

United States Department of the Interior
National Park Service

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| LISTED ON: | |
| VLR | 03/17/2011 |
| NRHP | 06/08/2011 |

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Brookneal Historic District
other names/site number VDHR No. 179-5021

2. Location

street & number Adams Ferry Rd., Old Main St., Main St., E. Rush St., Commerce St., Lynchburg Ave., Wickliffe Ave., Pick St., Cook Ave. not for publication
city or town Brookneal vicinity
state Virginia code VA county Campbell code 031 zip code 24528

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 at the following level(s) of significance:
 national statewide local

[Signature] Date April 21, 2011
Signature of certifying official

Deputy Director & Deputy SHPO State or Federal agency/bureau or Tribal Government
Title

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date _____

Title State or Federal agency/bureau or Tribal Government

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)

Category of Property
(Check only **one** box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

| | |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | private |
| <input checked="" type="checkbox"/> | public - Local |
| <input type="checkbox"/> | public - State |
| <input type="checkbox"/> | public - Federal |

| | |
|-------------------------------------|-------------|
| <input type="checkbox"/> | building(s) |
| <input checked="" type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 105 | 14 | buildings |
| 0 | 0 | sites |
| 2 | 0 | structures |
| 0 | 0 | objects |
| 107 | 14 | Total |

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

DOMESTIC: hotel

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: financial institution

COMMERCE/TRADE: business

COMMERCE/TRADE: department store

SOCIAL: meeting hall

RECREATION AND CULTURE: auditorium

AGRICULTURE/SUBSISTENCE: storage

TRANSPORTATION: railroad

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

DOMESTIC: multiple dwelling

COMMERCE: specialty store

COMMERCE: restaurant

SOCIAL: meeting hall

COMMERCE/TRADE: financial institution

GOVERNMENT: city hall

HEALTH CARE: medical office

7. Description

Architectural Classification

(Enter categories from instructions)

EARLY REPUBLIC

MID 19th CENTURY: Greek Revival

LATE 19th and EARLY 20th CENTURY REVIVALS:
Colonial Revival

LATE 19th and EARLY 20th CENTURY

AMERICAN MOVEMENTS: Commercial Style

LATE 19th and EARLY 20th CENTURY

AMERICAN MOVEMENTS: Bungalow/Craftsman

Materials

(Enter categories from instructions)

foundation: STONE; CONCRETE; BRICK

STONE; BRICK; CINDERBLOCK; WOOD:

walls: weatherboard, SYNTHETICS: vinyl

roof: ASPHALT; SLATE; METAL; OTHER

other: STUCCO; GLASS

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

SEE CONTINUATION SHEET

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)

Property is:

- 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.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

Period of Significance

1812-1960

Significant Dates

1812, 1908, 1912

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Johnson, Stanhope

Craighill, Samuel Preston

McLaughlin, James T.

Pettit, Charles

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

SEE CONTINUATION SHEET

9. Major Bibliographical References

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

SEE CONTINUATION SHEET

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 # _____

Primary location of additional data:

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

Brookneal Historic District (VDHR# 179-5021)

Name of Property

Campbell County, Virginia

County and State

Virginia Department of Historic Resources,
Richmond, Virginia; Brookneal Town Hall,
Brookneal, Virginia

recorded by Historic American Engineering Record # _____

Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 55
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

| | | | | | | | |
|---|--------------------|---------------------------|----------------------------|---|--------------------|---------------------------|----------------------------|
| 1 | <u>17S</u> Zone | <u>0682910</u> Easting | <u>4102143</u> Northing | 3 | <u>17S</u> Zone | <u>0683667</u> Easting | <u>4101650</u> Northing |
| 2 | <u>17S</u> Zone | <u>0683754</u> Easting | <u>4101744</u> Northing | 4 | <u>17S</u> Zone | <u>0683033</u> Easting | <u>4101893</u> Northing |

Verbal Boundary Description (describe the boundaries of the property)
SEE CONTINUATION SHEET

Boundary Justification (explain why the boundaries were selected)
SEE CONTINUATION SHEET

11. Form Prepared By

name/title W. Scott Breckinridge Smith, Principal

organization HistoryTech, LLC date September 3, 2010

street & number Post Office Box 75 telephone 434-401-3995

city or town Lynchburg state VA zip code 24505

e-mail scott@historytech.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.
SEE CONTINUATION SHEET

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Summary Description

The Brookneal Historic District encompasses approximately 55 acres in the commercial and residential core of the Town of Brookneal in Campbell County. Character-defining features of the district include intact residential and commercial architecture dating from the early nineteenth century through the middle twentieth century, and town lots arranged in a linear fashion along roadways that historically led to ferry and bridge crossings of the Staunton River. Halifax County is located to the south, just across the Staunton River, and Charlotte County is located approximately 2.5 miles to the east. The town is situated in the extreme southeastern corner of Campbell County, and is approximately 18 miles southeast of the county seat of Rustburg, 27 miles southeast of the region's principal city of Lynchburg, 19 miles north of Halifax Court House, and 34 miles north of Virginia's border with North Carolina. The 410 mile-long Roanoke River, locally called the Staunton River from Back Creek to its confluence with the Dan River, runs along the town's southern border in a generally east-west direction.

Approximately fifty percent of the resources within the district are residential, and the remaining resources are commercial or governmental in use. Most buildings date to the period spanning from 1875 to 1925, although significant resources in the district also date to the early nineteenth century and the middle twentieth century. Non-contributing resources in the district are either those that were constructed after the district's period of significance or are historic resources that have received non-historic alterations that permanently compromise their architectural character and integrity.

The core of the town's central business district contains one-to-three story buildings of masonry construction (typically brick, concrete block, or cinder block) that front closely on the street with no setbacks. Most buildings exhibit characteristics of the Late Victorian Commercial style that is common to towns of the period in Piedmont and western Virginia, although notable variations from this theme include buildings that are executed in Colonial Revival, and Art Deco styles. The district contains two residential areas; one to the north and east of the central business district, and one to the south of downtown. The large majority of buildings in these neighborhoods are one-and-two story frame dwellings with brick or stone chimneys, and architectural styles vary from early nineteenth century vernacular interpretations of Federal and Greek Revival styles to late nineteenth century Folk Victorian to mid twentieth century Ranch.

The boundaries of the historic district include the portion of the original 1802 town survey (lots 14-25 and 38-49) that contains extant historic resources, the town's current central business district, and peripheral commercial and residential areas with architectural integrity. While other historic resources exist in Brookneal, they are separated from the historic district by relatively substantial groupings of non-contributing resources or have been disconnected from the historic district by late twentieth century transportation infrastructure construction.

Narrative Description

The Town of Brookneal is located at the extreme southeastern tip of Campbell County, and is bordered on its south by the Staunton River, and on its east by the Falling River. The Staunton River is approximately 250 feet wide at this point, and has a mean discharge, or flow rate of 1,140 cubic feet per second at Brookneal. Tanyard Branch, a USGS-named intermittent stream, runs through the center of the historic district, and empties into the Staunton River. Mill Pond Branch and Still House Branch (not named on USGS maps) run in a north-south direction just to the west of the historic district.

The Town of Brookneal is served by two main roads. U.S. 501 connects Buena Vista, Virginia with Myrtle Beach, South Carolina and connects the cities of Lynchburg, Virginia, and Durham, North Carolina, among others. From South Boston to just north of Rustburg, the road is two lanes in width. In Brookneal, U.S. 501 crosses the Staunton River via a late twentieth century two-lane bridge just to the southwest of the historic district, and passes to the district's west, where it is designated as Lusardi Drive. After crossing the Norfolk & Southern Railway's Lynchburg & Durham Division line, the route makes a sharp turn to the northeast and shares its course with Lynchburg Avenue until it leaves the town limits.

State Route 40, known locally as "The State Highway" in the early twentieth century, connects the Virginia communities of Woolwine and Spring Grove. West of Brookneal, it passes through the communities of Gretna and Nathalie. East of Brookneal, it connects Charlotte Court House and Keysville. Approximately one mile south of Brookneal, Route 40 joins with U.S. 501, and shares this route until the routes reach the Norfolk & Southern Railway's Lynchburg & Durham Division

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line at the northwest corner of the historic district. At this point, Route 40 makes a sharp southeast turn, and is designated as Lynchburg Avenue for approximately two-tenths of a mile. At this point, Lynchburg Avenue becomes Wickliffe Avenue, and the road takes a sharp bend to the northeast, eventually crossing the Falling River and departing town on its way to Charlotte Court House.

The primary roadways within the historic district align with the ridge that separates the Tanyard Branch and Still House Branch drainages. Old Main Street proceeds northward from the Norfolk & Southern rail line (formerly the Virginian) at the Staunton River, and winds its way up to the crest of the ridge, where it eventually intersects with Main Street. Main Street then proceeds due north, through the central business district, until it crosses the Lynchburg & Durham rail line and intersects with Lynchburg Avenue. Before Old Main Street merges with Main Street, it is met by Adams Ferry Road, which is now just a short spur street, but historically connected to the Staunton River.

Several cross streets intersect Main Street, including Todd Street, Smith Street, and Rush Street. Bank Street and Foundry Street connect to Rush Street, and provide access to the western side (rear) of the main commercial block in the central business district.

The southern portion of the historic district along Old Main Street encompasses the "upper" lots (numbers 14-25 and 38-49) sold in October of 1802. Except for Lot 12, the lower lots (numbers 1-13 and 26-37) are not included in the district as they no longer contain historic resources. The portion of the historic district along Main Street was added to the Town of Brookneal in the late nineteenth and early twentieth centuries through a number of surveys and additions. This northward movement was caused by a demand for business sites along the high, flat ground that surrounded Main Street's intersection with the Lynchburg & Durham rail line (the Virginian railway, along the Staunton River, did not develop until twenty years later. Otherwise, the town's central business district may have consolidated on its riverfront instead of where it is seen today). Peripheral areas contained within the district include Cook Avenue, which was ceded to the town in 1926, but had long served as a populated access road to the Pruitt/Nowlin/Cook Farm (015-0145). Lynchburg Avenue developed commercially upon the arrival of the Lynchburg & Durham Railroad in the last decade of the nineteenth century, and Wickliffe Avenue, long part of the county's road system, hosts a mix of residential and civil uses.

The original town plat of 1802 delineated 49 lots, most of which were one-half acre in size. Typical town lots contained 66 feet of street frontage and 330 feet of depth. County Surveyor Richard Stith made a point of mentioning on the town plat that each lot (save lots 38-40) had access to water in its rear, either along Tanyard Branch or small branches to the west that do not appear on maps today. This fact likely helped mitigate, at least in a marketing sense, the topographical challenges presented to most lot owners. Because of the Main Street's position on the crest of a ridge, flat, buildable land was at a premium. Most town lots were only buildable for the first 25% to 50% of the depth of the lot, before the terrain dropped sharply to the streams below.

Development of the lots was a constant challenge in the first quarter of the nineteenth century, and residents continuously petitioned for additional time to improve their lots. As business and transportation options increased, streets and roads to serve these interests also increased. Because he was not happy with the rates charged by Scott's Ferry, which fed what is now called Old Main Street where it approached the Staunton River, Richard Adams established a second ferry just downriver. This ferry was served by a road that ran just to the west of Tanyard Branch before mounting the ridge upon which the town was perched. The road, interchangeably called Adams Ferry Road, the New Ferry Road, or the Old Ferry Road (depending on the perspective of the writer) passed the ferry keeper's house (179-5021-0001) before intersecting with Old Main Street between lots 12 and 13.¹ This arrangement served the town well through the end of the nineteenth century, with all traffic from Halifax County and points southward crossing the river at one of the two ferry locations and entering the town by Old Main Street or Adams Ferry Road. This configuration was simplified with the construction of the iron toll bridge in the first decade of the twentieth century, which provided for safer, faster, and more consistent travel across the Staunton River. Prior to this time, getting Halifax customers across the river to conduct business in Brookneal was of such concern that George M. Wickliffe advertised that he would pay the ferry fee for anyone who crossed the river to trade at his store.²

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By 1900, the central business district had, for all intents and purposes, moved northward to the Lynchburg & Durham rail line, and demand for additional commercial density required the addition of a cross street, which was designated as Rush Street³. By 1921, additional streets in the central business district had been added, including Bank Street (dedicated in 1914), Foundry Street, Webb Street, and Water Street. A 1936 county road map shows that U.S. 501 was following the course of present-day Main Street, and what is now known as Old Main Street had been bypassed. By 1956, the road network that is visible today was largely in place, with the primary addition being the construction of a complete bypass road for U.S. 501 (Lusardi Avenue) in the 1950s, which circumvented the entire central business district.⁴

The Brookneal Historic District boasts a wide range of architectural styles, each representing a portion of the town's two-hundred year history. Because the footprint of the town tended to "creep" along primary roadways as new buildings were built, sections of the district represent distinct periods of building forms and architectural styles.

