

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Keysville Historic District

Other names/site number: DHR #248-5001

Name of related multiple property listing:
N/A

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

2. Location

Street & number: King Street, Church Street, Railroad Avenue and others

City or town: Keysville State: VA County: Charlotte

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

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



I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B X C D

 Signature of certifying official/Title:	 Date
<u>Virginia Department of Historic Resource</u> State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title : State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only one box.)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>205</u>	<u>102</u>	buildings
<u>3</u>	<u>1</u>	sites
<u>2</u>	<u>12</u>	structures
<u>1</u>	<u>4</u>	objects
<u>211</u>	<u>119</u>	Total

Number of contributing resources previously listed in the National Register 1
Keysville Railroad Station (NRHP 2008; NR Ref #08001050)

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling; hotel

COMMERCE/TRADE/department store; specialty store

SOCIAL/meeting hall

GOVERNMENT/post office

RELIGION/religious facility; church-related residence

FUNERARY/cemetery

INDUSTRY/PROCESSING/EXTRACTION/energy facility; manufacturing facility

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling; multiple dwelling

COMMERCE/TRADE/specialty store; financial institution; restaurant; professional

GOVERNMENT/government office; post office

EDUCATION/library

RELIGION/religious facility

FUNERARY/cemetery

RECREATION AND CULTURE/monument/marker

INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility

HEALTH CARE/clinic

TRANSPORTATION/rail-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Queen Anne, Folk Victorian

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial
Style, Bungalow/Craftsman

MODERN MOVEMENT: Ranch, Modernist

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK; WOOD; METAL; CONCRETE;
ASPHALT; SYNTHETICS

Narrative Description

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

Summary Paragraph

The Keysville Historic District is located in the northeastern corner of Charlotte County, Virginia in the rural central piedmont region of the state. Geographically, it encompasses a significant portion of the small town of Keysville and is accessible by both major roads and rails. These transportation routes have always played a significant role in the development of the town. Keysville was first established as a small village with a tavern along the stagecoach line in the early 19th century, and expanded with the coming of the railroad in 1853. It was incorporated as a town in 1887 and really blossomed over the next 40 years. Commercial resources tend to cluster near the center of the historic district around the intersection of King Street, Railroad Avenue, and the railroad, near the location of the Keysville Railroad Station that used to welcome arriving visitors to town. Residential resources tend to be located towards the edges of the historic district – extending west along Church Street, south along Hill Avenue, along the northern boundary of Church Street and Farrar Street and the southern boundary of Osborne Street, and east along King Street. There are four churches in the district, three of which are spread out along the aptly named Church Street, three cemeteries (two associated with churches), and two industrial resources, one active and one vacant. Architectural styles represented include American Four-Square, Queen Anne, Folk Victorian, Colonial Revival, Commercial, Craftsman, Ranch, Minimal Traditional, and Modern, with various vernacular interpretations thereof. The district includes 211 contributing resources; they are classified as contributing because they were built within the district's period of significance, 1857-1958, and relate to one or more of its areas of significance. The district has 119 non-contributing resources, most of which were constructed after the end of the period of significance. The one previously listed resource within the district boundary is the Keysville Railroad Station (NRHP 2008; 248-5001-0002). The district retains integrity of location, design, setting, feeling, workmanship, and association.

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Keysville's historic character of a railroad town at the center of a rural area remains intact, as do the original transportation corridors, and the overall density of development. Resources are keyed to the attached Sketch Map using the last 4 digits of the resource's 11-digit district inventory number (e.g., 059-5124-0001) and are identified parenthetically by this inventory number in the following narrative description.

Narrative Description

Setting and Location

Keysville is located in the northeastern corner of Charlotte County in the midst of a heavily agricultural area. The county line between Charlotte and Lunenburg County is just a couple miles to the east, while the line between Charlotte and Prince Edward County is a few miles to the north. As a commercial center in a rural area, Keysville draws residents from all three counties for shopping and business purposes. The town of Charlotte Court House, the county seat, is located about ten miles to the west. The major thoroughfare of US Route 360/15 Bypass skirts by Keysville just to the east of town, but Route 360/15 Business (also known as Four Locust Highway) leads directly into the heart of town from the north. State Route 40 passes through town going east-west, connecting Keysville with Charlotte Court House and Lunenburg; in town, to the east of the railroad tracks, Route 40 is known as King Street, while to the west of the tracks it is called Church Street. The railroad tracks themselves pass through town heading north-south connecting Keysville to Richmond, to the northeast, and Danville, to the southwest; a spur line extends from the Keysville Railroad Station to the southeast to Clarksville in Mecklenburg County and on towards Durham. The surrounding area is heavily rural and agricultural and sparsely populated. Keysville itself is a small town with a population of around 800 people.

The town was platted first in 1874 and again in 1891. The earlier plat has disappeared, and while the later plat was far more ambitious in scope than was ever realized, the essence of the plan is still visible on the ground today. In 1891, the town was platted with the railroad tracks bisecting town north-south, while The Kings Highway (King Street) ran through town going east-west. The depot was located towards the southern end of the platted town, while the northern boundary was much farther north than it is today. Church Street, Osborne Street, and Farrar Street are all shown, as is Main Street, which is essentially now an alley. Streets were laid out in a grid plan with small rectangular lots and alleys.

The Keysville Railroad Station still stands, albeit in poor condition, on the east side of the tracks in the heart of town, just to the south of King Street along the aptly named Railroad Avenue which parallels the tracks. The primary area of commercial development is centered in this area with one- and two-story brick commercial buildings abutting the sidewalks along King Street and Railroad Avenue with little to no setback from either the sidewalks or their neighbors. But this density of commercial development is only consistent for a couple of blocks before single-family residential development becomes interspersed among commercial establishments and the lots become larger with deeper setbacks and surrounding greenspace or parking. This mix of residential and small-scale commercial development extends all the way down King Street to the eastern boundary of the district at the Y intersection between Route 15 Business and Route 40 (Lunenburg County Road). The Hotel Charlotte is located on a large lot across Railroad Avenue from the depot; it sits on a slight rise and is surrounded by a green lawn with mature trees. South of the spur line, Railroad Avenue becomes Hill Avenue as it winds up a hill overlooking town. This street includes some of the larger houses in the district on some of the largest lots where

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numerous large deciduous trees create a shady canopy. Other streets within the district to the east of the tracks – Church, Osborne, and Farrar streets – are almost completely residential with single-family houses on modest to large-sized lots dotted with mature trees. The surviving industrial properties in town are located along the railroad tracks, as they would previously have been dependent on them for shipping and receiving. At the point where it meets Railroad Avenue and the tracks, King Street makes a 90 degree turn to the north and follows Railroad Avenue until it meets the intersection with Church Street. Church Street is the only main street that extends west on the other side of the tracks. Immediately to the west of the tracks, Church Street is commercial and industrial for about a block, but it quickly becomes residential again. Houses are fairly modest with lots getting larger the further west you travel away from the railroad tracks. Two of the four churches in the historic district are located along this stretch of Church Street and both have large associated cemeteries. The grid plan shown on the 1891 plat is only reflected in a small area in the heart of downtown and in a small residential area to the west of the tracks. This area to the west of the tracks is a historically African American area that is mostly residential with a few historic businesses interspersed; it abuts a large industrial property to the north and measures only two blocks east-west and three blocks north-south. The houses are mostly modest one- and two-story frame dwellings on small lots; unlike most of the rest of the district, there are no sidewalks in this area. This spatial separation between the areas of Keysville where Black residents lived and worked versus White residents was a common feature of Virginia’s towns and cities from the nineteenth century through the Jim Crow era of the twentieth century, until Federal legislation, such as the 1964 Civil Rights Act and the 1968 Fair Housing Act, and U.S. Supreme Court decisions struck down local and state segregation laws, outlawing such practices. Although the political history of this aspect of the Civil Rights movement has been thoroughly studied, the physical characteristics of historic segregated landscapes and how they linger today has been studied to a much lesser extent in Virginia. The topic is ripe for further exploration.



King Street, south side, from Railroad Avenue looking east, 2021.

Commercial Architecture

The majority of the commercial properties are located along King Street and Railroad Avenue in the center of town. The 100 block of King Street includes an intact corridor of 1920s and 1930s one- and two-story brick commercial buildings mostly executed in a simple commercial vernacular style, with low-

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pitched shed or flat roofs with low parapets across the front and storefronts with recessed entrances flanked by plate glass windows. A ca. 1935 postcard showing this block of King Street illustrates how little the streetscape has changed. Some of the individual buildings have been altered more than others, but the overall streetscape is very much intact. One of the best-preserved buildings visible in the photo is the building at 118 and 122 King Street (248-5001-0005), now home to an antique store called Bretcetera. It was built ca. 1915 and was home to Keeling's Drug Store for many years. The one-story brick building has a parapeted shed roof and a double storefront. Each storefront has a recessed, central entry flanked by large plate glass shop windows. The storefront on the right, number 118, is largely original with the original double wooden doors, wood-framed storefront windows with paneled wooden aprons beneath, and original wood-framed transoms above. The one on the left, number 122, has a mid-20th century replacement storefront with aluminum windows and a single glass door. The original simple wooden cornice carries across both storefronts and above that are two recessed brick panels with corbeled tops and central, rectangular, pierced brick vents.



King Street, south side, from Railroad Avenue looking east, ca. 1932.

The Hanmer Ford Sales and Service Agency building, now 150 King Street (248-5001-0007), is also visible in the ca. 1935 photograph. The company originated in 1913 as the Hanmer Motor Car Company and A.B. and Howard Hanmer constructed this building in 1923. The two-story, three-bay brick building has a parapeted shed roof with a corbelled brick cornice and brick pilasters dividing the bays. The second story of the building showcases the original Flemish bond brick work executed in contrasting red and orange bricks and brick jack arches above the 1/1 double-hung (replacement) windows; the first story has been heavily altered with a pent roof and new brickwork and aluminum storefront windows flanking a Colonial Revival-inspired entry. The first story of this building facing King Street was the showroom for the company; a large L-shaped garage wing extends from the rear of this two-story section to the alley behind the building. A large garage opening on the rear, facing the alley, accommodated the service arm of the company.

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The building now housing Rebel Sporting Goods at 115 King Street (248-5001-0032) was built in 1935 as the reconstructed Hanmer Brothers hardware store which burned in 1933, one of multiple fires that devastated the Keysville commercial area in the late 19th and early 20th century. The tall, one-story brick building has a shed roof with a shaped brick parapet. The façade features a large storefront with a recessed central entrance that accommodates two single-leaf entrances located side-by-side. The recessed entrance is flanked by aluminum storefront windows above brick aprons and two large four-light aluminum-framed transoms extend across the entire storefront. A flat, frame awning with a dentil detail around the edge extends from the building between the transom and the storefront and is attached to the building with chains. A simple wooden cornice extends across the building just above the transom and there are two triangular brick vents in the brickwork above the cornice and below the parapet, along with a painted sign which reads, “Rebel Sporting Goods. Ltd.”

Around the corner from King Street, along Railroad Avenue, are two commercial buildings which appear to be the oldest in town. The Wilson Company General Store building at 429 Railroad Avenue (248-5001-0004), now vacant, was built ca. 1893 by Black entrepreneur Jesse Wilson. It faces the tracks on the east side of the street. The two-story, three-bay brick building has a shed roof with a low brick parapet and sits on a tall brick foundation. The walls are laid in 7:1 common bond and there is decorative brick corbelling at the cornice. A one-story, full-width porch spans the façade and features a hipped roof supported by a couple of original chamfered wood posts. The balustrade is a simple wood board. The double-leaf central entrance features the original wood paneled doors with wooden screen doors and is topped by a single-light transom. This entrance is flanked by two very large windows now concealed behind the original, closed, paneled wood shutters. The three windows across the second story are boarded up. All openings on the façade are capped with segmental brick arches. An early painted sign advertising “Wilson Co. Dry Goods” survives on the south side elevation. This sign was covered by an adjacent building constructed sometime after 1893 that was demolished around 2010 revealing the surviving sign. There are also three original window openings on the second story of the south side elevation that have been bricked in. This store was passed down through the Wilson family and served the community for nearly 100 years; it was the oldest continuously operated business in Charlotte County when it closed in the 1990s.



Sign on the south wall of Wilson Co. General Store, 2021.

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A couple doors down from the Wilson General Store, almost directly across Railroad Avenue from the Keyville Railroad Station, is W. H. Rutledge's Barroom (later Neal's Furniture and now Tailwaggers Thrift Store) at 439 Railroad Avenue (248-5001-0003). This frame building was built ca. 1899 as a bar room for proprietor W. H. Rutledge. The two-story, three-bay original section of the building rests on a brick foundation and has a low-pitched front gable roof hidden behind a shaped wood parapet. The original façade is sheltered by a one-story, full-width porch with a flat roof with an upper wooden balustrade supported by large chamfered wood posts set on low concrete piers. The recessed, double-leaf, central entrance consists of two glazed-and-paneled wooden doors capped by a transom, and it is flanked on either side by large angled wooden storefront windows with paneled aprons beneath fixed single lights. There are two 2/2 wood windows on the second story. The original part of the building has wood weatherboard siding and the shaped parapet has small wood brackets at the cornice. A two-story, three-bay brick and concrete block addition with a flat roof was added to the south side of the building after 1910 and another concrete block addition was added to the south side of that addition at a later date. Signage on the building reflects its history – a simple sign of painted letters on the second story of the original section of the building, between the two windows, reads "BAR ROOM/W.H. RUTLEDGE", while a projecting neon sign, in the same location, proclaims "NEAL'S FURNITURE," and a banner hanging from the porch identifies it as "Tailwaggers."



Wilson Co. General Store (left) and W.H. Rutledge's Bar Room (right), 2021.

Beside the former Rutledge's Bar Room is the prominent Hotel Charlotte (248-5001-0001). Built ca. 1907, the Hotel Charlotte is a rambling frame Folk Victorian building located on a slight rise and surrounded by a grassy lawn. It is located at the intersection of the main line and the spur line of the railroad tracks and faces the depot. The two-story, four-bay central block has a tall hipped roof with lower cross gables and a tower with a pyramidal roof on the south side. There are two long side-gable wings extending from the sides and rear of this central block. Wrap around, full-façade wooden porches cover most of the elevations of the building that face the railroad tracks. These porches feature turned wooden posts with jigsaw brackets and balustrades with turned balusters. Multiple cross gables on the wings and main block feature decorative wood shingles and round medallions and one has decorative jigsaw bargeboards. The building has wood weatherboard siding and a pressed metal shingle roof. Windows are a combination of 2/2 and 6/6 and there are multiple doors opening onto the porches from individual

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rooms. The hotel was converted to apartments in the 1940s and, while it appears to be in good condition on the exterior, local residents report that the interior is in poor shape.

Another prominent surviving early commercial building is located at the eastern end of the district at the Y intersection between Route 360/15 Business and Route 40 (Lunenburg County Road). The two-story former Newcomb's Store (248-5001-0014) is located between the two roads facing west down King Street and dates to ca. 1930. The frame building has an unusual footprint with clipped corners on the two-story section of the building and a wide, one-story rear wing with a gable roof and a tall frame parapet on the rear elevation. The roof of the two-story section of the building is hipped and covered with standing seam metal. The front of the building is spanned by a one-story hip roofed porch that is now partially enclosed. The porch roof is supported by large brick posts at the outside corners only. The main entrance is located in the enclosed section of this porch and features a single wooden door flanked by large fixed windows. There are two additional doors in the two-story section of the building, one on the south side elevation and one in the clipped corner on the north side of the building. Both of these doors are sheltered by frame shed awnings supported by simple wood brackets. Some of the windows are boarded, but those that aren't are a combination of large 2/2 wood windows and small fixed (or awning/hopper) wood windows. The building is clad with asbestos siding. It is presently vacant and in fair condition.

On the other side of the railroad tracks from the main commercial area, is the historically Black section of town. This two-block-by-three-block area across the tracks to the west of the depot includes several significant commercial resources interspersed among the houses, rather than clustered together. Two resources appear to have served both commercial and residential functions. The Hamlett Barber Shop, ca. 1935, is a one-story, single-pile, three-bay frame building located at 120 Arvin Street (248-5001-0143). The simple building has a side-gable roof covered with standing seam metal and rests on a concrete block foundation on a lot that slopes significantly from front to back. The three-bay façade has been altered from a four-bay façade; it currently has a single central entrance where it used to have two doors. The central entrance is flanked on either side by a 1/1 vinyl window. The door is a modern fiberglass replacement with an integrated fanlight. A wooden stoop and integrated handicap ramp lead from near the street to the front door. The building has vinyl siding, and while it demonstrates some loss of integrity of exterior materials, local residents report that it has been operated as a barber shop for over 70 years.

A few doors down Arvin Street from the Hamlett Barber Shop is Miss Susie's Café/the Townsend House (248-5001-0147). Located at 110 Arvin Street, this two-story, double-pile, three-bay frame house is one of the larger ones still standing in this area of town. It has a side gable roof covered with standing seam metal and two interior brick stove chimneys. A full-width, one-story porch spans the façade and has a shed roof supported by trellised metal supports on a low, solid brick balustrade. The central entrance is a single-leaf paneled wood door with a storm door. It is flanked on either side by very large 6-light fixed wood windows. On the second story, the two end bays hold pairs of 1/1 double-hung windows while the center bay holds a single 1/1 sash. These windows appear to be a mix of wood and vinyl. The house is clad with aluminum siding. It was built around 1933 by Mary Sue Townsend to serve as a combination of café and living space. According to her granddaughter, one half of the downstairs was the café, known as Miss Susie's, and the rest of the building was living space for the family. The café served the African-American community and operated until around 1957 when the entire building was converted to a dwelling. It is still owned by the Townsend family.

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Another significant commercial building in this area that is still owned by the original family is the Wilson Funeral Home at 125 Wilson Street (248-5001-0150). Jesse Wilson, founder of the Wilson Co. General Store, initially operated his undertaker business out of his store, but moved it to a separate building around 1940. This two-story, double-pile, two-bay frame building has a tall hipped roof with a central hipped dormer and is a good example of the American Four-Square form. The flared, boxed eaves of the roof have a deep overhang and are one of the character defining features of the building. A deep, wrap-around porch has a matching flared hipped roof supported by turned wood posts on a solid brick balustrade. It spans the façade and wraps around the east side of the house. The windows on the house are single 2/2 double-hung wood sash and second story openings are vertically aligned above those on the first story. There is a secondary entrance on the second story of the east side elevation, which is accessed by an exterior flight of stairs. This building was probably originally constructed as a dwelling and later converted to serve a mixed use; the exterior stair is a later alteration related to this conversion. This building is still owned by the Wilson family and the business is still in operation.

