P Properties, Inc.; Richmond Land Corp	Richmond, Fredericksburg, & Potomac RR Company, RF&P Properties, Inc.; Richmond Land Corp	
Deed	8	48	11/20/1874	William R. Winn and William J. Leake, Special Commissioners	RF&P Railroad Co.	
Deed	5	121	7/27/1846	William Williamson, Edmund Morris, and Burton W. Morris	President Directors and Company of the Louisa Railroad	lot of land lying and being at the junction of RF&P and Louisa RRs containing 2.5 acres; 2 acres lie on the s. side of the RRs, 1.2 acres is on the north side

Source: Dovetail 2017.



**TABLE A-13: CHAIN OF TITLE FOR ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Certificate of Satisfaction	5229	759	1/23/2014	Bluford, Robert III and PRLap Inc. (Trustee)	Bluford, Robert, III, Richmond Virginia	Date of Note 2/14/2003 for \$171,358.03 (HaCDB 3428, pg. 2665); Paid in full
Deed of Gift	4931	1800-1802	11/22/2011	Bluford, Robert III	2900 Hungary Road, LLC	2900 Hungary Road
Deed of Trust	3428	2665-2677	4/15/2003	Bluford, Robert, III	PRLap, Inc.	Bank of America - \$171,358.03; parcel containing 2295 sq. ft., together with temporary construction easement 1324 sq. ft
Deed of Bargain and Sale	2297	1973-1975	6/20/1991	Bluford, Robert, Jr. and June W. Bluford (wife)	Bluford, Robert, III (son)	\$10.00
Deed	1873	1453	4/14/1983	Heritage Savings and Loan Association, Virginia Corporation	Robert Bluford, Jr. and June W. Bluford	\$10.00
Deed	1861	1631-1632	10/29/1982	Kendall W. Paul (Substitute Trustee)	Heritage Savings and Loan Association, Virginia Corporation	Defaulted; Advertisement in <i>Richmond Times-Dispatch</i> and sold at public auction on 8/12/1982 to highest bid \$91,400.00
Deed of Trust	1806	1672-1677	6/4/1980	Tri-Investment Limited Partnership	Edward R. Parker, C. Linwood Clements, and Heritage Savings and Loan Associations (Beneficiary)	to secure \$75,000.00
Deed	1806	1669-1671	5/20/1980	Heritage Savings and Loan Association	Tri-Investment Limited Partnership	
Deed of Substitute Trustee	1787	544-547	9/5/1979	Henry R. Pollard, IV (Substitute Trustee)	Heritage Savings and Loan Association, Virginia Corporation	Mortgage – Walter R. Proffitt, Jr. and Patricia F. Proffitt (husband and wife); sale price: \$97,323.13 Mortgagor granted unto Parker and Clements (Trustees) upon default of payment and advertised sale in <i>Richmond Times Dispatch</i> on 8/12, 19, and 26/1979; Deed of sale 8/27/1979 Substitute trustee Henry Pollard – 7/16/1979 –HaCDB 1781, pg. 1341

APPENDIX A: CHAIN OF TITLES

**TABLE A-13: CHAIN OF TITLE FOR ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Substitute of Trustee	1781	1341 – 1342	7/10/1979	Heritage Savings and Loan Association		DOT dated 10/3/1978 from Walter F. Proffitt, Jr. and Patricia F. Proffitt, Stuart Vest and Barbara M. Vest → conveyed to Parker and Clements (trustees) for \$90,000.00; Appointed Henry R. Pollard, IV as substitute trustee
Deed of Trust	1758	1233- 1238	10/3/1978	Walter F. Proffitt, Jr. and Patricia F. Proffitt (wife) and Stewart Vest and Barbara M. Vest (wife)	Edward R. Parker and C. Linwood Clements	
Deed	1758	1229- 1232	9/21/1978	Stonewall Enterprises, Inc., Virginia	Walter F. Proffitt, Jr. and Patricia F. Proffitt (wife) and Stewart Vest and Barbara M. Vest (wife) and Knob Enterprises	Each couple gets ½ undivided interest
Deed of Trust	1689	154- 157	8/2/1976	Stonewall Enterprises, Inc.	Maurice H. Bell, Jr. and George W. Rowe (trustees)	\$19,820.24
Deed of Assumption	1689	152- 153	8/2/1976	Dartman Corporation, Virginia	Stonewall Enterprises, Inc., Virginia	3 parcels comprising 2900 Hungary Road; Parcel 3 is school property
Deed	1394	154- 156	5/13/1969	Kent M. Newcomb and Helen T. Newcomb (wife)	Dartman Corporation, Virginia	3 parcels for 2900 Hungary Road → Parcel 1: portion of “Lot A” on subdivision plat 5/1/1930 HaCDB 249-C, pg. 288 \$27,000.00
Deed	1367	401- 403	10/3/1968	Elise Harvey Bradshaw (widow) and Rebecca Briggs Walton (widow)	Kent M. Newcomb	3 parcels
Deed of Trust	1367	404- 406	10/3/1968	Kent M. Newcomb	A. Simpson Williams, Jr. (trustee)	3 parcels; \$27,000.00
Will	38	423	1968	Robert Alexander Walton		residue of estate to wife and executive, Rebecca B. Walton
Will	26	343- 344	2/6/1960	Claude Linwood Bradshaw		residue of estate to wife, Elise Harvey Bradshaw

