

United States Department of the Interior
National Park Service

VLR Listed: 12/5/2007
NRHP Listed: 5/5/2009

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 Norge Train Depot
other names/site number #047-5301

2. Location

street & number 7770 Croaker Road not for publication N/A
city or town Williamsburg vicinity X
state VA code 079 county James City County code 095 zip code 23118

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.)

Signature of certifying official
Virginia Department of Historic Resources
State or Federal Agency or Tribal government

Date

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper _____

Date of Action _____

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property (Check only one box)

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

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

Number of contributing resources previously listed in the National Register 0

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

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6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat	<u>Transportation</u>	Sub:	<u>Rail-related</u>
	<u></u>		<u></u>
	<u></u>		<u></u>
	<u></u>		<u></u>

Current Functions (Enter categories from instructions)

Cat:	<u>Work in Progress</u>	Sub:	<u></u>
	<u></u>		<u></u>
	<u></u>		<u></u>
	<u></u>		<u></u>

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7. Description

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Architectural Classification (Enter categories from instructions)

N/A

Materials (Enter categories from instructions)

foundation	<u>Concrete Block/ Brick</u>
roof	<u>Composition Shingle</u>
walls	<u>German Siding, Board & Batten</u>
other	<u></u>

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

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8. Statement of Significance

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

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

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

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

Areas of Significance (Enter categories from instructions)

Architecture

Black Heritage

Social History

Transportation/Communication

Period of Significance c.1907-1969

Significant Dates c. 1907

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

Cultural Affiliation Norwegian

Architect/Builder Chesapeake and Ohio Railroad Company

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 #

Primary Location of Additional Data

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

Name of repository: Virginia Department of Historic Resources

10. Geographical Data

Acreage of Property less than one acre

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

Zone Easting Northing	Zone Easting Northing	Zone Easting Northing	Zone Easting Northing
1 18 343119 4137940	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 Meg Greene Malvasi
organization William & Mary Center for Archaeological Research date 1 February 2007
street & number 13803 Sterlings Bridge Road telephone 804.763.3595
city or town Midlothian state VA zip code 23112

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 James City County c/o County Administrator
street & number 101-C Mounts Bay Road, P.O. Box 8784 telephone 757.253.6603
city or town Williamsburg state VA zip code 23187

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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**Norge Train Depot
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ARCHITECTURAL DESCRIPTION

Summary Description

Located approximately 200 feet southwest of the James City County Library building on Croaker Road is the former Norge Train Depot; both the depot and the library are sited on an approximately fourteen-and-a-half acre parcel that includes a nicely landscaped lawn with trees and various plantings as well as woods. The depot, situated on a north-south axis, with a northwest-facing façade, sits on a slightly sloping area, approximately twenty-seven feet south from the library parking lot. To the south and the west are woods; to the north is the library parking lot and Croaker Road, to the east is the library building. The Norge Depot is a one-story, frame depot built in the early years of the twentieth century and is the only surviving example in the county of a Chesapeake and Ohio Railroad Company's standardized plans for its railroad depots. The depot's architecture also reflects the growing trend on the part of all railroad companies to create standardized designs that could be mass produced, yet customized depending on the depot's location. Even with the move to its new location, the building is reasonably intact, having lost only portions of the original flooring, and its two brick chimneys. Overall, the Norge Depot retains a great deal of its original materials and plan design. Faced with the threat of destruction by the Chesapeake and Ohio, now CSX, Railroad Company, the building was moved in early 2006 to its present site. The Norge Train Depot is eligible for listing under Criterion A in that it is associated with events that have made a significant contribution to the broad patterns of our history and Criterion C in that the building embodies the distinctive characteristics of a type, period, or method of construction. The building is also eligible under Criterion Consideration B as a moved resource due to impending demolition at its historic site.

