

VLR-4/28/95 NRHP-7/21/95

United States Department of the interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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 item on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property


historic name **Danville Southern Railway Passenger Depot**
other names/site number **VDHR FILE # 108-58-12**

2. Location

street & number **701 Craghead Street** N/A not for publication
city or town **Danville** N/A vicinity
state **Virginia** code **VA** county **Danville (city)** code **590** zip code **24543**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility **meets** the documentation standards for **registering** properties in the National Register of Historic Places and **meets** the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

 6/15/95
Signature of certifying official/Title _____ Date _____
IN CHARGE OF HISTORIC RESOURCES
State or Federal agency and bureau _____

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

Signature of commenting or other official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper _____ Date of Action _____
 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): _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

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

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

Category	Subcategory
TRANSPORTATION	rail-related

Current Functions

(Enter categories from instructions)

Category	Subcategory
TRANSPORTATION	rail-related
RECREATION AND CULTURE	museum
WORK IN PROGRESS	

7. Description

Architectural Classification

(Enter categories from instructions)

Renaissance

Materials

(Enter categories from instructions)

foundation	CONCRETE
walls	BRICK
	STONE
roof	STONE
other	METAL

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- 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 fifty years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1899-1945

Significant Dates

1899

1915

1922

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Milburn, Frank P. (architect)

Graham, R. B. (builder)

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

10. Geographical Data

Acreage of Property approximately 1.6 acres

UTM References

(Place additional UTM references on a continuation sheet)

Table with 4 columns: Zone, Easting, Northing, and Zone, Easting, Northing. Row 1: 17, 644580, 4049700, 3. Row 2: 17, , , 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 J. Daniel Pezzoni
organization J. Daniel Pezzoni, Preservation Consultant
street & number PO Box 7825
city or town Roanoke state VA
date February 20, 1995
telephone (703) 366-0787
zip code 24019-0825

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name
street & number telephone
city or town state zip code

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

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

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National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Danville Southern Railway Passenger Depot
Danville (city), Va.

NARRATIVE DESCRIPTION

Summary

The Danville Southern Railway Passenger Depot stands at 701 Craghead Street in downtown Danville, Virginia. The one-story cream-colored brick building rises from a concrete foundation and has an elongated rectangular form contained under a slate hip roof. Stylistically, the building shows the influence of Renaissance Flemish architecture, with corbiestepped parapets, diapered brickwork, and classical metal detailing. The more utilitarian interior contains waiting rooms and auxiliary spaces.

Depot: Grounds and Exterior

The depot's surroundings are industrial in character, featuring tobacco warehouses and railroad-related buildings and structures. A concrete approach drive extends to the depot from Craghead Street, bordered by a lawn and a boxwood-lined walkway and terminating at a turn-around with a central island planted with willow oaks. At the north end of the drive is a parking lot defined by a low wall constructed of concrete rubble from a demolished structure or pavement. The double tracks of the Norfolk Southern Railway and a short spur line lie parallel to the depot on its east side, with concrete ramps and esplanades in the intervening space.

The depot's walls are constructed of stretcher-bond cream-colored brick above a poured-concrete basement level, with a battered rock-faced granite facing below the level of the windows and a band of red-brick diapering above. Door and window openings are typically headed by round corbeled arches, and are sometimes linked together in groups of two or three. Entrances on the west elevation lead into the south waiting room, the ticket office, and the kitchen; the ticket office and waiting room entrances open onto concrete steps, whereas the entrance to the kitchen is reached by metal steps. The north and south waiting rooms have doors opening towards the tracks on the opposite side of the building, and the ticket office has a polygonal bay with windows that provide a 180-degree view of the tracks. The depot windows have one-over-one sash and are surmounted by semi-circular transoms.

A hip roof with kicked eaves (supported by decorative rafter tails) and square-edged Buckingham black slate roofing covers the building, with three gabled dormers on the east face and two parapeted gables on the west face, the latter forming the tops of slightly projecting elements on the facade below. A galvanized iron flashing with scrolled antefixes runs along the ridge of the main roof and also along the ridges of the east-facing dormers, which have square-edged slate sheathing and round-arched louvered vents in their gables. The corbiestepped west-facing parapets feature round louvered vents (encircled by molded surrounds studded with keystone-like

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Danville Southern Railway Passenger Depot
Danville (city), Va.