The oldest buildings in the district are dwellings, and are generally located at the northern and southern edges of the area. The East Place (179-5021-0001), thought to have housed ferrymen associated with Adam's Ferry, consists of two houses joined at the corner (whether they were moved to the site or built *in situ* is not known). The eastern section is a story-and-a-half, gable-roofed building that appears to be constructed of hewn logs. Underneath the front porch, the wall of the house is sheathed in wide, beaded horizontal boards that are flush-mounted (probably connected by a shiplap joint). The remainder of the house is sheathed in smooth weatherboard. A finely executed single-shouldered stone chimney is located on the east gable end, and the garret was originally lit by a single four-pane wood casement window. The western section is of similar size and construction (its internal framing system is not known), and is sheathed in beaded weatherboards that are face-nailed with wrought nails. The gable roof is trimmed with a box cornice with return, and the garret is illuminated by a four-pane casement on the west end and a 4/4 double-hung sash on the east end. A double-shouldered chimney of brick laid in five course American bond anchors the west gable end. A large one-story, shed-roofed addition projects to the south, and Arts & Crafts style features, including battered posts on piers supporting the porch roof, have been added to the house.

A similarly-executed house lies at the opposite end of the district. The house at 104 Pick Street (179-5021-0099) also consists of two dwellings joined at the corner. The oldest section is likely that which lies to the north, and it is a one-and-a-half story, gable-roofed building that rests on a high stone foundation. It is clad in smooth weatherboard and most windows are 9/6 double-hung sash. The upper portion of the stone chimney has a modern replacement stack of brick laid in the Flemish bond pattern. The second and slightly larger house presents a two-bay façade and features decorative 6/6 double-hung sash that are flanked by narrow 2/2 double-hung sash. The house rests on a stone foundation, and the double-shouldered chimney is laid in the five course American bond pattern. Both houses have gable-roofed dormers, and both are roofed in asphalt shingles. The two buildings are connected via a small pent addition.

Other dwellings that likely date to the first fifty years of the town's existence include the Lewis Andrew Pick Birthplace (179-5021-0100) at 110 Pick Street. Like its neighbor, it has a gable roof with simple box cornice, 9/6 double-hung sash, and gable-roofed dormers. The building has a somewhat wide entry door on its southern gable end. This, along with its close proximity to the road (Wickliffe Avenue), suggests that it may have had a commercial origin. The house at 217 Old Main Street presents a three-bay façade with a pair of gable-roofed dormers, and a massive stone chimney on its east gable end. Many nineteenth century houses in Brookneal, including the house at 273 Main Street (179-5021-0024) as well as others mentioned herein, have fine stone chimneys which may be the work of stonemasons like Lewis Tynes, who lived in town in 1850.⁵

The district is home to several larger dwellings of the period, including the two-and-a-half story frame Callaway-Smith House (179-5021-0003) at 113 Adams Ferry Road. Built on the rear half of lot 12, the house faces west towards Old Main Street. It presents an unadorned two-bay façade with a one-story porch. A two-and-a-half story frame ell projects from the rear, and an early 20th century addition (again, appearing to be a stand-alone house connected by one corner) projects from the southeast corner of the ell. Stone chimneys are located on the southern gable end of the main house and the gable end of the rear ell. A stone chimney with brick flue is attached to the addition.

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One of the more unusual dwellings of the period is the house at 231 Old Main Street (179-5021-0101), which is a one and a half story house on a tall raised foundation. The finest and largest extant house of the period is located at 221 Old Main Street (179-5021-0103) and is currently occupied by the Henderson Funeral Home. The large, three-bay, double-pile frame dwelling has a hipped roof and is clad in smooth weatherboard. Typical windows on the first floor are 9/9 double-hung sash and, while windows on the second floor are obscured due to closed shutters, they are likely 6/6 double-hung sash. The building's three remaining brick chimneys are twentieth century replacements. Perhaps the most unique feature of the property is the gable-roofed brick kitchen and/or laundry or "wash house" building located to the rear of the house. The low-slung building is constructed of brick laid in the five course American bond pattern, and displays an asymmetrical four-bay façade with a pair of board-and-batten entry doors flanked by a pair of windows. A massive brick chimney buttresses each gable end of the building. This is the only remaining domestic outbuilding of this age and type extant within the district.

Any of these buildings could have served as commercial enterprises during the early nineteenth century, as architectural styles and building forms did not necessarily delineate uses (i.e., commercial or residential) as became the norm in the late nineteenth century. Examples of later nineteenth century non-residential form buildings along Old Main Street include the Staunton River Lodge #155 AF&AM at 227 Old Main Street (179-5021-0011), which displays typical features of fraternal order meeting facilities of the period, including multiple entrances and irregular fenestration whereby the interior use dictated the exterior appearance. The two-and-a-half story, gambrel-roofed Brookneal Milling Company adjacent to 238 Old Main Street (179-5021-0012) was destroyed by fire in November of 2009.

By the end of the nineteenth century, typical houses of the day began to line the major streets in town, including Old Main Street, Main Street, and what would become Cook Avenue. Many of these dwellings were classic Virginia I-houses: two stories in height, three bays in width, with a central hallway. Examples of this form include the houses at 203 Cook Avenue (179-5021-0074) and 308 Cook Avenue (179-5021-0079) with typical central front gables and 501 Cook Avenue (179-5021-0084) with its bracketed cornice with return. A more elaborate interpretation of this form can be found at 511 Cook Avenue (179-5021-0087), where paired double-hung sash and a slightly projecting central gable create the impression of a grander dwelling.

At the turn of the nineteenth century, numerous commercial buildings were springing up in the "new" central business district, which was clustered around the intersection of Main Street and the Lynchburg & Durham rail line. Photographic and written evidence suggests that most of these buildings were one and two-story frame buildings such as Walthall's Big Department Store (burned in 1912) on Main Street. This two-story building featured four storefront entrances surrounded by large plate glass windows which were anchored by paneled wood bases. The bracketed cornice was interrupted by a series of three and a half small gables, each centered over an entrance. Most of these frame buildings perished in the fire of 1912, but surviving examples include the two-story building at 310 Main Street (179-5021-0019) which served as a grocery and dry goods store in 1921 and was the office of the Union Star newspaper by 1935. The building is clad in smooth weatherboard with a panel of vertical boards just under the cornice on the front façade. The storefront is shaded by a standing seam metal shed roof with exposed purlins that is supported by a pair of wooden brackets. A two-story Italianate style dwelling house (179-5021-0018) with bracketed cornice, projecting gabled ell, and polygonal bay window, is attached to the commercial building. The most intact example of this type of early frame commercial building is the former grocery store at 106 Lynchburg Avenue (179-5021-0066). This one-story building fronts directly onto Lynchburg Avenue, and features a recessed double-leaf entry flanked by a pair of divided storefront windows. Neither the upper nor the lower cornices offer any ornamentation, but they serve to frame the store's sign, which would have been located in the blank space between them.

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Three days after the November 8, 1912 fire, which destroyed most buildings in the central business district, Town Council decreed that it would "require all parties to build brick, concrete, or stone buildings on the following: Main Street from the N&W Railroad to Hendersons Stable, on Rush Street from Main Street to Williams' Factory and on Railroad Avenue from the corner at Jeffro__ Store to the Presbyterian Church." Within a year, downtown was being rebuilt, but this time in brick.⁶

The first buildings to be rebuilt included the Brookneal Drug Store at 105 Main Street (179-5021-0046), which featured a pressed-brick façade with brick quoins, arched windows on the second floor, and yellow brick accents throughout. Built at the same time was Guthrie's Grocery Store at 201-203 Main Street (179-5021-0043). While more restrained than the drug store, the building was twice as large, and its two storefronts were quite imposing at the southwest corner of the intersection of Main and Rush Streets. Most ornamentation was derived from its brickwork that featured brick quoins and an unusual arched passageway that cut under the northeast corner of the building, providing for a recessed entrance to that store.

Another large building that was immediately built after the fire was the N.I. Walthall & Son Department Store at 106 Main Street (179-5021-0045). This large, brick, two-story commercial building also featured two storefronts, and relied on restrained ornament such as brick quoins and raised yellow brick shapes to provide visual interest.⁷ The rebuilding of the town continued in earnest throughout the second decade of the twentieth century. In 1917, Jere White & Company, a furniture retailer, received permission from the town to construct a bridge over Bank Street in order to connect the second floors of his buildings at 207-209 Rush Street (179-5021-0056) and 303 Rush Street (179-5021-0055). The steel structure of this unusual feature is still in place today.

During this period, most of the commercial buildings that were erected were typical two-part commercial block buildings with separate treatments for the storefront on the first floor and the upper floors, which might contain residential, office, or storage space. Many of these buildings displayed the idea of architectural order in a classical sense, but did not attempt to mimic any particular style or period.

Notable exceptions to this include the Myers Department Store at 202 Main Street (179-5021-0042), which exhibited Spanish Colonial Revival elements, including a deeply bracketed cornice capped with a terra cotta tile roof (the cornice was removed, and a simpler version is being planned by the current owner). In an effort to instill the feeling of safety, security, and stability, banks of the early twentieth century often built imposing buildings that were to serve as anchors of the community. Designed in 1913 by the firm of McLaughlin Pettit & Johnson⁸, the Bank of Brookneal located at 215 Main Street (179-5021-0098) presented a temple front with four massive Tuscan columns resting on substantial plinths. Its tall, 5/1 double-hung sash helped accentuate the verticality of the bank. Another bank at 101 Main Street (179-5021-0049) originally boasted four large Tuscan columns capped by a massive Doric order entablature, but these features have since been removed.⁹

In 1919, the Lynchburg architectural firm of Craighill & Cardwell designed a hotel for the Brookneal Hotel Corporation¹⁰, which is located at 134 Lynchburg Avenue (179-5021-0063). Rising three stories above Lynchburg Avenue, the Hotel Brookneal is the tallest building in the historic district. Located just across the railroad tracks from the Lynchburg & Durham Depot (179-0001, demolished), the hotel was convenient for rail passengers and automobile travelers alike. The Colonial Revival building is remarkably lacking in architectural detail; what little is provided can be found in the simple wood cornice, subtle brick pilasters flanking the front façade, and the one-story wraparound porch.

Brookneal was home to a number of large warehouses for tobacco, lumber, and other goods. The Bright Belt Warehouse was built on Main Street in 1916 and destroyed by fire in 1930, although the commercial building at 233-235 Main Street (179-5021-0032) was built using the warehouse's southern brick wall. Farmer's Warehouse, a frame building on Rush Street, was built early in the 20th century, and was also destroyed by fire in 1930. The Brookneal Warehouse (179-5021-0058), a cinderblock building, was built as a replacement shortly thereafter. The Webb-Adams Hardware Company (179-5021-0059) is a massive building that survived the fire of 1912. While its east façade has been altered, the building's architectural character, including pressed tin siding, 6/6 double-hung sash, and five course American bond foundation, can be seen from its south and west sides.

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In 1938, diplomat and philanthropist David K.E. Bruce donated a "community building" to the Town of Brookneal. Commonly thought to be one of the 11 libraries that Bruce donated to counties across Southside and Central Virginia, including Charlotte, Halifax, and Pittsylvania, this building was actually a unique gift. All of the libraries donated by Bruce to counties were located in their respective county seats. As a Brookneal-area resident, Bruce likely wanted to give a gift to the town that would be useful to it. Unlike the libraries, which were Colonial Revival in style and very residential in feeling (most were one-and-a-half story, five-bay brick buildings resembling a fine eighteenth century Tidewater Virginia house), the Brookneal Community Building (179-5021-0026) located at 261 Main Street was remarkably institutional in design. Most accurately described as Georgian Revival, the Community Building is perhaps the most architecturally sophisticated in Brookneal. The core of the building consists of a long rectangular auditorium with a projecting vestibule. Wings project from the north and south sides of the building. The building is constructed of brick laid in the Flemish bond pattern, and windows and door openings visible from Main Street are capped by splayed jackarches of rubbed brick. Typical windows are 12/12 and 9/9 double-hung sash. The front double-leaf entry is capped by a dentiled pediment resting on a pair of wooden pilasters. A pair of round cement panels are located to each side, and above, the front entry, and a modillioned cornice trims the front façade. In 1962, a 64' x 18' addition containing a dining room and kitchen was added by local builder Henry Elder.¹¹

In 1939, Town Council announced that cinder block was to be considered a fire proof building material, apparently clarifying the list contained in the edict of 1912. Similar building materials had long been popular in Brookneal, as a concrete block manufactory was already in operation on Lynchburg Avenue in August of 1913.¹² In the following years, numerous builders capitalized on the opportunity to use cinder block construction, and cinder block became the material of choice for many one-story buildings in the commercial district. Some were built wholly of block, like the diminutive cottage-like office at 116 Bank Street (179-5021-0096) and Lunsford's Farm Supply (179-5021-0057), built circa 1945 at 302 Rush Street. Many other buildings are constructed of cinder block, but the front facades are dressed with another material. Examples of this treatment include the Brookneal Fire Station at 101 Lynchburg Avenue (179-5021-0040) with brick laid in a running bond pattern, and the commercial building at 406 Rush Street (179-5021-0051) with its multi-hued Permastone-like facing. In 1962, the theatre at 228 Main Street (179-5021-0033), which was originally all cinder block construction, was remodeled and a brick façade with turquoise Vitrolite panels was added.