Detailed Description

Exterior Description

Built to serve the small, but thriving community of Norge, Virginia, the Norge Railroad Depot was originally located at the southeast corner of Peach Street and the former Chesapeake and Ohio, now CSX, railroad tracks. Built sometime between 1906 and 1908, the west-facing depot illustrated the growing interest on the part of the government and private businesses and industries to standardize the design, materials and construction for everything from train depots to life-saving stations to factories. The Norge Depot then, provides an interesting glimpse of how one American industry—the railroads—combined both machine production of building goods with distinctive designs for their buildings and grounds. In its original (and present) form, the Norge Depot is a simple one-story wood balloon frame building, twelve bays wide on the south side, seven bays wide on the north end, and one bay deep. The building measured approximately eighty-nine by sixteen feet, a standard size for what railroad companies called a “small combination station.” The construction of the depot by the Chesapeake and Ohio Railway Company was such that the building was both utilitarian and sturdy, but also pleasing to the eye. To ensure that the building could withstand the constant speed and force of the passing trains, the building in its original site, rested on a foundation consisting of brick piers. These supports secured the heavy oak sill plates and joists and created a crawl space ranging from approximately two feet to about eighteen inches underneath the building. In addition, the brick base of the two interior brick flue chimneys also helped support the building with additional oak joists; this simple wood truss system anchored the depot for over a century. Originally hiding the building's foundation was a wood platform that wrapped around the building.

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ARCHITECTURAL DESCRIPTION (continued)

To dress up the depot's rectangular mass, the exterior siding and trim were highly detailed. Beneath the two-over-two wood double-hung sash windows is a stylized dado-type element consisting of a wide painted exterior baseboard, wood board and batten panels and a simple sill course. Directly above the sill course are panels of German weatherboard with a molded band course. Double cornerboards further articulate each room's openings in addition to the canted bay window of the agent's office.

The hipped roof is no less detailed with its overhanging and slightly flared eaves, and boxed cornice covered with beaded board siding; the low roof also helped emphasize the building's horizontal lines, making the building appear even more anchored and solid. Formerly, two brick interior chimneys with corbelled caps punctuated the roofline, marking the location of the two interior flues, adding some verticality to the building. On the south side, a slightly tented roof covers a five-sided canted bay window; a portion of this roof had a section removed to make room for the railroad signal as well to avoid potential mishaps with the larger diesel trains that later passed through Norge. The depot has a number of door and window openings. Located along the north wall of Peach Street is a large sliding door consisting of vertical board and horizontal battens and diagonal bracing. Marking the entrance was a raised wooden loading dock consisting of horizontal floorboards with smaller vertical boards covering the brace support system underneath. Both loading docks measure approximately twenty-nine by six feet, and stand approximately two feet high. Located on the south side of the building, facing the railroad tracks, was a similar door, and loading dock with a series of steps. The express freight entrances wood doors located both on the north and south walls had two large lights at the top half with herringbone-type diagonal bracing and wood surrounds on the bottom halves of each door with two-light transoms. Each door operated on a pulley system to open and close. The four waiting room passenger doors located on the north and south sides of the depot consist of four-recessed-paneled wood doors with wood surrounds with a two-light transom. Window openings consisted of single and paired one-over-one and two-over-two, wood sash with wood surrounds and sills. At one time, the depot had a wood sign painted with "Norge" which hung from brackets facing the road; in addition to another painted sign over the agent operator's office that faced the tracks. A third sign, situated on the east wall of the depot still remains.

Interior Description

The interior plan of the Norge Depot was typical of the combination station plan utilized by many railroad companies during the late nineteenth and early twentieth centuries. In this case, the depot's layout consisted of five rooms: the freight room, the express freight room, the "colored waiting room," which seated only African-American passengers, the "Master's" or station agent's office, and the "whites-only" waiting room. The freight room, located on the northernmost end, measures approximately twenty-nine by sixteen feet. Covering the room's walls are board and batten siding along the top half and various sizes of horizontal oak boards on the bottom half. The floor consists of wide pine tongue and groove plank flooring, measuring approximately three inches deep. Located in the eastern corner of the room is a floor scale, marked "Fairbanks Standard #1." Supporting the roof is an exposed king truss construction. A single overhead light provided additional lighting at one time. Located at the southeastern corner of the room are two five-raised-panel doors with wood surrounds that lead to a small stairway with a bottom tread marked by a curved end into the express freight room.