Industrial Architecture

Because of its location on the railroad line, Keysville has historically been home to several important industries. The historical record indicates that in the late 19th and early 20th century there were multiple tobacco warehouses and tobacco dealers in town, several blacksmiths, a foundry, and several different types of mills. The tobacco warehouses were destroyed by multiple conflagrations and natural disasters (tornados), and only two industrial properties survive within the historic district boundaries. The oldest and most significant is the former Crystal Ice and Power Plant (248-5001-0144) located near the southern boundary of the district at 352 Osborne Street, just south of where the spur railroad line splits from the main Richmond and Danville line. The existing building is believed to date to around 1922, though the small office section may be earlier. The first ice plant on the property dated to before 1914, when it was partially converted to generate electricity. That plant, or a portion thereof, burned in 1921 and was quickly rebuilt. The existing building has been substantially altered but still bears a clear resemblance to a ca. 1925 photograph. The brick office wing is one story with a hipped roof covered with standing seam metal. It is two bays wide and contains a six-light window and a door (modern replacement). There is an interior brick chimney on the east side elevation. A tall one-story section of the building with a flat roof and low straight parapet is located on the west side of the office wing. This section appears to have a large square footprint but has been heavily altered. It appears to have originally been brick construction but has been heavily patched and rebuilt with concrete block. A large modern garage door has been installed on the north (front) elevation, but earlier bricked in window openings with segmental arches are visible. A one-story concrete block wing with a shed-roofed porch or loading bay extends from the front of this section of the building. The property is overgrown and appears to be vacant and the building is in fair-to-poor condition. The Crystal Ice and Power Plant was established by Jack Brookes in 1914 and by the late 1910s it provided electric power to the entire town of Keysville, the first town in Charlotte County with such a luxury. Later, it was incorporated into the iron foundry operated by Henry Rodenhizer on the property directly to the south (Rodenhizer's house remains on Hill Street (248-5001-0146) but the foundry itself is in ruins behind the former ice and power plant).

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Crystal Ice and Power Plant, north elevation, 2021.

The only industry still in operation in the Keysville Historic District is the Virginia Crafts, Incorporated plant (248-5001-0141), the original portion of which was constructed in 1947. The existing plant is located on the west side of the tracks, across from the core commercial area and adjacent to the African-American section of town. It has been expanded significantly over the years, and today the massive plant has an L-shaped footprint and covers three-quarters of the block between Church Street, Merry Oaks Drive, Wilson Street, and the railroad tracks. It is concrete construction with a flat roof and industrial metal windows and is one and two stories in height. It was established in 1947 as a rug manufacturer and was later owned by WestPoint Pepperell; today it manufactures industrial components under the name Genesis Products.

Municipal Architecture

The town office of Keysville is located within the district on J Street but in a noncontributing building, built in 1975 (120 J Street/248-5001-0201). But there is a prominent municipal property that contributes to the historic district – the tall metal water tower located along Main Street between Church and King Streets is visible from every direction (248-5001-0070). The town’s first municipal water and sewage system was installed in the mid-1930s and this water tower is believed to date to this original construction as it is shown in a 1940 photograph. The cylindrical metal tank is raised on four metal legs approximately 70 feet in the air; “Keysville” is painted in block letters on the side of the tank.

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Water tower, looking north from King Street, 131 and 133 King Street on the right, 2021.

Religious Architecture

There are five historic churches located within the historic district. The oldest is Ash Camp Baptist Church at 8687 Church Street (248-5001-0091). The original gable-front frame portion of this building was constructed in 1857 by builder Josiah Dabbs.¹ The original building is described as “a wood house 42 x 54 with end and side galleries, vestibule, and recessed pulpit.”² The church was first established in 1802 but elected to construct a new building closer to Keysville in the 1850s. For around 40 years between the 1880s and the late 1920s the name of the church was changed to Keysville Baptist Church to more closely associate it with the booming town of Keysville. The first addition to accommodate the Sunday School was made in 1927 and extensive renovations took place in 1951. The large two-story brick education wing with the hipped roof that extends across the back of the church was completed in 1969. Today, the church features a front gable frame sanctuary with a double-leaf central entrance sheltered by a gable entry portico. Large 9/9 double-hung windows flank the entrance. The side elevations are three bays deep with three 9/9/9 triple hung windows on each side. The frame section of the building has a metal roof and a square belfry with a pyramidal roof with flared eaves. The large cemetery located to the north, east, and west of the building was established in 1872.

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Ash Camp Baptist Church, southeast oblique, 2021.

While the majority of the members of Ash Camp Baptist Church during the antebellum period were actually Black, after 1865 the congregation split into separate churches for Black and White worshippers and Keysville Colored Baptist Church was established several miles from town (today it is known as Antioch Baptist Church) while Ash Camp became a church with a White congregation.³ However, just to the west down Church Street from Ash Camp, at the western edge of the historic district, is a historically Black church, Mount Ellis Baptist Church (8409 Church Street/248-5001-0087). This congregation was formed in 1888 and constructed a church on the current site shortly thereafter. The existing building dates to 1925 when the original building was dismantled to make way for a new one (it reportedly includes some building materials from the original building).⁴ Today, the church is a one-story, front-gable frame building on a slightly raised, parged foundation. A frame belfry with a pyramidal roof is located at the ridge towards the front of the roof. On the front (south) elevation facing Church Street, there is a central, double-leaf entrance. The double glass-and-aluminum doors are sheltered by a gable entry portico with vinyl columns on a brick base. The entrance is capped by a stained glass fanlight which includes the name "Mount Ellis Baptist Church." On either side of the portico is a stained glass window with a peaked lintel. Five matching windows are evenly spaced on the east and west side elevations. A one-story gable addition is located on the rear of the building. The building is clad with vinyl siding and the roof is asphalt shingle. A large associated cemetery (248-5001-0088) is located across Church Street from the church. There is no fence around it, but graves do appear to be arranged roughly in rows. There is very little landscaping and no formal paths but the grass is well-maintained. Brick piers or gate posts (with no gate) are located directly across the street from the church building marking the entrance to the cemetery. The cemetery was actually established as the Wilson family cemetery which the family later deeded to the Church. The Wilson family plot is located on the far west side of the cemetery, under the only tree, along Bluestone Road. Jesse H. Wilson, founder of Wilson Co. General Store and Wilson Funeral Home, is buried here, along with his wife and parents. Jesse Wilson died in 1925 and his wife, Anna Price, in 1918. His parents, John and Ellen, both died in 1895. Closer to the intersection with Church Street but also along Bluestone Road is the Coleman family plot, which is the only plot enclosed within a low stone wall.

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Alexander Coleman was a skilled mason and may have built the wall himself; according to his grave marker, he died in 1956. There are over 100 marked graves within this cemetery.

The other two churches in the district are architecturally notable. Keysville United Methodist Church (248-5001-0197) is located at the eastern end of Church Street at the intersection with H Street. The existing brick Neo-classical Revival building was built ca. 1914 and replaced an earlier building that dated to the founding of the church in 1876. The one-story, front-gable church rests on a raised foundation and is constructed of brick laid in a 5:1 common bond. A two-story, side-gable addition extends across the rear of the church, giving the overall building a T-plan. The façade is dominated by a full-width, engaged, pedimented portico supported by large white Tuscan columns on brick bases. There is a large stained glass fanlight in the tympanum and the deep, boxed eaves are detailed with large modillions. The façade is three bays wide and there are two double-leaf entrances, each topped with a transom, one in each end bay. The center bay is a 1/1 double hung stained glass window (now protected by a storm window). Side elevations are six bays deep and feature large 1/1 double-hung stained glass windows evenly spaced and separated by brick pilasters. Deep eaves are accented with large modillions. The property also includes a substantial two-story frame office building with a side gable roof, and a small secondary frame building with late 19th century decorative brackets supporting the hood over the door that served an unknown function.

Meanwhile, the church at 95 Arvin Street (248-5001-0158), built in 1958, is a one-story brick building with a front gable roof and a rear perpendicular gable-roofed addition. Exterior architectural ornamentation is limited to round-arched, stained-glass windows along the side elevations and a small, one-story, gable-roofed entry porch with slender round columns. The building houses the St. Luke Church of God in Christ. Its integrity is very good with no immediately apparent alterations that postdate its date of construction.

One of the most architecturally striking buildings in town is the former Keysville Presbyterian Church, now the Keysville Library (248-5001-0010). Built ca. 1916, the church is an excellent example of a Carpenter Gothic building with Arts and Crafts influences. It was established as an extension of Briery Church, which is located several miles north of town near the Prince Edward County line, and was known as Little Briery. The one-story, gable-front frame building is clad with wood shingles and has large triangular knee braces at the wide eaves in the front gable. A large round tracery window is also located in the front gable. The three-bay façade has a central entrance (now within an added gable entry vestibule) flanked by a 1/1 double-hung, round-arched window on either side. The side elevations are four bays deep and feature 1/1 double hung windows with segmentally arched lintels and wide, open eaves accented with exposed rafter tails. There is a square belfry with a pyramidal roof at the front ridge of the roof. It has vents in all four sides and exposed rafter tails at the wide, open eaves.

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Keysville Library (formerly Keysville Presbyterian Church), 2021.

Social Architecture

One of the later buildings constructed in the historic district served an important function in the community. Charlotte Lodge No. 146 (248-5001-0149), a masonic lodge on Wilson Street in the African-American area, was constructed in 1958, per the cornerstone, though the organization of the group dates several decades earlier. The cornerstone identifies the building as “Charlotte Lodge No. 146/A.F. & A.M – (PHA)/Est. Nov. 15, 1911.” It is a simple two-story, gable-front brick building. The façade is three bays wide with a double-leaf, central entrance with paneled doors flanked by paired three-light metal casement windows. On the second story, the same paired casement windows are vertically aligned above the first story windows and the center bay is occupied by a square cast concrete masonic symbol. The side elevations feature four more paired casement windows on each story, vertically aligned. There is vinyl siding in both the front and rear gables and the roof is clad with metal panels. According to a local resident, in the 1960s the Masons (men-only) met upstairs while the Eastern Stars (women-only) met downstairs on a regular monthly basis. One of the members would also open the building on Saturday afternoons for the neighborhood children as a place to gather and play games. The lot beside the lodge was where kids gathered to play baseball and football; a basketball court was located catty-corner from the lodge, on the northeast corner of Fowlkes and Harry Streets.

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Charlotte Lodge No. 146, Wilson Street, northeast oblique, 2021.

Transportation-related Architecture

The Keysville Railroad Station (NRHP 2008; 248-5001-0002), located in the center of the historic district, has long been a prominent landmark in town, but its days are numbered. It was listed in the National Register of Historic Places in 2008. Per the nomination:

“Built in stages between 1890 and 1900, the Keysville Railroad Station is a typical but rare surviving example of a one-story, frame railroad building with offices and segregated waiting rooms at the north end and a large freight area extending to the south with docks on three sides. The station, which is clad in German siding and stands on a brick pier foundation, features an intersecting gable roof with dormers over the office and a simple gable roof over the freight area. The interior plan features two waiting rooms with separate entrances at the north end, a ticket and station master’s office and the open freight room. The building, which sits on a 0.35 acre parcel, is surrounded on three sides with a gravel parking lot and the tracks running along the west and east sides.”⁵

Unfortunately, after several concerted efforts to save the building were unsuccessful, it has deteriorated significantly and the town intends to demolish it with the next few months.

Residential Architecture

There are dwellings constructed throughout the District, though some areas have a more residential setting than others. Most of the residential architecture dates from the 1890s to the 1950s, with scattered later infill. The earliest houses that date to the 1890s tend to exhibit characteristics of either the Folk Victorian or Queen Anne architectural styles. There are several Folk Victorian cottages along Farrar Street, which is completely residential in nature, and several others along King Street where there is a mix

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of commercial and residential architecture. The house at 191 King Street (now an office, 248-5001-0008) is a good example of a Folk Victorian dwelling that has a simple vernacular form embellished with decorative details from the Victorian era. The one-story, side gable frame cottage has a full-width porch with turned posts, jigsawn brackets, and a spindle frieze, along with a bay window on the east side elevation and decorative vertical siding and trim in the gables. The only surviving example of the more robust Queen Anne architectural style is the house at 401 King Street (248-5001-0013). The two-story frame house has a complex roof plan with several intersecting gables, along with a tower with a tall, pyramidal roof with flared eaves. Gables are detailed with wood shingles, elaborate jigsawn bargeboards, and decorative wooden vents.



191 King Street, northeast oblique, 2021.

The former dwelling at 201 King Street (most recently a law office, 248-5001-0011) is a good example of a vernacular late 19th century house that doesn't fit neatly into any stylistic category. The one-and-one-half-story, front-gable, frame building has a three-bay façade with tall and narrow 2/2 wood windows. The first story windows extend all the way to the ground. The building has a side hall plan with the main entrance in the right end bay. The windows and door are all capped with molded, peaked lintels and the windows have functional louvered wood shutters. The corners of the building are accented with molded corner boards.

By the first decade of the 1900s, Colonial Revival influences became more prevalent than those from the Victorian era. The house at 501 King Street (248-5001-0063) is a good example of the types of large, stately dwellings with Colonial Revival influences that appeared during the early decades of the 20th century. The two-and-a-half-story frame dwelling has a tall, hipped roof with gable dormers on the front and both sides. The three-bay façade features a central entrance sheltered by an entry portico with Tuscan columns and a flat roof with an upper balustrade. Two bay windows flank the entrance on the first story. The roof is pierced by two large central brick chimneys that appear to flank a central hall. Hill Avenue includes several other examples of similar large, frame, Colonial Revival-influenced dwellings, including the houses at 201 and 220 Hill Avenue (248-5001-0113 and 248-5001-0112). Both are frame houses with tall hipped roofs and both feature prominent porches with Tuscan columns. Further up the hill, at 325 Hill

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Avenue (248-5001-0117), the large frame house features a gambrel roof and takes its stylistic cues from the Dutch Colonial Revival style.

Throughout the district there are multiple examples of more modest American Four-Square type houses which may feature Tuscan columns on their porches but few other stylistic details. The house at 429 King Street (248-5001-0059) is an excellent example of an American Four-Square dwelling with Prairie-style influences. The two-and-one-half-story frame dwelling features a tall hipped roof with a central hipped dormer. A full-width porch is supported by battered posts on brick piers and the paired, double-hung windows feature upper sash with three vertical panes. The Wilson House, at 8585 Church Street (248-5001-0089), is another excellent example of an American Four-Square. It, too, is frame construction with a tall hipped roof and a central hipped dormer and the full-width porch is supported by slender Tuscan columns. Both houses were built in the 1910s or 1920s.

By the 1920s and 1930s, more eclectic architectural influences like the Tudor Revival and the Craftsman Bungalow began to appear in Keysville. The house at 425 King Street (248-5001-0058) is a good example of a Tudor Revival dwelling. The one-story brick house has a steeply-pitched side gable roof with a cross-gable projecting bay. The main entrance is sheltered by an engaged porch accented with half-timbering in the front gable. Casement windows complete the effect. This house appears to have a new metal roof but is seriously overgrown. There are several examples of Craftsman bungalows in the district, but two stand out above the rest. The house at 310 King Street (248-5001-0051) is a frame dwelling with a side gable roof accented with a large shed-roofed dormer. A full-width engaged porch is supported by battered posts on stuccoed piers and the wide overhanging eaves of the house are detailed with triangular knee braces. This house has an unusual rear wing with a hipped roof and banks of windows on the west side elevation that appears to be a former school building that was moved to the site. Where it was moved from has not been determined. The other excellent example of a Craftsman bungalow is the house at 8588 Church Street, known as the Coleman House (248-5001-0090). This brick bungalow was constructed by Mr. Alexander Coleman, a Black brick mason, as his personal residence around 1925. Coleman was a skilled craftsman who worked on many of the houses in Keysville, reportedly constructing many of the brick chimneys on the largest homes. His own dwelling is a showpiece of his craftsmanship. The walls are laid in Flemish bond with glazed headers and the house features four brick chimneys, two interior and two exterior. The tall deck-on-hip roof features a kick at the eaves and is unusual in a Craftsman-style dwelling. A large hipped dormer accents the front slope and holds a bank of windows (now boarded up). The full-width porch features a hipped roof supported by massive stuccoed posts on a brick half wall. The central entrance is a fully glazed door with Craftsman-style muntins flanked by sidelights and topped by a transom. This house has sat vacant for many years but is reportedly beautiful on the inside, displaying the same level of craftsmanship glimpsed on the exterior.

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Coleman House, 2021.

The Owen House, at 369 Osborne Street (248-5001-0093), was built in the 1920s or 1930s and while the form is traditional with both Colonial Revival influences (in the dormers) and Craftsman influences (in the porch), the house is most notable as the only example of a dwelling in Keysville constructed of glazed hollow ceramic tile, sometimes called Kalamazoo tile. The house is a two-and-a-half-story, three-bay vernacular dwelling with a side-gable, standing-seam metal roof with three evenly-spaced, pedimented, gable dormers and two interior central masonry chimneys. Primary entry is centered on the south elevation, beneath a wraparound front porch with a standing-seam metal hipped roof supported by battered posts on masonry piers. The easternmost bay of the porch, which extends beyond the facade to form the wraparound, is enclosed with beaded vinyl siding, with louvered windows on the front and east elevations. Fenestration on the main block consists primarily of double-hung, six-over-one wood sash windows; these windows are paired on the two outer bays of the first level, with single windows in each of the three bays above. Each dormer contains a double-hung, one-over-one aluminum sash window.

