

VLR - 6/18/09

United States Department of the Interior
National Park Service

LISTED ON	
VLR	06/18/2009
NRHP	08/20/2009

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Fort Mitchell Depot
other names/site number DHR # 055-5097

2. Location

street & number between 5570 and 5605 Fort Mitchell Drive not for publication N/A
city or town Fort Mitchell vicinity N/A
state Virginia code VA county Lunenburg code 111 zip code 23941

3. State/Federal Agency Certification

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

McCarte Hrusse 7/6/2009
Signature of certifying official Date
Virginia Department of Historic Resources
State or Federal Agency or Tribal government

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

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper _____

Date of Action _____

___ See continuation sheet.
___ determined eligible for the National Register
___ See continuation sheet.
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain): _____

Signature of the Keeper _____

Date of Action _____

Fort Mitchell Depot (055-5097)

Fort Mitchell, Lunenburg County, Virginia

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5. Classification

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Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

private
 public-local
 public-State
 public-Federal

building(s)
 district
 site
 structure
 object

Number of Resources within Property

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

Number of contributing resources previously listed in the National Register N/A

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

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6. Function or Use

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=

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related/train depot

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE Sub: _____

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7. Description

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Architectural Classification (Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENT

Materials (Enter categories from instructions)

foundation BRICK and WOOD
roof METAL shingle
walls WOOD weatherboard/board-and-batten
other N/A

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

Fort Mitchell Depot (055-5097)

Fort Mitchell, Lunenburg County, Virginia

8. Statement of Significance

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

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance ca. 1860 - 1956

Significant Dates ca. 1860, 1884

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

Cultural Affiliation N/A

Architect/Builder unknown

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

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9. Major Bibliographical References

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

Previous documentation on file (NPS)

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

Fort Mitchell Depot (055-5097)

Fort Mitchell, Lunenburg County, Virginia

Primary Location of Additional Data

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

Name of repository: Virginia Department of Historic Resources

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10. Geographical Data

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Acreage of Property 0.527

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

	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>17</u>	<u>724038</u>	<u>4088692</u>	2	_____	_____	3	_____	_____	4	_____	_____

_____ See continuation sheet.

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

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

=====

11. Form Prepared By

=====

name/title Kimberly M. Chen and Melanie A. Moran

organization Johannas Design Group date _____

street & number 1901 West Cary Street telephone 804.358.4993

city or town Richmond state Virginia zip code 23219

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

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

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

Photographs Representative black and white photographs of the property.

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

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Property Owner

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

name Doris Thompson, Fort Mitchell Depot Renovation, Inc.

street & number 5570 Fort Mitchell Drive telephone 434.696.3661

city or town Chase City state VA zip code 23924

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

Section 7 Page 1

Narrative Description

Summary Description:

The Fort Mitchell Depot is located in the southwest corner of Lunenburg County, Virginia near its border with Charlotte County. Lunenburg is a largely rural county with scattered crossroad settlements and two centrally located principle towns, Kenbridge and Victoria. The depot is located in the rural settlement of Fort Mitchell on a .5 acre parcel on the south side of Route 630, Fort Mitchell Drive, and on the west side of the tracks of the Norfolk and Southern Railroad. This branch of the Norfolk and Southern Railroad has been known by many names over the years including the Roanoke Valley Railroad, the Richmond & Danville Railroad, the Richmond & Mecklenburg Railroad Company, and the Southern Railroad. The one-story, vernacular depot was built in two phases. The rear, freight portion of the depot, built ca. 1860, is of heavy timber, mortise and tenon construction and clad with board and batten siding. The front passenger portion of the depot was built ca. 1884 and is clad with drop (German) siding. On the interior, the floor plan is divided into four rooms – the freight area, an office, and two segregated waiting rooms at the north end of the depot. A shallow hip roof with a deep overhang forms an open porch on all four sides of the building.