The express freight room measures approximately nineteen by twelve feet. The top half of the room's walls are covered in tongue and groove beaded board siding with beaded board wainscoting. On the interior south wall is a brick flue that once was connected to a wood stove. Covering the floor is tongue and groove pine wood strip flooring; the ceiling is beaded board with a simple crown molding. Similar wall and ceiling treatments are found in the remaining three rooms of the depot.

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ARCHITECTURAL DESCRIPTION (continued)

In the west corner of the express freight room, a five-recessed molded panel door leads to the area known as the “colored” waiting room, measuring approximately fifteen by fourteen feet. In the northwest corner a small flight of steps with a curved bottom tread leads to another raised five-paneled door, this one to the agent operator’s office. This area’s most prominent feature is the canted five bay window which dominates the south wall of the office. On the east and west walls are openings for selling tickets, one opening to each waiting room. Built-in bookcases are also located on the east wall; the remains of the brick flue for a coal stove are located near the west ticket window. A small door similar to the others in the depot leads to a small stairway that descends to the fifteen-by-eighteen-foot white waiting room. Unlike the waiting room used by African Americans, the “white” waiting room is bigger and has an additional set of paired two-over-two windows on the west wall, providing additional air circulation. Located above a door in the northwest corner of the north wall room is the remnants of a small platform which probably held a fan.

Along with the depot, the C&O also built a small, one story wood frame and weatherboard building to the south of the depot. The side-gable roof shed was used for the storage of coal, and later, railway signaling equipment. At some point, the building was torn down.

By 1969, when the station ceased operation, the building became storage space for its new owner Chesapeake and Ohio, now CSX, Railroad. Over the years, the building’s condition deteriorated, becoming an easy target for vandalism and the weather. In 1987, a group of concerned citizens formed the Norge Railroad Depot Preservation Association that began raising funds to relocate and restore the depot. With the CSX announcing in 1997 that the building was to be demolished, the mission to save the station became even more urgent. Although the preservation group successfully negotiated with the company to donate the building, there was no suitable site in mind. By 2003, arrangements were made thru a partnership with the James City County Historical Commission, James City County and local volunteers to move the building to its current location at the James City County Library. In the meantime, the building, although deteriorating, retained many of its original architectural features. A more intensive survey in 2005 noted that many of the building’s windows and doors were boarded over, the interior floors in the “colored” waiting room were rotting, and hardware for the doors was missing except for their push plates. The exterior siding was more exposed and deteriorating as well and the station’s sign was almost completely gone.

In February 2006, after a successful sixteen-year campaign to save the building from demolition, the Norge Train Depot was moved less than one mile to its current location at the James City County Library grounds. In preparing for the move, the seventy-five-ton building was lifted off the ground and placed on steel beams; underneath the beams were forty-two wheels that supported the building. On February 23, 2006, the depot began its slow journey to its new home. Over the course of three days, the depot, resting on its rollers, was pulled by a large truck and safely transported to its new home on the library grounds. The building was then placed on a new concrete and masonry foundation. Besides the loss of the original floors, the depot lost its two chimney hoods that will be rebuilt. Currently, plans are underway to repair and restore the Norge Depot to its former state; the building will then house a small museum about the depot’s history and the history of Norge area.

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STATEMENT OF SIGNIFICANCE

Summary

Originally located near the small Norwegian settlement of Norge, Virginia, the Norge Train Depot is an excellent example of the early twentieth-century standardized architecture used by the railroads. Not only that, the building is the last surviving depot of this type in the James City County area. Although mass-produced, the building was both sturdy and stylish as seen in its roofs, the interiors of the waiting rooms and the canted bay which marked the train agent's office. The depot is also a good example of what was known as a "combination station" that could be customized to serve the regional needs of its location. Faced with the threat of being destroyed by the Chesapeake and Ohio, now CSX, Railroad Company, the building was moved in early 2006 to its present site where it will be restored to its former state. The building is eligible for listing under Criterion A in that it is associated with events that have made a significant contribution to the broad patterns of our history and Criterion C in that the Norge Depot embodies the distinctive characteristics of a type, period, or method of construction. The building is also eligible under Criterion Consideration B as a moved resource due to impending demolition at its historic site. As supplemental material, attached are the letters of move approval and review by the Virginia Department of Historic Resources Office of Review and Compliance, project file #2004-1283.