By the mid-20th century, the architectural styles of choice had shifted to the Cape Cod, the Minimal Traditional, and the Ranch. The house at 9244 Church Street (248-5001-0194) was built around 1945 and is a good example of the modest Colonial Revival Cape Cod dwellings built in Keysville during the 1940s and 1950s. The one-and-one-half-story brick house has a side-gable roof with two gable dormers. The three-bay façade features a central entrance sheltered by a gable entry portico. There is an exterior brick chimney on the west side elevation along with a one-story, one-bay wing with a secondary entrance. Another example of a Cape Cod dwelling in the district is the house at 8745 Church Street (248-5001-0123) just to the east of Ash Camp Baptist Church, which was built in 1952 as the new parsonage for Ash Camp. Dating from the same time period, Minimal Traditional houses tend to be one story with side-gable roofs and small footprints. The houses at 9109 and 9145 Church Street (248-5001-0078 and 248-5001-0076) are both examples with front cross gables and partial width porches. The house at 117 Arvin Street (248-5001-0161), in the historically Black section of town, is a good example of the simplicity of the style. The one-story, two-bay dwelling has a side gable roof with a central brick chimney and a rectangular footprint. The front features the main entrance in the left end bay sheltered by a shed-roofed

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entry porch with plain square posts and a large multi-light bay window centered on the wall. The frame building has asbestos shingle siding and a concrete block foundation. It is also representative of the modest dwellings found in this section of town.

By the end of the District's period of significance, in the 1950s, Ranch-style dwellings were filling some of the empty lots around town. The house at 631 Lunenburg Street (248-5001-0067) is a good example of the style. Built ca. 1958, the one-story, seven-bay frame dwelling has a low-pitched side gable roof and an integrated one-car garage on the east end. The house has a wide eave overhang on the front and back and windows include single and paired double-hung sash and a large picture window on the façade. The front door is accessed by a brick stoop while a secondary entrance is recessed slightly beneath an engaged porch.

The Gertrude Shook House and Studio on Four Locust Highway (248-5001-0092) is the only example of the Modernist architectural style in the district. Built ca. 1950 for Gertrude Shook, a local artist, the house and art studio are low, one-story, concrete block buildings with low-pitched gable roofs. The two separate buildings used to be connected by a metal breezeway that is no longer present. The street facing elevations of both buildings feature bands of clerestory windows just beneath the eaves and slightly recessed entrances.

Post-1958 Construction

Of the resources that postdate the district's period of significance, the most noticeable are the Dollar General and the medical center next door to it, which are built on the site of the former Keysville High School (later Keysville Elementary School) that was demolished in 1999. Otherwise, the post-1958 construction mostly consists of small houses and several newer commercial buildings along King Street and Railroad Avenue.

Integrity Analysis

The Keysville Historic District retains good overall integrity and is still able to convey its historic appearance and historic character as a commercial center served by the railroad in the midst of a rural locality. Demolitions have claimed some important buildings in the center of town, but the density of resources today is not unlike what is shown in historic photographs from the 1930s, '40s, and '60s. Post-1958 construction within the boundaries is largely a continuation of trends that began in the mid-20th century and is comparable in scale, materials, and design so as not to be visually obtrusive. The district's historic boundaries were drawn to capture as much of the town as possible, while excluding vacant land and non-historic resources whenever feasible. The new commercial construction on the east end of the district at the Y intersection, including a fast food restaurant, a dollar store, and a large grocery store, provided a clear eastern boundary, while the western boundary was extended to the town limits to capture the historically significant Mt. Ellis Baptist Church and Cemetery. Beyond the town limits, the landscape's character rapidly becomes very rural. The northern boundary was drawn to include the late 19th and early 20th century residential development along a portion of Farrar Street but exclude more recent development. On the south, the boundary was drawn to include any residential resources along Osborn Street built within the period of significance, but exclude vacant land and more recent construction. The boundary on Hill Avenue was determined by a change in character from a suburban, residential setting to a more open, agricultural setting with much larger properties. Key resources such as the commercial corridor of early 20th century buildings on King Street, the Wilson & Co. Store and the

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W.H. Rutledge Barroom on Railroad Avenue, the Hotel Charlotte, Newcomb's Store at the eastern edge of the district, Mt. Ellis Baptist Church and Cemetery, Ash Camp Baptist Church and Cemetery, Keysville Methodist Church, the former Keysville Presbyterian Church, the Charlotte Lodge No. 146 on Wilson Street and the surrounding African-American neighborhood, the Keysville Railroad Station, and the many early to mid-20th century residences that ring the commercial core taken all together convey the character of this town through the decades and provide visual continuity. The district, therefore, retains good integrity of location, setting, design, feeling, and association. Although railroad companies platted numerous towns across southern Virginia, many have lost integrity of design that occurred after passenger railroads ceased operation and as trucking took over much of both local and long-distance hauling. Removal of railroad tracks occurred in many such towns when lines were abandoned and/or to facilitate road construction as automobile transportation supplanted railroads. Loss of railroad-related buildings has been another blow to integrity of many railroad towns. An important aspect of the Keysville Historic District's significance is its retention of historic orientation toward the railroad line and spatial relationships among the commercial core, railroad, and residential areas.

Many of the resources that comprise the district have integrity of design, materials, and workmanship in terms of massing, setback, traditional materials such as brick walls (primarily on commercial and institutional buildings) or weatherboard siding (on dwellings), wood sash, and shallowly-pitched roofs with parapets (for commercial buildings) or multiple-pitch rooflines (for dwellings). Historic-age replacement materials, notably asbestos shingle siding and asphalt shingle roofing, also are evident. Typical replacements of older fabric include fiberglass exterior doors, vinyl window sash, and asphalt shingles in place of standing-seam metal roofing, while historic fenestration patterns generally have been retained. The overall integrity of materials, therefore, is moderate, due in large part to the decades-long trend of replacing historic wood components with synthetic materials (a phenomenon common throughout Virginia). Integrity of design of individual resources is varied but generally retained at a level sufficient to convey historic patterns and preferences; integrity of workmanship likewise remains apparent on the majority of buildings. Individual resources that lack integrity of design, workmanship, and materials sufficient to convey their historic associations are classified as noncontributing to the district.

Archaeological Potential

While no formal archaeological survey has taken place within the boundaries of the Keysville Historic District, it should, nonetheless, be considered as having substantial archaeological potential. The history of Keysville goes back for several decades before most of the buildings standing today were constructed, suggesting that the earliest buildings in Keysville may only be found archaeologically. The exact location of Key's Tavern is not known with any certainty, so any ground disturbance within the town has the potential to locate it. In addition, the African American area west of the tracks has also lost multiple buildings over the years, including a row of substantial dwellings along Front Street and a church that Jesse Wilson led, so this area of town is also likely to contain archaeological evidence.

In addition, there are three cemeteries within the District that all have high archaeological potential using non-invasive practices such as ground-penetrating radar, LiDar, surface inspection, and careful removal of overgrown vegetation. The Mt. Ellis Baptist Church Cemetery (248-5001-0088) is across the street from Mt. Ellis Baptist Church and includes more than 100 graves arranged roughly in rows. It was first established as the Wilson family cemetery before it was deeded to the Church by the family for use as a church cemetery. The earliest marked graves date to 1895, but there are many graves marked with

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uninscribed head and footstones and the church was established on its current site in 1888, so it is reasonable to assume there are earlier graves present. It is well maintained but is not enclosed by a fence or wall. The potential for unmarked graves both within the cemetery and around the periphery should be considered high

The Ash Camp Cemetery is located behind Ash Camp Baptist Church (248-5001-0091) and was first established in 1872. It is the largest of the three cemeteries and includes in the neighborhood of 1,400 documented graves arranged roughly in rows throughout the cemetery, with the majority running on a northwest-southeast axis. A paved pathway runs along the perimeter of the cemetery, mostly delineating the boundaries to the west and north and cutting through a portion of the cemetery to the east. Low stone walls mark the southern edge of the cemetery on either side of the church building. There are entrances to the cemetery to the east and west of the church, with the latter leading right off Church Street and the former set back a bit from the main road. Both entrances are marked with stone pylons. There is moderate potential for unmarked graves associated with this cemetery.

The third cemetery is a family cemetery located along King Street just to the west of 201 King Street. The Merriman-Priddy Cemetery (248-5001-0039) is enclosed by a brick wall with an iron gate and includes only five or six marked graves, but the size of the grassy area enclosed by the wall is much larger, suggesting a strong potential for the presence of additional graves. The dates on the marked graves are from the 1830s, 1850s, and 1880s and they are spread haphazardly throughout the enclosed area. Legible family names include Gaulding, Jones, and Hodges. The flat, open space includes no trees or landscaping. The potential for unmarked graves both within the cemetery and around the periphery should be considered high.

Inventory

The following inventory includes all resources located within the district boundaries, both primary and secondary, and notes whether they are contributing or noncontributing to the district. The properties are arranged alphabetically by street name, then numerically by house number. All contributing resources were built during the period of significance. Noncontributing resources are so designated if they are altered to such an extent that they no longer retain sufficient integrity of design, setting, materials, workmanship, feeling, and/or association to convey their historical appearance. Resources are keyed to the attached Sketch Map using the last four digits of the resource's 11-digit VDHR inventory number (i.e., -0001, -0002, etc.).

Arvin Street

103 Arvin Street **248-5001-0160** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1961
Non-contributing Total: 1

105 Arvin Street **248-5001-0159** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1950
Contributing Total: 1

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110 Arvin Street **248-5001-0147** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1935
Contributing Total: 1

114 Arvin Street **248-5001-0163** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1950
Contributing Total: 1

117 Arvin Street **248-5001-0161** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1955
Contributing Total: 1

120 Arvin Street **248-5005** *Other DHR Id#: 248-5001-0143*
Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible, ca. 1935
Contributing Total: 1

121 Arvin Street **248-5001-0162** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 2000
Non-contributing Total: 1

122 Arvin Street **248-5001-0148** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1935
Contributing Total: 1

88 Arvin Street **248-5001-0157** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1955
Contributing Total: 1
Secondary Resource: Shed (Building)
Contributing Total: 1
Secondary Resource: Workshop (Building)
Contributing Total: 1

95 Arvin Street **248-5001-0158** *Other DHR Id#:*
Primary Resource: Church/Chapel (Building), Stories 1, Style: No discernible, 1958
Contributing Total: 1
Secondary Resource: Storage (Building)
Non-contributing Total: 1

Arvin Street **248-5001-0156** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1935
Contributing Total: 1

Beechnut Street

121 Beechnut Street **248-5001-0102** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1962

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Secondary Resource: Animal Shelter/Kennel (Building) **Non-contributing Total: 1**
Secondary Resource: Shed (Building) **Non-contributing Total: 2**
Non-contributing Total: 1

122 Beechnut Street **248-5001-0103** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, 1915 **Contributing Total: 1**
Secondary Resource: Shed (Building) **Contributing Total: 1**

Church Street

8409 Church Street **248-5001-0087** *Other DHR Id#:*
Primary Resource: Church/Chapel (Building), Stories 1, Style: Vernacular, 1925 **Contributing Total: 1**

8453 Church Street **248-5001-0127** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, 1961 **Non-contributing Total: 1**

8534 Church Street **248-5001-0129** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1987 **Non-contributing Total: 1**

8535 Church Street **248-5001-0126** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1961 **Non-contributing Total: 1**
Secondary Resource: Carport (Structure) **Non-contributing Total: 1**

8540 Church Street **248-5001-0128** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1945 **Contributing Total: 1**
Secondary Resource: Shed (Building) **Contributing Total: 1**

8577 Church Street **248-5001-0125** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Vernacular, 1940 **Contributing Total: 1**
Secondary Resource: Garage (Building) **Contributing Total: 1**
Secondary Resource: Shed (Building) **Contributing Total: 1**

8585 Church Street **248-5010** *Other DHR Id#: 248-5001-0089*
Wilson House

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Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1915**
Contributing Total: 1

8588 Church Street 248-5011 *Other DHR Id#:* 248-5001-0090
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing Total: 1

8608 Church Street 248-5001-0130 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible, 1975**
Non-contributing Total: 1
Secondary Resource: **Carport (Structure)** **Non-contributing Total: 1**

8610 Church Street 248-5001-0131 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, 1912**
Contributing Total: 1
Secondary Resource: **Carport (Structure)** **Non-contributing Total: 1**

8636 Church Street 248-5001-0132 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, 1950**
Contributing Total: 1

8650 Church Street 248-5001-0133 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1951**
Contributing Total: 1
Secondary Resource: **Shed (Building)** **Non-contributing Total: 2**

8668 Church Street 248-5001-0134 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1952**
Contributing Total: 1
Secondary Resource: **Carport (Structure)** **Non-contributing Total: 1**
Secondary Resource: **Garage (Building)** **Contributing Total: 1**
Secondary Resource: **Shed (Building)** **Contributing Total: 1**

8678 Church Street 248-5001-0135 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1958**
Contributing Total: 1
Secondary Resource: **Wall (Object)** **Contributing Total: 1**

8687 Church Street 248-0002 *Other DHR Id#:* 248-5001-0091
Primary Resource: **Church/Chapel (Building), Stories 2, Style: Colonial Revival, 1857**
Contributing Total: 1

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- Secondary Resource: Cemetery (Site)* **Contributing Total: 1**
Secondary Resource: Shed (Building) **Non-contributing Total: 1**
Secondary Resource: Sign (Object) **Non-contributing Total: 1**
- 8745 Church Street 248-5001-0123** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Revival,
1952
Secondary Resource: Garage (Building) **Contributing Total: 1**
Non-contributing Total: 1
- 8748 Church Street 248-5001-0136** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1980
Non-contributing Total: 1
- 8750 Church Street 248-5001-0137** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1975
Non-contributing Total: 1
- 8774 Church Street 248-5001-0138** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1930
Contributing Total: 1
Secondary Resource: Shed (Building) **Contributing Total: 1**
- 8780 Church Street 248-5001-0139** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 2003
Non-contributing Total: 1
Secondary Resource: Gazebo (Structure) **Non-contributing Total: 1**
Secondary Resource: Shed (Building) **Non-contributing Total: 1**
Secondary Resource: Shed - Vehicle (Building) **Non-contributing Total: 1**
- 8781 Church Street 248-5001-0121** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1920
Contributing Total: 1
Secondary Resource: Shed (Building) **Non-contributing Total: 1**
- 8800 Church Street 248-5001-0140** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1925
Contributing Total: 1
Secondary Resource : Shed (Building) **Non-contributing Total: 1**
- 8807 Church Street 248-5001-0120** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional,
1960
Non-contributing Total: 1

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Secondary Resource: Shed (Building)

Non-contributing Total: 1

9145 Church Street 248-5001-0076

Other DHR Id#:

*Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal
Traditional, 1940*

Contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

9160 Church Street 248-5001-0071

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1925

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

9174 Church Street 248-5001-0072

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1925

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 2

9175 Church Street 248-5001-0075

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1930

Contributing Total: 1

Secondary Resource: Garage (Building)

Non-contributing Total: 1

9215 Church Street 248-5001-0189

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, c.1907

Contributing Total: 1

9216 Church Street 248-5001-0190

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Vernacular, Ca

1920

Contributing Total: 1

9230 Church Street 248-5001-0191

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 2, Style: Craftsman, 1926

Contributing Total: 1

Secondary Resource: Barn (Building)

Contributing Total: 1

Secondary Resource: Carport (Structure)

Non-contributing Total: 1

9233 Church Street 248-5001-0192

Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca

1900

Contributing Total: 1

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- 9237 Church Street** **248-5001-0193** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Revival,
2002
Secondary Resource: Secondary Dwelling (Building) **Non-contributing Total: 1**
Non-contributing Total: 1
- 9244 Church Street** **248-5001-0194** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal
Traditional, 1950
Contributing Total: 1
- 9272 Church Street** **248-5001-0197** *Other DHR Id#:*
Primary Resource: Church/Chapel (Building), Stories 1, Style: Classical Rev., 1914
Contributing Total: 1
Secondary Resource: Office/Office Building (Building) **Contributing Total: 1**
Secondary Resource: Shed (Building) **Contributing Total: 1**
- 9279 Church Street** **248-5001-0195** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Craftsman, 1925
Contributing Total: 1
Secondary Resource: Carport (Structure) **Non-contributing Total: 1**
- 9295 Church Street** **248-5001-0196** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1900
Contributing Total: 1
Secondary Resource: Shed (Building) **Contributing Total: 1**
- Church Street** **248-5001-0073** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1925
Contributing Total: 1
- Church Street** **248-5001-0074** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, c.1910
Contributing Total: 1
Secondary Resource: Garage (Building) **Non-contributing Total: 1**
- Church Street** **248-5001-0124** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional,
Ca 1955
Contributing Total: 1
- Church Street** **248-5001-0088** *Other DHR Id#:*
Primary Resource: Cemetery (Site), Style: No discernible style, Ca 1895
Contributing Total: 1

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Farrar Street

501 Farrar Street **248-5001-0184** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, 1900
Contributing Total: 1
Secondary Resource: Shed (Building) **Non-contributing Total: 1**
Secondary Resource: Workshop (Building) **Non-contributing Total: 2**

515 Farrar Street **248-5001-0183** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1920
Contributing Total: 1
Secondary Resource: Garage (Building) **Non-contributing Total: 1**

545 Farrar Street **248-5001-0182** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, 1952
Contributing Total: 1
Secondary Resource: Garage (Building) **Non-contributing Total: 1**
Secondary Resource: Shed (Building) **Contributing Total: 1**

550 Farrar Street **248-5001-0185** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1910
Contributing Total: 1
Secondary Resource: Carport (Structure) **Non-contributing Total: 1**
Secondary Resource: Garage (Building) **Contributing Total: 1**
Secondary Resource: Shed (Building) **Contributing Total: 1**
Secondary Resource: Shed (Building) **Non-contributing Total: 1**
Secondary Resource: Shed - Vehicle (Building) **Non-contributing Total: 1**

562 Farrar Street **248-5001-0186** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Colonial Revival, 1930
Contributing Total: 1

565 Farrar Street **248-5001-0181** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1910
Contributing Total: 1

575 Farrar Street **248-5001-0180** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1979
Non-contributing Total: 1

580 Farrar Street **248-5001-0187** *Other DHR Id#:*

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Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1942**

Contributing Total: 1

601 Farrar Street **248-5001-0178** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Folk Victorian, c.1910**

Contributing Total: 1

Secondary Resource: **Secondary Dwelling (Building)** **Non-contributing Total: 1**