Detailed Description:

Site

The Fort Mitchell Depot is located in a rural setting in the southwest corner of Lunenburg County, Virginia near its border with Charlotte County. The depot is located on the south side of Route 630, Fort Mitchell Drive, and on the west side of the tracks of the Norfolk and Southern Railroad in an open field within the railroad right-of-way. The town of Fort Mitchell, a rural settlement, grew up around the station in the late-nineteenth century. Fort Mitchell was once a thriving crossroads community with a number of small general merchandise stores, a blacksmith shop, a sawmill, and dwellings. The stores and blacksmith shop are gone and only a few dwellings remain, the majority of which were constructed in the past few decades. Two remaining mid- to late-nineteenth century dwellings flank the depot. Built by Paul Fore and Tom Spencer, heads of families long associated with the town, both of these dwellings also served as the Fort Mitchell Post Office and as mercantile establishments.

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Exterior

The depot is a one-story, four-bay, rectangular frame building that is approximately twenty feet wide and forty-eight feet long. The vernacular depot was built in two phases. The rear portion of the depot was built ca. 1860 of heavy timber, mortise and tenon construction. The front portion of the building, ca. 1884, is of balloon frame construction. The exterior is clad in two different siding materials. The front portion of the depot is covered with drop (German) siding and the rear is clad with board and batten siding. The two sections are unified by a shallow hipped roof with pressed metal shingles. The roof has a deep overhang that forms an open porch on all four sides of building. The extended rafters are exposed and rest on a continuous beam that is supported by regularly placed square posts. The porch is raised off the ground and rests on square wooden posts. Vertical skirting boards enclose the underside of the porch. Brick foundation piers support the building. There are two brick chimneys located in the center of the building. One chimney is situated on the ridge of the roof and the other is centered in the front plane of the hip. Both chimneys are topped with three corbelled courses and a peaked brick arch.

The façade (north elevation) is four bays wide. There are two, single-leaf, five-panel wood doors set near the center that are flanked by six-over-six, double-hung wood windows. These two doors access the segregated waiting rooms. On the east elevation, facing the tracks, there is a six-over-six, double-hung wood window in the northern-most bay and a square, projecting bay. The projecting bay has two-over-two, double-hung wood windows in the north and south elevations and a six-over-six, double-hung wood window in the east elevation. To the south of the bay there is a wooden sliding door that accesses the antebellum freight portion of the depot. The six-panel door has wide stiles and rails and is supported on the interior by an iron track and held in place by two semi-circular iron brackets at the top. Centered in the south elevation is a single opening with wooden louvers. The west elevation has another sliding door identical to the one in the east elevation that also opens into the freight area. To the north of the sliding door is a single-leaf, five-panel wood door into the office, and a six-over-six, double-hung wood window. With the exception of the sliding doors all of the doors and windows have flat wood surrounds that are butt jointed at the top. The sliding doors have molded cornices at the top.

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Interior

The building consists of two distinct areas. The rear, southern portion, was used as the freight area of the depot and the front, northern portion, was the passenger and office area. The two areas are distinguished by their levels of finish and detail. The southern, rear portion of the building is of post and beam construction with hand-hewn, mortise and tenoned heavy timbers. There are horizontal braces between the posts and diagonal corner braces. The exterior siding, both vertical and horizontal, is exposed on the interior. The roof structure is also exposed in this portion of the building. There is a center ridge and the rafters and collar beams rest on the top plate of the exterior wall. The wide plank roof sheathing is also visible on the interior.

The two portions of the depot were separated by a frame wall. The western portion of this wall is still partially intact but the eastern section has been removed. There is a door frame centered in the remnant of the wall to the west and a brick flue at the end of the wall in the center of the building. The north end of the depot is divided into three spaces. The northern end is divided into two rooms which served as segregated waiting areas. To the south there is a single room that runs the width of the building from the door on the west to the bay on the east. This room served as the station office. The walls of this larger room are covered with tongue and groove planks and there is a crenellated molding that encircles the room. There are two, framed square panels on the wall that separates the larger room from the two smaller rooms to the north and the remnants of the ticket counter. Lower portions of this wall have also been removed.