APPENDIX A: CHAIN OF TITLES

**TABLE A-13: CHAIN OF TITLE FOR ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001), HANOVER COUNTY, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	319	555-5556	7/16/1943	Laurel Links, Inc.	C.L. Bradshaw and R.A. Walton	0.094 acres (parcel No. 3); plat attached referencing property as "Laurel Store"
Deed	290	354-356	9/4/1941	R.A. Walton and State Partners Bank Trust Co. of Richmond (executors of Albert Anderson Harvey)	R.A. Walton and C.L. Bradshaw	Will of Albert Anderson Harvey (deceased) date 2/28/1940 authorized to sell land to R.A. Walton and C.L. Bradshaw \$6,000.00, Parcel No 2 – reference 1930 Plat
Deed of Trust	290	357-360	9/5/1941	R.A. Walton and wife and C.L. Bradshaw and wife	Joseph M. Hurt, trustee	Parcel No 2, trust for \$6,000.00; store known as 'Laurel Store'
Will	13	400	5/9/1941	Albert Anderson Harvey	R.A. Walton (executor)	executors to give R. A. Walton (brother-in-law) and C.L. Bradshaw right to purchase store for \$6,000.00 known as "Laurel Store"
Deed	230-C	209-212	9/16/1924	Commonwealth of Virginia, Governor of Virginia E. Lee Trinkle, and Virginia Industrial School for Boys	A.A. Harvey	Many lots on S side of Hungary Rd; Lot 2 is 93.83 acres on N side of Hungary Rd; \$48,000.00; institution was moved to Beaumont and proceeds from sale should be invested in improvements to new reformatory.
Deed	215-B	69-72	6/9/1920	Prison Association of Virginia	Commonwealth of Virginia	Dissolution of association and absorption into State of association and conveyance of all personal and real estate they own
Deed	143-A	277-278	7/21/1982	William H. Cowardin, B.T. Crump, and C.R. Spuds (Sands), Special Commissioners	Prison Association of Virginia	Cowardin and W.H. Cowardin executors to W.L. Cowardin (will made on 6/25/1890); containing 93.75 acres. Private offer of \$1,500.00 accepted
Deed	143-A	278-279	7/22/1892	William H. Cowardin, Special Commissioner	Prison Association of Virginia	Offer of \$50.00 for the interest of W. L. Cowardin in certain property: "the following lot numbers 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 in Square No. 2 and lots 21 and 22 in Square No. 3 in the plan herewith annexed being the twelve lots on which the late W.L. Cowardin... situated at Laurel Station on RF&P RR."
Deed	130-A	321-322	5/17/1890	Mrs. A.P. Russell, City of Richmond, Virginia	Prison Association of Virginia	Containing 17 ¼ acres, with a Grist Mill and other improvements known as the Dinker (or Pinker) Mill property