With building density increasing downtown, construction activity slowed during the years during and following World War II, but several distinctive commercial buildings were added to the streetscape during this period. Faced in blonde pressed brick, the Odd Fellows Building at 237-239 Main Street (179-5021-0031) displays subtle patterns in the brickwork, including long, horizontal lines and vertical crenellation, that are reminiscent of the Art Deco style. The former Holt's Market and Asher Hardware Building at 207-211 Main Street (179-5021-0038) was an excellent example of the style. The façade is constructed of blonde brick with red brick accents that give a sense of geometric movement to the building. While the black carrera glass panels that surrounded the center and right-hand storefront have been removed and the left-hand storefront has received a Colonial Revival treatment, key features of the original Art Deco design still remain, including the building form, brick work, and chrome-plated door hardware. A more vernacular interpretation of the Art Deco style can be found at Guthrie's Hardware at 102 Main Street (179-5021-0048), where unique pilasters and elongated diamonds of blonde brick accentuate the verticality of the building.

Following the most active period of building in the central business district, one last building of architectural significance was constructed. In 1960, the bank at 227 Main Street (179-5021-0095) was constructed in a modern commercial style that was probably met with mixed reviews in the traditional community of Brookneal. Since World War II, banking institutions began utilizing buildings that appeared to be more friendly, comforting, and inviting. This was a strong contrast to the temple-form and bank vault-like facades seen earlier in the century. From Main Street, the building appears to be one story in height, but a second story occupies the rear third of the building. Construction materials include brick, concrete panels, black tile, and chrome. Overall, the building's materials and proportions accentuate the horizontal form that was popular during the period, and it is an excellent and intact example of commercial architecture of the early 1960s.

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BROOKNEAL HISTORIC DISTRICT INVENTORY

The following is a list of resources located within the boundaries of the Brookneal Historic District. The resources are listed alphabetically by roadway and numerically by street address. Virginia Department of Historic Resources identification numbers are also listed. All resources, both primary and secondary, have been evaluated as either contributing or non-contributing based upon the areas of significance identified under Criteria A and C as: Architecture and Commerce,; and based upon the period of significance spanning the period 1812 to 1960. All non-contributing resources have been so noted for being less than fifty years old or for having been significantly altered so that they no longer reflect their historic appearance or character.

Adams Ferry Road

| | | |
|--|----------------------|-----------------|
| 102 Adams Ferry Road 179-5021-0006 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Craftsman, ca 1915 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| <i>Individual Resource Status:</i> Garage | Contributing | <i>Total:</i> 1 |
| 103 Adams Ferry Road 179-5021-0005 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| 109 Adams Ferry Road 179-5021-0004 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Colonial Revival, Cape Cod, 1940 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| 113 Adams Ferry Road 179-5021-0003 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Vernacular, 1812 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| 119 Adams Ferry Road 179-5021-0002 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Ranch, 1958 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| 121 Adams Ferry Road 179-5021-0001 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Vernacular, ca 1820 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| <i>Individual Resource Status:</i> Shed | Contributing | <i>Total:</i> 1 |

Bank Street

| | | |
|--|----------------------|-----------------|
| Bank Street 179-5021-0070 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Water Tower, 1933 | | |
| <i>Individual Resource Status:</i> Water Tower | Contributing | <i>Total:</i> 1 |
| 116 Bank Street 179-5021-0096 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: No Discernable Style, 1940 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| Bank Street 179-5021-0097 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: No Discernable Style, 1930 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |

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Commerce Street

118 Commerce Street 179-5021-0059

Other DHR-ID:

Primary Resource Information: **Commercial Building, Stories 1.00, Style: No Discernable Style, pre 1900**

Individual Resource Status: **Commercial Building** **Contributing** **Total: 1**

Cook Avenue

127 Cook Avenue 179-5021-0073

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Craftsman, 1930**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Garage** **Contributing** **Total: 1**

203 Cook Avenue 179-5021-0074

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1910**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Shed** **Contributing** **Total: 1**

205 Cook Avenue 179-5021-0075

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1908**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

211 Cook Avenue 179-5021-0076

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Colonial Revival, 1908**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Garage** **Contributing** **Total: 1**

303 Cook Avenue 179-5021-0077

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 1.00, Style: Ranch, 1955**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

307 Cook Avenue 179-5021-0078

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Garage** **Contributing** **Total: 1**

308 Cook Avenue 179-5021-0079

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Vernacular, 1900**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Shed** **Contributing** **Total: 1**

403 Cook Avenue 179-5021-0080

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Colonial Revival, 1940**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Shed** **Contributing** **Total: 1**

404 Cook Avenue 179-5021-0081

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 1.00, Style: Ranch, 1967**

Individual Resource Status: **Single Dwelling** **Non-Contributing** **Total: 1**

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| | | | |
|---|----------------------|----------------------|-----------------|
| 405 Cook Avenue | 179-5021-0082 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Minimal Traditional, 1950 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 406 Cook Avenue | 179-5021-0083 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Ranch, 1959 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 501 Cook Avenue | 179-5021-0084 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 502 Cook Avenue | 179-5021-0085 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Minimal Traditional, 1948 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 510 Cook Avenue | 179-5021-0086 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1948 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 511 Cook Avenue | 179-5021-0087 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| <i>Individual Resource Status:</i> Outbuilding, Domestic | | Contributing | <i>Total:</i> 2 |
| 516 Cook Avenue | 179-5021-0088 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1941 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 520 Cook Avenue | 179-5021-0089 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Minimal Traditional, 1945 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 524 Cook Avenue | 179-5021-0090 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Minimal Traditional, 1945 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 527 Cook Avenue | 179-5021-0091 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1908 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 528 Cook Avenue | 179-5021-0092 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1945 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |
| 534 Cook Avenue | 179-5021-0093 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Vernacular, 1915 | | | |
| <i>Individual Resource Status:</i> Single Dwelling | | Contributing | <i>Total:</i> 1 |

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Lynchburg Avenue

| | | | |
|--|----------------------|----------------------|----------|
| 101 Lynchburg Avenue | 179-5021-0040 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Fire Station, Stories 1.00, Style: Commercial Style, ca 1949 | | | |
| <i>Individual Resource Status:</i> Fire Station | Contributing | <i>Total:</i> | 1 |
| 102 Lynchburg Avenue | 179-5021-0067 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, 1940 | | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> | 1 |
| 106 Lynchburg Avenue | 179-5021-0066 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, 1913 | | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> | 1 |
| 116 Lynchburg Avenue | 179-5021-0065 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Mixed:Commerce/Domestic, Stories 2.00, Style: Art Deco, 1945 | | | |
| <i>Individual Resource Status:</i> Mixed:Commerce/Domestic | Contributing | <i>Total:</i> | 1 |
| 120 Lynchburg Avenue | 179-5021-0064 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, pre 1913 | | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> | 1 |
| 134 Lynchburg Avenue | 179-5021-0063 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Hotel/Inn, Stories 3.00, Style: Colonial Revival, 1919 | | | |
| <i>Individual Resource Status:</i> Hotel/Inn | Contributing | <i>Total:</i> | 1 |
| 204 Lynchburg Avenue | 179-5021-0062 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, ca 1950 | | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> | 1 |
| 220-226 Lynchburg Avenue | 179-5021-0061 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, ca 1915 | | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> | 1 |

Main Street

| | | | |
|--|----------------------|----------------------|----------|
| 101 Main Street | 179-5021-0049 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Bank, Stories 1.00, Style: Greek Revival, pre 1921 | | | |
| <i>Individual Resource Status:</i> Bank | Contributing | <i>Total:</i> | 1 |
| 102 Main Street | 179-5021-0048 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, 1935 | | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> | 1 |
| 103 Main Street | 179-5021-0047 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Post Office, Stories 1.00, Style: Commercial Style, 1920 | | | |
| <i>Individual Resource Status:</i> Post Office | Contributing | <i>Total:</i> | 1 |

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|---|---|-----------------|
| 105 Main Street 179-5021-0046 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, 1913 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 106 Main Street 179-5021-0045 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, 1913 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 112 Main Street 179-5021-0044 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, 1915 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 201-203 Main Street 179-5021-0043 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, 1912 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 202 Main Street 179-5021-0042 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Colonial Revival, Spanish/Mission, 1920 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 206 Main Street 179-5021-0041 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, 1978 | | |
| <i>Individual Resource Status:</i> Commercial Building | Non-Contributing | <i>Total:</i> 1 |
| 207-211 Main Street 179-5021-0038 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Art Deco, 1940 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 215 Main Street 179-0009 | <i>Other DHR-ID:</i> 179-5021-0098 | |
| <i>Primary Resource Information:</i> Bank, Stories 2.00, Style: Greek Revival, 1913 | | |
| <i>Individual Resource Status:</i> Bank | Contributing | <i>Total:</i> 1 |
| 215 Main Street 179-5021-0008 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Colonial Revival, pre 1926 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 216 Main Street 179-5021-0037 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Communications Facility, Stories 1.00, Style: Commercial Style, ca 1985 | | |
| <i>Individual Resource Status:</i> Communications Facility | Non-Contributing | <i>Total:</i> 1 |
| 220 Main Street 179-5021-0036 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Moderne, 1945 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 221 Main Street 179-5021-0035 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Service Station, Stories 1.00, Style: Colonial Revival, ca 1935 | | |
| <i>Individual Resource Status:</i> Service Station | Contributing | <i>Total:</i> 1 |
| 224 Main Street 179-5021-0034 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, ca 1940 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |

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|---|-------------------------|-----------------|
| 227 Main Street 179-5021-0095 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Bank, Stories 2.00, Style: Moderne, 1960 | | |
| <i>Individual Resource Status:</i> Bank | Contributing | <i>Total:</i> 1 |
| 228 Main Street 179-5021-0033 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, pre 1951 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 233-235 Main Street 179-5021-0032 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: No Discernable Style, 1954 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 237-239 Main Street 179-5021-0031 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Art Deco, ca 1940 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 238 Main Street 179-5021-0060 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Work in Progress, Stories 1.00, Style: No Discernable Style, 2010 | | |
| <i>Individual Resource Status:</i> Work in Progress | Non-Contributing | <i>Total:</i> 1 |
| 241 Main Street 179-5021-0030 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, 1948 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 246 Main Street 179-5021-0029 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Moderne, 1954 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 252-254 Main Street 179-5021-0028 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Office/Office Building., Stories 1.00, Style: No Discernable Style, ca 1985 | | |
| <i>Individual Resource Status:</i> Office/Office Building. | Non-Contributing | <i>Total:</i> 1 |
| 258 Main Street 179-5021-0027 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Clinic, Stories 1.00, Style: No Discernable Style, 1982 | | |
| <i>Individual Resource Status:</i> Clinic | Non-Contributing | <i>Total:</i> 1 |
| 261 Main Street 179-5021-0026 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Meeting/Fellowship Hall, Stories 1.00, Style: Colonial Revival, 1938 | | |
| <i>Individual Resource Status:</i> Meeting/Fellowship Hall | Contributing | <i>Total:</i> 1 |
| <i>Individual Resource Status:</i> Gazebo | Non-Contributing | <i>Total:</i> 1 |
| 269 Main Street 179-5021-0025 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 1.00, Style: Ranch, 1950 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| <i>Individual Resource Status:</i> Shed | Non-Contributing | <i>Total:</i> 1 |
| 273 Main Street 179-5021-0024 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Vernacular, ca 1850 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| 301 Main Street 179-5021-0023 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Single Dwelling, Stories 2.50, Style: Victorian, Folk, 1922 | | |
| <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> 1 |
| 302-308 Main Street 179-5021-0020 | <i>Other DHR-ID:</i> | |

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Primary Resource Information: **Commercial Building, Stories 1.00, Style: No Discernable Style, ca 1955**
Individual Resource Status: **Commercial Building** **Contributing** **Total: 1**

307 Main Street 179-5021-0022 *Other DHR-ID:*
Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Victorian, Folk, 1910**
Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

310 Main Street 179-5021-0019 *Other DHR-ID:*
Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, pre 1921**
Individual Resource Status: **Commercial Building** **Contributing** **Total: 1**

311 Main Street 179-5021-0021 *Other DHR-ID:*
Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Victorian, Folk, 1905**
Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

312 Main Street 179-5021-0018 *Other DHR-ID:*
Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Italianate, 1880**
Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

322 Main Street 179-5021-0017 *Other DHR-ID:*
Primary Resource Information: **Commercial Building, Stories 1.00, Style: Commercial Style, pre 1921**
Individual Resource Status: **Commercial Building** **Contributing** **Total: 1**