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Description (continued)

accents) and are embellished with cornices (above granite returns), scrolled buttresses, and globe and spike finials fashioned from galvanized iron.

On the east elevation, facing the tracks, the roof extends over a portico supported by tapered square wood posts that stand on concrete pedestals at the north end and a concrete wall at the south end (where the level of the walkway sheltered by the portico sinks further below the tracks). The posts are capped by wood brackets (Spanish or Mission-style in inspiration) and are joined by joists to the wall of the depot, where the joist ends rest on wood brackets similar to those capping the posts. The portico ties into a covered walkway that steps down-slope to Craghead Street in five sections. The walkway is supported on its east side by posts similar to those of the portico and on its (more exposed) west side by round metal columns, and it has transom-like windows at each "riser" in the steppings of its roof.

Depot: Interior

The depot interior is less ornate than the exterior, a consequence of its having been more heavily remodeled after the 1922 fire that gutted the building. The principal interior spaces (described from south to north) are the south waiting room (once used by white passengers) and adjoining rest rooms, the ticket office, the north waiting room (once used by black passengers) and adjoining rest rooms, the dining room and kitchen, and the mail and baggage rooms. Walls and ceilings are plastered, and the south waiting room has a molding and cove that runs at the top of the walls. Floor surfaces are either linoleum, terrazzo, or hexagonal tile; door and window surrounds are wood; and doorways are hung with paneled doors. The south waiting room is furnished with mid-twentieth century streamlined wood benches and communicates with the ticket office through a window with a roll-up wood blind (manufactured by the J. G. Wilson Corporation of New York City). The ticket office features wood counters and shelves and old communications equipment. The building is heated by embossed metal radiators and is illuminated by suspended fluorescent light fixtures.

Architectural Analysis

Frank P. Milburn and R. B. Graham, the architect and builder of the Danville passenger depot, replicated the standard depot type of the period. The depot's elongated form facilitated access to the tracks and pedestrian esplanades along which it was aligned, and its hip roof, adorned with gabled projections, reflected the Queen Anne ideal for domestic construction. The complexity of the roof line was originally enhanced by a central tower, a slate-shingled shaft with a jettied

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**Danville Southern Railway Passenger Depot
Danville (city), Va.**

Description (continued)

lower tier and an upper tier defined by cylindrical bartizans at its four corners. The conical caps of the bartizans, the dormered pyramidal roof of the tower proper, and a tall finial spike with a weathervane bearing the monogram "SR," gave the tower a bristling old-world appearance that harmonized with the diapered brickwork and corbiestepped parapets. These Flemish Renaissance elements distinguished Danville's building from other Southeastern depots of the period, which were typically generic Queen Anne or Mission Style in character.

Integrity Statement

Although it has not received regular use over the past few years, the Danville Southern Railway Passenger Depot exhibits only superficial deterioration. The depot is currently in the process of restoration as a combined passenger depot and branch of the Science Museum of Virginia, using ISTEA funds according to plans prepared by the Charlottesville firm of Wood Swofford and Associates, Architects, and under the review of the Virginia Department of Historic Resources.

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Danville Southern Railway Passenger Depot
Danville (city), Va.

NARRATIVE STATEMENT OF SIGNIFICANCE

Summary

The Danville Southern Railway Passenger Depot served as Danville, Virginia's principal rail passenger facility from the date of its construction in 1899. Designed by architect Frank P. Milburn, the one-story brick building features a standard elongated, hip-roofed form, but its Flemish styling, with corbiestepped parapets and diapered brickwork, is atypical of Virginia railroad architecture. A restoration now underway will return this Danville landmark to active use as a passenger depot and as a branch of the Science Museum of Virginia.

Justification of Criteria

The Danville Southern Railway Passenger Depot is individually eligible for the National Register of Historic Places under Criterion A in the area of transportation as the City of Danville's principal historic rail passenger facility. The depot is also eligible under Criterion C in the area of architecture for its unusual Flemish styling and other notable characteristics. The depot is presently listed as a contributing building in the Danville Tobacco Warehouse and Residential Historic District. The period of significance for the depot extends from 1899, the year of its construction, until 1945, covering the early period of its active use. The depot is eligible at the local level of significance.

