

U. S. Department of the Interior
National Park Service

Keysville Railroad Station
Charlotte County, Virginia

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

Number of Resources within Property

Contributing	Noncontributing	
<u> 1 </u>	<u> 0 </u>	buildings
<u> 0 </u>	<u> 0 </u>	sites
<u> 0 </u>	<u> 0 </u>	structures
<u> 0 </u>	<u> 0 </u>	objects
<u> 1 </u>	<u> 0 </u>	Total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: train depot

Current Functions (Enter categories from instructions)

Cat: Work in Progress Sub: _____

7. Description

Architectural Classification (Enter categories from instructions)

 Other

Materials (Enter categories from instructions)

foundation brick

roof asphalt

walls wood weatherboard

other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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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 a grave.
- D a cemetery.
- E a reconstructed building, object or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Architecture; Community Planning and Development; Transportation

Period of Significance ca. 1890-1956

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder not known

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

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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

10. Geographical Data

Acreage of Property 0.35 acre

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting	Northing	Zone Easting	Northing
<u>1 17</u>	<u>723640</u>	<u>4101995</u>	<u>2</u>
<input type="checkbox"/> See continuation sheet.			

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title: Alison S. Blanton and P.K. Pettus

Organization: Hill Studio, PC / Friends of the Fort Mitchell and Keysville Depots, Inc. date 07/01/2008

street & number: 120 West Campbell Avenue telephone 540-342-5263

city or town Roanoke state VA zip code 24011

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Friends of the Fort Mitchell and Keysville Depots, Inc.

street & number P.O. Box 4 telephone 434-390-2632

city or town Keysville state VA zip code 23947

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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NARRATIVE DESCRIPTION

Summary Description

The Keysville Railroad Station is located at the southern end of Railroad Street in the town of Keysville, Virginia. Situated at the "Y" junction of the Richmond-Danville line and the Keysville-Durham spur (now inactive) of the Southern Railway (now Norfolk Southern Corporation), the station is surrounded by the Charlotte Hotel, commercial buildings along Railroad Street to the east and residential buildings across the railroad tracks to the west. The primary commercial district of Keysville extends east along King Street just to the northeast of the station. 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.

Detailed Description

Site

Located at the "y" juncture of two rail lines, the current Keysville Railroad Station, which was built in phases between 1890 and 1900, occupies the site of the first Keysville Depot, destroyed during the Civil War, and its 1866 replacement which later burned. The station faces a virtually intact turn of the century streetscape, including the former Charlotte Hotel, Rutledge's Distillery, and Wilson's Store. Between the Hotel and the Depot is an open area of lawns that was defined by a linear arrangement of red maple trees, privet hedges, and sidewalks bordering the rail lines and Railroad Avenue and its intersection with Osborne Street within the "Y." For many years, this park like area was well maintained by the Southern Railway.

Exterior:

This one-story, frame train station consists of two sections: the stationmaster's office and waiting room section at the north end and the freight section with loading docks extending to the south. The entire building is frame construction clad with German siding and sits on a brick pier foundation. The roof of both sections is covered with asphalt shingles. Signboards at either end read "Keysville" and "Virginia Southern Railroad, Keysville, VA."

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The office/waiting room section features an intersecting-gable roof with gabled dormers and wide eaves with beaded board soffits supported by scroll-sawn profile brackets at the corners. The gabled dormers, facing east and west, have paired six-over-six, wood sash windows overlooking the tracks and a smaller window on each side to assist in its function as an observation tower. Windows on the lower level are also double-hung sash with six-over-six lights. Two single-leaf doors with five horizontal panels open from the north side into the white and "colored" waiting rooms. Another single-leaf, five panel door leads into the ticket/station master's office from the southeast corner of this section of the building.

The freight area features a long, side-gable roof and loading docks along three sides. The loading dock along the Railroad Avenue side (east) is covered with a shed roof supported by chamfered posts with scroll-sawn brackets. The loading docks along the tracks (west) and south end are uncovered. Two vertical-board sliding doors lead into the freight area from the east side and three similar doors open into the building from the west (track) side. Two double-hung, six-over-six, wood sash windows light the freight area from the south end.