324-326 Main Street 179-5021-0015 *Other DHR-ID:*
Primary Resource Information: **Commercial Building, Stories 1.00, Style: Commercial Style, pre 1935**
Individual Resource Status: **Commercial Building** **Contributing** **Total: 1**

325 Main Street 179-5021-0016 *Other DHR-ID:*
Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Craftsman, pre 1935**
Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**
Individual Resource Status: **Shed,Vehicle/Equipment** **Contributing** **Total: 1**

328-330 Main Street 179-5021-0014 *Other DHR-ID:*
Primary Resource Information: **Commercial Building, Stories 1.00, Style: No Discernable Style, 1971**
Individual Resource Status: **Commercial Building** **Non-Contributing** **Total: 1**

Old Main Street

214 Old Main Street 179-5021-0007 *Other DHR-ID:*
Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900**
Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**
Individual Resource Status: **Gazebo** **Non-Contributing** **Total: 1**

217 Old Main Street 179-5021-0102 *Other DHR-ID:*
Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Vernacular, ca 1820**
Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

218 Old Main Street 179-5021-0009 *Other DHR-ID:*
Primary Resource Information: **Commercial Building, Stories 2.00, Style: No Discernable Style, 1991**
Individual Resource Status: **Commercial Building** **Non-Contributing** **Total: 1**

219 Old Main Street 179-5021-0010 *Other DHR-ID:*

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Primary Resource Information: **Single Dwelling, Stories 1.00, Style: Ranch, 1960**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

221 Old Main Street 179-0007

Other DHR-ID: **179-5021-0103**

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Greek Revival, ca 1840**

Individual Resource Status: **Kitchen** **Contributing** **Total: 1**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Garage** **Contributing** **Total: 1**

Individual Resource Status: **Shed** **Contributing** **Total: 1**

227 Old Main Street 179-5021-0011

Other DHR-ID:

Primary Resource Information: **Meeting/Fellowship Hall, Stories 2.00, Style: No Discernable Style, 1900**

Individual Resource Status: **Meeting/Fellowship Hall** **Contributing** **Total: 1**

231 Old Main Street 179-0005

Other DHR-ID: **179-5021-0101**

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Vernacular, ca 1850**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

234 Old Main Street 179-5021-0094

Other DHR-ID:

Primary Resource Information: **Granary, 1960**

Individual Resource Status: **Granary** **Contributing** **Total: 1**

238 Old Main Street 179-5021-0012

Other DHR-ID:

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, pre 1921**

Individual Resource Status: **Commercial Building** **Contributing** **Total: 1**

242 Old Main Street 179-5021-0013

Other DHR-ID:

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Second Empire, pre 1921**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Pick Street

104 Pick Street 179-0003

Other DHR-ID: **179-5021-0099**

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Vernacular, ca 1830**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Individual Resource Status: **Shed** **Non-Contributing** **Total: 2**

110 Pick Street 179-0004

Other DHR-ID: **179-5021-0100**

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Vernacular, ca 1850**

Individual Resource Status: **Single Dwelling** **Contributing** **Total: 1**

Rush Street, East

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| 201 Rush Street, East 179-5021-0058 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Warehouse, Stories 1.00, Style: No Discernable Style, post 1935 | | |
| <i>Individual Resource Status:</i> Warehouse | Contributing | <i>Total:</i> 1 |
| 207-209 Rush Street, East 179-5021-0056 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, 1920 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 302 Rush Street, East 179-5021-0057 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, 1945 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 303-305 Rush Street, East 179-5021-0054 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, pre 1921 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 401 Rush Street, East 179-5021-0053 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Art Deco, pre 1935 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 403 Rush Street, East 179-5021-0052 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: No Discernable Style, 1950 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 405 Rush Street, East 179-5021-0050 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 2.00, Style: Commercial Style, pre 1935 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 406 Rush Street, East 179-5021-0051 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, 1940 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |
| 407 Rush Street, East 179-5021-0039 | <i>Other DHR-ID:</i> | |
| <i>Primary Resource Information:</i> Commercial Building, Stories 1.00, Style: Commercial Style, ca 1920 | | |
| <i>Individual Resource Status:</i> Commercial Building | Contributing | <i>Total:</i> 1 |

Wickliffe Avenue

| | |
|---|----------------------|
| 103 Wickliffe Avenue 179-5021-0068 | <i>Other DHR-ID:</i> |
| <i>Primary Resource Information:</i> Fire Station, Stories 1.00, Style: No Discernable Style, 2004 | |

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|-----------------------------|--|-------------------------|----------------------|---|
| | <i>Individual Resource Status:</i> Fire Station | Non-Contributing | <i>Total:</i> | 1 |
| 106 Wickliffe Avenue | 179-5021-0069 | | <i>Other DHR-ID:</i> | |
| | <i>Primary Resource Information:</i> Single Dwelling, Stories 2.00, Style: Victorian, Folk, ca 1900 | | | |
| | <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> | 1 |
| 202 Wickliffe Avenue | 179-5021-0071 | | <i>Other DHR-ID:</i> | |
| | <i>Primary Resource Information:</i> Single Dwelling, Stories 1.50, Style: Craftsman, 1947 | | | |
| | <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> | 1 |
| 204 Wickliffe Avenue | 179-5021-0072 | | <i>Other DHR-ID:</i> | |
| | <i>Primary Resource Information:</i> Single Dwelling, Stories 2.50, Style: Victorian, Folk, 1907 | | | |
| | <i>Individual Resource Status:</i> Single Dwelling | Contributing | <i>Total:</i> | 1 |

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Summary Statement of Significance

The Brookneal Historic District includes approximately 55 acres of commercial district and residential neighborhoods within the core of the Town of Brookneal. The district includes more than 100 contributing resources and less than 20 non-contributing resources.

The Brookneal Historic District remains a symbol of the rise and subsequent fall of Southside Virginia's economy that was based on agriculture and manufacturing; primarily tobacco, furniture, and textiles. Unlike many comparable towns, Brookneal did not develop in one location. Rather, the town's central business district migrated northward during the nineteenth century, away from the Staunton River that provided it with its first commercial connections and towards the first of two railroads that would link the community with broader markets throughout Virginia and beyond. Because of this migration, the district boasts a mixture of intact architectural resources that stretches from the early nineteenth century through the mid-twentieth century. Anonymous citizens as well as national figures including Patrick Henry, George Marshall Wickliffe, General Lewis Andrew Pick, and David K.E. Bruce left a mark on Brookneal and played a role in its development. The Brookneal Historic District is eligible for listing in the National Register of Historic Places under Criterion A for its role in the establishment of commerce along the Staunton River Basin in Campbell and surrounding counties, and under Criterion C for its intact and eclectic collection of architecture spanning two centuries. The district displays substantial integrity of location, association, design, and workmanship.

Founded in 1802 by John Brooke as a commercial port on the Staunton (Roanoke) River, Brookneal became an important tobacco inspection location in Southside Virginia during the nineteenth and twentieth centuries. By the second quarter of the nineteenth century, Brookneal benefitted as physical improvements to the Staunton River by the Roanoke Navigation Company cleared the way for batteaux to travel upriver as far as Salem, thus expanding commercial connections throughout the Roanoke River Basin. The town continued to grow during the late nineteenth century, relying on two ferry crossings for commerce with Halifax County and points southward. By 1890, the Lynchburg & Durham Railroad passed through Brookneal, followed by the Virginian Railway two decades later. Brookneal was chartered as a town by the Commonwealth of Virginia in 1908, which ushered in the modern era of Brookneal's government, physical development, and economic development. A devastating fire in 1912 destroyed much of Brookneal's central business district, thus paving the way for more permanent multi-story masonry buildings to be constructed. The town became a center for the processing of forest products, including furniture, lumber, and flooring. At one time, five tobacco warehouses operated in Brookneal at the same time, and the Town's warehouses inspected \$10 million of tobacco annually later in the twentieth century. These industries were augmented by textile manufacturing in the middle 20th century, and the town boomed with a three-legged economic base (tobacco, textiles, and wood products). Due to changing international markets, these industry sectors, which were relied upon by many other Southside Virginia towns, began to decline in the late twentieth century. The town is currently executing a multi-phase community revitalization plan which includes infrastructure improvements, housing & neighborhood rehabilitation, and downtown revitalization.

The Brookneal Historic District has a period of significance ranging from 1812 to 1960, beginning with the date of construction for the oldest standing resource in the town and concluding with the end of significant commercial, industrial, and residential expansion within the boundaries of the district. It is locally significant under Criterion A in the area of commerce for its role in the commercial development of Southside Virginia. The district is also locally significant under Criterion C for its important collection of domestic and commercial architecture, including the early nineteenth century Virginia vernacular, folk Victorian, early twentieth century commercial, Art Deco, and Colonial Revival styles.

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Historical Background

For Piedmont Virginia tobacco farmers in the eighteenth century, growing a productive crop was only half the battle. Because the bulk of the consumer market was in the British Isles, tobacco would have to be shipped thousands of miles from the fields in which it was grown. Over time, a complex system developed that allowed growers to sell their product at locations relatively close to home without the worry of transatlantic shipping or market conditions abroad. Virginia's navigable inland rivers became the corridors in which goods were shipped via batteaux (shallow-drafted boats) from the Piedmont through the treacherous waters of the Fall Line to inland ports such as Roanoke Rapids, North Carolina or Petersburg, Richmond, and Fredericksburg, Virginia. The point where tobacco transferred from wagon to batteau was typically accompanied by a warehouse, where the tobacco would be inspected for value and quality. Mercantile houses were generally situated in close proximity to inspection warehouses, as farmers could immediately convert their tobacco to store credit.¹³

In 1798, John Brooke, who had previously settled on the Little Falling River, acquired the 470-acre home tract from Michael and Betsy Prewitt (Pruitt), where Prewitt had been operating a mill near the confluence of Dog Creek and Falling River in Campbell County since the 1780s.¹⁴ One year later, Brooke, along with approximately five hundred area residents, petitioned the Virginia General Assembly for the establishment of a tobacco inspection site on the lands of John Brooke known as "Brooke's Warehouse."¹⁵

At least one area resident, however, was not in favor of this venture. Patrick Henry, who owned land and houses in the area, including *Red Hill* (019-0030) to the east, *Seven Islands* (041-5273) to the south, and *Long Island* to the west, was likely not interested in supporting competition for Booker's Warehouse and Ferry, which lay on Henry's *Red Hill* property. Even after Henry's death in June of 1799, his not inconsiderable political influence lived on, preventing Brooke's petition from passage in the General Assembly. In 1800, Brooke again petitioned the Assembly, and his request to establish Brooke's Warehouse was granted.¹⁶

The next year, a request by six hundred petitioners to establish a town "to be called Brooke Neal" and a ferry across the Stanton [sic] River was granted. The ferry connected Brooke's land to that of Robert Campbell (son-in-law of Patrick Henry, who inherited *Seven Islands*). Trustees for the newly established town included Samuel Pannill, Phillip Payne, John Marshall, Achilles Moorman, Charles Slaughter, and John Reed. The name of the town was derived from a combination of the surnames of John Brooke and his wife Sarah Neal. Later, this would be shortened to "Brookneal," a name that is unique in the United States, unlike the names of many Virginia towns.

Working within a 25-acre tract provided by Brooke, Campbell County Surveyor Richard Stith laid off town lots (most containing one half of an acre) along Main Street. The new town's location on a ridge of land that gradually descended towards the river gave residents and business owners a prime opportunity to capture commerce from all traffic travelling to and from the ferry. However, the long, deep lots (66'x330') straddling each side of the ridge were not wholly useful; as many as half the lots could never be fully developed due to dramatic changes in grade as the ridge descended towards Tanyard Branch to the east.

In October of 1802, the first twenty-three lots were sold, being the parcels on both sides of Main Street furthest to the south, toward the Staunton River. The following April, the remaining (upper) twenty-five lots were sold at auction. In 1803, Richard Womack and Griffin Lewis, Jr. were appointed inspectors of tobacco at Brooke Neal Warehouse.

In 1817, residents again petitioned to revive the law establishing the inspection of tobacco at Brooke Neal. Like many Virginia towns of the Early National period, Brooke Neal residents also asked for additional time to improve their lots. The first glimpse of development in the town comes in 1820 with the addition of building values on the real estate tax rolls. In 1820, only two of the town lots (owned by Elias Layne and Francis Callaway) were reported to contain buildings, indicating that development in the town was off to a somewhat slow start. Requests for additional time to improve town lots continued in 1822 and 1827.

