

**United States Department of the Interior  
National Park Service**

LISTED ON:  
VLR 03/18/2010  
NRHP 05/28/2010

**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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Purcellville Train Station  
other names/site number VDHR File No. 286-5001-0233; 053-0276-0002

**2. Location**

street & number 200 North 21<sup>st</sup> Street not for publication N/A  
city or town Purcellville vicinity N/A  
state Virginia code VA county Loudoun code 107 zip code 20132

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

Signature of certifying official

4/14/10  
Date

Virginia Department of Historic Resources

State or Federal Agency or Tribal government

In my opinion, the property  meets  does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

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

Signature of the Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
<u>0</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>0</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 1

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: Railroad Station

Current Functions (Enter categories from instructions)

Cat: Recreation and Culture: Meeting Hall and Museum

7. Description

Architectural Classification (Enter categories from instructions)

Other: Vernacular

Materials (Enter categories from instructions)

- foundation CONCRETE
- roof METAL: Standing-seam metal
- walls WOOD: Board-and-Batten siding
- other WOOD; BRICK

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

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)

- X 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.
X 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)

TRANSPORTATION
ARCHITECTURE

Period of Significance 1904-1960

Significant Dates 1904

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

Cultural Affiliation N/A

Architect/Builder N/A

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

9. Major Bibliographical References

(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.
X 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 #

Primary Location of Additional Data

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

Name of repository: Virginia Department of Historic Resources: Richmond, Virginia

10. Geographical Data

Acreege of Property approximately .1 acre (1,200 square feet)

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

Table with 8 columns: Zone, Easting, Northing. Values include 18, 265268, 4335622, 2, 3, 4.

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 Maral S. Kalbian, Architectural Historian; Margaret T. Peters, Historian

organization Maral S. Kalbian, LLC date November 20, 2009

street & number P.O. Box 468 telephone 540-955-1231

city or town Berryville state VA zip code 22611

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 Town of Purcellville

street & number 130 E. Main Street telephone 540.338.2304

city or town Purcellville state VA zip code 20132

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.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form.



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### **7. SUMMARY DESCRIPTION:**

Constructed in 1904 by the Southern Railway, the Purcellville Train Station is located in the northwest part of Purcellville, at the junction of North 21<sup>st</sup> Street and the former Washington and Ohio railroad tracks. The one-story, hip-roofed frame building was used as a freight station and a passenger depot and follows the style of many depots built by the Southern Railway. Carefully restored in the late 1990s by the Purcellville Preservation Association after it had sat vacant for several years, it is now owned by the Town of Purcellville. The town maintains it as a public meeting facility, museum, and public restrooms for the adjacent Washington and Old Dominion (W&OD) Trail. Sited directly off the old railroad right-of-way, the building has concrete sidewalks and wooden decks surrounding it. Along the north side are several historic markers that explain the building's history. The building sits on an approximately .1-acre lot that is slightly larger than the footprint of the building.

### **ARCHITECTURAL ANALYSIS:**

The Purcellville Train Station is a one-story, hip-roofed, rectangular frame building that was constructed in 1904 by the Southern Railway as a combination passenger and freight station. Replacing an earlier depot, it was in continuous use until the abandonment of rail service in 1968. It was then used for storage of agricultural products including pesticides by a local seed mill and eventually fell into disrepair. The Purcellville Preservation Association acquired the building in 1992 and restored it in the late 1990s using ISTE A funding. Now owned by the Town of Purcellville, the former station is used as a public meeting facility and museum. It also houses public restrooms for the W&OD Trail.

Sited on its original location just adjacent to the former W&OD Railway right-of-way, the Purcellville Train Station is located at the modern intersection of North 21<sup>st</sup> and 23<sup>rd</sup> streets in Purcellville. This area of town was traditionally industrial and still has several surviving former seed mills. In recent years those buildings have been converted into business uses and the area, which has some new construction, is now a bustling commercial hub that includes restaurants, retail, and the W&OD Trail.