Interior:

The interior plan of the station consists of a stationmaster's office and two passenger waiting rooms ("white" and "colored") at the north end and a large, two section freight room at the south end. The waiting rooms each have their own exterior entrance and bathroom. The "white" waiting room has an interior door leading to the ticket office, while the "colored" waiting room has a window into the office area. The office area includes a ticket counter and remnants of an observation platform above in the dormer area. Interior finishes in the office and waiting rooms include pine floors, plaster walls and beaded board ceilings. A molded baseboard and chair rail extend throughout the public spaces and plain board trim surrounds the window and door openings. The interior doors are single-leaf with five horizontal panels and a 3-light rectangular transom. Four-panel doors lead to the restrooms. The original cabinets and service window are intact in the ticket office.

The freight area is the largest part of the building. While it looks continuous from the exterior, it appears to consist of two rooms built at different times. The center or main section of the freight area is constructed much like a pole-barn. The framing consists of sawn 4"x 6" timbers set at approximately 7-foot intervals. The timbers sit on an 8"x 8" wood sill, which is set on the masonry pier foundation. The floor joists are raised approximately 18" above the sill and sit on a ledger board that has been notched into the upright timbers. There are 3"x 4" purlins nailed to the exterior with vertical boards as siding. German siding was subsequently installed over the vertical boards on the exterior. There is evidence that the interior may have been whitewashed at one time. The floor is of heavy 2"x 8" pine boards which sit on 3"x 16" joists set at 16" centers. There are three sliding freight doors on the west side and two sliding doors on the east side. All of the door hardware is intact. The roof structure originally consisted of a 3"x 12" timber rafter

with a lower cord of similar dimension with wood plank decking. The roof over the freight

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section collapsed several years ago and has been replaced with a temporary roof supported by temporary stud framing. There is a scale built into the floor on the west side of the main (center) room. The southern end of the freight area has a more contemporary stud construction and may have been built at a later date as an addition.

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Statement of Significance

The Keysville Railroad Station stands as a good but rare surviving example of a vernacular, frame train station built in the late 19th century along the Richmond & Danville Railroad (later the Southern Railway). Built in phases between 1890 and 1900, the station occupies the site of the original 1850s depot, which was constructed with the establishment of the Richmond & Danville Railway and destroyed during the Civil War. With the construction of a spur line to Durham, North Carolina in 1882, the Keysville station became unique as it was situated within a “Y” juncture of the two lines and provided a place for trains to switch directions. Providing both passenger and freight service, the current station was closely related to the development of the Town of Keysville at the turn of the century. The Keysville Railroad Station is eligible for listing on the National Register under Criteria A and C with significance on the local level in the areas of community planning and development, architecture and transportation for the period ca. 1890, when it was constructed, to 1956, the date of the last passenger train.

Criteria Justification

Criterion A: Community Planning and Development

The Keysville Railroad Station played a critical role in the development of the Town of Keysville. After serving as a rural stage stop prior to the Civil War, the township was laid out by private developers in 1874, soon after the reconstruction of the railroad station in 1866. When the Virginia Land and Improvement Company published a map of the town in 1891, the railroad tracks and station were prominently featured as an asset to the town. Throughout the late 19th and early 20th century, the population, commerce and industries that were established in Keysville were closely related to the transportation of passengers, information and goods transported along the railroad by way of the Keysville Railroad Station.

Criterion A: Transportation

Keysville is located approximately halfway between Richmond and Danville on the rail line built in the 1850s. The existing building, built in phases between 1890 and 1900 occupies the site of the first Keysville Depot, destroyed during the Civil War, and its 1866 replacement which later burned. During the Civil War, the Richmond & Danville Railroad served as a vital supply line for the Confederacy. In 1865, after the fall of Richmond, Jefferson Davis and other members of the Confederate government traveled by train along this route as they retreated to Danville. After the original station was destroyed by Union troops during the Civil War, the Keysville Station was one of the first to be rebuilt in 1866. In 1882, a spur line was built from Keysville through Chase City and Clarksville to Durham, North Carolina. This created a railroad “Y” where the new Durham line met the existing Richmond & Danville line. A curved rail link that connected the two “legs” of the “Y” made it possible to reverse the direction of an entire train or to

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disconnect one or more cars from a train headed to one destination and connect to a train headed to a different destination. The Keysville Railroad Station is somewhat unique in its location within the “Y”, thereby making it an important station at the juncture of these two lines. .