Historical Background

Ever since the Richmond & Danville line reached Danville in 1856, the railroad has played an important role in the development of the city. During the Civil War, Danville's rail connections made it a vital Confederate supply point; at the war's close, Confederate officials fleeing Richmond took the train to Danville, earning the city the title "Last Capital of the Confederacy." After the war, the railroad contributed to Danville's rise as an important tobacco manufacturing center and the leading tobacco market in the bright leaf belt of Virginia and North Carolina. Textile industries also benefitted from the city's rail connections.¹

During the Civil War, the Piedmont Railroad constructed a line southward from Danville to Greensboro and built a passenger depot just west of the present depot site.² In the 1890s, ownership of the line passed to the Southern Railway Company, which planned the construction of a larger facility near the original depot. The railway hired nationally prominent architect Frank P. Milburn to design its new building. For contractor the railway chose Danville builder R. B. Graham, who built the depot out of the same cream-colored brick used in his own residence at 879 Green Street in Danville.³

In 1915, the Southern Railway double-tracked its route from Washington to Atlanta, and in the

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Danville Southern Railway Passenger Depot
Danville (city), Va.

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Statement of Significance (continued)

process made improvements to its line through Danville. The concrete contracting firm of Reed & Lowe constructed new bridges across the Dan River and Craghead Street, creating a new alignment that shifted the roadbed approximately 150 feet east of the passenger depot. Rather than abandoning the depot and building a new one, the railway decided to move it, hiring contractor W. King Anderson for the job.⁴ A reporter for *Popular Mechanics* described the process:

"The first step preparatory to moving was to dig down to the bottom of the walls all around and place a heavy wooden framework, reinforced with steel, underneath. By means of jacks the building was then raised up 4 ft. and set on 2-in. steel rollers. The station, which weighs approximately 1,000 tons, was then started forward, drawn by cables which ran through blocks staked to the ground and then wound around a windlass operated by seven laborers. At first it was moved at the rate of 2 in. per minute and later at 6 in. per minute."⁵

Mules also helped pull the depot along, which glided so smoothly that "pigeons nesting in the depot tower were in no way disturbed by the change."⁶ The building came to rest on a new concrete foundation, and its east-elevation portico was linked by an inclined covered walkway to Craghead Street.

The passenger depot survived the move unharmed. Not so its later bout with fire. On January 28, 1922, faulty wiring sparked a fire in the roof of the depot that smoldered undetected for hours before spreading with explosive force before dawn on the 29th. According to one report, a traveler eating an early breakfast in the dining room was interrupted when red-hot embers began to fall from the ceiling. "Within the next few minutes the flames burst through," and the ticket agent "had just enough time to seize his hat and some of the money and make his exit as the roof began to fall in." By seven in the morning, the fire had burned itself out, leaving behind only the north end of the building and its outer walls.⁷

Within days the railway drew up plans for the depot's reconstruction, preserving the character and layout of the building but simplifying the design of the west-elevation parapets and east-elevation dormers and eliminating the central tower.⁸ From its reconstruction until the early 1990s, the Danville Southern Railway Passenger Depot served as a gateway to the city for many thousands of rail travelers.⁹

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**Danville Southern Railway Passenger Depot
Danville (city), Va.**

Statement of Significance (continued)

Endnotes

1. Pezzoni, "Downtown Danville Historic District."
2. Grant et al, "Danville Tobacco Warehouse and Residential District." 7.5; Siegel, *Roots of Southern Distinctiveness*, 154; Beers map of Danville.
3. Cahill and Grant, *Victorian Danville*, 105.
4. Ibid., 106.
5. *Popular Mechanics Magazine* (November 1916), 712.
6. Ibid.; Cahill and Grant, *Victorian Danville*, 106.
7. Cahill and Grant, *Victorian Danville*, 106; *Danville Register*, January 31, 1922.
8. Southern Railway Company, "Specifications."
9. Many of the services offered by the depot were discontinued in 1982, but the south waiting room continued to shelter travelers until it was closed after a fire in 1993 (Don Swofford and Gerald L. Fischer, personal communication).