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-14: CHAIN OF TITLE FOR RF&P PAINT SHOP (043-5636) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	3050	1672	12/11/2000	Linwood S. Raikes	SRS Investments, LLC	Parcel measuring 0.53 acres (Parcel ID 77-737-6778) with Integrated Power Sources of Virginia; Corrected deed from DB 3036/692
Deed	3036	692	10/3/2000	Linwood S. Raikes	SRS Investments, LLC	\$285,000.00; 0.53 acres
Deed	2934	1853	7/30/1999	Commonwealth Atlantic Land Company, VA Corporation	Linwood S. Raikes	0.53 acres
Deed	2770	2589-2607	1998	Commonwealth Atlantic Properties, Inc., successor by name change to RF&P Corporation	Commonwealth Atlantic Land Company	Many tracts transferred including "Paint Shop – 2260 Dabney Road" containing 0.530 acre.
Deed	2770	2578	12/12/1997	Richmond Land Company (Brent W. Sinnett, CFO)	Commonwealth Atlantic Land Company	To include "Parham Forest" (further N) Three tracts: Tract 1 = 4 parcels near Laurel; Tract 2 = Laurel; Tract 3 = 90,000 sq. ft. → by certificate of merger recorded in DB 1653/741 Richmond Holding Corporation to Richmond Land Corporation
Company Name Change	2711	1274	12/26/1996	RF&P Corporation	Commonwealth Atlantic Properties, Inc.	State Corporation Commission; by amendment of its articles of corporation, the name of RF&P Corporation was changed to Commonwealth Atlantic Properties, Inc.
Certificate of Merger	2587	1835	5/19/1995	Richmond, Fredericksburg, and Potomac Properties, Inc.	RF&P Corporation	Certificate of Merger – Richmond, Fredericksburg, and Potomac Properties, Inc. was merged into RF&P Corporation
Deed	2313	713	10/10/1991	Richmond, Fredericksburg & Potomac Railroad Company (RF&PRR), RF&P Properties, Inc. (RF&P Properties), and Richmond Land Corporation (RLC)	Richmond, Fredericksburg, and Potomac Railroad Company and RF&P Corporation (RF&P Corp.)	'Excluded Sidetrack Property' (Exhibit D)- "Paint Shop"
ROW Easement	2161	967	7/1/1988	Richmond, Fredericksburg & Potomac Railroad Company	RF&P Properties, Inc.	Multiple parcels containing 46.96 acres of land beginning at point of Westwood Avenue at corner NW of Acca Bridge owned by Richmond, E line of Dabney

APPENDIX A: CHAIN OF TITLES

**TABLE A-14: CHAIN OF TITLE FOR RF&P PAINT SHOP (043-5636) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Certificate of Merger	1653	741	9/1/1975	Richmond Holding Corporation and South Washington Land Corporation	Richmond Land Corporation	State Corporation Commission Certificate of Merger – Richmond Holding Corporation and South Washington Land Corporation into Richmond Land Corporation
Deed	618	226–228	10/30/1952	Richmond Land Corporation	Richmond, Fredericksburg, and Potomac Railroad Company	\$51,582.85; 37.41 acres plat attached hereto as a part hereof marked, “R.E. 2A-103 R.F.&P. R.R. Co., Land Near Acca, Henrico County, Virginia, Scale 1” = 200’, January 22, 1952.” “The lands to be conveyed were being used as part of the Acca Engine Terminal facilities and would hereafter to be retained by RF&P RR Company for Railroad purposes.”
Deed	170-A	331-332	7/22/1904	Edwin A. Palmer, Trustee for Alice H. Palmer, his wife, of Richmond	Richmond, Fredericksburg, and Potomac Railroad Company, Virginia Corporation	\$5.00 for 60 acres

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-15: CHAIN OF TITLE FOR WINFREE COTTAGE (127-6129) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES/ COMMENTS
Deed	2003-68		12/20/2002	William Gillespie	Manchester Properties LLC	\$30,000, 50 ft. north of intersection of Commerce and Porter; .227 acre
Deed	2002-22869		07/17/2002	Richard E. Poe, executor of the estate of Lewis A. Poe	William Gillespie	\$27,200; 0.277 acre
Will	2002-426		05/21/2002	Lewis A. Poe	Richard E. Poe, Floyd S. Poe, Kathleen Doremus, Edith P. Craig	Lewis left his property to his surviving siblings; 0.277 acre
Will	38	488	1/8/1980	Edna B. Poe	Lewis A. Poe	Edna left it to her son, Lewis; 0.277 acre
Deed	232	419	Written 8/25/1945; recorded 6/4/1957	Hilda Adelanski (unmarried)	Edna Poe	
Deed	94-B	167	11/10/1944	Moselle Pettigrew, widow	Hilda Adelanski	Pettigrew sold 8 tracts of land, including 209 W. 8 <sup>th</sup> (later Commerce) Street; 0.277 acre
Deed	27	309	10/2/1905	W.C. Pulliam, acting trustee, and Emily Winfree, widow	Allan N. Pettigrew and wife, Moselle Pettigrew	The deed could not be found during the survey, but reference to it is made in 94-B, page 1970; 277 acres
Deed	48	18	March 14, 1866	Samuel E. Naden	A.A. Allen (second part) and Emily Winfree and her children (third part)	-\$800.00 -Lot 215 in the town of Manchester -Fronting Allen Street (75 feet)

Source: Dovetail 2017.