Criterion C: Architecture

The Keysville Railroad Station is one of the last surviving examples of a type of transportation facility that was once common across southern Virginia -- the vernacular, one story, frame railroad depot. Architecturally, the unaltered building features many of the details characteristic of railroad station designs, including: the long, rectilinear form with loading docks parallel to the tracks to provide easy access; the wide overhanging eaves to provide protection for waiting passengers and freight; the dormers facing the tracks to observe incoming and outgoing trains; and the segregated waiting rooms of the Jim Crow era. The interior and exterior design of the station clearly reflects its function. At the Keysville Railroad Station, the dormers on two sides relate to its unique location between two rail lines. In addition, the size of the freight section illustrates the importance of the station for transporting local products to market. Finally, the interior layout with the segregated waiting rooms reflects the social structure between the races from the late 19th to the mid-20th century. While the waiting rooms are approximately equal in size and feature the same interior finishes, they do have separate entrances from the interior and their own toilets within each waiting room. The most significant feature is that the waiting room for African Americans does not have any direct interior access to the station master’s office and ticket area. Tickets were purchased through an interior ticket window by the “colored” passengers. The white waiting room has a door that allows direct access to the ticket counter in the station master’s office.

At one time, there were scores of wooden depots across southern Virginia, but few remain. In Charlotte County, frame railroad depots at Drakes Branch, Ontario, Aspen, Phenix, and Cullen are gone. Halifax County featured frame depots in Clover, Halifax, and South Boston that have also disappeared. Frame depots in Mecklenburg County (Finneywood, Chase City, Skipwith, Clarksville, and Boydton) and in Prince Edward County (Meherrin, Green Bay and Briery Station) have also been lost. Most of the surviving depots in southern Virginia towns, such as those in Burkeville, Farmville, Pamplin, Appomattox, and South Hill are brick. However, many brick railroad structures, such as the large roundhouse in Victoria and also the Victoria Depot are gone as well.

Historical Background

In 1849, the Richmond & Danville Railroad was organized and by 1853 tracks were completed to Danville. The line passed through Keysville, a small village in southside Virginia that had developed around Key’s Tavern on the stage line. Keysville served as one of 27 stations along

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the line just prior to the Civil War. By 1864, the Richmond & Danville Railroad served over 250,000 passengers per year.¹ During the Civil War, the Richmond & Danville Railroad served as a vital supply line between Richmond and points south. At the end of the war, the railroad provided a route of escape for the Confederate government as it fled Richmond to Danville, giving that city the name "Last Capital of the Confederacy." In 1864, Union troops under General Wilson targeted this critical rail line. They occupied the town of Keysville, destroying the railroad tracks and burning the original depot.

After the Civil War, the Richmond & Danville Railroad recovered and quickly rebuilt. Between 1865 and 1894, railroad President Algernon S. Buford expanded the line from 140 miles of tracks to over 3000 miles extending through nine states. The Keysville depot was one of the first to be rebuilt with a new station constructed in 1866. In 1871, the Richmond & Danville Railroad purchased the North Carolina Railroad and by 1882 completed the branch lines to Oxford and Clarksville, which had been abandoned with the Civil War. This connected Keysville to Durham, North Carolina, as well as Danville, making it an important junction where trains could switch directions, locomotives or train cars. At this time there were ten trains a day through the town.² After such rapid expansion, the Richmond & Danville Railroad became financially unstable and went into receivership to re-emerge as the Southern Railway, organized by JP Morgan in 1894.

After the war, the town of Keysville began to develop beyond a rural stage and rail stop. In 1874 "some three hundred original acres," known as the Keysville property tract, were sold to Michael Hardman and Frederick Rummell from New Philadelphia, Ohio, who had the property surveyed and platted into lots for a township.³ The growth of the town was immediately evident as Dr. A.S. Priddy noted in 1875 that Keysville consisted of "two stores, a leather tanyard, a blacksmith and wheelwright shop, the newly rebuilt depot and about a dozen houses."⁴ In 1887 Keysville became incorporated as a town and had a population of 126 by 1890.⁵ In 1891, the Virginia Land and Improvement Company came to Keysville to make it a "boom-town." They gained control of thousands of surrounding acres and re-platted the town to accommodate 10,000 lots. Between 1894 and 1896, state business directories described Keysville as having: "three tobacco warehouses, five general merchandise stores, three barrooms, a hardware store, a jewelry store, two building & loan associations, two doctors and a dentist."⁶ Industries in town, which were closely tied to the railroad, included the Keysville Shuttle and Spool Manufacturing Company, the West & Willis Planing Mill, the Bon Air Manufacturing Company (lumber drying kilns), and the Virginia Silk Company.⁷ In April 1897 a fire destroyed much of the southern section of town followed by another fire three days later that destroyed the north side of King Street. The town quickly recovered, with new buildings constructed.