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That same year, Samuel Pannill, under the direction of the Roanoke Navigation Company, completed a series of navigational improvements through the impassable area of the Staunton River called Seven Islands (Patrick Henry had a home of the same name). One of the most prominent of these improvements, or sluices, is the Cat Rock Sluice (015-0217), which lies just one mile upriver from the Brookneal Historic District. By October of 1828, it was reported that boats had travelled 124 miles of "tolerable good and safe navigation" between Brookneal and Salem.¹⁷

The connection of the town, which was then twenty-five years old, to markets both up and downriver was the economic boost for which its residents had been longing. Tax records for 1830 indicate that five town lots contained improvements; however, just five years later, a publication reported significant growth. Martin's Gazetteer touted that Brookneal was situated on a "beautiful eminence on the north bank of the Staunton River, opposite the Seven Islands." Martin described the vicinity as containing 10 dwellings, 2 mercantile stores, a tavern, a tanyard, a saddler, a tailor, a boot and shoe manufactory, a tobacco factory, 2 blacksmiths, and a Baptist church. He also noted that a manufacturing mill was located on the Falling River.¹⁸ Also in 1835, local residents petitioned to have the polling location for the vicinity moved from Hat Creek (an 18th century Presbyterian settlement) to Francis Callaway's tavern in Brookneal.¹⁹

The town was resurveyed by Campbell County Surveyor Alexander Austin during this period, and boundaries separating lots were confirmed or re-defined, which is an indication that development was occurring (or was about to occur) at such a pace to warrant such an undertaking. Businesses during this period included Pannill & Wimbush's store and Colonel Nowlin's store in addition to Callaway's tavern.²⁰ By 1850, the list of occupations held by Brookneal residents began to resemble those of other Piedmont Virginia towns of the period: Blacksmith (3), Carpenter (6), Collector, Doctor (2), Saddler (2), Ferryman, Farmer (21), Laborer, Mail Carrier, Merchant (2), Miller (2), Overseer (4), Tailor, Wheelwright, Stone Mason, and Storekeeper. According to census records, the town and immediate surrounding area contained approximately 210 free residents in 41 households. Of that census sampling, 18 individuals in 17 households owned 164 enslaved African Americans (76 adults and 88 minors) who are assumed to have lived in the immediate vicinity. The largest slaveowners in the sampling were Judy Wimbush (24), James F. Callaway (41), and Peyton W. Nowlin (30). A number of tradesmen also owned slaves, although in smaller numbers: Tailor Benjamin East (2), Carpenter Henry D. Puckett (1), Saddler David Gibbs (4), Blacksmith John C. Smith (4), Merchants William Miller (6) and David F. Williams (2), and Mail Carrier Alexander Garnett (1). It is thought that most of the slaves who lived within the village served as household servants or as tradesmen. By 1860, a small number of free African Americans, most with the surname of Jackson, were living in Brookneal and were working as servants, laborers, and tanners in the households of Henry D. Puckett, John D. Smith, and William W. Guthrie.²¹

While certainly the bane of tobacconists and merchants, Brookneal's relative isolation served it well during the Civil War. While Brookneal was positioned at the intersection of a major inter-county road and the Staunton River, it was not as strategically important as locations served by bridges rather than ferries, such as Samuel Pannill's Bridge (44CP0075) located 8 miles upriver. This bridge was used by former Confederate troops marching southward after their surrender at Apomattox. In June of 1864, Confederate and Union forces clashed at the Richmond & Danville Railroad's Staunton River Bridge (041-0115), located 17 miles to the southeast at Randolph. Again, this site, rather than the crossing at Brookneal, was subject to the perils of war. Lud Brown, an African-American mail carrier who would have been twenty years old in 1865 recalled later in life that he was engaged in driving supply wagons for the Confederacy. He and his fellow waggons were in the process of ferrying 200 wagons of provisions for the army across the Staunton River at Brookneal at the time that they received news of the surrender at Appomattox.²²

The community did, however, supply men and leadership to the Confederate States of America. Since the early 1830s, several volunteer militia companies under the leadership of notable Campbell County citizens, including Dr. Robert E. Withers, Adam Clement, Henry Howard Withers, and John D. Alexander were formed in and around Brookneal, and were called into service at the outbreak of war. Robert Enoch Withers (1821-1907) later served as a Colonel in the Confederate Army, Lieutenant Governor of Virginia, was a United States Senator, Consul to Hong Kong, and established the *Lynchburg News* newspaper.²³

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By the end of the Civil War, commerce and transportation along the Staunton River Valley was becoming increasingly dependent on the railroad. Since Brookneal had no railroad, local merchant William Bradley made an arrangement with the Richmond and Danville Railroad in 1869 to conduct freight via batteaux on the Staunton River from Brookneal to the nearest rail depot at Randolph. Charles Bruce of nearby *Staunton Hill* (019-0030) operated two small steamboats that carried passengers and freight between the two points. Other river personalities of the day included African-American Matt Haskins (b. 1809), who was the famous strong man of the Staunton River batteaumen, and Jesse Childress who hauled quarried stone by batteaux from Brookneal to the new railroad bridge at Randolph, which was completed in 1902.²⁴

By 1880, a newcomer arrived in town who would quickly play a large part in changing the economic and physical landscape in Brookneal. As late as the 1960s, locals speculated about how George Marshall Wickliffe acquired the large amounts of capital that he brought with him to Brookneal. Rumors centered around the idea that Wickliffe was a prominent Louisiana surname, and that he may have become rich from the spoils of the Louisiana Lottery. It is likely that this man was indeed the former Auditor of the State of Louisiana, who, along with other statewide office-holders following the Civil War, was plagued with scandal and legal trouble.²⁵ Almost immediately, Wickliffe began purchasing real estate and businesses in the immediate area, purchasing a store, mill, tannery, machine shop, print shop, and tobacco warehouse. Wickliffe's proverbial monopoly was so great that the only Brookneal industries listed in the 1880 Census of Manufactures were owned by him. In 1889, he published a booklet promoting the economic development potential of Brookneal, touting its "ideal location between two rivers, the fine drainage, abundant water supply and potential power development of the two rivers."²⁶

In 1888, construction began in Lynchburg on the Lynchburg & Durham Railroad, gradually making its way south through the rural communities of Rustburg, Winfall, Gladys, and Naruna. The first locomotive arrived in Brookneal on August 12, 1889, and was met with great fanfare by Brookneal's citizenry. When in full operation, the line served Brookneal with eight daily passenger trains. The Norfolk & Western Railway acquired the line in 1896 and upgraded tracks to accommodate larger, heavier engines. Just after the turn of the nineteenth century came a second rail line, this time following the Staunton River in an east-west direction. The Virginian Railway, which connected Deepwater on the Kanawha River in West Virginia to Tidewater Virginia, was largely complete by 1907, and began running heavy coal trains as well as passenger coaches.²⁷

In 1906, a stock company formed by local investors constructed an iron toll bridge over the Staunton River at Brookneal, thus ending the town's reliance on ferries to convey goods and passengers between Halifax and Campbell Counties.²⁸ Two years later, the century-old town became incorporated, and received a charter from the Commonwealth of Virginia. By this point, the commercial area of town had spread northward from the original twenty-five acres of 1802, and embraced frontage along the Lynchburg & Durham Rail Line. In 1909, *Brookneal Sentinel* publisher David May scolded town council for "wasting money on luxuries" like streetlights instead of investing in fire protection. He went on to say that, "Some of these days there will be a blaze here which will light up not only the town but the surrounding country and then we will have more light than we either need or desire." Perhaps bowing to pressure from the media, Town Council also purchased a hand-drawn chemical hose cart for firefighting.

On November 8, 1912, a fire began in the upstairs of what was then Reeves Hardware, presumably from a defective chimney flue. The blaze quickly spread through the new central business district near the railroad tracks, consuming many of the frame buildings that had been hastily constructed since the railroad's arrival just over two decades earlier. The fire destroyed all buildings in the 200-400 blocks of Rush Street, those along Main Street from the railroad tracks southward just past the current location of Town Hall (179-0009), and other buildings. Saved were noncontiguous buildings such as the Webb-Adams Hardware Company (179-5021-0059) and buildings on the north side of the railroad along Lynchburg Avenue. The next morning, the Lynchburg News reported that "At an early hour yesterday morning the Town of Brookneal... ..was visited by the most disastrous fire in its history. Almost the entire business section of the town was wiped out by the flames... ..Twenty-five buildings crumbled into ashes before the destructive flames, including the post office, the Baptist church, the Bank of Brookneal, the Farmer's Warehouse, eleven stores, an unoccupied dwelling, and a number of storage warehouses."²⁹

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Like many towns that have suffered major fires, Brookneal's post-conflagration buildings were primarily built of brick or other masonry materials in an effort to increase fire protection efforts. Brookneal continued to flourish in spite of, or perhaps because of the fire, with the new downtown district gaining its present massing and density by the 1920s. In 1925, it was reported that Brookneal had a population of 583, was accessible by "good soil roads from three sides" and that the State Highway (State Route 40) went directly through town. Brookneal's economy continued to grow, with up to four tobacco warehouses in place at any given time. A burgeoning lumber and millwork industry cluster was also developing, with Williams Lumber (still in operation in 2010) and Burruss' Sawmill occupying several sites adjacent to downtown by 1935.³⁰

In May of 1938, B.F. Ginther announced to Town Council that an anonymous donor proposed the "erection of a community center" in Brookneal. It soon became apparent that this donor was David K.E. Bruce of nearby *Staunton Hill* (019-0030). Bruce married Ailsa Mellon, daughter of Andrew W. Mellon, in 1926. In 1937, Bruce began a program by which he would donate libraries to rural counties in Virginia, beginning with one in Charlotte County (his home) and Halifax County the next year. Not being a county seat, Brookneal was not particularly suited to receive a library as Bruce had planned for other counties, so he instead donated a community building that could serve multiple purposes. That he desired to make a donation to Brookneal at all signified his fondness for the town, and he typically indicated his town of residence as Brookneal when listed on formal documents.

By September of 1938, construction was likely underway, and Town Council voted to move the town office to the new building. While the January 1939 deed from Bruce to the Town of Brookneal that conveyed the community building (179-5021-0026) to the public did not specifically call for it to house a library, local citizens banded together later that year and formed the Patrick Henry Memorial Library, which was to be located in the left (south) wing of the community building. This action was somewhat unusual for Southside towns of the period, as most libraries were located in larger communities and county seats. The ladies' group that founded the library attempted to turn the operation over to the town in 1942, but the offer was not accepted until six years later. Campbell County assumed control of the library in 1982, and it moved to its current site in the former Hollands Furniture Building (179-5021-0062) in 1990.³¹

During World War II, Bruce served as chief of the London branch of the Office of Strategic Services (OSS), was the U.S. Ambassador to France from 1949-1952, U.S. Ambassador to West Germany from 1957-1959, and U.S. Ambassador to the United Kingdom from 1961 to 1969. In addition, he served as the United States' first emissary to the People's Republic of China from 1973 to 1974, and was the U.S. Ambassador to the North Atlantic Treaty Organization (NATO) from 1974 to 1976. Also in 1976, President Gerald Ford presented the Presidential Medal of Freedom (with Distinction) to Bruce.

As in the Civil War, Brookneal contributed home-grown talent to the war effort during World War II. Lieutenant General Lewis Andrew Pick was born in the small house at 110 Pick Street (179-0004) in 1890. His father, George Pick, was one of the first foremen of the Lynchburg & Durham Railroad in the area. Lewis Pick graduated from Virginia Polytechnic Institute with a civil engineering degree in 1914, and became a lieutenant in the Army Corps of Engineers in 1917, when he saw service in France and Russia. After World War I, he served in numerous posts both stateside and abroad. During World War II, he was credited with overseeing the construction of the Ledo Road (also known as "Pick's Pike") in the China-Burma-India Theatre. He served as the Chief of the U.S. Army Corps of Engineers from 1949 until his retirement in 1952. Pick died in 1956, and a number of his mementos were donated to the Patrick Henry Memorial Library in Brookneal.³²

In 1956, the last passenger train on the Virginian Railway line departed the depot on lower Old Main Street for the last time, and the last passenger train on the Norfolk & Western line passed by the Lynchburg & Durham depot (179-0001, demolished) in Brookneal the next year, marking the end of passenger rail service for a town that once boasted eight daily passenger trains. Like many towns in the United States, Brookneal's economy shifted from being agriculturally-centered to being more focused on manufacturing following World War II. Factories producing forest products (flooring, lumber, and furniture) such as Burruss Timber Products, Inc. and textiles (clothing and housewares) such as The Bibb Company and Courtland Manufacturing were in place by 1950. During the 1970s, Bassett-Walker Knitting Company (producing fleece-

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County and State Campbell County, Virginia

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lined outerwear) and Thomasville Furniture became established in Brookneal. In 1981, the flue-cured tobacco market pushed \$10 million in tobacco through Brookneal's warehouses.³³

The prosperity that Brookneal enjoyed during the twentieth century was based on the sale and manufacture of products that became dominated by an unstable market in the 1980s. Like many Southside Virginia communities, Brookneal's reliance on tobacco, textiles, and furniture could not last. In the late 1990s, the Bassett-Walker and Thomasville Furniture plants in Brookneal closed. In 2000, the tobacco auction system in Virginia was replaced by contracts directly between tobacco growers and manufacturers, virtually ending the need for tobacco warehouses, which had been a part of the

Southside Virginia landscape for over two centuries. Dan River (formerly The Bibb Company) and Tarkett Wood, Inc. closed in 2006. In all, Brookneal lost more than 1,200 jobs around the turn of the twentieth century (a figure that is equal to its population in the year 2000).