637 Farrar Street **248-5001-0177** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Folk Victorian, c.1910**

Contributing Total: 1

Secondary Resource: **Carport (Structure)** **Non-contributing Total: 1**

Secondary Resource: **Garage (Building)** **Non-contributing Total: 1**

Secondary Resource: **Shed (Building)** **Non-contributing Total: 1**

Four Locust Highway

111 Four Locust Highway **248-5001-0142** *Other DHR Id#:*

Primary Resource: **Restaurant (Building), Stories 1, Style: Commercial, Ca 1930**

Contributing Total: 1

Four Locust Highway **248-5003** *Other DHR Id#: 248-5001-0092*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Contemporary, 1950**

Contributing Total: 1

Secondary Resource: **Workshop (Building)** **Contributing Total: 1**

Fowlkes Street

132 Fowlkes Street **248-5001-0153** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible, c.1970**

Non-contributing Total: 1

Front Street

208 Front Street **248-5001-0167** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible, c.2000**

Non-contributing Total: 1

216 Front Street **248-5001-0166** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible, 2000**

Non-contributing Total: 1

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242 Front Street **248-5001-0165** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 2000
Non-contributing Total: 1
Secondary Resource: Shed (Building) **Non-contributing Total: 2**

256 Front Street **248-5001-0164** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1984
Non-contributing Total: 1

Harry Street

110 Harry Street **248-5001-0174** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 2000
Non-contributing Total: 1
Secondary Resource: Shed (Building) **Non-contributing Total: 1**

111 Harry Street **248-5001-0168** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1970
Non-contributing Total: 1

114 Harry Street **248-5001-0173** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 2000
Non-contributing Total: 1

115 Harry Street **248-5001-0175** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible, c.1970
Non-contributing Total: 1

124 Harry Street **248-5001-0172** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1970
Non-contributing Total: 1
Secondary Resource: Outbuilding, Domestic (Building) **Non-contributing Total: 1**
Secondary Resource: Wall (Object) **Non-contributing Total: 1**

150 Harry Street **248-5001-0171** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1945
Contributing Total: 1
Secondary Resource: Shed (Building) **Contributing Total: 1**

156 Harry Street **248-5001-0170** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1945
Contributing Total: 1
Secondary Resource: Shed (Building) **Contributing Total: 1**

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166 Harry Street **248-5001-0169** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1950
Contributing Total: 1

169 Harry Street **248-5001-0176** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 2000
Non-contributing Total: 1

Hill Avenue

145 Hill Avenue **248-5001-0111** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, 1970
Non-contributing Total: 1
Secondary Resource: Shed (Building) **Non-contributing Total: 2**
Secondary Resource: Shed - Vehicle (Building) **Non-contributing Total: 1**

180 Hill Avenue **248-5001-0145** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1948
Contributing Total: 1
Secondary Resource: Barn (Building) **Contributing Total: 1**
Secondary Resource: Secondary Dwelling (Building) **Contributing Total: 1**

201 Hill Avenue **248-5001-0113** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Vernacular, 1900
Contributing Total: 1

220 Hill Avenue **248-5001-0112** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, 1916
Contributing Total: 1
Secondary Resource: Shed (Building) **Contributing Total: 2**
Secondary Resource: Shed - Vehicle (Building) **Contributing Total: 1**

265 Hill Avenue **248-5001-0115** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1960
Non-contributing Total: 1
Secondary Resource: Garage (Building) **Non-contributing Total: 1**

275 Hill Avenue **248-5001-0116** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, Ca 1900
Contributing Total: 1

300 Hill Avenue **248-5001-0114** *Other DHR Id#:*

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Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**
Contributing Total: 1
Secondary Resource: **Outbuilding, Domestic (Building)** **Contributing Total: 1**
Secondary Resource: **Secondary/Tenant (Building)** **Contributing Total: 1**
Secondary Resource: **Shed (Building)** **Contributing Total: 1**
Secondary Resource: **Shed - Vehicle (Building)** **Contributing Total: 1**

320 Hill Avenue **248-5001-0118** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1955**
Contributing Total: 1

325 Hill Avenue **248-5001-0117** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Dutch Revival, 1940**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Non-contributing Total: 1**
Secondary Resource: **Secondary Dwelling (Building)** **Non-contributing Total: 1**

I Street

161 I Street **248-5001-0188** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, 1938**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Non-contributing Total: 1**

210 I Street **248-5001-0202** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Min. Trad., 1940**
Contributing Total: 1

232 I Street **248-5001-0096** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible, 1940**
Contributing Total: 1

265 I Street **248-5001-0094** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1946**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**

J Street

119 J Street **248-5001-0009** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Rev., 1947**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**

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120 J Street **248-5001-0201** *Other DHR Id#:*
Primary Resource: Govt. Office (Building), Stories 1, Style: No discernible, 1975
Non-contributing Total: 1

125 J Street **248-5001-0105** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, 1910
Contributing Total: 1

126 J Street **248-5001-0106** *Other DHR Id#:*
Primary Resource: Doctors Office (Building), Stories 1, Style: No discernible, 1974
Non-contributing Total: 1

129 J Street **248-5001-0107** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1920
Contributing Total: 1

130 J Street **248-5001-0110** *Other DHR Id#:*
Primary Resource: Doctors Office (Building), Stories 1, Style: No discernible, 1956
Contributing Total: 1

King Street

105-109 King Street **248-5001-0031** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1935
Contributing Total: 1

108 King Street **248-5001-0018** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1930
Contributing Total: 1

110 King Street **248-5001-0019** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1930
Contributing Total: 1

114 King Street **248-5001-0020** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1930
Contributing Total: 1

115 King Street **248-5001-0032** *Other DHR Id#:*

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Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1935**

Contributing Total: 1

117 King Street **248-5001-0006** *Other DHR Id#:*

Primary Resource: **Theater (Building), Stories 1, Style: Commercial, Ca 1937**

Contributing Total: 1

122 King Street **248-5001-0005** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1915**

Contributing Total: 1

130 King Street **248-5001-0021** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1900**

Contributing Total: 1

131 King Street **248-5001-0065** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1940**

Contributing Total: 1

133 King Street **248-5001-0033** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1940**

Contributing Total: 1

134 King Street **248-5001-0022** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1900**

Contributing Total: 1

139 King Street **248-5001-0034** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1940**

Contributing Total: 1

140 King Street **248-5001-0023** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1930**

Contributing Total: 1

142 King Street **248-5001-0066** *Other DHR Id#:*

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Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1950**

Contributing Total: 1

145 King Street **248-5001-0035** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial,
Ca 1992**

Non-contributing Total: 1

150 King Street **248-5001-0007** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial,
1923**

Contributing Total: 1

155 King Street **248-5001-0036** *Other DHR Id#:*

Primary Resource: **Restaurant (Building), Stories 2, Style: Commercial, Ca 1950**

Contributing Total: 1

165 King Street **248-5001-0037** *Other DHR Id#:*

Primary Resource: **Monument/Marker (Object), Style: No discernible style, 2004**

Non-contributing Total: 1

Secondary Resource: **Government Office (Building)** **Non-contributing Total: 1**

176 King Street **248-5001-0027** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1900**

Contributing Total: 1

Secondary Resource: **Garage (Building)** **Contributing Total: 1**

185 King Street **248-5001-0038** *Other DHR Id#:*

Primary Resource: **Bank (Building), Stories 1, Style: Colonial Revival, Ca 1977**

Non-contributing Total: 1

191 King Street **248-5001-0008** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Folk Victorian, c.1890**

Contributing Total: 1

200 King Street **248-5001-0010** *Other DHR Id#:*

Now used as the Keysville Library

Primary Resource: **Church/Chapel (Building), Stories 1, Style: Gothic Rev., Ca 1916**

Contributing Total: 1

201 King Street **248-5001-0011** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Italianate, 1890**

Contributing Total: 1

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- Secondary Resource: Office/Office Building (Building)* **Contributing Total: 1**
- 208 King Street** **248-5001-0028** *Other DHR Id#:*
Primary Resource: Bank (Building), Stories 1, Style: No discernible style, Ca 1950
Contributing Total: 1
- 209 King Street** **248-5001-0040** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, c.1900
Contributing Total: 1
- 212-214 King Street** **248-5001-0029** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial, Ca 1965
Non-contributing Total: 1
- 222 King Street** **248-5001-0030** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial, Ca 1965
Non-contributing Total: 1
- 225 King Street** **248-5001-0041** *Other DHR Id#:*
The U.S. post office operates in leased space within a privately-owned building.
Primary Resource: Post Office (Building), Stories 1, Style: No discernible style, 1958
Contributing Total: 1
- 244 King Street** **248-5001-0048** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, c.1890
Contributing Total: 1
- 245 King Street** **248-5001-0042** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1965
Non-contributing Total: 1
Secondary Resource: Swimming Pool (Structure) **Non-contributing Total: 1**
- 260 King Street** **248-5001-0049** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Dutch Revival, 1922
Contributing Total: 1
- 263 King Street** **248-5001-0043** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Rev., 1976
Non-contributing Total: 1
Secondary Resource: Garage (Building) **Non-contributing Total: 1**
Secondary Resource: Shed (Building) **Non-contributing Total: 1**

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- 300 King Street** **248-5001-0050** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1875
Contributing Total: 1
Secondary Resource: Workshop (Building) **Non-contributing Total: 1**
- 301 King Street** **248-5001-0044** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1900
Contributing Total: 1
- 307 King Street** **248-5001-0045** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, 1907
Contributing Total: 1
Secondary Resource: Carport (Structure) **Non-contributing Total: 1**
Secondary Resource: Garage (Building) **Non-contributing Total: 1**
- 310 King Street** **248-5001-0051** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1930
Contributing Total: 1
Secondary Resource: Secondary Dwelling (Building) **Contributing Total: 1**
Secondary Resource: Workshop (Building) **Non-contributing Total: 1**
- 312 King Street** **248-5001-0052** *Other DHR Id#:*
Primary Resource: Office Building (Building), Stories 1, Style: No discernible, c.2000
Non-contributing Total: 1
- 313 King Street** **248-5001-0046** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Queen Anne, Ca 1900
Contributing Total: 1
- 321 King Street** **248-5001-0047** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible, c.1920
Contributing Total: 1
Secondary Resource: Shed (Building) **Non-contributing Total: 2**
- 401 King Street** **248-5001-0013** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Queen Anne, 1900
Contributing Total: 1
- 405 King Street** **248-5001-0055** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible, c.1965
Non-contributing Total: 1
- 408 King Street** **248-5001-0053** *Other DHR Id#:*

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1930
Primary Resource: Single Dwelling (Building), Stories 2.5, Style: No discernible, Ca
Secondary Resource: Carport (Structure)
Secondary Resource: Garage (Building)
Contributing Total: 1
Non-contributing Total: 1
Non-contributing Total: 1

410 King Street **248-5001-0054** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Rev., Ca
1930
Contributing Total: 1

411 King Street **248-5001-0056** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Dutch Rev., Ca 1925
Secondary Resource: Garage (Building)
Contributing Total: 1
Contributing Total: 1

417 King Street **248-5001-0057** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible,
c.1925
Secondary Resource: Garage (Building)
Secondary Resource: Shed (Building)
Secondary Resource: Workshop (Building)
Contributing Total: 1
Non-contributing Total: 1
Non-contributing Total: 1
Non-contributing Total: 1

420 King Street **248-5001-0060** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1955
Contributing Total: 1

425 King Street **248-5001-0058** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Tudor Rev., ca 1925
Secondary Resource: Garage (Building)
Contributing Total: 1
Contributing Total: 1

429 King Street **248-5001-0059** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2.5, Style: No discernible, Ca
1925
Secondary Resource: Garage (Building)
Contributing Total: 1
Contributing Total: 1

430 King Street **248-5001-0061** *Other DHR Id#:*
Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, c.1910
Contributing Total: 1

501 King Street **248-5001-0063** *Other DHR Id#:*

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Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Rev., 1915**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Non-contributing Total: 1**
Secondary Resource: **Office/Office Building (Building)** **Non-contributing Total: 1**
Secondary Resource: **Shed (Building)** **Contributing Total: 1**

504 King Street **248-5001-0062** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1915**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**

King Street **248-5001-0014** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 2, Style: Vernacular, Ca 1930**
Contributing Total: 1

King Street **248-5001-0012** *Other DHR Id#:*
Primary Resource: **School (Building), Stories 2, Style: Other, 1912** **Demolished Total: 1**
Secondary Resource: **Auditorium (Building)** **Demolished Total: 1**
Secondary Resource: **Commercial Building (Building)** **Non-contributing Total: 1**

King Street **248-5001-0039** *Other DHR Id#:*
Primary Resource: **Cemetery (Site), Style: No discernible style, Ca 1853**
Contributing Total: 1

Lunenburg Drive

619 Lunenburg Drive **248-5001-0064** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Rev., 1951**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**

631 Lunenburg Drive **248-5001-0067** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1958**
Contributing Total: 1

Main Street

240 Main Street **248-5001-0198** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible, Ca 1935**
Contributing Total: 1

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245 Main Street **248-5001-0025** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1955**

Contributing Total: 1

Main Street **248-5001-0024** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1950**

Contributing Total: 1

Main Street **248-5001-0026** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1955**

Contributing Total: 1

Main Street **248-5001-0070** *Other DHR Id#:*
Primary Resource: **Water Tank/Tower (Structure), Style: No discernible style, 1935**
Secondary Resource: **Park (Site)** **Contributing Total: 1**
Secondary Resource: **Shed (Building)** **Non-contributing Total: 1**
Secondary Resource: **Sign (Object)** **Contributing Total: 1**
Non-contributing Total: 1

Main Street **248-5001-0086** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1940**

Contributing Total: 1

Main Street **248-5001-0199** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1935**

Contributing Total: 1

Main Street **248-5001-0200** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935**

Contributing Total: 1

Main Street **248-5001-0179** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1940**

Contributing Total: 1

Morton Place

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176 Morton Place **248-5001-0122** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1940**
Contributing Total: 1
Secondary Resource: **Shed (Building)** **Contributing Total: 1**

Osborne Street

239 Osborne Street **248-5001-0108** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1940**
Contributing Total: 1

340 Osborne Street **248-5001-0101** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Rev., 1936**
Contributing Total: 1

352 Osborne Street **248-5006** *Other DHR Id#: 248-5001-0144*
Primary Resource: **Processing Plant (Building), Stories 1, Style: No discernible style, Ca 1914**
Contributing Total: 1

362 Osborne Street **248-5001-0100** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1955**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**

365 Osborne Street **248-5001-0104** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible, 1950**
Non-contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**

366 Osborne Street **248-5001-0099** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Craftsman, 1936**
Contributing Total: 1
Secondary Resource: **Shed (Building)** **Non-contributing Total: 3**

369 Osborne Street **248-5007** *Other DHR Id#: 248-5001-0093*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, 1932**
Contributing Total: 1
Secondary Resource: **Garage (Building)** **Contributing Total: 1**
Secondary Resource: **Well/Well House (Building)** **Contributing Total: 1**

373 Osborne Street **248-5001-0098** *Other DHR Id#:*

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Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1957**

Contributing Total: 1

378 Osborne Street 248-5001-0095 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Rev., 1923**

Contributing Total: 1

379 Osborne Street 248-5001-0097 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, 1939**

Contributing Total: 1

Osborne Street 248-5001-0109 Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1940**

Contributing Total: 1

Railroad Avenue

113 Railroad Avenue 248-5001-0146 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1900**

Contributing Total: 1

283 Railroad Avenue 248-5001-0084 Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, 1950**

Contributing Total: 1

309 Railroad Avenue 248-5001-0069 Other DHR Id#:

Primary Resource: **Service Station (Building), Stories 1, Style: No discernible, 1960**

Non-contributing Total: 1

Secondary Resource: **Shelter (Building)**

Non-contributing Total: 1

365 Railroad Avenue 248-5001-0085 Other DHR Id#:

Primary Resource: **Restaurant (Building), Stories 1, Style: No discernible style, 1999**

Non-contributing Total: 1

429 Railroad Avenue 248-5001-0004 Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, 1893**

Contributing Total: 1

435 Railroad Avenue 248-5001-0017 Other DHR Id#:

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Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1900**

Non-contributing Total: 1

439 Railroad Avenue **248-5001-0003** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1899**

Contributing Total: 1

450 Railroad Avenue **248-5001-0016** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, 1950**

Contributing Total: 1

490 Railroad Avenue **248-5001-0015** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1940**

Contributing Total: 1

Railroad Avenue **248-0001** *Other DHR Id#: 248-5001-0002*

Keysville Railroad Station (NRHP 2008; NR Ref #08001050)

Primary Resource: **Depot (Building), Stories 1, Style: No discernible style, Ca 1890**

Contributing Total: 1

Railroad Avenue **248-5001-0001** *Other DHR Id#:*

Primary Resource: **Hotel/Inn (Building), Stories 2, Style: Folk Victorian, Ca 1907**

Contributing Total: 1

Railroad Avenue **248-5001-0068** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, 1980**

Non-contributing Total: 1

Wilson Street

102 Wilson Street **248-5001-0155** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1940**

Contributing Total: 1

110 Wilson Street **248-5001-0154** *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1940**

Contributing Total: 1

114 Wilson Street **248-5001-0152** *Other DHR Id#:*

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Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1953**

Contributing Total: 1

125 Wilson Street 248-5004

Other DHR Id#: 248-5001-0150

Wilson's Funeral Home

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca**

1915

Contributing Total: 1

Secondary Resource: **Garage (Building)**

Contributing Total: 1

128 Wilson Street 248-5001-0151

Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional,**

Ca 1955

Contributing Total: 1

130 Wilson Street 248-5001-0149

Other DHR Id#:

Charlotte Masonic Lodge No. 146

Primary Resource: **Meeting/Fellowship Hall (Building), Stories 2, Style: No**

discernible style, 1958

Contributing Total: 1

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

TRANSPORTATION

ETHNIC HERITAGE: African American

ARCHITECTURE

Period of Significance

1857-1958

Significant Dates

1887

1956

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Coleman, Alexander, builder (Coleman House and others)

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

The Keysville Historic District encompasses a significant portion of the small town of Keysville in Charlotte County, Virginia. First established as a postal village and stop on the stagecoach line in the early 19th century, Keysville saw more robust growth in the late 19th century following its designation as a stop along the Richmond and Danville Railroad and incorporation as a town in 1887. The confluence of roads and rails marks the center of town where mostly one-story brick commercial buildings abut the sidewalk along King Street and Railroad Avenue, while the old Keysville Railroad Station (NRHP 2008; 248-5001-0002) and two surviving industrial buildings are located along the railroad tracks. Residential properties dating from the late 19th through the mid-20th centuries include examples of Folk Victorian, Queen Anne, American Four Square, Colonial Revival, Bungalow, Ranch, and mid-twentieth century Modern architectural styles spreading outward from the town center. In addition, the thoroughfares of King Street and Church Street are home to four churches and the post office. As in many small towns in the South, the policies of segregation influenced settlement patterns, and a several-block area across the railroad tracks from the main commercial area has long been an African-American enclave. Mostly residential today, it also includes a mid-20th century masonic lodge and several historically Black businesses dating back to the early 20th century. The Keysville Historic District is eligible at the local level under Criterion A in the areas of Commerce, Transportation, and Ethnic Heritage: African-American, and Criterion C in the area of Architecture with a Period of Significance of 1857-1958. The period of significance begins in 1857 with the construction of Ash Camp Baptist Church and extends to 1958 when the Charlotte Lodge No. 146 was constructed, thus capturing the earliest, extant contributing resource along with the town's historic period of development and its significant association with the railroad. A post office was first established at Keysville in 1816 where John Key operated an ordinary on the stage coach line, and by 1831 Keysville was described as including a tavern, mercantile, boot and shoe factory, two blacksmiths, two wagon makers, and seven houses.⁶ The Richmond and Danville Railroad Company completed tracks through town and built the first depot in 1853 (it was destroyed during the Civil War). Keysville was incorporated as a town in 1887 and thrived as a railroad town in the midst of a rural, agricultural area for the next 60 years. The center of town included a bustling commercial corridor along King Street and Railroad Avenue with several hotels for rail passengers, including the still-standing Hotel Charlotte. In an era before automobiles, railroad depot towns like Keysville attracted visitors from a wide geographic area who came to town for shopping and entertainment or who were simply passing through. The road improvements of the 1930s and the rise of the automobile spelled the eventual end of passenger rail travel through Keysville and the last passenger train stopped at the Keysville Railroad Station in 1956. But Keysville continued to be a central commercial destination in the midst of a heavily agricultural area, and its location on major roadways ensured its continued survival and evolution into the late 20th and early 21st centuries.