Detailed Statement

The late nineteenth century was a "boom" time for the railroad industry throughout the United States. By then, thousands of miles of track had been laid to connect one coast to the other. State legislators also lobbied for railroad lines to connect various towns and cities, making it easier and cheaper to transport people and goods from place to place. As early as 1836, trains had begun to carry passengers and freight in Virginia. The Civil War delayed plans for the expansion of railroad lines, but beginning in 1867, only two years after the war had ended, the Chesapeake and Ohio Railroad (known formerly as the Virginia Central) renewed efforts to expand the railway system in the state. Beginning in 1881, the Chesapeake and Ohio bought several parcels of land for a right-of way on which to build a railroad from Newport News to Richmond. The proposed line was known as the Peninsula Extension. Originally part of "Foster's Plantation," the land on which the Norge Depot was formerly located was among the parcels obtained in 1881 from a prominent local businessman named Nathaniel Piggott.

Prior to the construction of the depot, Norge had only a freight stop known as Vaiden's Siding and used mainly by local farmers to haul produce and other agricultural products to market. For passenger service, residents of Norge had to travel approximately two miles west to the nearby town of Toano to catch a train. There was another need for a depot; beginning in 1896, the Norwegian-born railway agent, Carl M. Bergh, a recent arrival in James City County, saw the potential for a new community populated by Norwegian immigrants, who, unhappy with their lives in the Midwest, might be willing to come South to take advantage of available farmland. Mounting an aggressive newspaper and brochure campaign, Bergh attracted a large number of Norwegians to the area. A new depot would facilitate their travel and arrival. The design of the Norge Depot was one of several that came from the drafting tables of the Chesapeake and Ohio's contractors and architects; more importantly, the depot reflects the effort of railroad companies after the Civil War to standardize railroad architecture. By that time, rail companies needed a quick and inexpensive way to build the growing number of depots needed to accommodate the new railway stops that handled both passengers and freight traffic. The answer was to create a standard design that could be modified as needed.

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STATEMENT OF SIGNIFICANCE (continued)

The notion of a depot design, built with interchangeable parts and machine-sawn lumber, fit neatly into the advance of mass production that characterized the burgeoning industrial age. After conducting several thorough studies, railroad company architects designed a number of stock blueprints with slight variations in style and size that fit the needs of a particular locale. At minimal cost, local railroad officials could also select from among a variety of features, including dormers, fancy gingerbread bracketing, finials and roof cresting, and, as in the case of the Norge Depot, a large five-sided bay window. These various decorative elements prevented depots from appearing standardized and monotonous.

The railroad companies also took into account, the best possible location for their depots, no matter the size. With Norge, the depot was going to serve a single-track line. According to John A. Droege, a General Superintendent with the New York, New Haven and Hartford Railroads, this type of situation meant that the depot could be located on either side of the tracks. However, Droege cautioned, "It is advisable . . . to place it upon that side from which most of the persons who patronize . . . come, as that will save them from crossing the tracks more than is absolutely necessary."¹ This arrangement made it easier for carriages to approach the station and, as a cost-saving measure, allowed the depot grounds confined to a smaller area. Railway companies also took greater pains as to where to locate their buildings. Formerly, train stations and depots were placed in the poorer and dirtier parts of the community. By improving on the architecture and landscaping, railroad companies now represented a local civic pride that emphasized not only standardization and efficiency, but also beauty and eye-pleasing designs.

The year in which construction of the Norge Depot was completed is unknown. Many sources have cited 1908 as the most probable date. This surmise is plausible, but because there is no record of a separate land deed, it remains difficult, if not impossible, to pinpoint an exact date. Chesapeake and Ohio records are also incomplete. According to Mr. Thomas W. Dixon Jr., Chesapeake and Ohio historian, many of the company's records were destroyed or lost as the company offices moved over the years. However, based on available data located at the Chesapeake and Ohio Historical Society, the Chesapeake and Ohio in its annual report for 1907 approved the sum of \$2,557 for the construction of a depot at Norge. By March 1907, a drawing of the proposed depot was completed. It stands to reason that construction began shortly thereafter, and was finished sometime in 1908.