In the 1970s, The Southside Electric Cooperative proposed three high dams on the Staunton River along with eight or more impoundments on the branches of the river that would have flooded over 33,000 acres to create a massive \$2.6 billion electricity-generating system from Randolph upriver beyond Altavista. Many local residents along with statewide organizations such as the Virginia Canals & Navigations Society actively opposed the plan, and were successful in nominating the Cat Rock Sluice (015-0217) to the National Register of Historic Places in 1977 and in establishing the Staunton River from Long Island to Brookneal as a State Scenic River in 1978 (this designation was extended downriver to Clover in 2001). Ultimately these activities effectively blocked the inundation of the remains of the free-flowing Staunton River in the Brookneal vicinity.³⁴

In the first decade of the twenty-first century, community leaders in Brookneal began to look toward retail development, neighborhood improvements, and downtown revitalization as a means to ameliorate the economic downturn that the community suffered. The town became an affiliate of the Virginia Main Street Program, which, in turn, is affiliated with the National Trust for Historic Preservation's Main Street Center. The Main Street Program has been a catalyst for renewal in traditional downtown districts across the United States and beyond since its inception in the late 1970s. In 2009, Brookneal was awarded a \$1,000,000 Community Development Block Grant to undertake downtown revitalization activities along Main Street, Rush Street, Commerce Street, and Lynchburg Avenue. At the same time, the town began a major water and sewer system upgrade (valued at over \$5,000,000) funded primarily by Rural Development grants from the United States Department of Agriculture to prepare it for another century of service.

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9. Major Bibliographical References

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10. UTM References

- 5. 17 0683198 4101127
- 6. 17 0683148 4101107
- 7. 17 0682835 4101858

Verbal Boundary Description

The boundaries of the 55 acre historic district are shown on the 1:90-scale map that accompanies the nomination.

Boundary Justification (explain why the boundaries were selected)

The boundaries of the district encompass the northern half of Brookneal's 1802 survey (the southern half contains no known extant historic resources), the current central business district, and certain residential clusters that surround the downtown, primarily on Wickliffe Avenue and Cook Avenue. The boundaries exclude adjacent non-contributing (post-1960) resources.

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Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Historic District
City or Vicinity: Brookneal
County: Campbell State: Virginia
Photographer: W. Scott Smith
Date Photographed: August 2010

View: North & East Elevations, 113 Adams Ferry Road
 (179-5021-0003)
 VA_Campbell County_Brookneal Historic District_0001.tif

View: East Elevation, 121 Adams Ferry Road
 (179-5021-0001)
 VA_Campbell County_Brookneal Historic District_0002.tif

View: Kitchen & Wash House, 221 Old Main Street
 (179-0007, 179-5021-0103)
 VA_Campbell County_Brookneal Historic District_0003.tif

View: South Elevation, 238 Old Main Street
 (179-5021-0012)
 VA_Campbell County_Brookneal Historic District_0004.tif

View: North Elevation, 511 Cook Avenue
 (179-5021-0087)
 VA_Campbell County_Brookneal Historic District_0005.tif

View: West Elevation, 104 Pick Street
 (179-0003, 179-5021-0099)
 VA_Campbell County_Brookneal Historic District_0006.tif

View: Brookneal Hotel, South & East Elevations, 134
 Lynchburg Avenue (179-5021-0063)
 VA_Campbell County_Brookneal Historic District_0007.tif

View: South & East Elevations, 105 Main Street
 (179-5021-0046)
 VA_Campbell County_Brookneal Historic District_0008.tif

View: North & East Elevations, 201-203 Main Street
 (179-5021-0043)
 VA_Campbell County_Brookneal Historic District_0009.tif

View: Brookneal Town Hall & Annex, East & South
 Elevations, 215 Main Street
 (179-0009, 179-5021-0098) (179-5021-0008)
 VA_Campbell County_Brookneal Historic District_0010.tif

View: Brookneal Community Building, East Elevation, 261
 Main Street (179-5021-0026)
 VA_Campbell County_Brookneal Historic District_0011.tif

View: West Elevation, 102 Main Street
 (179-5021-0048)
 VA_Campbell County_Brookneal Historic District_0012.tif

View: View looking east along the 100 block of Lynchburg
 Avenue
 VA_Campbell County_Brookneal Historic District_0013.tif

View: South Side, 200-400 blocks of East Rush Street
 VA_Campbell County_Brookneal Historic District_0014.tif

View: North Side, 100-200 blocks of Main Street
 VA_Campbell County_Brookneal Historic District_0015.tif

View: North & West Elevations, 227 Main Street
 (179-5021-0095)
 VA_Campbell County_Brookneal Historic District_0016.tif

View: View looking north from the 300 block of Main Street
 VA_Campbell County_Brookneal Historic District_0017.tif

View: South Side, 200 block of Old Main Street
 VA_Campbell County_Brookneal Historic District_0018.tif

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¹ Oral interview with Karen L. Gorham, Executive Vice President of Red Hill, Patrick Henry National Memorial. Oral interview with Phillipa Rollins, owner of 102 Adams Ferry Road.

² Ginther, Herman. Captain Staunton's River. Richmond, Virginia: The Dietz Press, Inc. 1968. Page 52.

³ "Map of Property of Wickliffe & Rush" by M. French, Civil Engineer. Surveyed December 1900. Located in the records vault at Brookneal Town Hall.

⁴ Brookneal Quadrangle Map, United States Geologic Survey, 1956.

⁵ 1850 United States Census, Population Schedule

⁶ Minute Book, 1908-1915, Brookneal Town Council, 11 November 1912.

⁷ Campbell Citizen, October 30, 1913. Contains a photograph of the N.I. Walthall & Son Building.

⁸ Architectural File T-0048, Jones Memorial Library, Lynchburg, Virginia

⁹ Postcard viewed online at <http://people.virginia.edu/~edb9d/1stfloor/westwing/weburgess/pages/willie.pc.brookneal.htm>

¹⁰ Architectural File F-2, D-5, Jones Memorial Library, Lynchburg, Virginia

¹¹ Minute Book, 1954-1963, Brookneal Town Council, 9 March 1962.

¹² Minute Book, 1929-1942, Brookneal Town Council, 15 February 1939.

¹³ Farmer, Charles J. In the Absence of Towns: Settlement and Country Trade in Southside Virginia, 1730-1800. Lanham, Maryland: Rowman & Littlefield Publishers, Inc. 1993. Pages 94-97.

¹⁴ Deed Book 4, page 524. 28 December 1798. Campbell County Clerk of Court. Web site:

<http://rdricketts.com/blog/2008/01/05/daniel-driskill-1740-1813-colonial-soldier/> accessed on 30 August 2010.

¹⁵ 5 December 1799. Legislative Petitions Database, Library of Virginia. Reel #33, Box #46, Folder #38

¹⁶ Oral interview with Karen L. Gorham, Executive Vice President of Red Hill, Patrick Henry National Memorial. 8 December 1800. Legislative Petitions Database, Library of Virginia. Reel #33, Box #46, Folder #41

¹⁷ Trout, Dr. William E., III "Cat Rock Sluice of the Roanoke River Navigation" National Register of Historic Places Nomination (1977), Web site: http://www.salemmuseum.org/hist_timeline.html accessed 30 August 2010.

¹⁸ Martin, Joseph. 1835 gazetteer of Virginia and the District of Columbia Charlottesville, Virginia: Moseley & Tompkins, Printers. 1835. Page 136.

¹⁹ Early, Ruth Hairston. Campbell Chronicles and Family Sketches. Baltimore: Regional Publishing Company, 1978 (reprint of 1921 edition). Page 92.

²⁰ Deed Book 25, page 373. 1844 Resurvey of Brookneal.

²¹ 1850 United States Census, Population Schedule, 1850 United States Census, Slave Schedule, 1860 United States Census, Population Schedule, Campbell County Register of Free Negroes, 1802-1864.

²² Ginther, Herman. Captain Staunton's River. Richmond, Virginia: The Dietz Press, Inc. 1968. Pages 59-60.

²³ Biographical Directory of the United States Congress. Accessed online at <http://bioguide.congress.gov/scripts/biodisplay.pl?index=W000659> on 14 September 2010.

²⁴ Ginther, Herman. Captain Staunton's River. Richmond, Virginia: The Dietz Press, Inc. 1968. Pages 40-43.

²⁵ The 1880 United States Census for Brookneal lists G.M. Wickliffe as a 39 year old from Louisiana. His daughter, Lillie, was born in Alabama in 1874. It is likely that State Auditor G.M. Wickliffe departed Louisiana for a neighboring state, like Alabama, after his 1869 conviction.

²⁶ Ginther, Herman. Captain Staunton's River. Richmond, Virginia: The Dietz Press, Inc. 1968. Pages 51-53.

²⁷ Ibid. Pages 57-58, 69-71.

²⁸ Edwards, Pauline H. The New Campbell County Chronicles. Altavista, Virginia: Altavista Printing Company. 1981, page 78.

²⁹ Ginther, Herman. Captain Staunton's River. Richmond, Virginia: The Dietz Press, Inc. 1968. Pages 72-74.

³⁰ Campbell County School Board, The County of Campbell. Charlottesville, Virginia: The University of Virginia. 1925. Sanborn Fire Insurance Company Maps of Brookneal, 1913, 1921, 1926, 1926-35.

³¹ Moon, W.A. "Books for Rural Virginia." The Commonwealth August, 1942: 3-7

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³² Time Magazine Milestones, December 10, 1956. Accessed online at

<http://www.time.com/time/magazine/article/0,9171,808783-2,00.html>

³³ Town of Brookneal Comprehensive Plan, 1996, pages A-2 and A-3. Edwards, Pauline H. The New Campbell County Chronicles. Altavista, Virginia: Altavista Printing Company. 1981, page 78.

³³ Trout, William E., III. The Roanoke/Staunton River Atlas (Draft). Unpublished. Virginia Canals & Navigations Society. Page 56.

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- FIGURE 2.** Detail of *A map and profile of Staunton River from its mouth to the gap in Smith's Mountain*. By L[oammi] Baldwin. [ca. 1818.] Scale: 400 poles to 1 in. Scale of profile, vertical: 40 ft. to 1 in. Ms. Colored. 21 1/2 x 56 in. Library of Virginia. Board of Public Works Collection. Item # 668-1 (part 2 of 2).
- FIGURE 3.** Detail of *Map of Campbell Co. / made under direction of A.H. Campbell, Maj. Engrs. in chg. Top. Dept. (186-)*. Hotchkiss map collection. G3883.C2 186-.C2 Vault : Hotch 22. Library of Congress Geography and Map Division Washington, D.C. 20540-4650
- FIGURE 4.** Detail of *Map of Property of Wickliffe & Rush Sold to E.R. Monroe, Area 228.5 acres. Surveyed December 1900 by M. French, C.E., Houston, VA [Halifax Court House]. Deed & Plat Files, Town of Brookneal Records Vault.*
- FIGURE 5.** *Sanborn Fire Insurance Map of Brookneal, Virginia*. August 1913. Sanborn Map Company, New York, NY. Digitized by ProQuest.
- FIGURE 6.** Early 20th century postcard showing the west side of Main Street, looking south. Buildings, in order from right to left, are: 179-5021-0049, 179-5021-0047, 179-5021-0046, 179-5021-0043, 179-5021-0098/179-0009.
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- FIGURE 10.** Mid-20th century photograph of the 200 block of Main Street, looking north. Courtesy: DeJarnette Insurance, Brookneal, Virginia.
- FIGURE 11.** Mid-20th century photograph of 106-202 Main Street, looking east. Courtesy: DeJarnette Insurance, Brookneal, Virginia.