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

Justification of Criteria

Criterion A: Commerce and Transportation

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The District is eligible at the local level under Criterion A in the areas of Commerce and Transportation as an example of a commercial center in a rural area whose growth and development was intimately connected to the two main transportation corridors at its center. Keysville traces its roots back to John Key and the tavern that he established along the stage road in 1809. This small commercial venture attracted a few other nearby businesses and residents prior to the Civil War, but the growth of the town accelerated with the arrival of the Richmond and Danville Railroad in 1853. Tobacco agriculture formed the bedrock of the Charlotte County economy and the railroad greatly facilitated the transportation of the tobacco to market. The establishment of tobacco warehouses in Keysville near the railroad tracks was a boon to both the farmers, who benefited from a local hub from which to sell and transport their crops, and the entrepreneurs, who saw a way to capitalize on the trips that the farmers made to town to sell their crop by locating stores in the immediate vicinity. The growth of town really took off late in the 19th century when the railroad brought a steady stream of travelers to Keysville and business owners saw potential customers in every person who boarded or departed from the depot. The town developed around the small central business district that grew up at the point where roads and rails met. The commerce propelled by the railroad formed the nucleus of the town and is reflected today by the surviving commercial corridor of buildings from the 1910s-1940s along King Street near the intersection with the railroad tracks. In addition, important individual surviving commercial buildings along Railroad Avenue - the Wilson General Store, Rutledge's Barroom, and the Hotel Charlotte - reflect the symbiotic nature of transportation and commerce. The Wilson General Store is the oldest commercial building in town, built ca. 1893, and is an excellent example of a late 19th century general store oriented to the face the railroad and the depot which suggests how important they were to the commercial interests of the town. The Hotel Charlotte is an important survivor of a type of commercial resource that relied heavily on the railroad for its own commercial success and at the same time, in providing guests with a place to stay in town overnight, facilitated the commercial success of other local businesses. The Keysville Historic District is an excellent example of a town established around the nexus of commerce and transportation that facilitated the agricultural prosperity of the surrounding countryside.

Within the context of Charlotte County, the only other town with a similar history closely connected to commerce and transportation is Drake's Branch. Also located along the path of the Richmond and Danville Railroad (later Southern Railway), Drake's Branch sported a depot and a commercial corridor located at the point where the railroad tracks crossed a main road. Population statistics and business directories suggest that Drake's Branch may have had more residents in the early 20th century, but the two towns had a similar number and type of businesses. Today, the depot at Drake's Branch has been demolished and the railroad tracks no longer cross the main road. The two-block commercial area remains intact with several well-preserved two-story brick buildings, but many of the buildings appear vacant. The residential areas of town are more spread out than those in Keysville, giving the town a less cohesive feeling.

Criterion A: Ethnic Heritage: African-American

The Keysville Historic District is also eligible at the local level under Criterion A in the area of Ethnic Heritage: African-American for the historically Black-owned businesses and institutions that it contains, along with the survival of a settlement pattern that, quite literally, put the Black area of town on the "other side of the tracks." The oldest commercial building in town, the aforementioned Wilson & Co. General Store, was built by Jesse H. Wilson in 1893. Wilson, a Black man who was born enslaved in Charlotte County, first established his business around 1880, but the first building was destroyed by fire in 1887.

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According to the family history passed down through the years, Wilson was born in 1856 and was raised as the playmate and good friend of his enslaver's son. This friend taught him to read and write and he enjoyed the favor of his enslaver as well. Following emancipation, Wilson stayed in the area (he reportedly had 10 siblings, many of whom went North and passed for White and never returned) and managed to acquire a lot of property in the area of Keysville, Drakes Branch, and Eureka. He was a strong proponent of Black people owning their own property and owning their own businesses and he did both. By 1893, he operated a general store, a barber shop, a shoe shop, and a funeral home out of a new, two-story brick building on Railroad Avenue. Eventually, he moved the Wilson Funeral Home business into an American Four-Square building on Wilson Street in the Black area of town west of the railroad tracks. He was also instrumental in the establishment of the Bluestone-Harmony Academy, a private Black school that drew students from all over the eastern seaboard, just outside of Keysville. Many students went from Bluestone to historically Black colleges across the South, including Virginia Union University and Virginia Normal and Collegiate Institute (today's Virginia State University). Wilson promoted the importance of education, land ownership, and entrepreneurship to Keysville-area Black residents from the pulpit of a church in Keysville where he was also a pastor. In an 1896 issue of the Keysville Times newspaper, Wilson ran an advertisement written as a letter "To the Friends and Patrons of Wilson & Co.:"

"It does not take much for Black folks to live on, therefore, it is not necessary for them to make large profits. This being the only store run by colored people in this town you will do well to come and price our goods before purchasing and be convinced that we are satisfied with small profits. We carry a full line of General Merchandise, Groceries, Dry Goods, Notions, etc. And claim to be headquarters for Boots and Shoes. Jesse being a practical boot and shoe maker knows what to buy for his customers. We are also agents for the best Coffin House in the South and have just received a nice line. Also a nice line of burial caskets and are prepared to furnish them at short notice at lower prices than ever before at this place. Hoping you will not need one soon, We are, YOURS TRULY, WILSON & CO."⁷

In this advertisement Wilson extols the virtues of his company but is careful to strike the right tone for a White audience, assuring them that he is "satisfied with small profits." Charlotte County, in the decades following the end of the Civil War, was not particularly friendly to aspirational Black people – in 1869, Joseph Holmes, an outspoken freedman who was politically active in advocating for the rights of the formerly enslaved, was murdered on the steps of the Charlotte County Courthouse by four young White men who were indicted but never tried for the crime.⁸ In this context, then, Wilson's personal striving and his encouragement of others to purchase land, start their own businesses, and seek higher education for their children was not without grave risks. Wilson walked a tightrope – pushing the boundaries of what was possible for Black people in terms of land and business ownership and advocating for education to raise up the next generation, while taking care not to be seen as a threat to the status of White residents of Charlotte County – hence, a business advertisement that assures readers that he is "satisfied with small profits." Wilson died in 1925 but his descendants continued to operate the Wilson & Co. General Store until the 1990s and the Wilson Funeral Home business remains in operation today. Jesse Wilson is buried in the cemetery at Mt. Ellis Baptist Church (which actually began as the Wilson family cemetery before it was donated to Mt. Ellis by Jesse Wilson's daughter).

The Keysville Historic District retains several other surviving buildings associated with Black-owned businesses and the strong network of the Black community. Miss Susie's Café and the Hamlett Barber Shop, both on Arvin Avenue, were both established by and for Black customers in the early 20th century.

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Other resources associated with the communal spirit of racial uplift include both Mt. Ellis Baptist Church and Cemetery and Charlotte Lodge No. 146. Those who grew up in Keysville in the mid-20th century recount that the Black community looked out for each other and that the emphasis on education and achievement remained strong.

This sense of community was reinforced by the settlement patterns in Keysville, as it was in many other towns and cities across the South, which used laws, social customs, and threats of violence to limit where Black people could live. In his book, Places of Their Own: African American Suburbanization in the Twentieth Century, Andrew Wiese explores the trajectory of Black suburbanization with a particular focus on suburbs around larger cities, but many of his observations about Black settlement patterns hold true in smaller towns as well. For example, Wiese notes that even prior to emancipation Black residential areas tended to be located on the fringes of urban centers on marginalized landforms – along rail corridors or on slopes or floodplains – where freedmen and enslaved workers employed in the Cities were free from White oversight but close enough to their places of employment in White-owned households or businesses in the city center.⁹ These Black residential enclaves grew organically over time, bolstered by emancipation and Black migration away from the rural South to industrial jobs in more urban locales. In the South, Jim Crow laws constrained where new housing for Black people could be built, directing development to land already owned or occupied by Black individuals on the outskirts of towns and cities. During the post-World War II housing crisis, both Black and White civic leaders cooperated to identify “Negro expansion areas” at the edges of Southern towns. While White people were motivated to preserve segregation, Black residents wanted room to build better housing and “their willingness to compromise on the question of segregation reflected a tradition of racial advancement rooted in strong black communities and a deep ambivalence about residential integration, as well as a pragmatic appraisal of what was possible within the existing racial system.”¹⁰ The geography of race in Keysville echoes many of Wiese’s observations. The portion of town to the west of the railroad tracks has historically been known as the “Black section of town.” Many of the Black people who lived in the area were employed by the railroad or the variety of industries that existed in Keysville in the early 20th century – including an iron foundry, various mills, and tobacco warehouses. Physically separated by the tracks from the commercial center of town and the White residential areas, the two-block by three-block area defined by Wilson Street, Arvin Street, Fowlkes Street, and the railroad tracks comprised a Black subdivision not unlike those studied by Wiese. The area lacks the sidewalks and street trees found in residential areas east of the tracks and it is bounded to the north by the large industrial plant originally constructed in 1947 as Virginia Crafts, Inc. and to the east by the railroad line. But in spite of its geographic disadvantages, this residential concentration of the Black community had social benefits as it facilitated the strong community bonds that many Black leaders at the time viewed as integral to racial uplift and protection against racial terror. The construction of the Charlotte Lodge No. 146 in 1958 on Wilson Steet reflects the importance of social and community connections within the Black community. The Keysville Historic District preserves this geographic separation and reflects this important historical trend that Keysville shares with numerous other towns and cities in Virginia and across the South.

Criterion C: Architecture

The Keysville Historic District is also eligible under Criterion C at the local level in the area of Architecture as an intact railroad town that retains historic orientation toward the railroad corridor, with a variegated collection of building styles and forms from the late 19th through the mid-20th century. The town plan from the late 19th century remains legible and the district includes a variety of types of

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buildings – commercial, residential, industrial, religious, and railroad-related – that reflect the history of town as a commercial and transportation center in the midst of a rural, agricultural area. The main commercial corridor along King Street includes character-defining examples of 1910s-1940s one- and two-story brick commercial buildings with low parapets and recessed entrances with storefront windows. Individually, the Wilson & Co. store on Railroad Avenue is an excellent example of a two-story brick general store from the 1890s with a shed roof and a full-width porch. The Hotel Charlotte, also on Railroad Avenue, is an architecturally significant example of a railroad hotel executed in the popular Folk Victorian style from the 1910s. These resources have both architectural significance in their own right and contribute to the district's overall character, feeling, and association as a railroad town. The residential areas that spread out from the commercial-railroad intersection include examples of single family dwellings executed in a variety of national popular styles and types, including Queen Anne, Folk Victorian, Craftsman Bungalow, Tudor Revival, Colonial Revival, American Four-square, Minimal Traditional, and Ranch, along with a variety of vernacular interpretations thereof. This architectural collection reflects the periods of the town's growth and the prosperity of its residents. The buildings themselves represent the physical labor of countless – often nameless – masons, carpenters, and designers. Alexander Coleman is a rare exception. A Black brick mason, Coleman reportedly worked on many of the finest houses in town, building numerous chimneys during the early 20th century. The district includes Coleman's own house, which he built himself and which is an outstanding representation of his work (8588 Church Street, 248-5001-0090).

Within Charlotte County, other similar collections of multiple decades of popular architectural styles can be found in the towns of Charlotte Court House and Drake's Branch. The Charlotte Court House Historic District is listed on the National Register for its significance as a well-preserved courthouse village with a collection of buildings representing architectural styles from the early 19th century through the early 20th century. While a potentially eligible historic district was identified in Drake's Branch in the late 1990s, it has not been listed on the Registers. Like Keysville, it flourished in the late 19th and early 20th century as a commercial center with a railroad station, but its residential areas are slightly more spread out, giving the town a less cohesive feeling.

Historical Background

Antebellum Period

John Key was first granted a license to operate an ordinary along the King's Highway in 1809; the stagecoach line brought visitors to his doorstep on a regular basis, and he maintained his ordinary license into the early 1820s.¹¹ A post office was first established in Keysville in 1816 and John Key was appointed first postmaster. Even though the Key family sold their property, including their tavern, in the 1820s, Key's name stuck, and the small village continued to be called Keysville. Unfortunately, the exact location of Key's tavern is lost to history. The surrounding area was sparsely populated with deep roots in tobacco agriculture and the village grew slowly. In 1831, it is described as consisting of a tavern, mercantile, boot and shoe factory, two blacksmiths, two wagon makers, and seven houses.¹² The ever-present need to find efficient ways to transport the tobacco crop to market, led to the formation of a joint stock company to convert the King's Highway to a plank road connecting to the Petersburg and Boydton Plank Road in 1850, but plank roads were notoriously difficult to maintain and it was quickly surpassed as a preferred means of transportation when the Richmond and Danville Railroad Company completed tracks through Keysville in 1853.¹³ Shortly thereafter, the Richmond and Mecklenburg Railroad

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Company built a spur line from the main Richmond and Danville line in Keysville to Clarksville.¹⁴ The first depot was built soon after, and Mary and John D. Priddy constructed a hotel to serve rail passengers in the early 1850s. It was reportedly located to the north of King Street, facing Main Street. At the time, King Street was residential, while Main Street and Railroad Avenue were the center of the business district.¹⁵ As a testament to the population growth that Keysville attained during the 1850s, the growing congregation of Ash Camp Baptist Church, which was founded in 1802, elected to construct a new building closer to the town in 1857. It was described as “near the Watkins Chapell, near Keysville...a wood house 42 x 54 with end and side galleries, vestibule, and recessed pulpit...” and it was built by Josiah Dabbs for the cost of \$3000.¹⁶ Completed in 1858, the original section of Ash Camp Baptist Church is believed to be the oldest building still standing in the historic district today.

Civil War

Railroads were a battleground during the Civil War, placing Keysville in the crosshairs. The Confederate Army relied heavily on the South’s railroads to transport both troops and supplies during the Civil War. Knowing this, one of the main tactics of the Union Army was to either seize control of or destroy rail lines, rail cars, bridges, and depots. In Keysville, the Confederate Government first seized control of the Richmond and Mecklenburg Railroad and confiscated its equipment and took up the rails early in the war.¹⁷ Then, in 1864, Union General James Wilson occupied the town for several nights and destroyed what was left of the railroad system through town, including the tracks of the Richmond and Danville Railroad and the depot, and burned several houses, a saddle shop, and the masonic lodge, where Confederate supplies were stored.¹⁸

Reconstruction until 1887

Following the War, the Richmond and Danville Railroad repaired the damaged tracks and rebuilt the depot as early as 1866 but Keysville did not quickly recover from the War’s destruction.¹⁹ The surrounding agricultural area was significantly depressed for several decades as the plantation-based tobacco economy, built as it was on the backs of enslaved laborers, disintegrated. A local resident recorded in 1874 that the center of Keysville included only two stores, a leather tanyard, a blacksmith and wheelwright shop, the Keysville Hotel (being operated as a boarding house), the newly-rebuilt depot, and about a dozen houses.²⁰ The branch line of the railroad, connecting Keysville to Clarksville, was not rebuilt until the late 1870s.²¹

In 1874, the “Keysville Property tract,” which included the original 300 acres, was sold to Michael Hardman and Frederick Rummell, real estate investors from Ohio. They surveyed the property and platted streets and business and residential lots.²² Their efforts inspired modest growth and by 1881 there were enough school children to warrant the construction of the first school building in town, known as the Shotwell Institute and located near the intersection of Osborn and I Streets.²³ With the reconstruction of the branch line railroad to Clarksville in the late 1870s, there were ten daily trains through town, four of which were passenger trains.²⁴ The slow economic recovery of Keysville mirrored that of the South in general, and by the 1880s prospects were starting to improve. In what would become an unfortunate pattern, however, an uptick in the town’s prosperity would be countered by disaster. In 1882 a tornado devastated the young business section of town on the south side of King Street, demolishing a large tobacco warehouse and adjacent stores.