The Purcellville Train Station is the largest surviving train station in Loudoun County and is typical of southern station designs found in the region. The building, with deeply overhanging eaves supported by triangular knee braces, had a freight room, a ticket- and agent-operator's office, and separate waiting rooms for the black and white passengers. The original floor plans, dated December 18, 1903, hang in the station's museum and show that the building originally had a "white" waiting room on the east end and a "colored" waiting room, with a ticket office between them. More than half of the west end of the building was dedicated as a freight room. This original plan is still fairly intact. The white

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waiting room now houses the museum and meeting space; the central ticket office, which served both waiting rooms, is now used as exhibition space; the former “colored” waiting room now contains two bathrooms and an entrance vestibule to the building; and the freight room is now a large meeting space with a small kitchenette.

The plans, which include a front elevation and ground plan, were drawn up by the Southern Railway’s Office of Bridges and Buildings and are dated December 18, 1903. The building is named the “Combined Depot, Purcellville, Va.” The rectangular building measures 18 by 86 feet and includes an eight-foot-wide rectangular bay on the north wall of the ticket office that projects three feet towards the railroad right-of-way providing an unobstructed view of the line. Although the building follows the Southern’s plans, it could have well been constructed by local builder, A. J. Simpson. He constructed the Round Hill Station, just a few miles away, in 1902. These two buildings are very similar in form and detailing, although Round Hill’s is smaller. Simpson, who lived in the area, was working on The Tabernacle in 1903/1904, which is located only several blocks away, so it would not be surprising that he may have also worked on the Purcellville Station.

The train station rests on a brick and concrete pier foundation, which was shored up when the building was restored in the late 1990s, and covered by a wooden apron that runs along the entire perimeter of the building. The walls are clad in board-and-batten wood siding painted in the original color scheme of yellow and green. The corner boards and the vertical boards at the location of each eave bracket are painted white. The historic wooden signs on each side, identifying the station as Purcellville, were also retained. The standing-seam metal roof contains two original brick flues as well as the double-paddled, wooden semaphore. Typical of railroad architecture, the station has deeply overhanging eaves supported by triangular knee brackets made of chamfered pieces. When the building restoration began, most of the windows had been removed. They were replaced with modern six-over-six-sash, double-hung wood windows that match the original as closely as possible. The building has multiple single-leaf, five-paneled doors that are topped by single-light transoms. Some of the doors are modern and two new openings on the north side accommodate entries to the bathrooms that were installed. The full-height, sliding freight doors on the south and north sides of the freight room have been retained on the interior and the openings filled with four single-pane windows. The opening on the west end was filled in with three windows and a door. This clever technique allowed for the retention of the large freight openings while allowing for a modern new use. Other changes on the exterior include the construction of handicap ramps on the north and south sides.

The train station is one of a few examples still standing on the former W&OD line, now a regional linear park. The interior finishes and plan are still remarkably intact. As part of the ISTEAF funding requirements, the lead paint in the building was removed. The single-beaded vertical tongue-and-

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groove boards that cover the walls and ceilings in the waiting rooms and ticket office, and were originally painted a cream color, were stripped and remain unfinished. The floors, which were not in good condition at the time of the rehabilitation, were removed to take out the contaminated dirt beneath them from when the building was used for pesticide storage. Wide-oak flooring was laid in the white waiting room and the ticket office. In addition, the floor of the freight room, which was originally taller than the other rooms to allow for ease in loading and unloading, was lowered to the same level and covered in carpeting. Modern utilities, including air conditioning, and two bathrooms were also installed in the building.

The former waiting room for whites on the east end measures 18 by 16 feet and has twelve-foot-tall ceilings. The walls and ceiling are covered with naturally-finished, tongue-and-groove four-inch-wide boards. A flat board runs the entire perimeter as a chair rail. Exterior doors are located on the south and north walls and there is a doorway into the ticket office. A ticket window with a functioning vertical pocket door, fronted by a small wooden counter supported by a wooden scroll bracket, is located along the wall between the waiting room and the ticket office. Wooden and glass cases along this same wall exhibit train memorabilia and items of interest from the building's history.

The former ticket office is a narrow, eight-foot-wide room with a projecting bay window on the north side and a regular window on the south side. The west wall contains two ticket windows with a shared wooden counter supported by wooden brackets. The openings are enclosed with wooden paneling. The paneled wooden ceilings are twelve feet tall.