The rail companies' own "bridges and buildings gangs" constructed the depots. In the case of the Norge Depot, the Chesapeake and Ohio relied on Drawing-269 to complete. Nothing was left to chance; even the interior and exterior painting directions were explicit and detailed. Every depot was to be painted in the rail company's signature colors. Further, instructed the company, the "exterior painting to be three coat lead and oil of colors specified." In addition, all areas were to be "properly puttied."² At that time, the depot was most likely painted a buff or yellow ochre color with white trim accentuating the window and door surrounds as well as the freight door braces and cornerboards. In the 1920s, the railroad changed its color scheme to medium gray complemented by light gray trim. Combined with a company's distinctive architectural elements, the paint colors provided one of the earliest examples of corporate advertising and company identification in the United States. In addition, the area around the depot was beautifully landscaped, another attempt by the railway companies to present a pleasing picture to those waiting for trains or those who traveled by. An older resident of Norge remembered:

Beside the station was beautiful garden spot for passengers to enjoy while they waited for the train. It was green with closely clipped grass. The surrounding area was shielded by forsythia bushes and in the center was a circular bed of cannas. The grass along the tracks was green and neatly mowed.³

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STATEMENT OF SIGNIFICANCE (continued)

The depot quickly became a busy social and business center for the town of Norge. Passenger trains stopped at the depot twice a day. Many of the arrivals were Norwegian immigrants coming to Norge in the hope of beginning a new life. Special excursion trains carrying people to the nearby beaches ran daily during the summer months. Passenger trains also delivered first-class mail four times a day; parcel post items came by freight train. A railroad agent manned the depot twenty-four hours a day. During the First and Second World Wars, countless servicemen and women traveling to and from nearby military installations passed through the Norge Depot, as did much of the materiel needed for the war effort. By the 1950s, however, the train had stopped carrying mail. Passenger service also ended, though some freight activity continued. In October 1969, the Norge Depot closed. When CSX purchased the Chesapeake and Ohio in 1980, the building became a storage facility.

An excellent example of standardized railroad architecture, the Norge Depot also demonstrates how such uniform designs were modified to serve a particular need, particularly in the case of depot waiting rooms. During the late nineteenth century, segregation of the sexes, and the races deemed necessary the inclusion of two waiting rooms in railroad depot design. At a time when society still believed that women needed protection from the rough and noisy goings-on of a male-dominated world, in this case, the railway station, it was only fitting that a separate room be set aside for women to relax while waiting for their trains. These separate waiting rooms also provided additional safety for women traveling alone or with children. A two waiting room plan also provided a way for Southern rail depots to comply with race relations. With the decision of the Supreme Court in the case of *Plessy v. Ferguson* (1896) institutionalized segregation between blacks and whites became the norm. By simply removing one sign—"For Women Only"—and replacing it with another—"For Colored Only"—and providing separate entrances and exits, the Norge Depot maintained the culture of the Jim Crow South. In the Norge Depot, the waiting room for African-American passengers was located between the noisy and dirty freight rooms and the station agent's office. Without benefit of the third windows provided at the south end of the depot for white passengers, the "colored" waiting room was less airy, quiet, and comfortable—separate, but not quite equal.

In 1997, CSX made plans to demolish the Norge Depot, but instead agreed to donate the building to James City County once the depot was moved to its new location. Almost a decade later, in February 2006, the county successfully moved the building to a site adjacent to the James City County Library, a branch of the Williamsburg Regional Library system. Preservation of the Norge Depot is an asset to the town of Norge itself, as well as to James City County and the entire region. The depot is among the few remaining examples of early twentieth-century train depots in central Virginia. The Norge Train Depot is important architecturally as an example of the standardized architecture utilized by the Chesapeake and Ohio Railroad Company. In addition, it also offers a window into social history, reflecting the racial climate prevalent throughout Virginia and the South at the time of its construction, to say nothing of recalling a bygone era in which people and goods moved across the country by rail.