Incorporation and Growth, 1887-1929

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Residents of Keysville proved resilient, repaired the damage, and moved on. On May 24, 1887, the act incorporating the Town of Keysville was passed by the General Assembly. Unfortunately, this was followed less than a month later by a large fire which started in a tobacco warehouse and spread to destroy two general stores, two barrooms, and the newly-rebuilt masonic lodge, in addition to the warehouse.²⁵ Following the fire, in 1888, Keysville was described thusly, "...contains two stores, two blacksmith shops, white and colored schools, three churches, a sassafras oil mill, a lumber mill and grist mill. The place is supplied with a triweekly mail."²⁶ Indeed, perhaps the strongest indicator of the growth and resilience of Keysville is deduced from the fact that Ash Camp Baptist Church, which had been established at its current location since 1857, actually changed its name to Keysville Baptist Church in the late 1880s in order to be more closely associated with the growing community.²⁷

The town of Keysville was included for the first time in the Federal Census taken in 1890, when 126 residents were counted within the town limits; another 200-400 are estimated to have lived in the surrounding countryside.²⁸ Real estate investors continued to see strong potential in Keysville, due in no small part to the importance of the railroad and the growing popularity of travel by rail. In 1891, the Virginia Land Improvement Company came to Keysville intending to turn the new town into a rail- and resort-centered boom town. The VLIC replatted the town to accommodate 10,000 people and acquired hundreds of surrounding acres. Their reign was not without controversy, and there were multiple cases in Chancery Court in the early 1890s alleging that the president of the company, A.J. Millikin, had acquired or sold land under fraudulent circumstances.²⁹ Whether the VLIC was ultimately the cause or simply a savvy beneficiary, the town of Keysville boomed in the 1890s.

Following on the heels of two more disastrous fires that did extensive damage to the business district in 1892 and 1893, in 1894 the Charlotte Gazette described "the growing, pushing, thriving, and ever-upward town of Keysville...as the most promising in Southside Virginia."³⁰ The article went on to note that "there have been built within our corporate limits thirteen handsome buildings which would have been a credit to any town...and contracts have been signed for...more in the future."³¹ The discovery of gold in the immediate vicinity of Keysville beginning in 1890 may have influenced this construction boom. The Charlotte Gazette reported gold discoveries around Keysville in 1890 and 1894 and, in 1894, quoted a mining engineer as saying, "I find the Virginia Gold Belt to be particularly rich hereabouts."³² There is no record of any substantial mining operations ever extracting significant amounts of gold from the Keysville area, however, but the buzz about the potential may have been enough to increase local property values and economic optimism. A 1906 article in the Times-Dispatch newspaper touted the rich agricultural area around Keysville but also noted, "The surrounding country is also rich in minerals; within a radius of five miles gold has been discovered in paying quantities."³³ The local newspaper's document frequent political meetings, benefits for the poor, and fundraising "teas," along with "entertainments" at private homes and performances by traveling actors, vocalists, and magicians held in an auditorium known as "Clark's Hall," which was located on the second floor of a commercial building on King Street. Descriptions of town from the mid-1890s indicate that downtown included three large tobacco warehouses, five general merchandise stores, three barrooms, a hardware store, a jeweler, two building and loan associations, the offices of two doctors and a dentist, four hotels, and four industrial mills or factories.³⁴ At the time there were twelve passenger trains serving Keysville daily and the business district thrived with the influx of customers. In November 1896, a communal drinking well was erected in the middle of King Street; it was described by a Keysville correspondent in the Charlotte Gazette as "a great convenience to our people as well as to the great number of county people who drive into our town every week."³⁵

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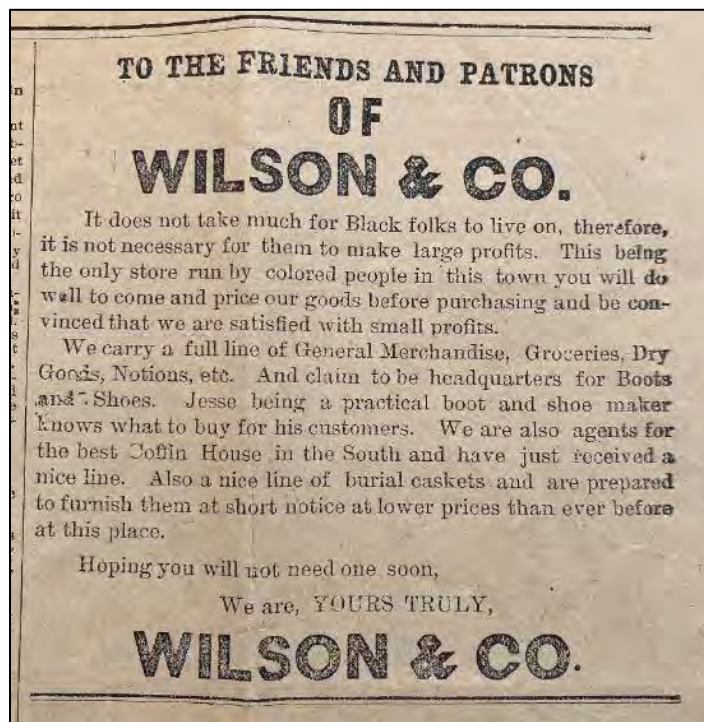


“King Street, looking East, Keysville, Va., Photography by W.L. Pearson.” Postcard ca. 1910. Courtesy of Thompson Insurance Agency, 114 King Street.

At various times in the 1890s and first decade of the 1900s there were several Keysville-based newspapers informing the community, but only two copies seem to survive. A single copy of the Keysville Times is archived at the Library of Virginia. Dated July 24, 1896, the four-page newspaper includes a variety of stories about both national and Virginia news, a social column detailing the comings and goings of various residents of the surrounding area, a schedule for the Atlantic and Danville Railroad, and multiple advertisements for Keysville businesses, including “Surgeon Dentist” Dr. J. Harvey Wool with an office at 112 King Street; Gregory & Wool insurance agency at 15 King Street; Keeling & Co. Dry Goods, Groceries, Drugs, and Confections; Gee & Gregory “Groceries, Provisions, Dry Goods, Shoes, etc.”; The Old Reliable at 11 King Street and The Bijou on Railroad Avenue, both barrooms; W.H. Rutledge Pool and Billiard Hall “Opposite Union Depot;” and Wilson & Co, a general merchant. The advertisement for Wilson & Co. is written as a letter “To the Friends and Patrons of Wilson & Co.”

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Advertisement published in The Keysville Times, July 24, 1896.

This advertisement is the most significant one published in that newspaper for multiple reasons, one of which is that Wilson & Co. building actually survives. Wilson's and Rutledge's establishments are the only two advertised businesses whose buildings still stand today from the 1896 period. The growth of the commercial area of Keysville was dealt a serious setback in 1897 when two separate fires occurred only three days apart and destroyed all of the buildings along King Street between Railroad Avenue and H Street.³⁶

The other surviving Keysville newspaper, from October 20, 1899, suggests that the business district rebuilt quickly, however, as it includes advertisements for the Bee-Hive Bar-room, proprietor Wm. H. Rutledge; Keysville Pharmacy; Miss Murray's Millinery Shop; H.D. Hamner & Sons Fancy Grocery Store; J.H. Carson & Son, "dealer in Whiskey, Wines, Beers...Also a full line of First-Class Family Groceries;" and a tobacco warehouse owned by George E. Passmore.³⁷

Business Directories from the first two decades of the 20th century also illustrate the prosperity in Keysville at the time. Such directories from this period did not always identify the commercial establishments that served Black patrons. Black-owned properties and Black people typically were identified with an abbreviation such as "col." (short for "colored"), to alert people, one of many ways that the period's rigid segregation practices were enforced across every aspect of daily life in Virginia. The 1906 edition of Hill's Directory describes Keysville as "a thriving town of 500 population...in the center of a large tobacco growing section of the State."³⁸ According to the listings, Keysville in 1906 was home to multiple blacksmiths and carpenter/builders; a druggist; a distiller; a dry goods store; more than ten general stores; several physicians; one church; a tobacco warehouse; and a tobacco dealer, among others. The directory also lists all the communities in each county and gives the population, the closest banking town, the distance from the county seat and the railroad, along with listing the names of prominent

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farmers. It suggests that Keysville had a population of 82 at the time, and that the closest banking town was Drakes Branch. (Presumably the “500 population” cited on page 323 of the same directory counts both residents of the town as well as the surrounding countryside and this population count of 82 includes only the residents of the town.) In the same directory, for comparisons sake, the population of Charlotte Court House is described as 500 while the town of Drake’s Branch, also located on the Southern Railroad, is counted at 240. By the time the 1917 Business Directory was published, the cited population of Keysville had grown to 432 (Charlotte Court House had dropped to 329, while Drake’s Branch had ballooned to 703).³⁹ Whether these figures included Black residents is not certain. However, the business listings in 1917 reinforce the image of a thriving population and commercial center. By 1917, a branch of the State Bank of Charlotte County had opened in Keysville and there are 18 general stores listed, three grocers, three hotels, three churches, two iron founders, an ice manufacturer, ten mills, three doctors, a telephone company, five tobacco dealers and two tobacco warehouses, and three undertakers all listed as being located in Keysville.⁴⁰

Another publication from 1907 also provides a snapshot of Keysville in the first decade of the 20th century. *Charlotte County Virginia: Historical, Statistical, and Present Attractions* was published in 1907 by The Hermitage Press for J. Cullen Carrington. While it is definitely a promotional publication, the book nevertheless provides some interesting facts and figures. With regards to education in the county, the book states that in 1905-1906 there were 86 schools in the county that enrolled 3,280 students. There were two high schools for White students in the county, one in Keysville and one in Charlotte Court House, and 28 schools for African-Americans.⁴¹ Keysville High School later became Keysville Elementary School and was demolished in 1999. The book highlights the Keysville Mission Industrial School for Blacks near Keysville which employed five teachers and had over 200 students. This private school later became known as the Bluestone-Harmony Academic and Industrial School and was an extremely significant institution within the context of African-American education during the Jim Crow era. The site of the school is outside of the town limits of Keysville on Bluestone Road; the only remaining building associated with the school is the former superintendent’s house. Keysville is described as an “up-to-date town from a business point of view,” as the “business center for a large section of back country, comprising a goodly portion of three counties...it has a healthy and steady growth.”⁴² Tobacco is described as the chief industry in Keysville, with two large warehouses for the sale of leaf tobacco and buyers from both American and Imperial Tobacco. The town is described as including two banks, four churches, nine general merchandise stores, one drug store, a saw mill, a flour mill, plow works, a mattress factory, two hotels, and a large “up-to-date” high school.⁴³ The accessibility of Keysville is lauded, as it is described as only two hours and thirty minutes from both Richmond and Danville via the Southern Railway, and it is also noted that the “famous Keysville Tonic Springs are situated here.”⁴⁴ The “Keysville Tonic Springs” were located about a mile from town along Bluestone Road and were in operation for at least seven years.⁴⁵ During the late 19th and early 20th century the establishment of these health resorts near railroad towns in the foothills of Virginia was not uncommon and was a frequent boon to the local economy. Such a scenario was undoubtedly what the owners of the Virginia Land and Improvement Company were hoping for when they replatted the town in 1891; the degree to which they were involved in establishing the Keysville Tonic Springs is not known at this time. An advertisement for the Bank of Keysville in the 1907 publication indicates that there were 11 incoming and 11 outgoing daily mail trains at the time, so it is clear that rail traffic in and out of Keysville in the early 20th century was nearly constant, facilitating commerce and providing easy transportation for passengers travelling for business or pleasure.

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Those passengers needed places to stay overnight and places to dine as they were just passing through; the 1907 book suggests that there were two hotels in Keysville at the time, while the 1917 business directory lists three. Laws of the period forbade White and Black guests from staying at the same hotel; in small towns such as Keysville, accommodations for Black travelers often were in local residents' dwellings or boarding houses; these were made known through word of mouth and publication in Black-owned newspapers. Commercial hotels drew White travelers. One of the hotels listed in the 1917 directory, and the only hotel still standing in Keysville today, is the Hotel Charlotte. It was built in 1907 by Margaret Hanmer Wade and her brother, Alexander "Bate" Hanmer. There is some suggestion that they bought a small inn and renovated and added on to the older building, but regardless, the hotel certainly took its current form no earlier than 1907.⁴⁶ The hotel was designed to cater to tourists and rail passengers, with an elegant dining room and guest rooms with steam heat and bathrooms. It was prominently located and easily accessible directly across the street from the Keysville Railroad Station. Local history suggests that conductors on the passenger trains would take dinner reservations from passengers and wire them ahead to the hotel so that when the guests arrived a hot dinner would be ready.⁴⁷ Information about accommodations for Black travelers is not readily available at this time.



Hotel Charlotte, west elevation, railroad tracks in the foreground, 2021.

Keysville in the 1910s was a bustling town with a strong focus on the railroad, but the first hints of significant future changes began to appear at the same time. Automobiles were just becoming popular and in 1913 the Hanmer family opened the Hanmer Motor Car Company which received unassembled cars by rail and assembled them for sale. This business morphed into Hanmer Ford Sales and Service which moved into a new two-story brick building, with both a showroom and a service wing, on King Street in 1923. John Samuel "Jack" Brooks was a very early owner of an automobile and he embraced everything modern. He first arrived in Keysville in 1914 and his first business venture was to purchase a half-interest in an existing ice plant owned by Bate Hanmer, convert the steam engine powering the operation to diesel, and use an AC generator to generate electricity for his house. He expanded the new utility to his ice cream shop to demonstrate its safety and soon he had wired most of the houses in town, making Keysville the only town in Charlotte County at the time with electric lighting. The Crystal Ice and Power

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Plant, as it was known, burned, at least partially, in 1921 but was quickly rebuilt and soon operated 24 hours a day. Brookes also established a Chevrolet company in the 1920s to compete with the Hanmer's Ford operation, and the Brookes Motor Company (no longer standing) was located directly across King Street from the Hanmer's 1923 building.⁴⁸ It would take several decades and some substantial road improvements, but eventually the automobile would force the reorientation of Keysville from the railroad to King Street.

Several natural disasters in the 1910s and 1920s checked the growth of the town. A tornado in 1915 did substantial damage to some commercial properties along King Street, the Keysville Hotel, and a tobacco warehouse and demolished the Episcopal Church. The existing "Little Briery" church, now Keysville Library, was rebuilt on the same site. In 1927 and 1929, two more devastating fires destroyed several King Street commercial buildings which were located at the point where King Street today curves to the north and a large hosiery knitting mill which was located in the south end of town. But once again, Keysville proved resilient and an article in the Charlotte Gazette on February 16, 1928, proves that these minor setbacks did little to staunch the growth and prosperity of the town. The article trumpets:

"Shop in Keysville – Keysville has four department stores, six stores carrying ladies ready-to-wear, three millinery (hats, accessories) shops, three stores carrying men's clothing, one up-to-date hardware store, two modern drug stores, three restaurants, one live bank, one sanitary meat market, one shoe repairing shop, one barber shop with three barbers, three automobile dealers, four garages, five automobile repair shops, three insurance agencies, two splendid doctors, one good dentist, three undertakers, two well diggers, one coal and wood dealer, one ice plant, one plumbing shop, one Delco light dealer – You can find anything you want in Keysville. Shop at home."⁴⁹

The Great Depression and the Triumph of the Automobile, 1930-1956

It took the Great Depression to slow the growth of Keysville and the 1930s were a time of hardship in Keysville just as they were all over the United States. The Southern Railway Company was able to continue operations without laying off any employees and this provided some measure of stability in town. But a massive fire in 1933 must have felt like insult added to injury to the townspeople. The fire started in a tobacco warehouse just north of King Street and destroyed the Hanmer Brothers hardware store, the Bank of Keysville and another store, essentially eliminating what was left of the northern business section of town following the fire in 1927.⁵⁰ The hardware store was rebuilt (today it is Rebel Sporting Goods, 115 King Street) and what was left of the Hanmer building was incorporated into the New Theatre which opened in 1937, so, once again, destruction inspired reconstruction and rebirth in the town. It also inspired the town to invest in a municipal water and sewage system, the construction of which provided necessary employment for some in town. The gleaming metal water tower rose above Main and King Streets and was visible from all over town. At the same time, Keysville finally established its first volunteer fire department. Initially, the volunteers didn't even have a horse-drawn wagon but eventually the first firehouse was built just south of the depot (today the offices of the Southside Messenger newspaper).⁵¹

A ca. 1935 postcard image labeled "Business section, Looking east, Keysville, Va." shows the south side of King Street from near the Railroad Avenue intersection (see page 8). The view shows a maximum of eight storefronts located in several one-story adjoining brick buildings with the large, two-story Hanmer Ford Company building at the far end of the row. Beyond the Hanmer Ford building it appears that the

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commercial area ends and woods line the road. Cars are parked diagonally in front of all the buildings and two groups of men and a couple children stand by the cars and gaze toward the photographer. All of the buildings shown in this image are still standing today – some awnings and windows have been altered, almost all the buildings have been painted, and the flat canopy sheltering gas pumps in front of the Hanmer building has been removed, but the row is still recognizable.

A pair of photos from 1943 show the business district ten years later. One shows the same row of buildings but from the opposite end - looking west down King Street from a spot across the street from the Hanmer Ford building, while the other shows the north side of King Street, also looking west from near the front of the Hanmer Ford building. A comparison between the 1935 photo and the 1943 photo of the south side of the street shows that little had changed in the intervening 10 years. The only major difference is that the flat canopy over the gas pumps at the Hanmer Ford building had already been removed. The 1943 photo also more clearly shows that the small building at 142 King Street, which today abuts the former Hanmer Ford building, had not yet been built. The north side of King Street in 1943 also looks much as it does today. The New Theatre had a flat canopy extending over the sidewalk in 1943 that has since been removed and that storefront has been heavily altered, but the three buildings just east of Main Street are recognizable. Again, some alterations to storefronts and awnings are evident. The 1943 photo does show that the building currently housing the State Farm office at 145 King Street had not yet been built, nor had the two-story former pharmacy at 155 King Street.



King Street, south side, looking west, 1943. Photo from the Library of Congress.

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King Street, north side, looking west, 1943. Photo from the Library of Congress.