The entrance hall on the south side of the building was created from part of the space that was the original "colored" waiting room. The wall between it and the ticket office is covered in wooden paneling and includes a doorway with "Stationmaster Phil VanDoren" painted in gold lettering on the glass transom. While the ceiling and some of the walls in this small vestibule are original, the floor has been covered in tile and a wall inserted that separates it from the two modern restrooms. These restrooms are also accessible from new doorways on the exterior north side of the building.

The freight room, which measures 18 by 50 feet, has a tall cathedral ceiling with exposed wooden trusses. The rolling freight doors made of tongue-and-groove boards with X braces are still intact. The original floor was lowered and covered in carpet when the building was rehabilitated. A modern kitchenette was installed in the northeast corner of the room.

Although the train depot will probably never again function as a rail-related structure, it still retains many of its character-defining features and is a significant reminder of an important part of Purcellville's history.

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## **8. STATEMENT OF SIGNIFICANCE**

The Purcellville Train Station, originally constructed by the Southern Railway in 1904, stands at the heart of the town of Purcellville in Loudoun County, Virginia. It is significant as a tangible reminder of the thriving commercial and social hub that characterized Purcellville in the closing years of the 19<sup>th</sup> century and the early decades of the 20<sup>th</sup>. The well-documented depot building, which retains much of its original fabric and configuration, symbolizes the central role that Purcellville played in the history of western Loudoun County, serving not only as the locus from which passengers traveled to the nation's capital, but as a significant shipping point for the agricultural products produced in the region. The station was recognized as an important contributing resource in the Purcellville Historic District, which was listed on the National Register of Historic Places in 2006, but the highly visible location in the commercial and industrial center of the town and its exceptional integrity lend credibility to its listing as individually eligible. The station is eligible under Criterion C for architecture and Criterion A for transportation. The period of significance reaches from 1904, when the Southern Railway constructed the freight and passenger depot at Purcellville, to 1960. All passenger service was finally discontinued in 1951 and all freight service in 1967. The tracks on the original Washington and Old Dominion roadbed were removed in 1969 making way for the creation of a linear park for hiking and biking, with the historic depot building adjacent to the old roadbed. It is now owned by the Town of Purcellville and is used as community meeting space and exhibition area as well as providing public restrooms for the Washington and Old Dominion (W&OD) Railroad Regional Park.

## **HISTORICAL BACKGROUND**

Railroads were not only symbols of prosperity for the 19<sup>th</sup> and early 20<sup>th</sup> centuries, but they also provided the thread that linked small communities to the outside world, eliminating much of the isolation that characterized rural villages in the mid-19<sup>th</sup> century. Purcellville stood at the center of a rich agricultural region of Loudoun County while being an important stop on the transportation route known as the Leesburg Turnpike that now carries Route 7 from the metropolitan Washington area to Virginia's Shenandoah Valley. The old Washington and Ohio line reached Purcellville in 1874 just as the area was in full recovery from the Civil War. It coincided with the religious fervor associated with the inauguration of the Bush Meeting that brought hundreds of visitors to the community in the mid-1870s.<sup>1</sup> An 1877 notice in The Mirror announced a "Temperance Picnic" at the Purcellville Station, on the Washington and Ohio Railroad on June 6 where "prominent Speakers are expected to address the people. There will be plenty of good music and plenty to eat for all." The depot obviously served as an important gathering place for religious and spiritual events even before the regular meetings at the Bush Meeting in Dillon's Woods in subsequent years.<sup>2</sup>

Not only did the railroad provide important freight service from Purcellville, but it also offered

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transportation to thousands of passengers. According to a well-researched local history prepared in 1999, and as reported in a June 1874 edition of the Democratic Mirror, the first depot to serve Purcellville was actually two buildings -- one for freight and one for passengers -- in 1874. These structures were rendered on maps prepared by the Southern Railway in 1884 and 1898. The Southern acquired the Washington and Ohio line in 1894. There is also speculation based on an interview with a long time resident of Purcellville, J. Terry Hirst, that an 1882 fire destroyed the 1874 railroad buildings, and that the subsequent buildings were constructed on the same dimensions. This would mean that the present depot building was the third, rather than the second railroad structure on the site.<sup>3</sup> The Washington and Ohio Railroad, which was formed in 1870, was placed in receivership in 1878 and the Purcellville line then operated as the Washington and Western Railroad. The machinations of the various New York railroad brokers resulted in the line being operated or leased by various entities, including the Richmond and Danville railroad. “Western” and “Ohio” being included in the name undoubtedly reflected the dream of the rail magnates to link Washington with both the Shenandoah Valley and the Western reaches of the nation, in particular the Ohio River. Purcellville was always an important stop along this anticipated route.<sup>4</sup>