The railroad played a critical role in the development of Keysville. By the turn of the century, there were twelve passenger trains passing through Keysville each day and numerous freight trains. Between 1900 and 1910, the population of Keysville grew from 124 to 432. In 1907, a

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Charlotte County handbook described Keysville as having nine general merchandise stores, two banks, a sawmill, a flourmill, a foundry, a mattress factory, four churches, and a spa known as the Keysville Tonic Springs.⁸ The current Keysville Railroad Station was constructed by the late 19th century and became a nucleus for development along Railroad Avenue. Several industries as well as four hotels located near the tracks. In 1907, Margaret Hanmer Wade and her brother Alexander Beatty Hanmer, purchased the small hotel directly across Railroad Avenue from the station and expanded it to become the Hotel Charlotte. The hotel served as the post office and had a close affiliation with the railroad, providing lodging and meals to passengers and railroad employees. After picking up passengers in Richmond and Chesterfield, the train crew would telegraph the count for the upcoming meal to the dispatcher at the Keysville Depot who would send a runner to the hotel with the “count” for the upcoming meal.⁹ Railroad passengers came from all walks of life, including Lady Nancy Astor, who stopped over on her way to Danville, and William Jennings Bryan who spoke from the front porch.

In 1915, the Keysville Railroad Station was electrified with 14 light fixtures and electricity supplied by the Crystal Ice and Milling Company.¹⁰ The station also served as a social center in the town as news, mail and important passengers, such as William Jennings Bryant and Lady Astor, arrived on the train. The area around the station was often used by town residents and hotel guests for playing croquet.

Passenger service through Keysville was discontinued in 1956 and much of the freight traffic shifted to trucks. The Depot continued to handle freight for local industries, especially the transportation of pulpwood. However, the decline of the railroads sparked nostalgia for steam engines and the Keysville Railroad Station served as a destination for excursion trains. The Old Dominion Chapter of the National Railway Historical Society and the Southern Railway selected the Keysville Depot as the destination for summer excursion trains from Richmond, since Keysville was one of the few places that the train could reverse direction for the trip back to Richmond. For more than 15 years, the excursion trains made two round trip runs, one on Saturday and another on Sunday, during early August. When both trains sold out in advance, two round trips were offered the following weekend. Keysville embraced its role as part of the “railroad era” nostalgia. A “Keysville Dixieland Jazz Band,” assembled by a local music teacher, entertained listeners from the wrap around porch of the Charlotte Hotel while Ruritan Club members prepared fried chicken on the Depot’s porch.

In 1975, the Keysville Railroad Station was selected as a location for filming scenes for “Eleanor and Franklin,” a television film about the Roosevelts that would earn 11 Emmy awards. In the film, the north end of the Keysville Depot served as the station in Eastport, Maine, near the Roosevelts’ home at Campobello, and the south end served as the station in Warm Springs, Georgia, where Roosevelt traveled for treatment for polio and where he later died.

In 1980, the Southern Railway combined with the Norfolk and Western to become Norfolk Southern. The Richmond to Danville rail line south of Keysville was abandoned. The spur

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line, from Keysville to Durham remains active, now leased by Norfolk Southern to the Virginia Southern, a subsidiary of a larger firm. In 2006, Norfolk Southern conveyed a .35 acre parcel, including the Keysville Railroad station, to the Friends of the Fort Mitchell and Keysville Depots, Inc.

A new transportation network, one that highlights the region's transportation history and transportation structures, is emerging across southern Virginia and the Keysville Depot will play a key role. The Tobacco Heritage Trail will connect towns, historic sites, parks and recreation resources across five counties, providing places for local residents, and visitors too, to walk, ride bicycles and in some cases, ride horses and paddle canoes. Some Tobacco Heritage Trail segments will be located on former rail beds while others will be designated bicycling trails on existing low traffic roads.

The master plan for the Tobacco Heritage Trail calls for two different on-road biking trails to begin at the Keysville Depot. One will extend 16 miles south by road to the Staunton River Battlefield State Park and the restored Randolph Depot, cross the Staunton River on the former railroad trestle, wind through northern Halifax County, cross back over the Staunton River at Clarkton Bridge, (recently added to the National Register) and continue to Red Hill, the last home and burial place of Patrick Henry. A second trail will start at the Keysville Depot, extend along low traffic roads in Lunenburg and Mecklenburg counties to Chase City, with a side loop to the Depot in Fort Mitchell.