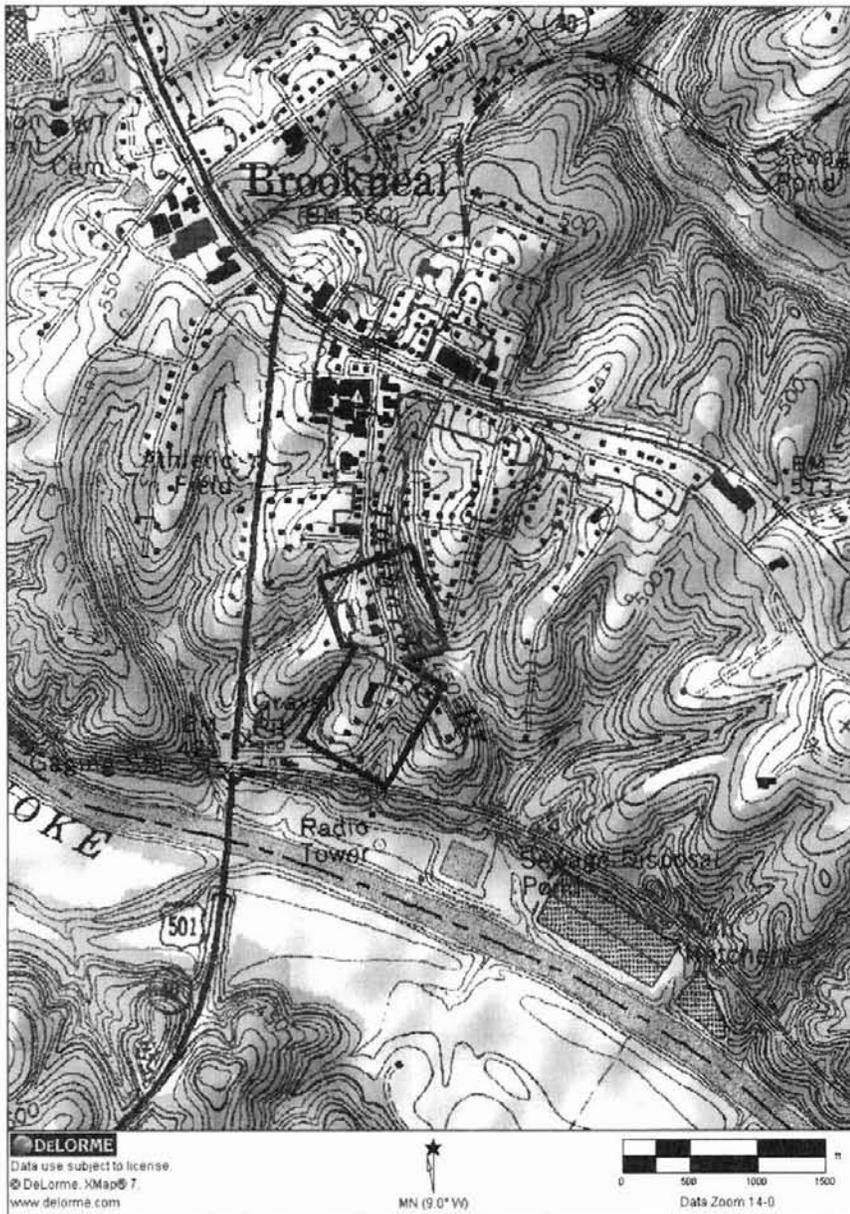
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Map showing boundaries of 1802 Survey of Brookneal (thick black line) as compared to boundaries of the Brookneal Historic District (thin red line). 2010. HistoryTech, LLC.

FIGURE 2.

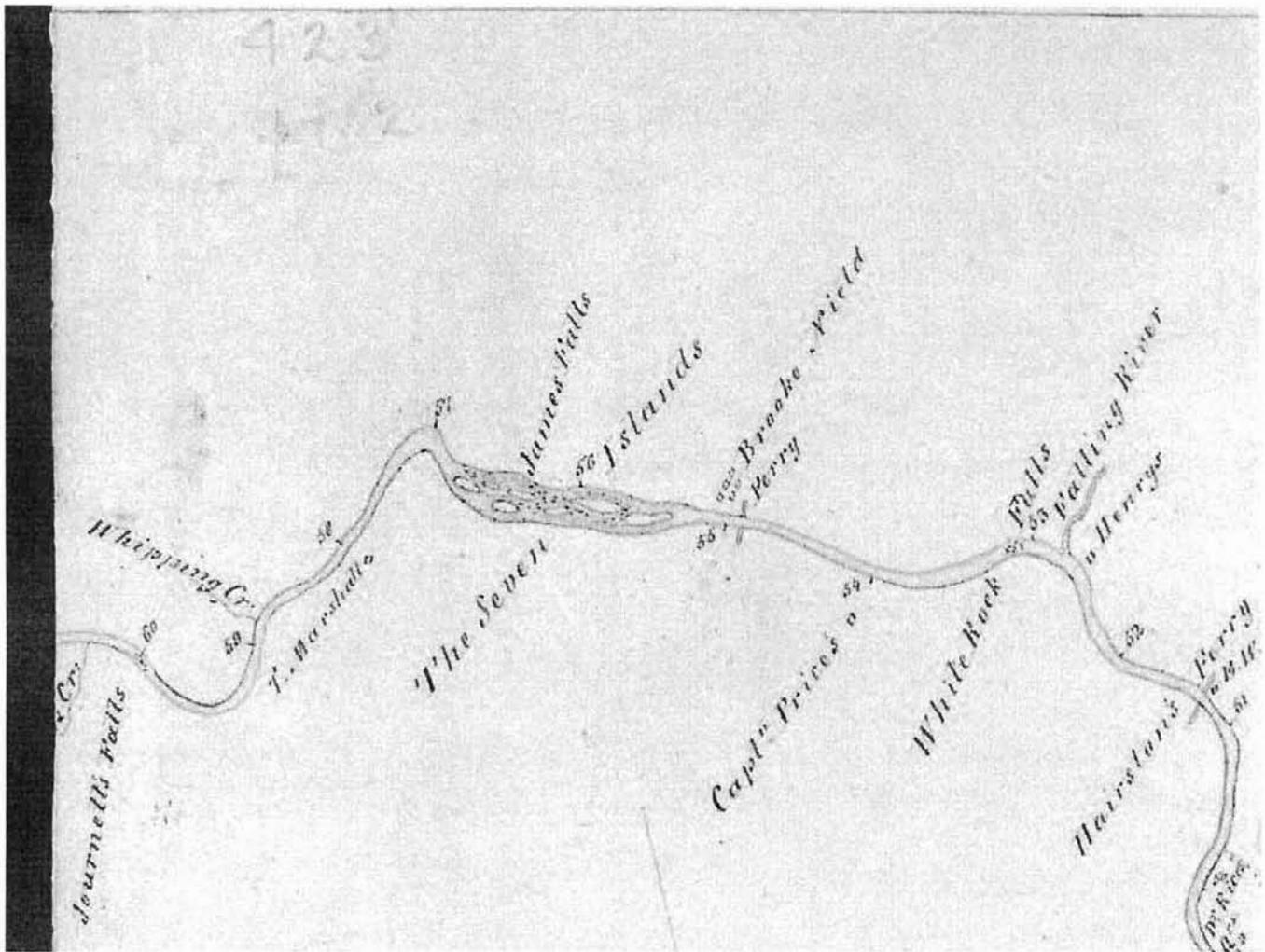
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Detail of A map and profile of Staunton River from its mouth to the gap in Smith's Mountain. By L[eammi] Baldwin. [ca. 1818.] Scale: 400 poles to 1 in. Scale of profile, vertical: 40 ft. to 1 in. Ms. Colored. 21 1/2 x 56 in. Library of Virginia. Board of Public Works Collection. Item # 668-1 (part 2 of 2).

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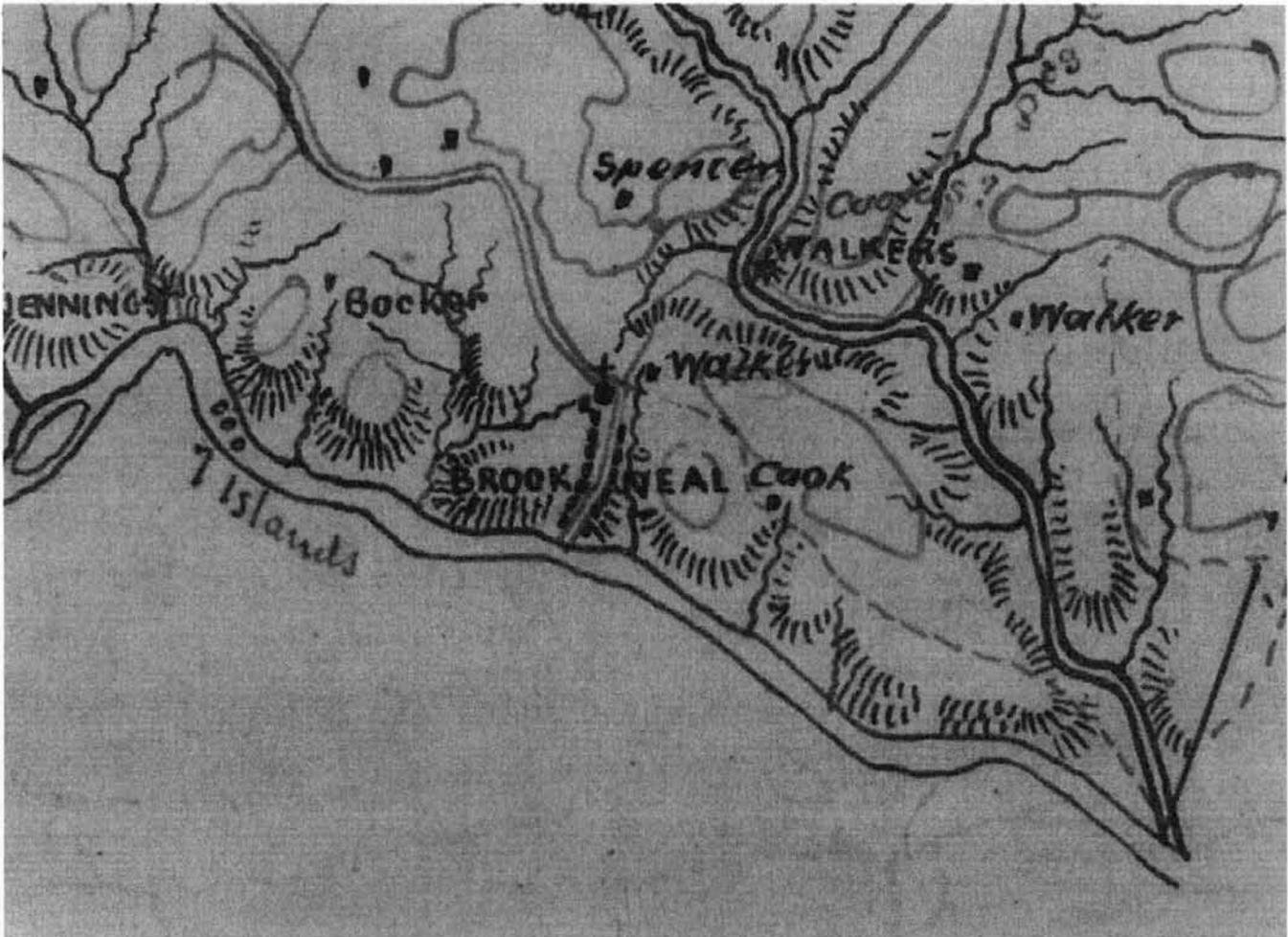
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FIGURE 3.



Detail of Map of Campbell Co. / made under direction of A.H. Campbell, Maj. Engrs. in chg. Top. Dept. (186-). Hotchkiss map collection. G3883.C2 186- .C2 Vault : Hotch 22. Library of Congress Geography and Map Division Washington, D.C. 20540-4650

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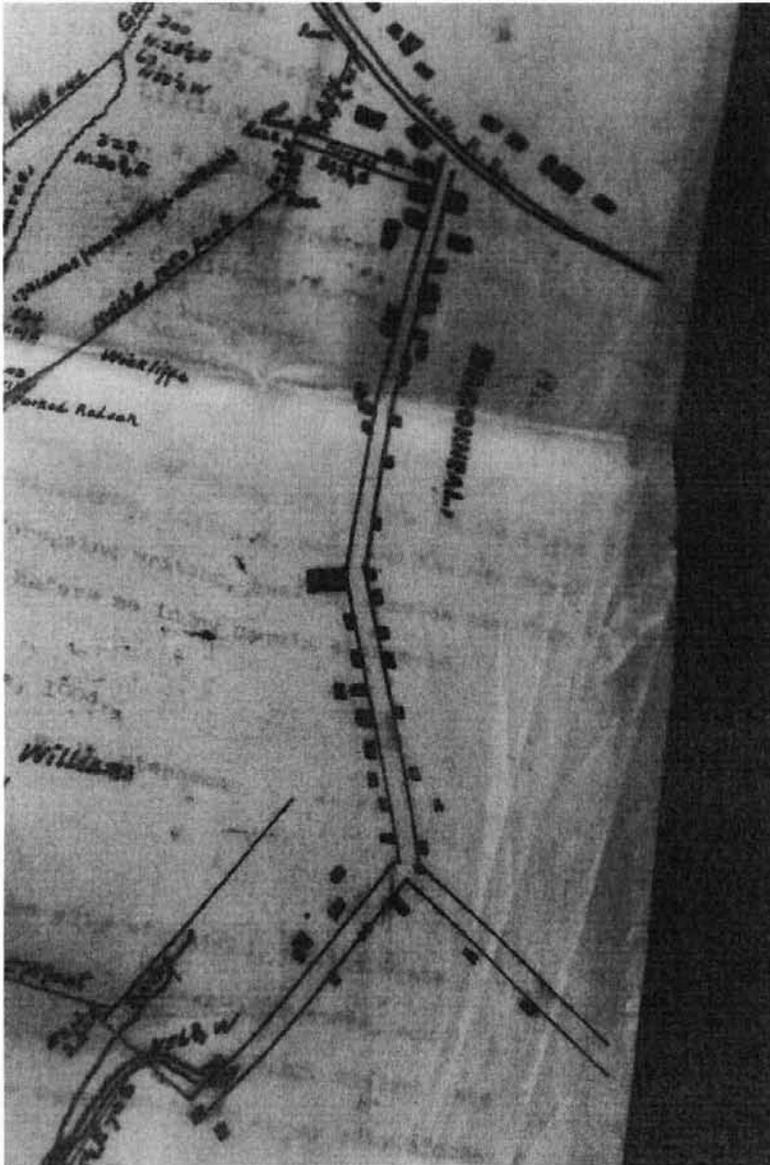
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FIGURE 4.