**TABLE A-16: CHAIN OF TITLE FOR RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (127-0344-0123) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Certificate of Partial Satisfaction	LR 140010610	41	6/24/2014	Railroad Y L.P Trustees, J. Melvin Watkins and Cecilia Hodges		-\$8,350,000 – for renovations
Deed	L 140009045	646–648	5/30/2014	Railroad Y L.P.	B.R.J. Virginia, LLC	\$10.00; 0.21-acre parcel known as 1548 E. Main Street
Deed of Release	LR 120007968	640–643	4/27/2012	Daniel A. Gecker (trustee)	Railroad Y LP	Deed of Trust recorded 9/26/1999 in Richmond as Inst. #99-24141 pg. 259 Part of the 2 <sup>nd</sup> part conveyed unto Daniel A. Gecker and Kevin R. Huenneken (trustees) - certain tract known as 1548 E. Main Street to secure payment promissory note of \$490,000 – parties of the 2 <sup>nd</sup> part having requested that the lien of Deed of Trust be released
Deed	LR 990024137	406–408	8/26/1999	Historic Housing, LLC	Railroad Y LP	1548 E. Main Street; 0.21 acres
Deed	LR 990024136		8/26/1999	H. Louis and Anita B. Salomosky	Historic Housing, LLC	1548 E. Main Street; 0.21 acres
Deed	LR 980000741	492–494	1/9/1998	Robert J. Ball, Jr.	H. Louis and Anita B. Salomosky	NW corner of Main and 17 <sup>th</sup> Street; ; 0.21 acres
Deed of Trust	LR 003580208 (DB 358)	208–214	8/5/1993	Robert B. Ball, Jr.	Conrad B. Mattox, III and Cary A. Ralston (trustees)	NW corner of Main and 17 <sup>th</sup> (or Market) Streets; 0.21 acres \$155,000
Deed of Assumption	LR 002402259 (DB 240)	2259–2262	7/9/1990	Market Slip Association	Robert B. Ball, Jr.	NW corner of Main and 17 <sup>th</sup> (Market) streets; 0.21 acres
Deed of Assumption	LR 007670708 (DB 767)	708 – 710	5/13/1980	The Mission Army, Inc.	Market Slip Association, a VA partnership	0.21 acres

**TABLE A-16: CHAIN OF TITLE FOR RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (127-0344-0123) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	LR 0682130526 (682-B)	526 – 527	3/13/1973	Railroad Young Men's Christian Association of Richmond, VA	The Mission Army, Inc.	
Deed	DB 391-C	15	6/25/1934	YMCA of Richmond, Virginia's Surviving Trustees	B&S Railroad YMCA of Richmond, Virginia	Six deeds of record between 1907 and 1908 for property NW corner of Main & 17 <sup>th</sup> (Market) streets; all conveyed to Trustees for the YMCA of RVA. "...large brick building and other suitable improvements were erected on the property and have been opened exclusively, continuously, and uninterruptedly occupied and used by the said Railroad YMCA under claim of right... and an assent of the YMCA of RVA now transferred to RR YMCA of RVA, Corp. recently organized under VA Law as a benevolent and charitable corp. not organized for profit."  Followed by 'Resolution of Committee of Management of RR YMCA of RVA, an unincorporated Association'
Deed	DB 199-D	198 – 199	10/25/1908	George Ainslie and Allen G. Collins, Special Commissioners	Charles Lorraine, C.H. Hix, Jr., J.H. Gapp, W.D. Duke, W.T. West, and J.P. Russell and Successors of YMCA of RVA	Decree of Chancery Court on 11/18/1907 in case known as Sarah J. Carrington vs. V.S.M. Kelly and others, court confirmed the sale of Real Estate hereinafter desired unto the said YMCA of RVA at \$4,000.  Lot formerly known as 1544 E. Main Street between 15 <sup>th</sup> and 17 <sup>th</sup> Streets on west side of Main Street (denoted on 1908 Sanborn map).
Deed	DB 199-D	196	10/14/1908	H.A. McCurdy, deceased executor of S. Boswell	Charles Lorraine, C.H. Hix, Jr., J.H. Gapp, W.D. Duke, W.T. West, and J.P. Russell and Successors of YMCA of RVA	Will of S. Boswell properly admitted to probate by Chancery Court on 7/16/1908 – confirm title to YMCA of RVA 'Main St b/w Market and Franklin St'
Deed	DB 192-A	8	1/10/1908	Sarah J. Carrington and Peyton R. Carrington (wife and husband)	YMCA of RVA	\$2,000 for land known as #12 N 17 <sup>th</sup> St at the SW corner of W Market or 17 <sup>th</sup> Street and Walnut Alley running southerly along and fronting 17 <sup>th</sup> Street (denoted on 1908 Sanborn map)