It was not until 1894 that the newly created giant Southern Railway system acquired the line and its rolling stock. The failure and acquisition of rail lines in the years between 1870 and 1900 was common, and the consolidation of holdings by the Southern Railway dominated the railroad scene in Northern Virginia in the closing years of the 19<sup>th</sup> century.<sup>5</sup> Rail traffic from both east (Leesburg) and west (Bluemont) through Purcellville undoubtedly expanded greatly when the line was extended by the Southern Railway from Round Hill to Bluemont in 1900, with hundreds of vacationers seeking respite from the Washington heat and humidity in the cool mountain venues of the Blue Ridge.<sup>6</sup>

The Southern Railway constructed a new freight and passenger depot for Purcellville in 1904. Fortunately, both the plans and elevations are extant and provide detailed information about both the size and the arrangement of space for the depot facilities.<sup>7</sup> Unlike the earlier railroad structures, the 1904 depot building combined both freight and passenger facilities. Following the dictates of the period that mandated segregation of all transportation-related facilities, the “white” and “colored” waiting rooms were physically separated by the central ticket office. Separate entrances for Negro and white patrons were maintained. The “white” waiting room was far larger than the “colored” one, and according to the local history is the space most recalled by Purcellville residents.<sup>8</sup> It should be pointed out that the stationmaster also operated the telegraph system from the depot, thus assuring the primary communications system between communities at the time. The large Freight Room, with dimensions of 18 by 50 feet, was undoubtedly designed to provide sufficient temporary storage space for the various agricultural products processed in facilities adjacent to the railroad. The mercantile activity in the depot neighborhood was a measure of the thriving agriculture in the region that provided most of the freight traffic through Purcellville.

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Purcellville was incorporated in 1908, an indication of its growing success as a significant community in Loudoun County. Writing in 1908, James W. Head described Purcellville, with a permanent population of 300, as “delightfully situated in the center of one of the finest agricultural districts in the Loudoun Valley.” Statistics from 1900 indicate that Loudoun County had the third largest number of acres under cultivation in Virginia. Loudoun was also the largest dairy-producing county in that year, with the biggest number of dairy cows (8,563) and the largest milk production (3,736,382 gallons) of any other Virginia county. Mr. Head commented that the rapid growth of nearby cities like Washington and the development of good transportation facilities coupled with the increasing demand for dairy products were largely responsible for “the best farming in the State now [being] done in Loudoun County,” a statement made by a government statistician commenting on the Loudoun County census of 1880.<sup>9</sup> Since Purcellville served one of the two primary agricultural regions of the county, it is not surprising that the commercial traffic at the depot was very busy handling the large volume of farm products in the early years of the 20<sup>th</sup> century. The town with 17 merchants and a national bank now boasted a fine new railroad depot and popularity as an important transportation site. It is not surprising that Mr. Head was so enthusiastic in his praise, given that hundreds of people were not only able to visit the town by rail, but also that Purcellville’s residents were able to travel outside their own small community with little difficulty.

A 1911 summer schedule timetable of the Southern Railway Company included at least three trains daily in each direction between Purcellville and Washington. Purcellville was a regular “stop” and did not require a special signal to stop as was the case for smaller villages.<sup>10</sup> In June of 1912, the newly incorporated Washington and Old Dominion Railway assumed responsibilities from the Southern Railway for operating the line to Bluemont, through Purcellville and, in December of the same year, the Leesburg to Bluemont line was electrified, replacing the diesel service.

But the Washington and Old Dominion was not without its shortcomings. A Newspaper article in the Loudoun Times-Mirror dated December 1, 1920, entitled “Corporation Commission Renders Verdict,” reports that the Virginia State Corporation Commission fined the Washington and Old Dominion for various infractions, including “Failure to give proper freight service...” “failure to maintain passenger schedules...,” and for “operating cars without headlights.” The commission goes on to berate the railway company for “its alleged indifference to public interest, partly due to non resident ownership and lack of sympathy for the public,” and for “alleged failure to provide motor power and in general to discharge the functions expected of a common carrier.”<sup>11</sup> There do not appear to be any follow-up stories in the paper to indicate whether the W&OD was responsive to these charges, although it can be assumed they probably did since no further rulings from the SCC are reported.