The State Bank of Keysville was organized in 1946 and they constructed a new building beside the Little Briery Church. Today, the bank is known as the Bank of Charlotte County and the front has been substantially altered. Industries in and around Keysville were also booming in the 1940s – a box factory opened on the southeastern edge of town, two lumber companies produced railroad ties, barrels, and heavy timber and Rodenhizer’s foundry operated two separate plants melting 15,000 pounds of cast iron each week.⁵² Virginia Crafts, Inc. constructed a new industrial plant in Keysville in 1947. The large plant, which was constructed on the west side of the railroad tracks, just to the west of the commercial area, manufactured tufted rugs and is the only industrial building in the historic district still in operation today, although they no longer make rugs and the plant has been substantially expanded.

By the 1950s, the age of the railroad as the primary means of transportation had come to an end in Southside Virginia. The last passenger train departed Keysville in 1956 ending the era of passenger depots and hotel dining rooms across the street from the tracks. Keysville remained a commercial center in the midst of a rural, agricultural area and so it continued to draw people in, but the center of town shifted emphatically to King Street and away from Railroad Avenue. A transportation corridor that connected Keysville to the surrounding counties was still the center of town, but the car had beaten out the train as the more efficient means of travel. The tracks remained active for the transportation of freight, and are still active for this purpose today. But without a steady stream of tourists, the Hotel Charlotte was converted to efficiency apartments as early as 1944.

Civil Rights Era, 1956-1970

There is a ca. 1963 “bird’s eye” view of Keysville preserved on a postcard which captures the center of the town as it moved into the Civil Rights era. King Street from the tracks on the west to H Street on the east is shown along with Railroad Avenue and Osborne and Church Streets. The area with the most commercial density is the two blocks on King Street closest to the tracks, while the rest of the town is occupied by mostly single-family residential dwellings. At the time the photo was taken, Farrar Street and the area to the north was largely undeveloped and in open fields.

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*Postcard from ca. 1963. Photo is oriented with north at the top of the image. King Street runs across the middle of the photo and the railroad tracks are visible along the left and in the bottom left corner.
Postcard in a private collection.*

The postcard does not show the largely African-American area of town to the west of the railroad tracks, but from people who grew up there in the 1950s and 1960s, a picture emerges of a tight-knit community where people had a strong work ethic, adults instilled the importance of education in the children, the community looked out for each other, and older generations mentored the young to give them every possible advantage in a time and place in which the deck was stacked against them. There were several Black-owned businesses within the area west of the tracks in the mid-20th century, including two barber shops, Wilson’s Funeral Home, and Miss Susie’s Café (until around 1957) that, along with Mt. Ellis Baptist Church just to the west on Church Street, knit the community together. The construction of the Charlotte Lodge No. 146 on Wilson Street in 1958 was emblematic of the strong social ties within the Black community in Keysville and it served as an important nexus for the next several decades as legal segregation ended and the community of Keysville slowly evolved along with the rest of rural Virginia. According to Mr. Veasey Wilson, a Black man who grew up in Keysville in the 1950s and 1960s, in his experience, outright racial conflict in Keysville was minimal. He does recall an incident at the former Taylor’s Drug Store at 155 King Street in the mid- to late 1960s. The drug store had a lunch counter with stools and he recalls that it was understood that the seating was reserved for White customers (many such practices were “understood” without being explicitly stated). He recalls that a cousin of his sat at the counter one day and earned harsh words from the lady behind the counter. In response, the owner of the store quietly removed all the seating overnight.

In 2022, the town remains recognizable as a commercial center in a rural area centered along two main transportation corridors and, as a district, it conveys a story of commercial growth and prosperity, transportation evolution, and segregation overcome.

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9. Major Bibliographical References

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- Mr. Veasey Wilson, September 14, 2021; September 28, 2021.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Virginia Department of Historic Resources, Richmond, Virginia

Historic Resources Survey Number (if assigned): VDHR# 248-5001

10. Geographical Data

Acreeage of Property approximately 160.5 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

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- | | |
|-------------------------|-----------------------|
| 1. Latitude: 37.043890 | Longitude: -78.493790 |
| 2. Latitude: 37.044440 | Longitude: -78.493040 |
| 3. Latitude: 37.044510 | Longitude: -78.486900 |
| 4. Latitude: 37.043750 | Longitude: -78.475490 |
| 5. Latitude: 37.043340 | Longitude: -78.474140 |
| 6. Latitude: 37.041030 | Longitude: -78.474370 |
| 7. Latitude: 37.037410 | Longitude: -78.475340 |
| 8. Latitude: 37.036580 | Longitude: -78.484050 |
| 9. Latitude: 37.033950 | Longitude: -78.484480 |
| 10. Latitude: 37.036690 | Longitude: -78.488560 |
| 11. Latitude: 37.039350 | Longitude: -78.488770 |
| 12. Latitude: 37.042210 | Longitude: -78.493940 |
| 13. Latitude: 37.042480 | Longitude: -78.494840 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The true and correct boundaries of the historic district are shown on the attached, scaled Sketch Map and Location Map. The district encompasses the core of the Town of Keysville with the intersection of the railroad line and King Street at the center, following primary roads north, south, east, and west to capture the associated commercial, industrial, religious, and residential resources.

Boundary Justification (Explain why the boundaries were selected.)

The earliest surviving plat of the town of Keysville from 1891 illustrates that the town has historically been centered along King Street, Church Street, and the railroad line, and so these transportation corridors make up the framework of the district. The boundaries extend west along Church Street to the present-day town limits to include the historically significant Mount Ellis Baptist Church and Cemetery. The boundaries were drawn to include the historically Black residential area along the railroad tracks and Merry Oakes Drive. The eastern district boundary is defined by recent construction of a fast food restaurant and chain grocery and general stores. The northern and southern boundaries were drawn to include as many of the historic residences associated with the period of significance for Keysville as possible, while excluding more recent development. The property's historic setting and all known associated historic resources have been included within the historic boundary.

11. Form Prepared By

name/title: Kristin H. Kirchen/Architectural Historian
organization: Iron Dog Preservation, LLC
street & number: 532 Pantela Drive
city or town: North Chesterfield state: VA zip code: 23235
e-mail: irondogpreservation@gmail.com
telephone: 804-516-8200
date: December 2022

Additional Documentation

Submit the following items with the completed form:

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

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Keysville Historic District
City or Vicinity: Keysville, Charlotte County, Virginia
Photographer: Kristin H. Kirchen
Date Photographed: July-September 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

- | | |
|-----------------|--|
| 1 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0001
King Street looking east from Railroad Avenue intersection |
| 2 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0002
122 King Street, Northeast oblique |
| 3 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0003
150 King Street, Northeast oblique |
| 4 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0004
King Street, looking east along the south side of the street, showing Keysville Library, 176 and 191 King Street |
| 5 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0005
Railroad Avenue from the intersection of Osborne Street and the railroad tracks, looking east, Keysville Depot in the foreground on the right |
| 6 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0006
Wilson Co. General Store, 429 Railroad Avenue, Southwest oblique |
| 7 of 21
View | VA_CharlotteCounty_KeysvilleHistoricDistrict_0007
Tailwaggers/Neal's Furniture/W.H. Rutledge's Bar Room, 439 Railroad Avenue, facade |
| 8 of 21 | VA_CharlotteCounty_KeysvilleHistoricDistrict_0008 |

Keysville Historic District
Name of Property

Charlotte County, Virginia
County and State

- View Railroad Avenue, looking northeast, Hotel Charlotte in the foreground on the right
- 9 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0009
View 209 King Street, Southwest oblique
- 10 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0010
View 310 King Street, Northwest oblique
- 11 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0011
View Newcomb's Store, Southwest oblique
- 12 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0012
View Osborne Street looking east along the south side between J Street and Beechnut Street
- 13 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0013
View Ash Camp Baptist Church, Southeast oblique
- 14 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0014
View Church Street looking east at the Wilson House, 8585 Church Street, and the Coleman House, 8588 Church Street
- 15 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0015
View Mount Ellis Baptist Church and Cemetery, looking north
- 16 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0016
View 120 and 122 Arvin Street, Northwest oblique
- 17 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0017
View Charlotte Lodge No. 146, looking west down Wilson Street
- 18 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0018
View Church Street, looking east along the north side, 9175 Church Street in foreground
- 19 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0019
View 9230 Church Street, front (north) elevation
- 20 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0020
View 220 Hill Avenue, front (east) elevation
- 21 of 21 VA_CharlotteCounty_KeysvilleHistoricDistrict_0021
View 325 Hill Avenue, front (north) elevation

Keysville Historic District

Name of Property

Charlotte County, Virginia

County and State

Historic Images Log

1. *King Street, south side, from Railroad Avenue looking east, ca. 1932.*
2. *“King Street, looking East, Keysville, Va., Photography by W.L. Pearson.” Postcard ca. 1910. Courtesy of Thompson Insurance Agency, 114 King Street.*
3. *King Street, south side, looking west, 1943. Photo from the Library of Congress.*
4. *King Street, north side, looking west, 1943. Photo from the Library of Congress.*
5. *Postcard from ca. 1963. Photo is oriented with north at the top of the image. King Street runs across the middle of the photo and the railroad tracks are visible along the left and in the bottom left corner. Postcard in a private collection.*

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

ENDNOTES

¹ Kevin A. Tuck, *This Cloud of Witnesses : a Bicentennial Celebration of Service by Ash Camp Baptist Church, 1802-2002* (Keysville, Va: Ash Camp Baptist Church, 2002),53.

² Tuck, *This Cloud of Witnesses*, 53.

³ Tuck, *This Cloud of Witnesses*, 65.

⁴ Robin G. J. Crouch, *Keysville, Virginia : a Pictorial History* (Keysville Woman’s Club, 1987), 8.

⁵ Alison S. Blanton and P.K. Pettus, “Keysville Railroad Station, VDHR # 248-0001,” *National Register of Historic Places Registration Form*, 2008.

(https://www.dhr.virginia.gov/VLR_to_transfer/PDFNoms/248-0001_Keysville_RR_Station_2008_NRHP_final.pdf), Section 7, 1.

⁶ Tuck, *This Cloud of Witnesses*, 39.

⁷ *The Keysville Times* (Keysville, VA. Vol. 1, No. 9, July 24, 1896).

Keysville Historic District

Name of Property

Charlotte County, Virginia

County and State

- ⁸ Emily J. Salmon, "Joseph R. Holmes, ca. 1838-1869," Encyclopedia Virginia: https://www.encyclopediavirginia.org/Holmes_Joseph_R_ca_1838-May_3_1869
- ⁹ Andrew Wiese, *Places of Their Own : African American Suburbanization in the Twentieth Century* (Chicago: University of Chicago Press, 2004), 18.
- ¹⁰ Wiese, *Places of Their Own*, 165.
- ¹¹ Timothy S. Ailsworth, *Charlotte County, Rich Indeed : a History from Prehistoric Times through the Civil War* (Charlotte County Board of Supervisors, 1979), 211.
- ¹² Tuck, *This Cloud of Witnesses*, 39.
- ¹³ Crouch, *Keysville, Virginia*, 5.
- ¹⁴ Albert M. Langley, *Southern Railway System : a History of the Premier Carrier of the South : the Southern Serves the South* (North Augusta, S.C: Union Station Pub., 2010), 10.
- ¹⁵ Crouch, *Keysville, Virginia*, 5.
- ¹⁶ Tuck, *This Cloud of Witnesses*, 53.
- ¹⁷ Langley, *Southern Railway System*, 10.
- ¹⁸ Crouch, *Keysville, Virginia*, 6.
- ¹⁹ Blanton, "Keysville Railroad Station," Section 8, page 6.
- ²⁰ Crouch, *Keysville, Virginia*, 6.
- ²¹ Langley, *Southern Railway System*, 11.
- ²² Crouch, *Keysville, Virginia*, 6.
- ²³ Crouch, *Keysville, Virginia*, 7.
- ²⁴ Crouch, *Keysville, Virginia*, 8.
- ²⁵ Crouch, *Keysville, Virginia*, 8.
- ²⁶ Crouch, *Keysville, Virginia*, 8.
- ²⁷ Tuck, *This Cloud of Witnesses*, 84.
- ²⁸ Crouch, *Keysville, Virginia*, 9.
- ²⁹ Crouch, *Keysville, Virginia*, 9.
- ³⁰ Crouch, *Keysville, Virginia*, 10.
- ³¹ Crouch, *Keysville, Virginia*, 10.
- ³² Crouch, *Keysville, Virginia*, 10.
- ³³ "The Tide of Prosperity Sweeps Over State of Virginia." *The Times-Dispatch*: Richmond, VA. January 1, 1906. https://www.gastearsivi.com/en/gazete/the_times_dispatch/1906-01-01/16.
- ³⁴ Crouch, *Keysville, Virginia*, 10-11.
- ³⁵ Crouch, *Keysville, Virginia*, 12. There were eventually two of these wells in the middle King Street; depressions in the middle of King Street mark their locations today.
- ³⁶ Crouch, *Keysville, Virginia*, 12.
- ³⁷ Crouch, *Keysville, Virginia*, 12-13.
- ³⁸ *Virginia Business Directory and Gazetteer* (Richmond, Va: Hill Directory Co., 1906), 323.
- ³⁹ *Virginia Business Directory and Gazetteer* (Richmond, Va: Hill Directory Co., 1917), 289-290.
- ⁴⁰ *Virginia Business Directory and Gazetteer* (1917), 285-290.
- ⁴¹ J. Cullen (John Cullen) Carrington and William Wirt Henry, *Charlotte County, Virginia: Historical, Statistical and Present Attractions* (Richmond: Hermitage Press, Inc., 1907), 28-29.
- ⁴² Carrington, *Charlotte County, Virginia*, 141.
- ⁴³ Carrington, *Charlotte County, Virginia*, 142.
- ⁴⁴ Carrington, *Charlotte County, Virginia*, 141.
- ⁴⁵ Crouch, *Keysville, Virginia*, 7. The Keysville Tonic Springs are listed in the 1908 edition of Polk's Medical Register and Directory of North America and the 1914-1915 edition. <https://books.google.com/books?id=qcU0AQAAAJ&pg=PA1869&lpg=PA1869&dq=keysville+tonic>

Keysville Historic District
Name of Property

Charlotte County, Virginia
County and State

[+springs+va&source=bl&ots=UVxB6xF9sr&sig=ACfU3U1e_iY27ZOe1f9rSaP3o28tzAQtMQ&hl=en&sa=X&ved=2ahUKEwjf2qf-6c31AhUjZjUKHZhQDmYQ6AF6BAgaEAM#v=onepage&q=keysville%20tonic%20springs%20va&f=false](#)

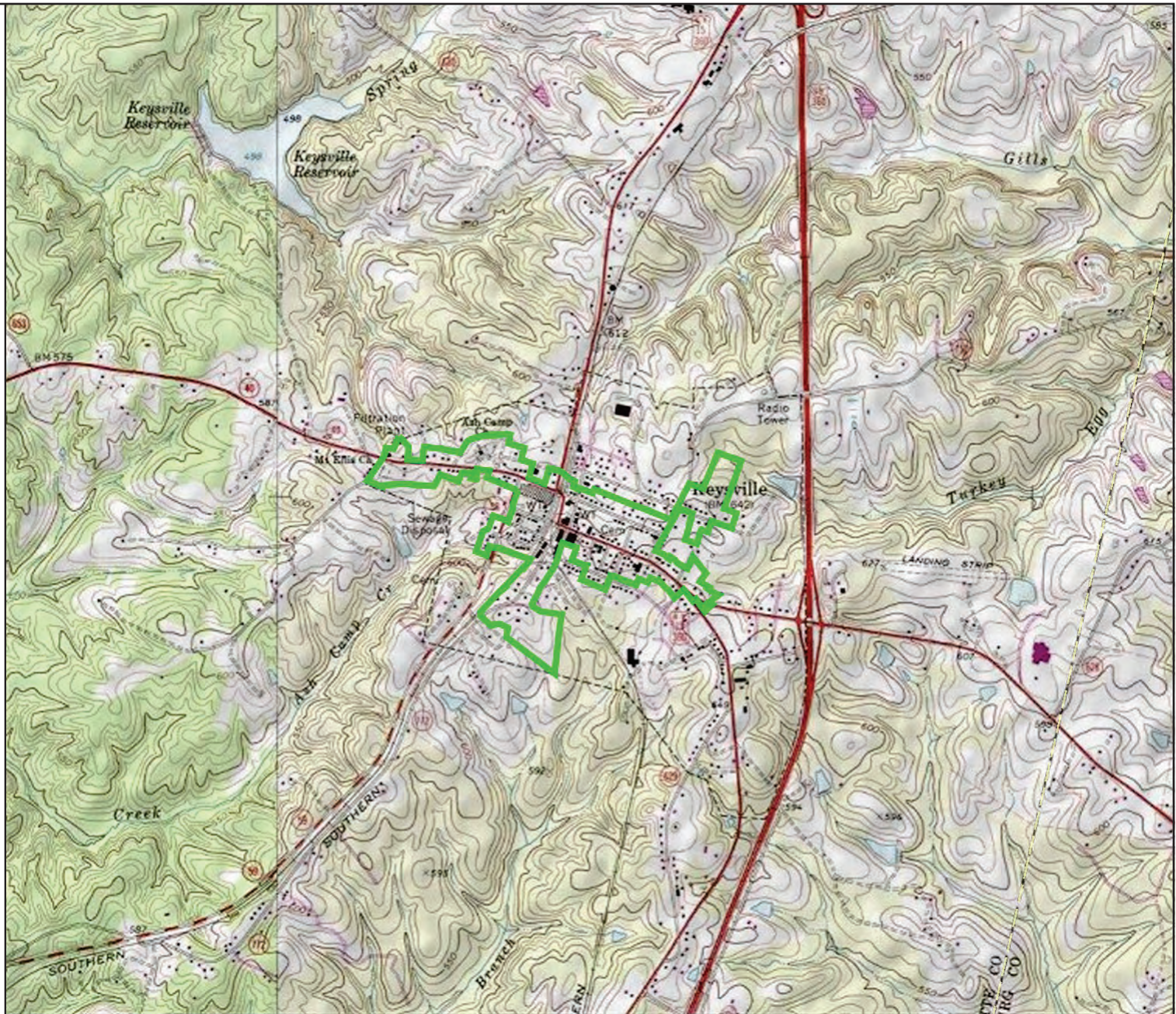
- ⁴⁶ Crouch, *Keysville, Virginia*, 17.
- ⁴⁷ Crouch, *Keysville, Virginia*, 17.
- ⁴⁸ Crouch, *Keysville, Virginia*, 21.
- ⁴⁹ Crouch, *Keysville, Virginia*, 22.
- ⁵⁰ Crouch, *Keysville, Virginia*, 23.
- ⁵¹ Crouch, *Keysville, Virginia*, 23.
- ⁵² Crouch, *Keysville, Virginia*, 26.