Detail of *Map of Property of Wickliffe & Rush Sold to E.R. Monroe*, Area 228.5 acres. Surveyed December 1900 by M. French, C.E., Houston, VA [Halifax Court House]. Deed & Plat Files, Town of Brookneal Records Vault.

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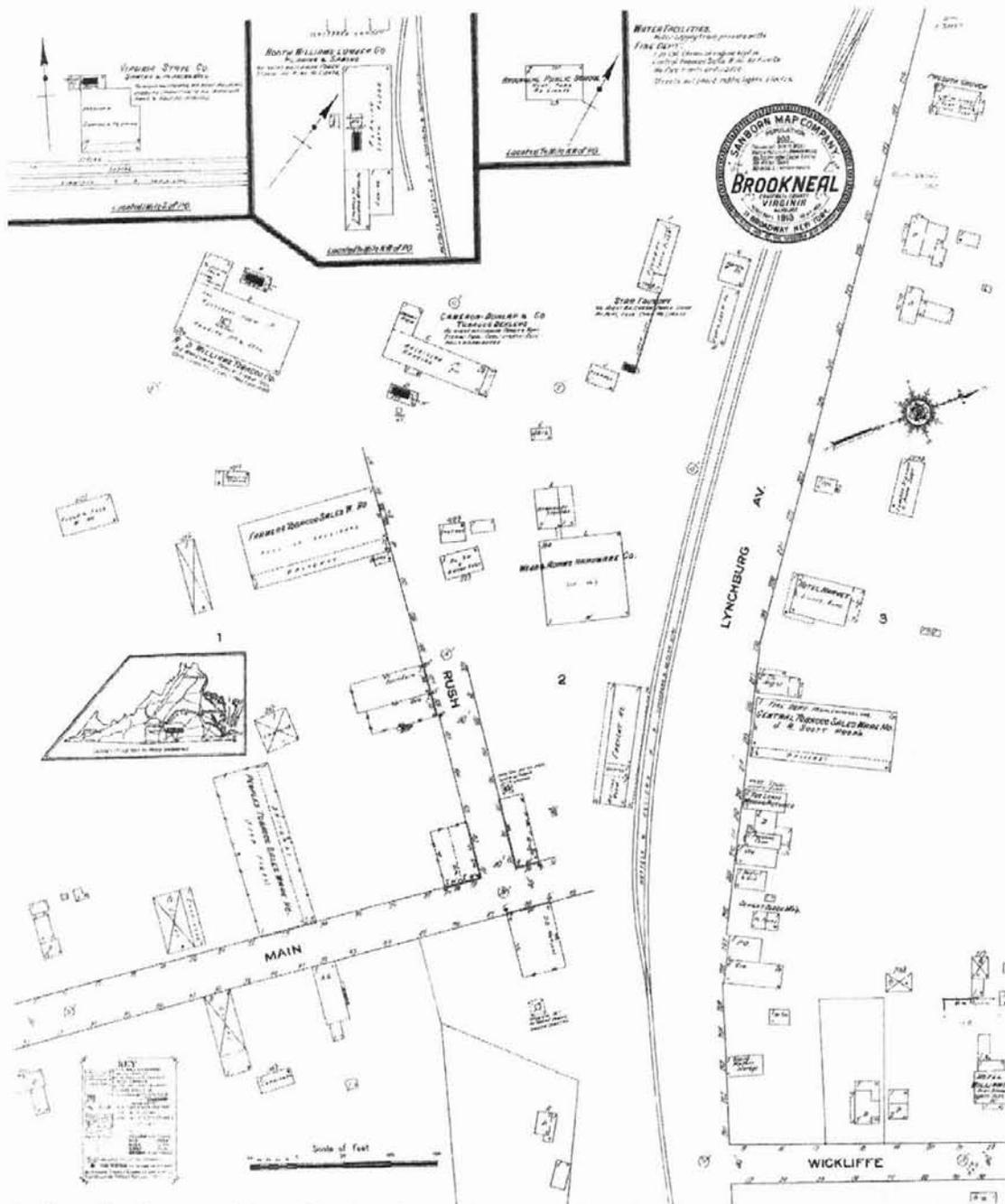
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FIGURE 5.



Sanborn Fire Insurance Map of Brookneal, Virginia. August 1913. Sanborn Map Company, New York, NY. Digitized by ProQuest.

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FIGURE 6.



Early 20th century postcard showing the west side of Main Street, looking south. Buildings, in order from right to left, are: 179-5021-0049, 179-5021-0047, 179-5021-0046, 179-5021-0043, 179-5021-0098/179-0009.

FIGURE 7.



Early 20th century postcard showing the east side of Main Street, looking north. Buildings, in order from right to left, are: 179-5021-0042, 179-5021-0044, 179-5021-0045 (building in background not identified)

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FIGURE 8.



Mid-20th century photograph of the 200-400 blocks of East Rush Street, looking west from Main Street. Courtesy: Dejamette Insurance, Brookneal, Virginia.

FIGURE 9.



Mid-20th century photograph of the 300-400 blocks of East Rush Street, looking south from Depot Street. Courtesy: Dejamette Insurance, Brookneal, Virginia.

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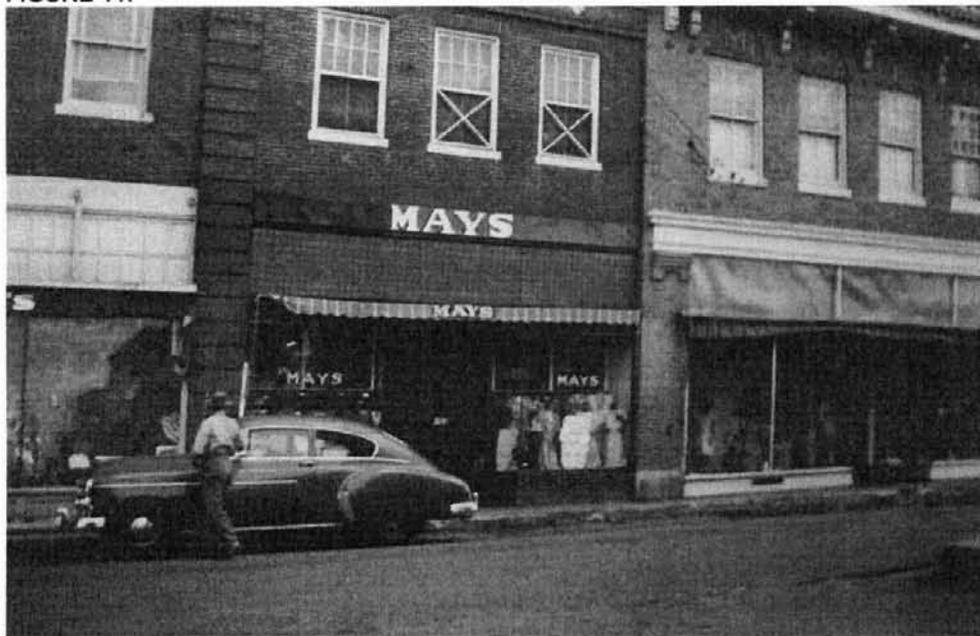
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FIGURE 10.



Mid-20th century photograph of the 200 block of Main Street, looking north. Courtesy: DeJarnette Insurance, Brookneal, Virginia.

FIGURE 11.



Mid-20th century photograph of 106-202 Main Street, looking east. Courtesy: DeJarnette Insurance, Brookneal, Virginia.

TO: M Wagner

FOL BOARD MTG. FILE
MARCH VPS MCH

P O Box 424
217 Old Main Street
Brookneal, VA 24528
(518)929-7397

Virginia Gail Adams



Kathleen Kilpatrick
Department of Historic Resources
2801 Kennington Avenue
Richmond, VA 23221

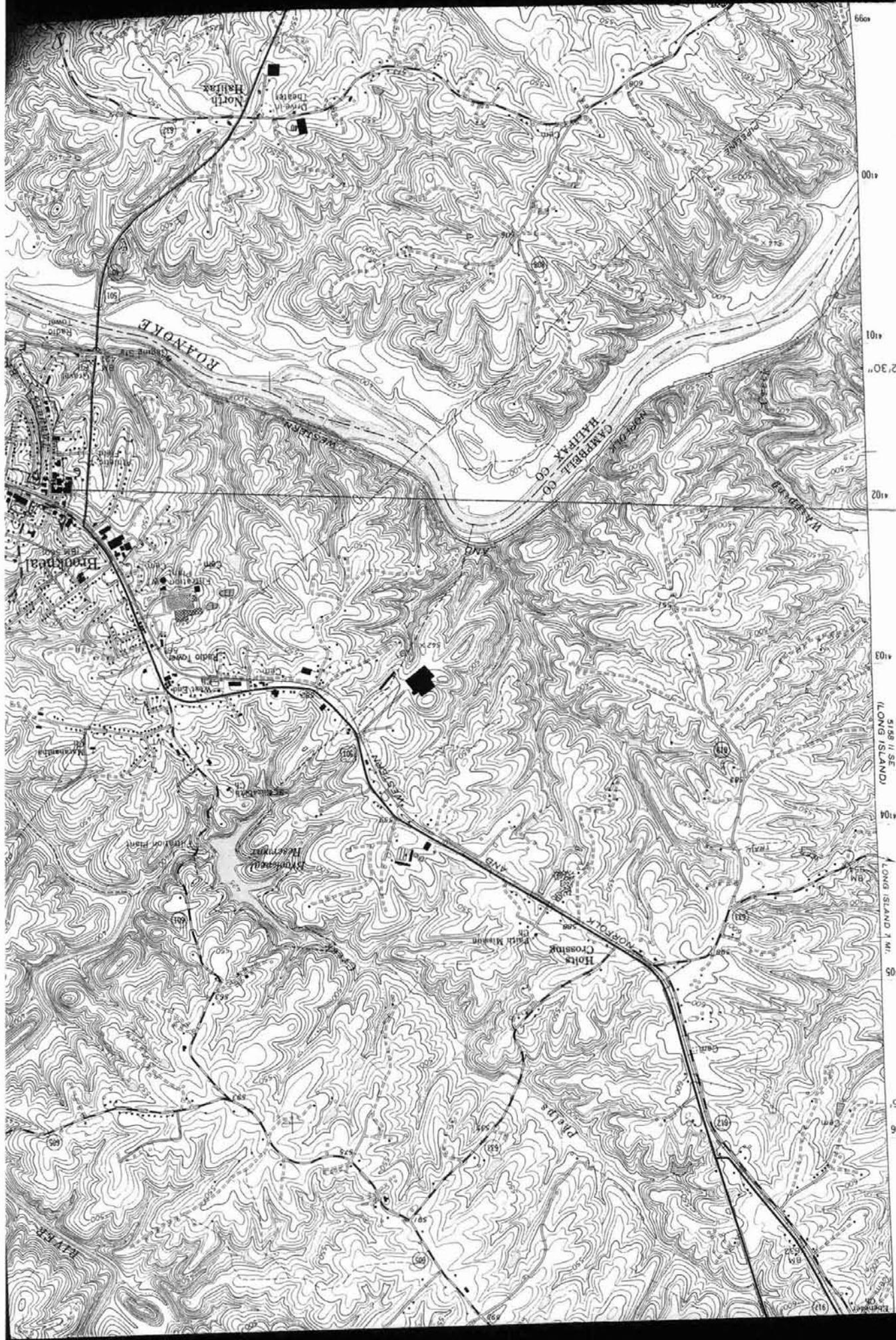
Dear Ms Kilpatrick:

Just a note to let you know how excited I am about the prospect of my area of Brookneal becoming a Historic District . I am so proud of the history of my little house, as part of it is as old as the town of Brookneal. I hope to be able to get to Richmond on March 17, for the outcome of the vote.

Sincerely yours:

V Gail Adams

Virginia "Gail" Adams



BROOKSVILLE HISTORIC DISTRICT, COMMUNITY MAP
 V.D.H.C. # 179-5001
 BROOKSVILLE GUNNARSON, NAD 1927

NAD 1927 DATUM
 17 068290 4102143
 17 068350 4107244
 17 068367 4101650
 17 068303 4101893
 17 068398 4101127
 17 068318 4101127
 17 068318 4101127
 17 068283 4101958

107
 106
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 103
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 100
 99