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Danville Southern Railway Passenger Depot
Danville (city), Va.

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Virginia, 1780-1865*. Chapel Hill, N.C.: The University of North Carolina Press, 1987.

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_____. "Danville Passenger Rail Station Construction Drawings." August 1994.

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**Danville Southern Railway Passenger Depot
Danville (city), Va.**

VERBAL BOUNDARY DESCRIPTION

The boundaries of the Danville Southern Railway Passenger Depot nominated parcel are shown on the 1:50-scale map that accompanies this report (Exhibit A). The boundaries include only property owned by the City of Danville. The boundary on the east side follows the property line between the city and Norfolk Southern. The boundaries on the north and west sides correspond to the outer edge of the concrete wall defining the parking lot and the outer edge of the concrete pavement of the approach drive, as well as a line parallel to and twenty-five feet north of the north end of the depot. The south boundary is formed by the south edge of the city-owned property.

BOUNDARY JUSTIFICATION

The boundaries of the nominated parcel are defined so as to include the depot building, a portion of the adjoining spur line, the depot approach drive and most of the parking lot, and the covered walkway and yard that extend between the building and Craghead Street--resources owned by the City of Danville. The railroad tracks to the east of the depot, which are owned and maintained by Norfolk Southern, are not included in the nomination.

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Danville Southern Railway Passenger Depot
Danville (city), Va.

Section number Photo Page 9

PHOTOGRAPHS

All photographs are of:

DANVILLE SOUTHERN RAILWAY PASSENGER DEPOT
Danville, Va.
VDHR # 108-58-12

1. CREDIT: J. Daniel Pezzoni (photographer) and Eugene B. Barfield (photo technician)
DATE: 1994
NEGATIVE FILED: Virginia State Library, Richmond, Va.
VIEW OF: Front (west) elevation; view facing northeast
NEG. NO.: VDHR # 13895
FILE NO.: VDHR # 108-58-12
PHOTO 1 of 6
2. CREDIT: J. Daniel Pezzoni (photographer) and Eugene B. Barfield (photo technician)
DATE: 1994
NEGATIVE FILED: Virginia State Library, Richmond, Va.
VIEW OF: East (track-side) elevation; view facing northwest
NEG. NO.: VDHR # 13894
FILE NO.: VDHR # 108-58-12
PHOTO 2 of 6
3. CREDIT: J. Daniel Pezzoni (photographer) and Eugene B. Barfield (photo technician)
DATE: 1994
NEGATIVE FILED: Virginia State Library, Richmond, Va.
VIEW OF: East elevation under portico; view facing north
NEG. NO.: VDHR # 13894
FILE NO.: VDHR # 108-58-12
PHOTO 3 of 6
4. CREDIT: J. Daniel Pezzoni (photographer) and Eugene B. Barfield (photo technician)
DATE: 1994
NEGATIVE FILED: Virginia State Library, Richmond, Va.
VIEW OF: North parapet on west elevation; view facing east
NEG. NO.: VDHR # 13894
FILE NO.: VDHR # 108-58-12
PHOTO 4 of 6

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Danville Southern Railway Passenger Depot
Danville (city), Va.

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Photographs (continued)

5. CREDIT: J. Daniel Pezzoni (photographer) and Eugene B. Barfield (photo technician)
DATE: 1994
NEGATIVE FILED: Virginia State Library, Richmond, Va.
VIEW OF: East-elevation entry in south waiting room; view facing northeast
NEG. NO.: VDHR # 13894
FILE NO.: VDHR # 108-58-12
PHOTO 5 of 6

6. CREDIT: J. Daniel Pezzoni (photographer) and Eugene B. Barfield (photo technician)
DATE: 1994
NEGATIVE FILED: Virginia State Library, Richmond, Va.
VIEW OF: Auxiliary space (south waiting room woman's room); view facing south
NEG. NO.: VDHR # 13894
FILE NO.: VDHR # 108-58-12
PHOTO 6 of 6