APPENDIX A: CHAIN OF TITLES

**TABLE A-16: CHAIN OF TITLE FOR RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (127-0344-0123) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	DB 191-A	443	1/10/1907	George C. Guvernater and Martha S. (his wife), and Mina Loth (widow)	YMCA	\$5,500 for 1546 E. Main Street – situated on the N Line of E. Main Street and 20 5/12 feet west of Main and W. (or N?) Market or 17 <sup>th</sup> Street. (denoted on 1908 Sanborn map)  Prior to her marriage to Charles J. Loth Jr., Mina Loth was Mina Guvernator, sole child and heir of the late George Guvernator.
Deed	DB 191-A	445	1/10/1907	Judson Cunningham and Masley Elizabeth of Richmond, VA	YMCA	Two tracts: (1) #8 N Market St. on W line of Market St., 88 ft 5 in N of Main St (or – at N line of the real estate owned by E.A. Saunders Jr.) and (2) #10 Market St. b/w Main and Franklin (denoted on 1908 Sanborn Map)
Deed	DB 191-A	447	1/10/1907	E.A. Saunders Jr. and Martha B. Saunders	YMCA	\$15,000 for NW corner of Main and Market (17 <sup>th</sup> ) streets front Market St. 20 ft. 5 inch

Source: Dovetail 2017.

APPENDIX A: CHAIN OF TITLES

**TABLE A-17: CHAIN OF TITLE FOR PHILIP MORRIS LEAF STORAGE WAREHOUSE (127-0197) CITY OF RICHMOND, VIRGINIA**

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2016-18882	330	9/28/2016	1717 East Cary Street, LLC	1717 Partners, LLC	Containing +/- 0.207 acres
Deed	03-048414	108	11/26/2003	John C. Crank, Jr.	1717 East Cary Street, LLC	
Deed	98-0011207	186	5/4/1998	John C. Crank, Jr. and Laura M. Crank	John C. Crank, Jr.	Being a part of the real estate conveyed to John C. Crank, Jr. and Laura M. Crank
Deed	405	136	7/8/1994	Philip Morris, Inc.	John C. Crank, Jr.	
Deed	609D	800	1/29/1962	Associated Warehouses, Inc.	Philip Morris, Inc.	Two parcels shown on a plat made by Chas H. Fleet and Associates: -Parcel I: Cary Street and 17 <sup>th</sup> -Parcel II-Cary Street and 18 <sup>th</sup>
Deed	601A	145	7/1/1957	Virginia Bonded Warehouse Corp.	Associated Warehouses, Inc.	Parcel I: N. Side of Cary, east of 17 <sup>th</sup> Street, west of 18 <sup>th</sup> Street, South of Alley Parcel II: south of Cary Street
Deed	222B	298	6/3/1913	Charles H. West and Mary C. West	VA Bonded Warehouse Corp	The plat shows just the land south of Cary and north of the viaduct
Deed	135B	134	5/8/1888	Benjamin T. Crump and Lizzie McB. Crump	Charles H. West	\$9,215.00; Lots 123 and 124 on the Adams Plan
Deed	132A	62	2/18/1887	Charles H. West and wife	Benjamin T. Crump	
Deed	122B	481	2/9/1883	P.R. Carrington	Benjamin T. Crump and Charles H. West	

Source: Dovetail 2017.