Endnotes:

1. John Albert Droege, John Albert. *Freight Terminals and Trains*. (New York: McGraw-Hill Book Co., 1916), p. 255.
2. Chesapeake and Ohio Railroad Company, Chief Engineers Office, "Standard Painting For Frame Stations," Drawing S-269.
3. Nancy Smith Bradshaw and Frances Hamilton, "Velkommen til Norge" *Chesapeake and Ohio Historical Magazine*, Vol.XXI, No. 9, September 1989, p. 10.

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_____. "Depot recalls Norge in its prime," *The Virginia Gazette*, March 1, 2006, p.4A.

Bradshaw, Nancy Smith and Frances Hamilton. *Velkommen til Norge: A Pictorial History of Norge, Virginia*. Taylor Publishing Company, 1989.

_____. "Velkommen til Norge," *Chesapeake and Ohio Historical Magazine*, Volume XXI, No. 9, September, 1989, pp. 7-10.

Chesapeake and Ohio Historical Society, located at: <http://www.cohs.org/>

Deed Book 1, James City County

Deed Book 2, James City County

Deed Book 4, James City County

Deed Book 688, James City County

Dixon, Thomas W. Jr., "C. & O.H.S. Assists In Newport News Railroad Centennial Celebration," *Chesapeake and Ohio Historical Magazine*, Volume XIII, No. 12, December, 1981, pp.13-15.

_____. Interview, September 2005.

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Boundary Justification

The property upon which the depot is now located is noted as follows:

All that certain lot, piece or parcel of land, situate, lying and being in the Stonehouse District, James City County, Virginia, being known and designated as Parcel 2, containing 14.541 acres as shown on that certain plat entitled "A Survey of 49.7915 Acres Standing in the Name of Ellen Taylor Howard For Conveyance To Norge Center, Inc, " made by AES, a professional corporation, Engineering, Planning, Surveying, Williamsburg Virginia, dated January 28, 1987, a copy of which plat is duly of record in the Clerk's Office of the Circuit Court for the City of Williamsburg and County of James City, Virginia, at Plat Book 44, page 83, to which plat references made of a complete description of the property herein conveyed.

As the depot is in a new location, less than one mile from its historic location, the actual proposed listing is for the depot building itself with a small buffered area around it based upon the proposed site work. The UTM reference is zone 18, easting 343119 and northing 4137940. Attached is the scaled project map showing the placement of the depot on the library property, the proposed site work surrounding the depot, and the proposed boundary lines, which are less than one acre.

Verbal Boundary Description

The less-than-one-acre boundaries include the building itself with a small buffered area around it based upon the proposed site work. The UTM reference is zone 18, easting 343119 and northing 4137940.

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James City County, VA**

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PHOTOGRAPHS

The following information is the same for all photographs:

Property: Norge Train Depot #047-5301

Location: James City County, VA

Date of Photographs: May 2007

Photographer: Shawn Gordon, James City County

Digital images archived at Virginia Department of Historic Resources, Richmond, VA