A particularly intriguing document dates from 1923 when the Washington and Old Dominion Railway

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included a tourist flyer with its published materials that lists four hotels or boardinghouses in Purcellville that were convenient to the station, including “The Bell Inn,” the “White Cottage,” and boardinghouses operated by Mrs. E. Shoemaker and Mrs. Alice Corder.<sup>12</sup>

The W&OD Railway operated the train service until 1932, when it too went into receivership and reorganized as the W&OD Railroad. Passenger service was discontinued in 1941, with the presumed last passenger train trip described in the Blue Ridge Herald of April, 1941. “Some 69 persons together with their baggage, a coop of chickens, some other freight and the mail filled the 2-car electric W & OD train almost to overflowing on its last passenger from Rosslyn to Purcellville Saturday afternoon. Thirty-four persons bought return tickets.”<sup>13</sup> Passenger service resumed in 1943 as the exigencies of war and growth of the military complex around Washington necessitated more passenger service. The last passenger service ceased May 31, 1951, paralleling the slow demise of passenger train travel across the country due to the advent of automobiles and the fact that the railroad companies no longer were making any money from passenger service. According to a news article from April 5, 1951, the State Corporation Commission decided again that the Washington and Old Dominion could discontinue passenger service. There was some speculation that had Mrs. Nellie Fletcher been able to make the trip to Richmond to speak in favor of continuing passenger service, the commission might have decided differently. Mrs. Fletcher had been a tireless defendant of continued service ever since 1941 when cessation of service was first considered.<sup>14</sup> According to the local press, passenger service was finally terminated “when the post office department cancelled its contract,” a service that probably provided the only revenue for the dying rail line.<sup>15</sup> There was limited freight service, primarily hauling mail and agricultural products, on the W&OD until it too finally ended in 1968.<sup>16</sup> During this entire period, with only minor interruptions, the stalwart freight and passenger station at Purcellville continued to serve its community.

Photographs spanning the period from 1912 until 1968 illustrate both the rolling stock and the railroad buildings at Purcellville. It is rare to have such complete photographic documentation of a resource that has survived for more than 100 years.<sup>17</sup> Lively reminiscences from elderly Purcellville residents recall the central position of the railroad station in their community.<sup>18</sup>

Between 1969 and 1972, the rails were removed, and in 1975, the surrounding parcels were sold by Virginia Electric and Power Company\* to Contee Lynn Adams, Jr. and his wife as owners of the Contee Adams Seed Company for use as a storage facility. The deed specifically references the “old railroad depot” in the conveyance and states that the parcels were adjacent to property already owned by Contee Adams.<sup>19</sup> The deed cites various easements reserved to Virginia Power for their “wires and appurtenances.” Twelve years later, the Adamses sold the parcel with the depot for \$375,000 (called

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\* Virginia Electric and Power Company would have acquired the title to the depot and its surround parcels from the Southern Railway when the railroad operations were converted from steam to electric.

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“parcel 2”) to Bruce M. and Diana B. Brownell, along with the adjacent parcel number 4. Attached to this deed is a plat showing the properties held by the Adams Seed Company.<sup>20</sup> The plat depicts the “old depot” and a small adjacent building on Parcel # 2. An interim conveyance in 1988 transferred the property with all five parcels to Bruce M. Brownell individually “for his sold and separate equitable estate.”<sup>21</sup> In 1990, Brownell conveyed all five parcels to Robert J. and Judith Lewis for a total selling price of \$2 million, with a \$708,000 mortgage. Subsequently, in 1990, Parcel # 2 with the depot building was sold by the Lewises to the Purcellville Preservation Association for \$37,500.<sup>22</sup> In the late 1990s, the Association oversaw a complete rehabilitation of the building using ISTEA funds.