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Danville Southern Railway Passenger Depot
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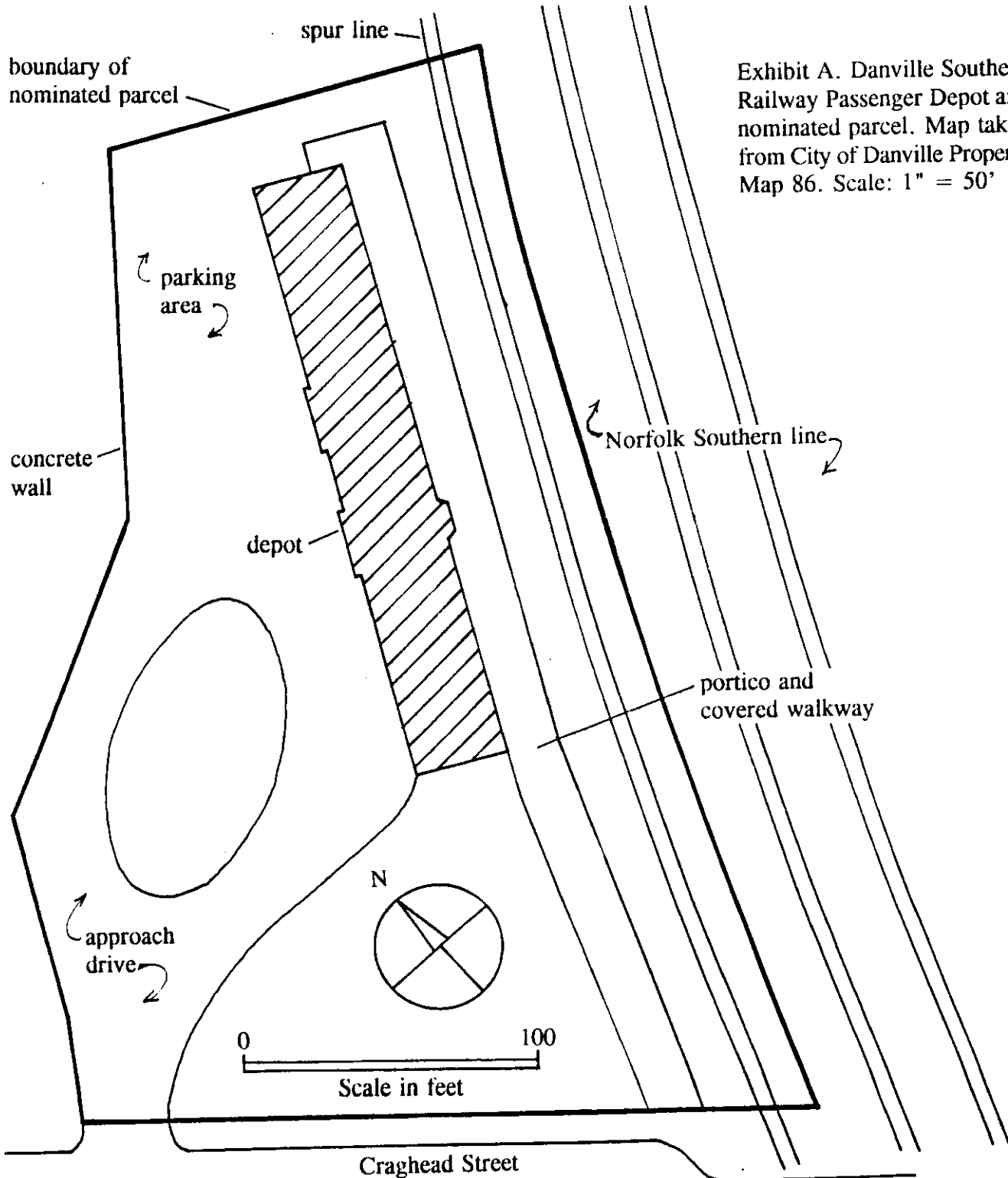
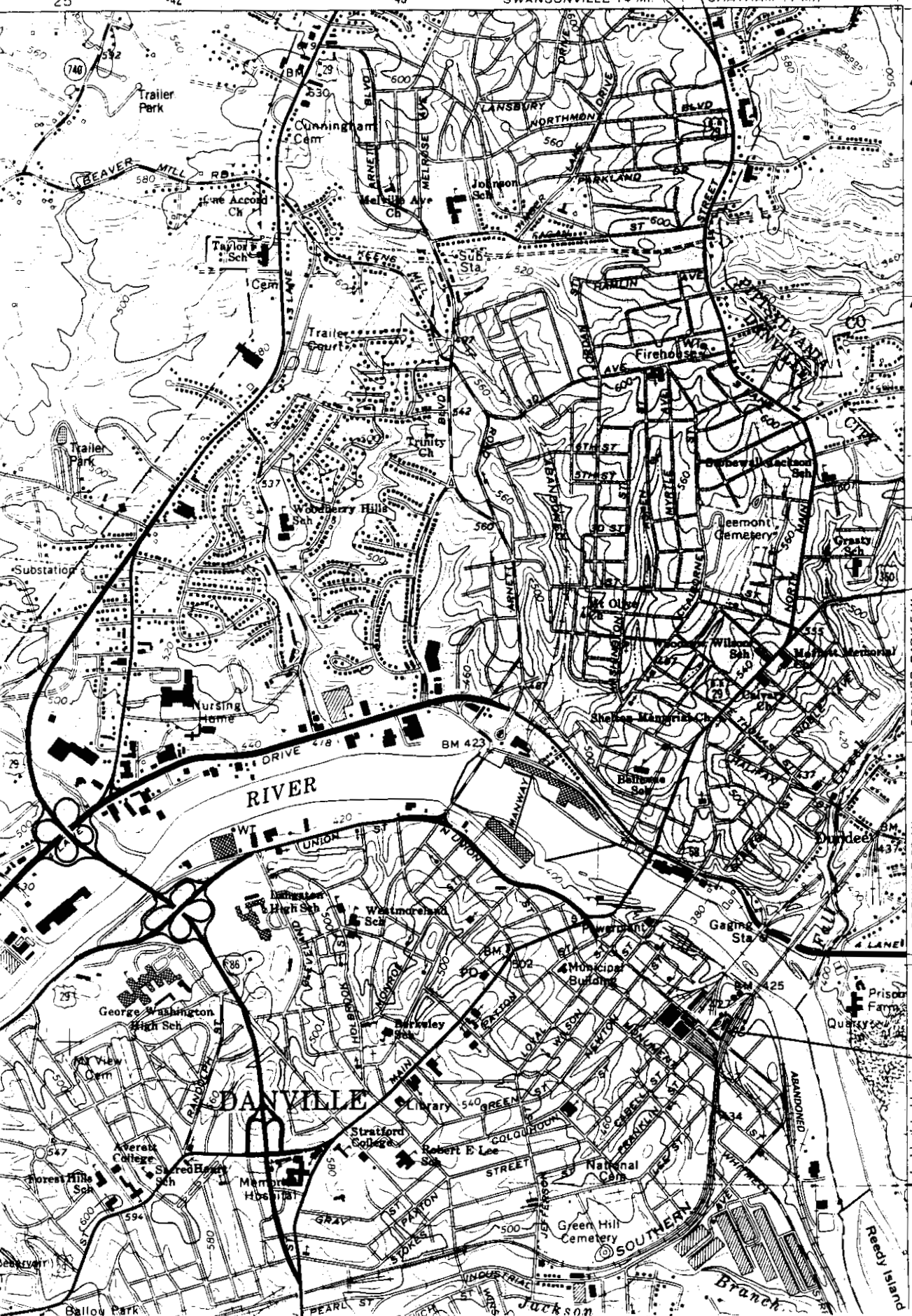


Exhibit A. Danville Southern
Railway Passenger Depot and
nominated parcel. Map taken
from City of Danville Property
Map 86. Scale: 1" = 50'

DANVILLE QUADRANGLE
 VIRGINIA-NORTH CAROLINA
 7.5 MINUTE SERIES (TOPOGRAPHIC)

5157 III NE
 (BLAIRS)

25' 642 643 SWANSONVILLE 14 MI. LYNCHBURG 61 MI. 79° 22' 30" CHATHAM 14 MI. 36° 37' 30"



100 000 FEET
 (VA.)

BEAVER PARK 5 MI.
 HALIFAX 38 MI.

TURBEVILLE 22 MI.
 SOUTH BOSTON 31 MI.

Danville Southern
 Railway Passenger
 Depot, Danville, VA
 UTM ref. (zone 17)
 E 644580
 N 4049700