The two segregated waiting rooms in the front are separated by a vertical, beaded board wall. There is a second brick flue in this wall with evidence that there was a stove in the western room. The walls in these two rooms are also covered with vertical beaded board. These two rooms are accessed by separate doors on the exterior.

The Fort Mitchell Depot is in stable but fair condition and while it has lost some interior fabric, the interior and exterior architecture conveys the building's historic use as a train depot. The depot was recently purchased by a group of Lunenburg County residents who plan to renovate the depot for use as a community center.

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Narrative Statement of Significance

Summary Statement

The Fort Mitchell Depot is the last standing train depot in Lunenburg County, a county that once had seven passenger and freight depots representing three different railroads. At one time, the Richmond & Danville (Southern Railroad), the Virginian, and the Roanoke Valley Railroad passed through the county. The Southern Railroad depot at Meherrin, built in 1880, was removed in 1963. From 1908 to 1959, the town of Victoria was the maintenance hub for the Virginian Railroad. In addition to passenger and freight depots there was a roundhouse and tracks that could accommodate up to 1,000 cars. The tracks and buildings associated with the Virginian Railroad were removed from Meherrin, Victoria, Kenbridge, and Dundas in the 1980s.

Regionally, the depot at Fort Mitchell is a rare surviving example of a frame antebellum depot. The antebellum depots of the Richmond & Danville Railroad at nearby Meherrin (Lunenburg County) and Keysville (Charlotte County) were destroyed in 1864 during the Wilson-Kautz Raid. While the rear, freight portion of the building was built ca. 1860, the front passenger portion of the depot was constructed in the 1880s and is based on a prototypical plan used by most railroads in the late-nineteenth and early twentieth centuries.

Criteria Statement

The Fort Mitchell Depot is eligible for listing on the National Register of Historic Places under Criteria A and C in the areas of Transportation and Architecture, respectively. The Fort Mitchell Depot is the last remaining building in Lunenburg County that is associated with the role that railroads played in the creation of towns and communities in the heavily rural area. The depot embodies distinctive characteristics of mid to late-nineteenth century railroad architecture and is a rare surviving example of a frame antebellum depot. The Fort Mitchell Depot is of local significance with a period of significance from ca. 1860 to 1956, when its use as a passenger depot ceased.

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Historical Background

Local Context

Lunenburg County is located in the south-central portion of the Commonwealth of Virginia, in an area commonly referred to as Southside. Southside is a collection of about twenty Virginia counties that are considered to be rural in character and have historically been associated with the production of tobacco. Lunenburg County was established in 1746 out of Brunswick County to the east. The county's population began to stabilize after the Revolutionary War with a growing reliance on a single cash crop, tobacco, and slave labor. By 1820, Lunenburg had the highest concentration of slaves living within its boundaries in the state of Virginia. In 1860, Lunenburg County had a population of 11,726 with slaves accounting for 62% of the total. Lunenburg was isolated from the rest of the state because it had few navigable rivers and "roads that were muddy tracks in the winter and dusty paths in the summer."¹ Lunenburg was in need of improved methods of moving tobacco to market. The railroad brought this solution. The first railroad, the Richmond & Danville, came to the outskirts of the county in 1852 when it built a depot at Meherrin. The Roanoke Valley Railroad was completed through Fort Mitchell in 1884, and the Virginia Railroad connected the communities of Meherrin, Victoria, Kenbridge, and Dundas in 1908. Between 1900 and 1920, the population of Lunenburg County grew from 11,711 to 15,260. The population of the county steadily declined over the next forty years to a low of 12,523 in 1960 and has only slightly rebounded to a population of 13,146 in 2000.

Railroads in Lunenburg County

The Richmond & Danville Railroad (R&D) was chartered as a Virginia Corporation in 1847. The 140 miles of track connecting Richmond to Danville was opened in 1856. The R&D ran along the northern edge of Lunenburg County and passed through the community of Moore's Ordinary. When the depot was built in 1852, the name of the community was changed to Meherrin. The R&D also went through the community of Keysville in Charlotte County approximately ten miles north of Fort Mitchell.