In 2004, the Purcellville Preservation Association, Inc. conveyed the depot parcel to the Town of Purcellville for \$40,000. The language in the conveyance states: “The property conveyed is to be maintained as a restored train station built in 1904 and is to be used and maintained exclusively as a museum, Town Visitors Center, cultural and local display center, meeting room and restroom facility by the Town of Purcellville...”<sup>23</sup>

The old W&OD tracks adjacent to the Depot had been pulled up in 1969, signaling the close of an era in which railroads and the services they provided dominated the transportation scene. In 1988, the W&OD Railroad Regional Park installed a paved bike trail along the old rail bed. The resulting linear park along the old road bed, operated by the Northern Virginia Park Authority, along with the restored depot, recall a long-gone era of the excitement and prominence of rail transportation for Purcellville and its environs that linked the rural community with the burgeoning metropolitan Washington area.

## **ENDNOTES**

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<sup>1</sup> See National Register nomination for the Bush Meeting (Tabernacle), (DHR 286-5007; 286-5001-4034) October, 2009.

<sup>2</sup> The Mirror, May 31, 1877.

<sup>3</sup> Purcellville Preservation Association. Down at the Station: Purcellville and the W&OD Railroad, 1874-1999. 2<sup>nd</sup> Edition. [Purcellville, VA: The Train Station History Project, 1991, 1999], 9-10. See also footnote 14 (p. 12) citing the Democratic Mirror, June 1874 and a conversation with David Guillaudeu, June 25, 1991.

<sup>4</sup> Herbert H. Harwood, Jr. Rails to the Blue Ridge: The Washington and Old Dominion Railroad, 1847-1968. Third Edition. [Fairfax Station, VA: The Northern Virginia Regional Park Authority, 2000], 25.

<sup>5</sup> Herbert H. Harwood, Jr. Rails to the Blue Ridge... 131.

<sup>6</sup> Herbert H. Harwood, Jr., Rails to the Blue Ridge..., Chronology, 131.

<sup>7</sup> To see renderings of both plans and elevations of the present depot, see <http://www.geocities.com/pem20165/PurcellvilleStationDrawings.html?200914>.

<sup>8</sup> Down at the Station... 9.

<sup>9</sup> James W. Head. History and Comprehensive Description of Loudoun County, Virginia. [Washington: Park View Press, 1908], 75-76; 82, 88-90.

<sup>10</sup> Herbert H. Harwood, Jr. Rails to the Blue Ridge..., 29.

<sup>11</sup> Loudoun Times Mirror, December 1, 1920. “Washington & Old Dominion Railway found Guilty on Many Charges.”

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<sup>12</sup> Reproduced in Harwood, 142.

<sup>13</sup> The Blue Ridge Herald, April 17, 1941; (article transcribed in Down at the Station..., 36).

<sup>14</sup> Ibid., April 5, 1951.

<sup>15</sup> Ibid., May 31, 1951.

<sup>16</sup> Harwood, 131.

<sup>17</sup> Fairfax County Public Library. Henry H. Douglas Collection of the Washington and Old Dominion Railroad. <http://image.lva.virginia.gov/cgi-bin/photo.cgi/VDLP/Fairfax/railroad/images/washod>. This remarkable collection from 1970 shows railroad buildings along the W&OD, including Purcellville, Hamilton, Falls Church, Round Hill, Herndon, Vienna and Leesburg. See also Herbert H. Harwood's photographs of Purcellville railroad buildings and their environs on pages 65 (1940); 127 (1940); 128 (1958, 1967); 88 (1946); 111 (1951, 1958, 1999)

<sup>18</sup> Down at the Station..., 16-29.

<sup>19</sup> Loudoun County Deed Book 631/128 (1975).

<sup>20</sup> Loudoun County Deed Book 969/1227 (1987).

<sup>21</sup> Loudoun County Deed Book 978/1281 (1988).

<sup>22</sup> Loudoun County Deed Book 1240/1265 (1993). See also plat entitled "Boundary Line Adjustment – Adams Seed Company," prepared by Land Services Group, Ltd., September 27, 1989, Deed Book 1063/845.

<sup>23</sup> Box 85, # 042205, title prepared by Prosperity Title LLC, Leesburg, Va.

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[Photographs of other depots on the W&OD line in Fairfax County in the collections of the Library of Virginia].

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## **10. GEOGRAPHICAL DATA**

### **VERBAL BOUNDARY DESCRIPTION:**

The nominated boundaries include the land currently associated with the Purcellville Train Station shown on the Town of Purcellville Tax Parcel: 488-37-52789.