The Friends of the Fort Mitchell and Keysville Depots Inc., a not-for-profit organization, is the owner of the Keysville Railroad Station and the Fort Mitchell Depots. They Friends plan to rehabilitate both buildings to become community centers that will provide sites for meetings, live performances, and festive events and will feature exhibits of local history and railroad memorabilia. The Tobacco Heritage Trail is being developed by Roanoke River Rails to Trails, Inc. a not-for-profit organization, with guidance from the Virginia Department of Conservation and Recreation, Virginia Tourism Corporation, and the National Park Service.

Statement of Integrity

The Keysville Railroad Station retains its original form and plan with its office/waiting room section with intersecting gable roof and observation dormers and large freight area with gable roof. The office/waiting room section survives in relatively good condition with interior finishes intact. When the Friends of the Fort Mitchell and Keysville Depots, Inc. acquired the Keysville Railroad Station in 2006, the roof of the freight area collapsed. The Friends retained a firm with

extensive experience with historic and timber frame structures to stabilize the building. As part of the stabilization, the roof supports of the covered loading dock and siding have been carefully salvaged, catalogued, and stored for reinstallation as part of the rehabilitation project. A

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temporary roof supported by a temporary system of framing was placed over the freight area. The original timber framing, flooring, and vertical board sheathing and siding of the freight area are still standing and remain intact. The roof over the freight section will be reconstructed to match the original construction as part of the rehabilitation project. The Friends of the Fort Mitchell and Keysville Depots, Inc. have retained a firm to develop a master plan for the rehabilitation and adaptive reuse of the Keysville Railroad Station.

Endnotes

¹ [www.csa-railroads.com/Richmond & Danville.htm](http://www.csa-railroads.com/Richmond%20&%20Danville.htm): Passengers

² Crouch, 1987: 8

³ *ibid*: 6

⁴ *ibid*

⁵ *ibid*: 9

⁶ *ibid*:10

⁷ *ibid*: 11

⁸ Carrington, 1907

⁹ Hanmer interview

¹⁰ Traser, 1998:160

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10. Geographical Data

Verbal Boundary Description

The property as indicated on the "Plat of Survey in Deed Book 69, page 131 on file at the Charlotte County Courthouse totals 0.35 acres bounded on the east by the center line of Railroad Avenue; on the south by a line one foot south of the existing loading dock of the building; on the west, by the outer edge of the existing loading dock of the building; and on the north, by the Center line of Osborne Street which crosses the railroad to intersect with Front Street. See attached scaled map.

Boundary Justification

The boundaries for the nominated station include the building and all property associated with the railroad station property owned by the Friends of the Keysville Depot. The .35 acre parcel conveyed to the Friends of the Fort Mitchell and Keysville Depots, Inc. is surrounded by property still owned by Norfolk Southern.

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Photographs

All photographs are of:

Property Name: Keysville Railroad Station
Location: Keysville, Virginia
VDHR File: # 248-0001
Negative: Digital
Photographer: Alison Stone Blanton, Hill Studio, P.C.
Date: November 2006/April 2008
CD-ROM Filed: VDHR Collection
Virginia State Library and Archives

- Photo 1: looking NE with Hotel Charlotte across Railroad Street, April 2008
- Photo 2: looking North with Hotel Charlotte across Railroad Street, April 2008
- Photo 3: looking SE with Hotel Charlotte behind the station, April 2008
- Photo 4: looking SW after stabilization, April 2008
- Photo 5: looking SW before stabilization, November 2006
- Photo 6: Office entrance, looking North, April 2008
- Photo 7: North elevation with entrances to two waiting rooms, looking South, April 2008
- Photo 8: West elevation (track side), looking South, April 2008
- Photo 9: Freight door on east elevation, looking SW, April 2008
- Photo 10: Interior of office, looking South, with counter and observation dormer above, November 2006
- Photo 11: Office, looking NW, with ticket window to black waiting room, April 2008
- Photo 12: White waiting room, looking NE from office, November 2006
- Photo 13: Interior of freight room, looking north with salvaged freight door, intact heavy timber framing and flooring, April 2008
- Photo 14: Interior of Freight room with intact framing, joist pockets and new framing, April 2008
-