The Roanoke Valley Railroad (RVR) was chartered in 1851 to connect Clarksville, Virginia to Manson, North Carolina. The twenty-two miles of track were completed in 1854 connecting the RVR to the Raleigh & Gaston Railroad in North Carolina. Shortly thereafter work was begun on a northern extension that would connect the RVR to the R&D at

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Keysville, Virginia. The proposed northern line cut across the southwest corner of Lunenburg County through rural farm land and what would become the community of Fort Mitchell. The proposed extension, a distance of thirty-one miles, was under construction when work was suspended by the beginning of the Civil War.² When the Civil War broke out, the easement had been cleared to a width of eighty feet and ties had been stored along the route. The ten miles between Keysville and Fort Mitchell had been graded, over three miles of track had been laid, and the station-houses along the extended railroad had been completed.³

A rail connection between Virginia and states to the south was of strategic importance to the Confederate Army and the continued work on the extension of the RVR line was seen as the most expedient and cost effective means to reach this goal. Orders were given in May 1862 to remove tracks east of Suffolk and to send the iron to Clarksville, but in January 1863 the order was given to "take possession of all the iron in the Clarksville and Keysville road."⁴ The rails were to be used to complete the Piedmont Railroad, an extension of the R&D, from Danville, Virginia to Greensboro, North Carolina.

On 22 June 1864, to prevent supplies from reaching Richmond, Union Brigadier Generals James H. Wilson and August V. Kautz set out with their men to destroy the Southside and R&D railroads. On 24 June, they burned the depot at Meherrin and tore up the tracks for several miles in either direction. They reached Keysville by night fall where they burned the depot and destroyed the tracks on their way to destroy the Staunton River Bridge. The depot at Fort Mitchell was spared because the tracks to the south were not complete.

The RVR resumed work on the thirty-one miles between Keysville and Clarksville in 1874 but service was not fully restored until 1884.⁵ A deed dated 11 April 1873 between Paul Fore of Charlotte County and John Thompson of Lunenburg County confirms the existence of a depot at Fort Mitchell on the RVR.⁶ The RVR was purchased by the R&D, and in 1875, the R&D ceded the line to Mecklenburg County which promptly formed the Richmond and Mecklenburg Railroad Company (RMR). In 1880, the R&D rebuilt the depot at Meherrin. A deed dated 21 September 1882 transfers the lot and the "Fort Mitchell depot" to the Richmond and Mecklenburg Railroad Company. The deed goes on to state "that a depot shall be established by the company at Fort Mitchell."⁷ In 1888, the thirty-one miles between Keysville and Clarksville was leased to the R&D. In 1893, the R&D went into receivership, and the Southern Railway was chartered as a Virginia Corporation in February 1894 to manage the R&D's assets. By July 1894, the Southern was operating on about 2,000 miles of the former R&D and by the end of the year had brought together over

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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4,000 miles of the R&D's 8,000 miles of track. In 1898, the Southern Railway acquired the RMR.