### **BOUNDARY JUSTIFICATION:**

The boundaries of nominated property include the entire parcel historically associated with the Purcellville Train Station and held by the current owners.

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**PHOTOGRAPHIC DOCUMENTATION:**

Unless otherwise noted, all photographs are of:

Property: **Purcellville Train Station**

VDHR File Number: **286-5001-0233; 053-0276-0002**

Location: **Purcellville, Virginia**

Date of photograph: **July 2009**

Photographer: **Maral S. Kalbian**

Negatives filed at: **Virginia Department of Historic Resources in Richmond, Virginia.**

Photo 1 of 8

View: Station, southwest view.

Negative no. 24762 [14]

Photo 2 of 8

View: Station, northwest view.

Negative no. 24762 [11]

Photo 3 of 8

View: Station, northeast view.

Negative no. 24762 [8]

Photo 4 of 8

View: Station, southeast view

Negative no. 24762 [16]

Photo 5 of 8

View: Station, interior of freight room

Negative no. 24762 [5]

Photo 6 of 8

View: Station, interior, hallway on south side

Negative no. 24762 [4]

Photo 7 of 8

View: Station, interior of "White" waiting room

Negative no. 24762 [3]

Photo 8 of 8

View: Station, interior of "Negro" waiting room

Negative no. 24762 [1]

**ADDITIONAL DOCUMENTATION**

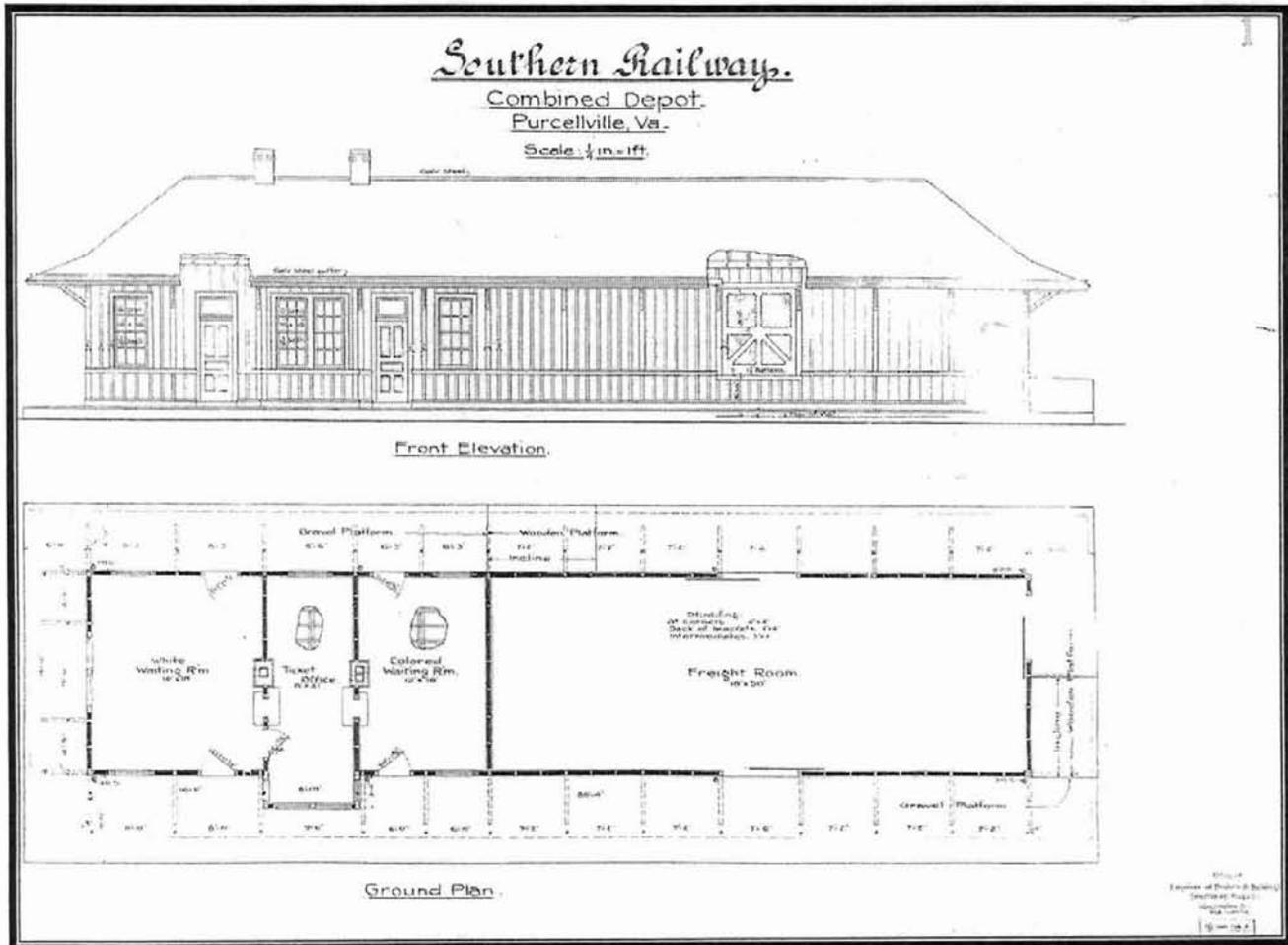
Figure 1. Plans for the Combined Depot at Purcellville, 1903.