Legend

County Boundaries

TOPOGRAPHIC MAP
Keysville Historic District
Charlotte County, VA
DHR No. 249-5001



Historic Boundary



Feet



1:36,112 / 1"=3,009 Feet

Title:

Date: 2/3/2023

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.



Legend

County Boundaries

**AERIAL VIEW - Vicinity
Keyville Historic District
Charlotte County, VA
DHR No. 248-5001**

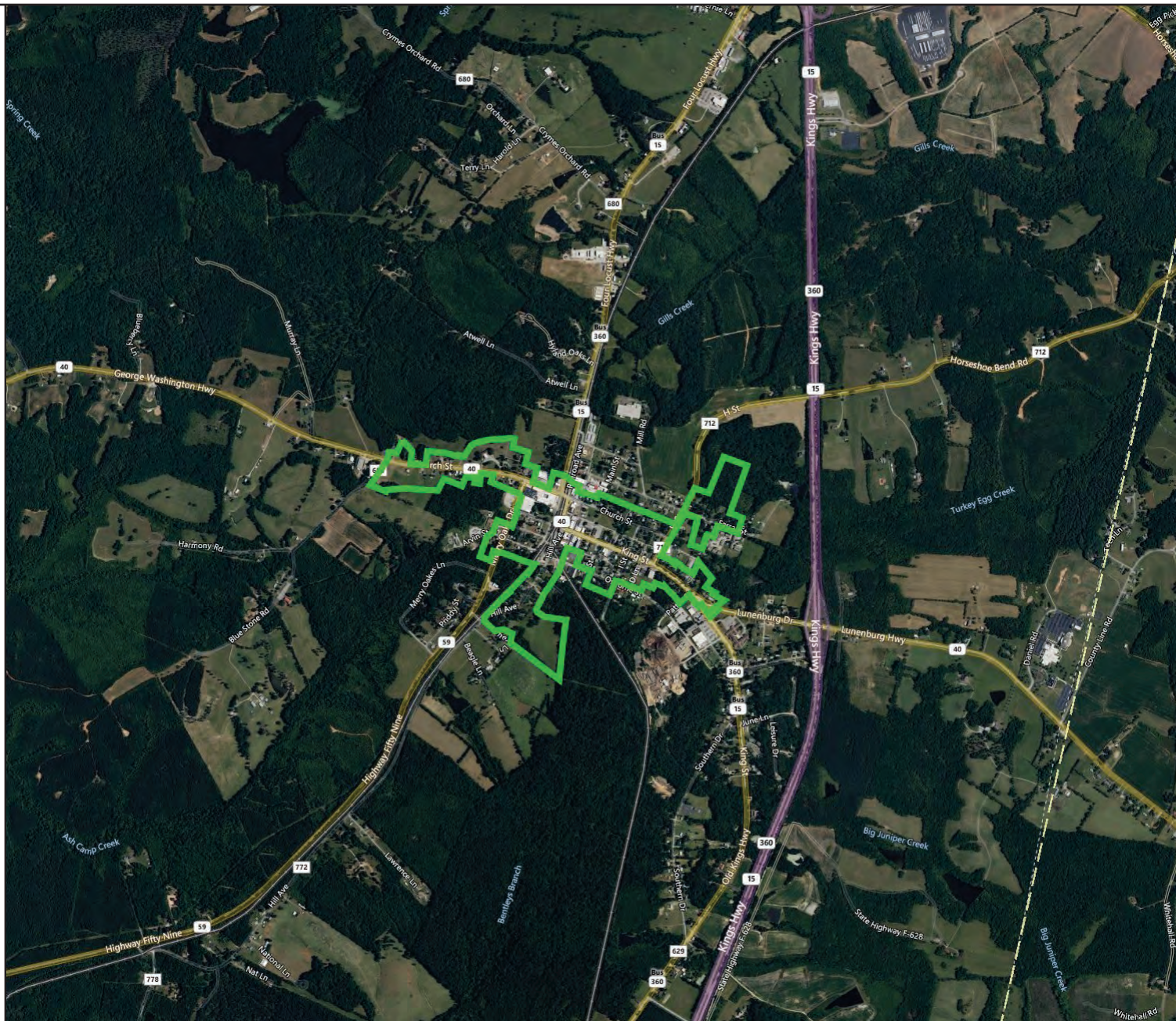
Historic Boundary



Feet



0 600 1200 1800 2400
1:36,112 / 1"=3,009 Feet



Title:

Date: 2/3/2023

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LOCATION MAP
 Keysville Historic District
 Charlotte County, VA
 DHR No. 248-5001

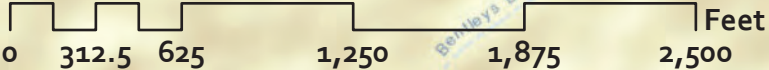
Latitude/Longitude Coordinates

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- 2. Latitude: 37.044440 Longitude: -78.493040
- 3. Latitude: 37.044510 Longitude: -78.486900
- 4. Latitude: 37.043750 Longitude: -78.475490
- 5. Latitude: 37.043340 Longitude: -78.474140
- 6. Latitude: 37.041030 Longitude: -78.474370
- 7. Latitude: 37.037410 Longitude: -78.475340
- 8. Latitude: 37.036580 Longitude: -78.484050
- 9. Latitude: 37.033950 Longitude: -78.484480
- 10. Latitude: 37.036690 Longitude: -78.488560
- 11. Latitude: 37.039350 Longitude: -78.488770
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- 13. Latitude: 37.042480 Longitude: -78.494840

Historic Boundary



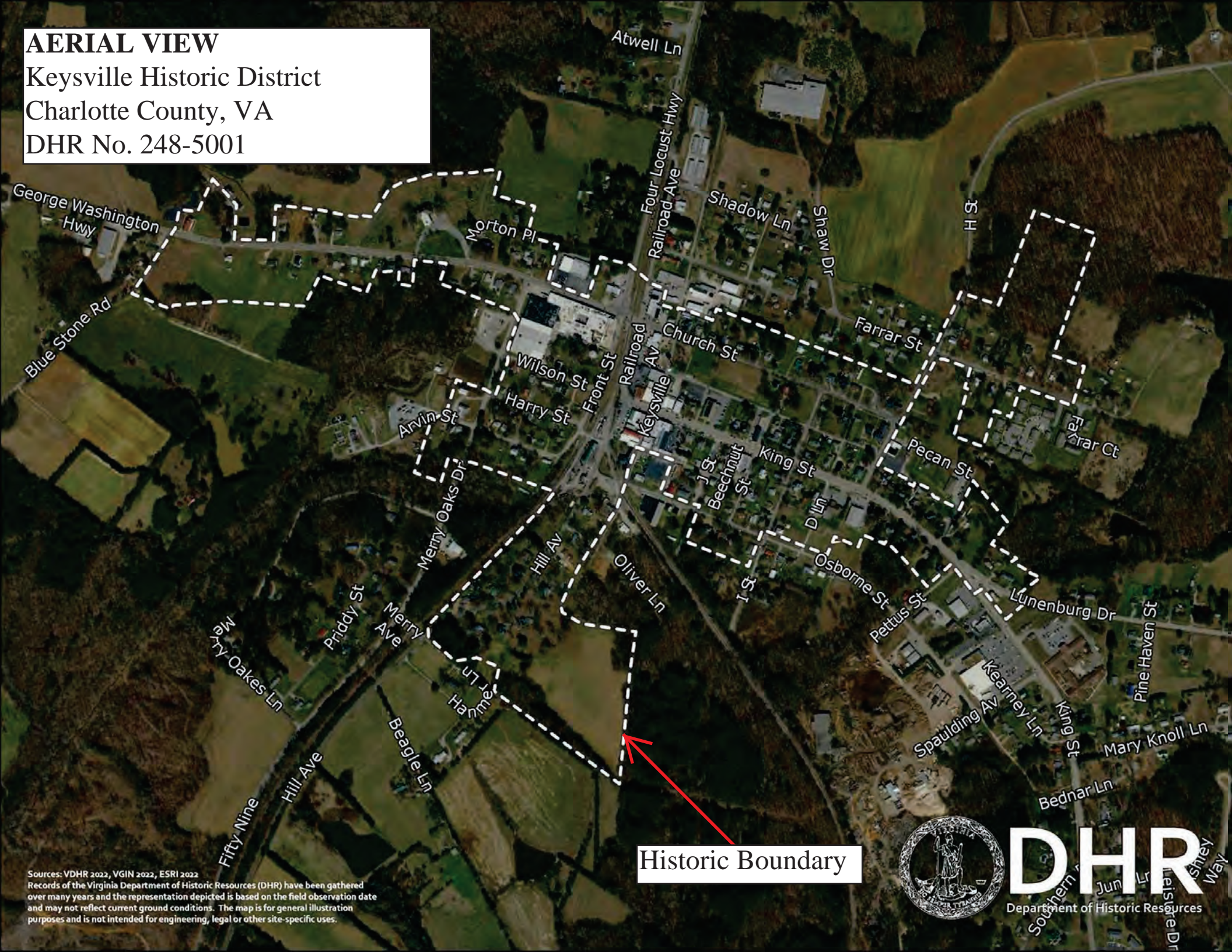
Sources: VDHR 2022, VGIN 2022, ESRI 2022
 Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years and the representation depicted is based on the field observation date and may not reflect current ground conditions. The map is for general illustration purposes and is not intended for engineering, legal or other site-specific uses.



DHR
 Department of Historic Resources

AERIAL VIEW

Keysville Historic District
Charlotte County, VA
DHR No. 248-5001

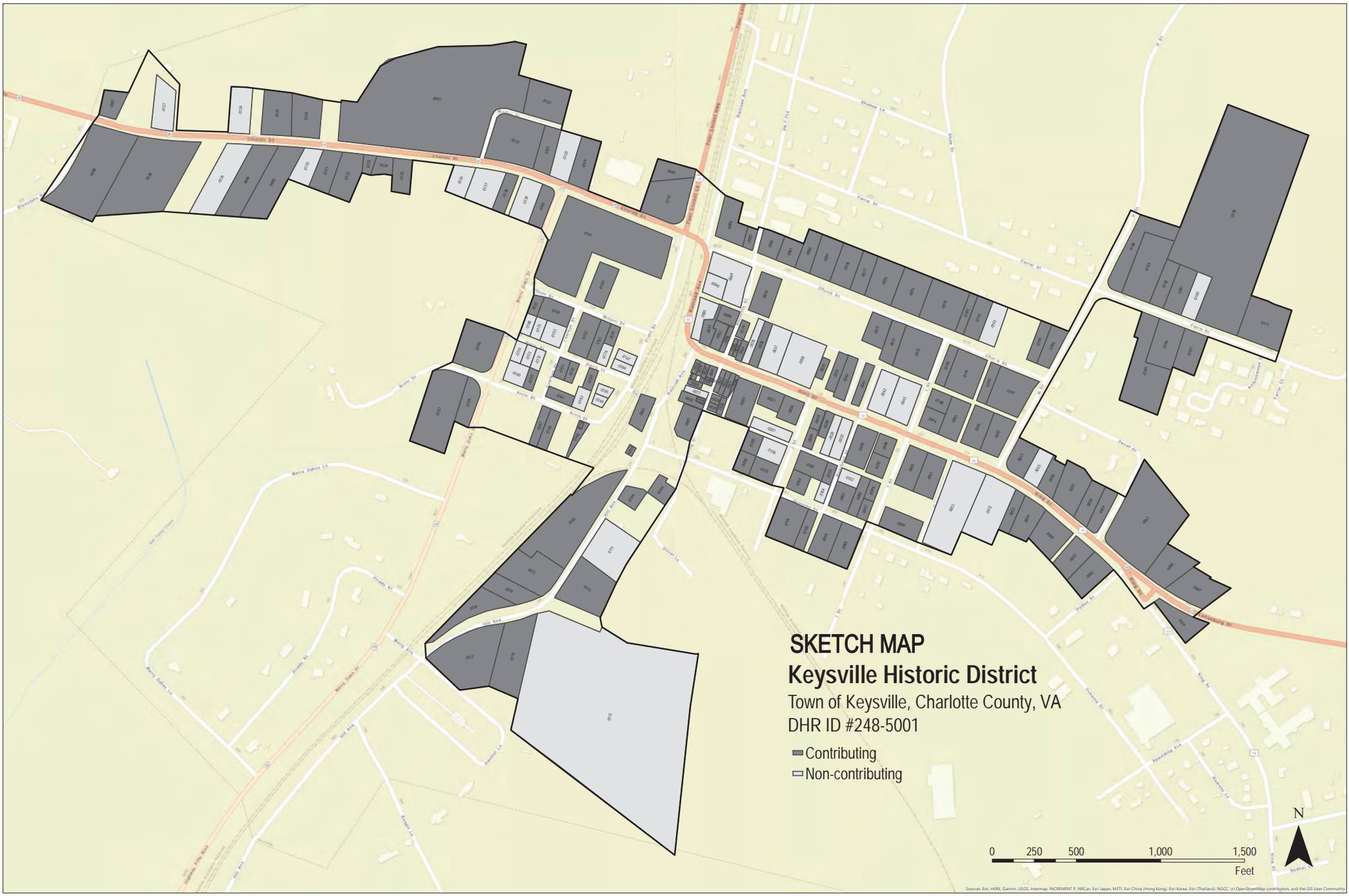


Historic Boundary

Sources: VDHR 2022, VGIN 2022, ESRI 2022
Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years and the representation depicted is based on the field observation date and may not reflect current ground conditions. The map is for general illustration purposes and is not intended for engineering, legal or other site-specific uses.



DHR
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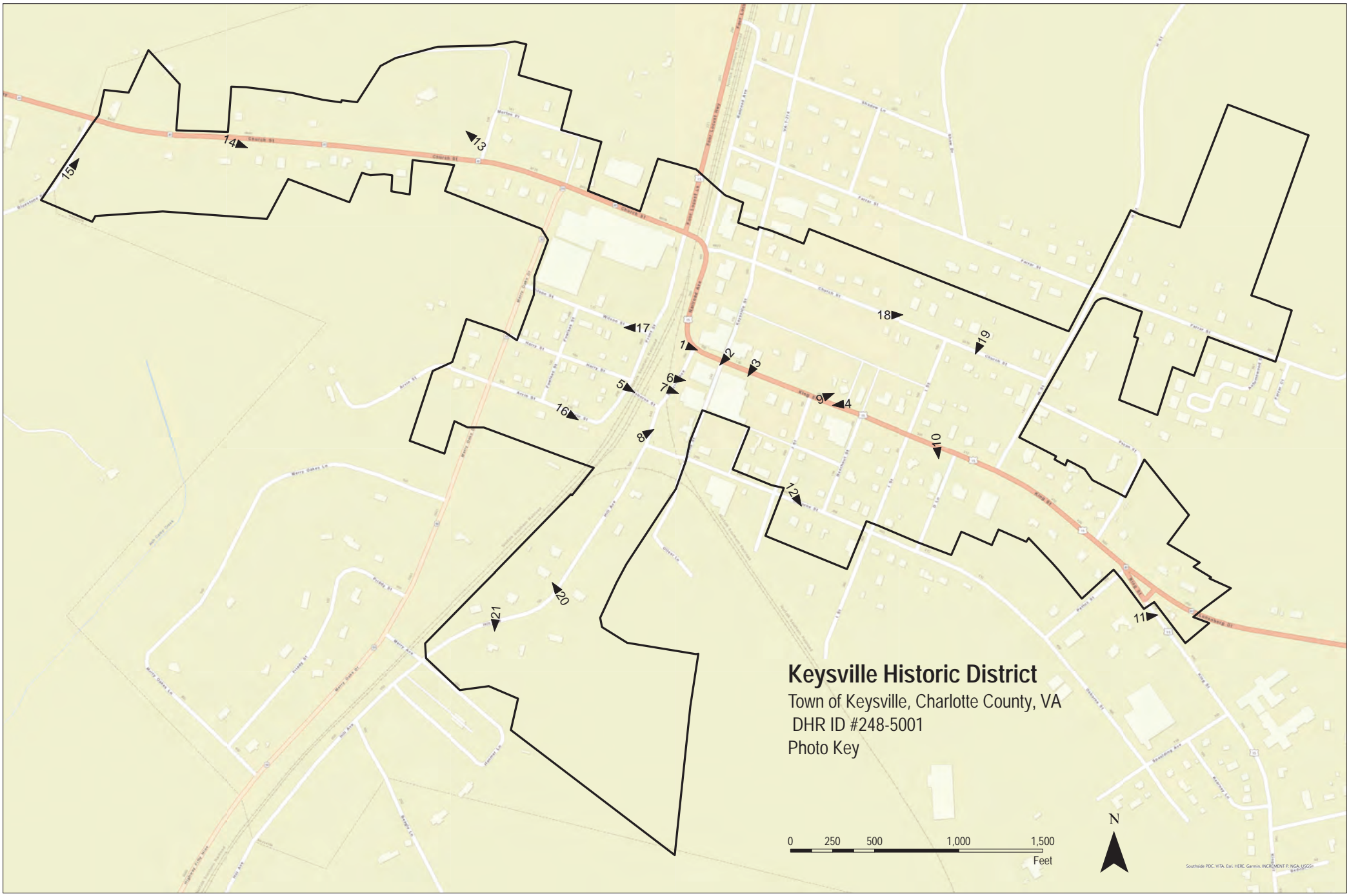


SKETCH MAP
Keysville Historic District
Town of Keysville, Charlotte County, VA
DHR ID #248-5001

- Contributing
- Non-contributing



Source: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Keysville Historic District
Town of Keysville, Charlotte County, VA
DHR ID #248-5001
Photo Key

0 250 500 1,000 1,500
Feet