The Deepwater Railway was incorporated in 1898 and planned a connection from West Virginia to Norfolk. When favorable rates could not be obtained in Norfolk the company's charter was amended to allow it to build to the Virginia state line. In 1904, the Tidewater Railway was chartered to build from the Virginia state line to Norfolk. The Deepwater began construction to the east in 1903 and the Tidewater began building to the west in 1905. The right-of-way came straight through Lunenburg County and depots were established at four points. In 1906, the town of Victoria sprang up from farm and forest land when the location was selected for the shops, yards and division headquarters for the new railroad. In 1907, the Virginian built a depot near the Southern Railroad depot in Meherrin. In 1908, a passenger station was built in Victoria and in 1910 a roundhouse, freight depot, and tracks that could accommodate up to 1,000 cars were added. Depots were also built in Kenbridge, seven miles east of Victoria, and in Dundas, fifteen miles east of Kenbridge on the Lunenburg-Brunswick County line. In 1908, the name of the Tidewater was changed to the Virginian and the Virginian purchased the Deepwater. "The 125 miles of track between Norfolk and Victoria opened for business in May, 1907, Victoria to Altavista in September 1908, and regular through service from Deepwater (West Virginia) to Norfolk began July 1, 1909."⁸ In 1956, passenger trains stopped running on the Virginian Railroad and in 1959, the Virginian merged with the Norfolk and Western Railroad. By 1988, all of the tracks and buildings associated with the Virginian had been removed in Lunenburg County. The Southern Railroad depot in Meherrin was closed in 1962 and dismantled in 1963. In 1974, Southern acquired the Norfolk Southern Railway and in 1982, the merger of Southern Railway and Norfolk and Western Railway resulted in the Norfolk Southern Corporation that still operates past the Fort Mitchell Depot.⁹

In an isolated rural county like Lunenburg, the railroad made it easier to move goods to market and to travel to Petersburg and Richmond. Fort Mitchell developed into a rural trading center with the completion of the railroad from Keysville. A Post Office was established at Fort Mitchell in 1875 with Paul E. Fore as its first postmaster. Soon there were eight general merchandise stores, a blacksmith shop and a saw mill in Fort Mitchell. There were also churches and schools nearby. Development in the communities of Dundas and Meherrin was similar to Fort Mitchell. Prior to the construction of the Virginia Railway in 1908 – 1909, there was no town of Victoria, and Kenbridge consisted of two stores. As the division headquarters, Victoria was a railroad town. Tobacco warehouses grew up around the railroad in Kenbridge. When the trains stopped running in the mid-

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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twentieth century, all of the towns declined with the exception of Kenbridge and Victoria. In 2000, Victoria had a population of 1,821 and the population of Kenbridge was 1,253.

Architectural Analysis

The plan of the Fort Mitchell depot is based on a prototype plan that was commonly used in combined passenger and freight stations in the late-nineteenth century. These prototypical four room plans had a large freight area that was separated from the two passenger waiting rooms by an office. Ticket windows opened from the office into each of the waiting rooms.¹⁰ The bay window was where “the agent and/or operator (who might be the same person), would sit, allowing a view of the tracks in both directions. Combination depots would have the passenger area on one side of the bay window and the freight/express facilities on the other. In the South, where Jim Crow laws were in effect, the passenger area would be divided into White and Colored sections.”¹¹ Typically depots had platforms on one side and many had deep overhanging roofs. The porch on all four sides, as seen in the Fort Mitchell depot, is an unusual feature, “though there was at least one other on the Richmond & Danville main line.”¹² The heavy timber freight area at Fort Mitchell is also an unusual feature. Generally, the two sections of the depots were built at or about the same time. Local lore states that the freight area was moved from another location. It is plausible that this portion of the depot was moved to this location in the 1860s in anticipation of the railroad’s construction that was interrupted by the Civil War. The track and the depot were not completed until the 1880s.

Conclusion

The Fort Mitchell Depot, built ca. 1860 and 1884, is one of the few frame depots to survive in Southside Virginia and it is the only depot to survive in Lunenburg County where there once were six other frame depots and many brick railroad structures, including the roundhouse in Victoria. The nearby Keysville Station in Charlotte County, a frame depot built in 1890 and 1900, is also a rare survivor. “At one time, there were scores of wooden depots across southern Virginia, but few remain. In Charlotte County, frame railroad depots at Drakes Branch, Ontario, Aspen, Phenix, and Cullen are gone. Halifax County featured frame depots in Clover, Halifax, and South Boston that have also disappeared. Frame depots in Mecklenburg County (Finneywood, Chase City, Skipwith, Clarksville, and Boydton) and in Prince Edward County (Green Bay and Briery Station) have also been lost. Most of the surviving depots in southern Virginia towns, such as those in Burkeville,

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Farmville, Pamplin, Appomattox, and South Hill are brick.”¹³ In addition to being a rare surviving example of a frame depot in southern Virginia it may also be one of the few surviving antebellum depots of any type in Virginia.