Figure 2. The Washington and Old Dominion Railroad Car #45 in Purcellville, 1951.

Purcellville Train Station  
Loudoun County, Virginia

DHR# 286-5001-0233

FIGURE 1: PLANS FOR THE COMBINED DEPOT AT PURCELLVILLE  
(December 18, 1903)



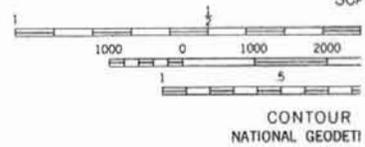
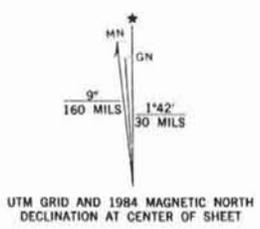
Purcellville Train Station  
Loudoun County, Virginia

FIGURE 2: THE WASHINGTON AND OLD DOMINION RAILROAD  
CAR #45 IN PURCELLVILLE, 1951  
(Courtesy of Town of Purcellville)

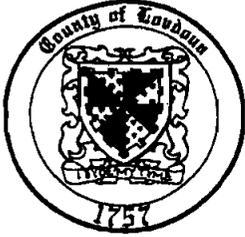




Mapped, edited, and published by the Geological Survey  
 Control by USGS and NOS/NOAA  
 Topography by photogrammetric methods from aerial photographs taken 1965 and 1969. Field checked 1970  
 Supersedes Army Map Service map dated 1953  
 Polyconic projection. 10,000-foot grid ticks based on Virginia coordinate system, north zone  
 1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue  
 1927 North American Datum  
 To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 24 meters west as shown by dashed corner ticks  
 Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH  
 FOR SALE BY U.S. GEOLOGICAL SURVEY  
 AND VIRGINIA DIVISION OF MINERAL RESOURCES  
 A FOLDER DESCRIBING TOPOGRAPHIC




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**LOUDOUN COUNTY HISTORIC DISTRICT REVIEW COMMITTEE**

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March 1, 2010

Marc Christian Wagner  
 Register Program Manager  
 Department of Historic Resources  
 2801 Kensington Avenue  
 Richmond, Virginia 23221

Dear Mr. Wagner:

The Loudoun County Historic District Review Committee (HDRC) has reviewed the nomination for listing the *Purcellville Train Station*, located in the Town of Purcellville, in the National Register of Historic Places. The 1904 train station historically served as both the commercial and social center of the Town. Its adaptive re-use as a museum and community meeting space allow the building once again to serve as a community focal point. The fact that the train station remains largely unaltered and intact in its original location by the former tracks of the Washington and Old Dominion Railroad (now W&OD Trail) allows an authentic interpretation of the building within its historic context.

The HDRC is pleased to support the nomination for listing the *Purcellville Train Station* in the National Register of Historic Places. Please forward this letter of support to the State Historic Preservation Office Director and other decision-making Boards as appropriate. On behalf of the Loudoun County Historic District Review Committee, I would like to thank you for the opportunity to comment on this application.

Sincerely,

Leah, Thayer Ferguson, Chairman  
 Loudoun County Historic District Review Committee

cc: Loudoun County Board of Supervisors