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**Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia**

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Information in a letter from Thomas T. Giles to Honorable George W. Randolph, Secretary of War 25 March 1862.

Information in a letter from G. W. Randolph, Secretary of War to Major General Huger, Officer in Command at Suffolk, 11 May 1862 and information in a letter from J.F.C. Gilmer, Colonel of Engineers and Chief of bureau to Capt. E.T. D. Myers, chief Engineer Piedmont Railroad, 7 January 1863.

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Name of Property Fort Mitchell Depot (055-5097)
County and State Lunenburg County, Virginia

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GEOGRAPHICAL DATA

Verbal Boundary Description

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

The nominated property is all of the property identified as Parcel 39-19A with the Real Estate Assessor's Office for the County of Lunenburg, Virginia.

Boundary Justification

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

The boundaries enclose the entire 0.527 acre tract identified as Parcel 39-19A with the Real Estate Assessor's Office for the County of Lunenburg, Virginia. This parcel represents the portion of the Southern Railway Company, now the Norfolk and Western Railway Company, right-of-way that was transferred to Fort Mitchell Depot Renovation Inc. in 2003.

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Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia

Photos Page 12

PHOTOGRAPHIC INDEX

The following information is the same for all photographs:

Property: Fort Mitchell Depot (055-5097)
Location: Route 630, Fort Mitchell, Virginia
Photographer: Melanie Moran, Johannas Design Group
Date: October 2008
Photograph File: Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia

Photograph Number:

- 0001 Façade (North Elevation), Looking Southwest
- 0002 Southwest Corner, Looking Northeast
- 0003 Interior Looking Northeast from freight area to office
- 0004 Interior, Looking East – bay window
- 0005 Interior, Looking Northeast – sliding door in freight area

ADDITIONAL DOCUMENTATION

Figure 1. Floor plan, Fort Mitchell Depot.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Fort Mitchell Depot (055-5097)
Lunenburg County, Virginia

Endnotes Page 13

¹ Kimberly M. Chen, "An Architectural Survey of Lunenburg County, Virginia." Virginia Department of Historic Resources, February 2005, pg. 9.

² Information in a letter from Henry Wood, esq. president of Roanoke Valley Railroad Company to His Excellency Jefferson Davis, President of the Confederate States of America, 7 March 1862.

³ Information in a letter from Thomas T. Giles to Honorable George W. Randolph, Secretary of War 25 March 1862.

⁴ Information in a letter from G. W. Randolph, Secretary of War to Major General Huger, Officer in Command at Suffolk, 11 May 1862 and information in a letter from J.F.C. Gilmer, Colonel of Engineers and Chief of Bureau to Capt. E.T.D. Myers, Chief Engineer Piedmont Railroad, 7 January 1863.

⁵ Rural Messenger, Petersburg, VA. September 26, 1874, pg. 310, col. 2.

⁶ Lunenburg County Deed Book 38, page 607.

⁷ Lunenburg County Deed Book 44, page 163.

⁸ Traser, pg. 179.

⁹ Traser, pg. 155. Maury Klein, The Great Richmond Terminal: A Study in Businessmen and Business Strategy (Charlottesville: University Press of Virginia, 1970), pg. 91, 281, and 283.

¹⁰ Donald R. Traser, Virginia Railway Depots. (Missouri: Walsworth Publishing Co., 2005) pg. 183.

¹¹ Traser, pg. ix.

¹² Traser, pg. 160. The depot being referred to in the quote has not been identified.

¹³ Blanton, Alison S. and P.K. Pettus. "National Register of Historic Places, Registration Form, Keysville Rail Road Station (248.0001)." Virginia Department of Historic Resources, 01 July 2008.

Floor Plan
Fort Mitchell Depot (055.5097) Lunenburg County, VA

Figure 1.