VIEW OF: North Elevation
PHOTO 1 of 12

VIEW OF: Northeast corner of façade
PHOTO 2 of 12

VIEW OF: Closeup, Freight Dock Doors
PHOTO 3 of 12

VIEW OF: East Elevation
PHOTO 4 of 12

VIEW OF: West Elevation
PHOTO 5 of 12

VIEW OF: Rear South Elevation, west corner
PHOTO 6 of 12

VIEW OF: "White" Waiting Room, south view
PHOTO 7 of 12

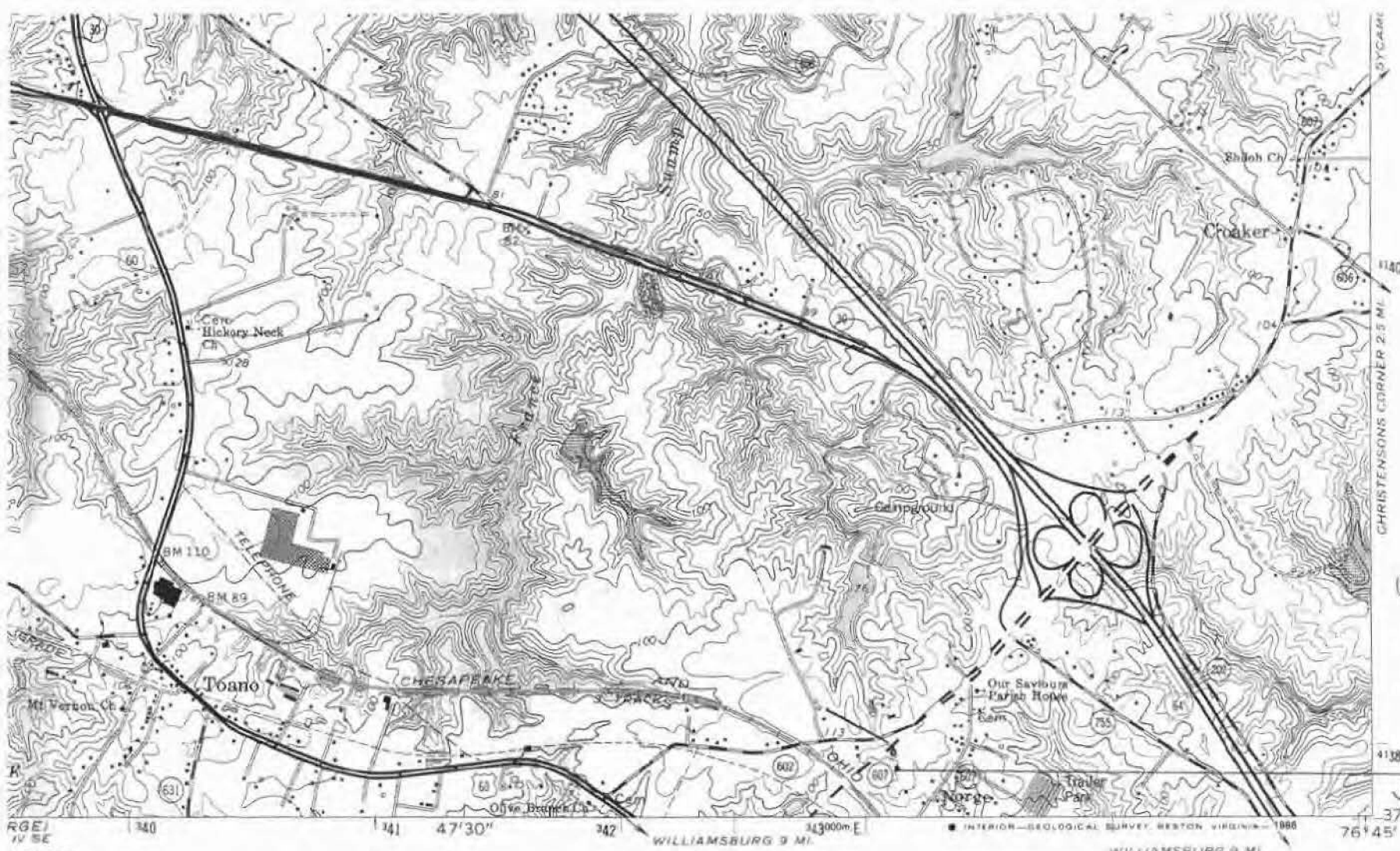
VIEW OF: "White" Ticket Window, from Agent's
Room
PHOTO 8 of 12

VIEW OF: "Colored" Waiting Room
PHOTO 9 of 12

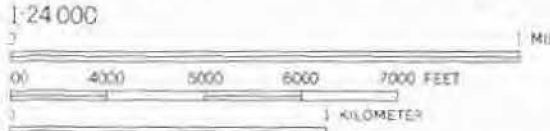
VIEW OF: "Colored" Waiting Room
PHOTO 10 of 12

VIEW OF: "Colored" Ticket Window, Agent's
Room
PHOTO 11 of 12

VIEW OF: Agent's Room, South Elevation
PHOTO 12 of 12



UTM ZONE 18
 343119 E
 4137940 N
 NORGE TRAIN
 DEPOT
 JAMES CITY CO., VA
 37°22'30"
 #47-5301
 (WILLIAMSBURG)
 5658 1V SE



VERTICAL DATUM IS MEAN LOW WATER
 THE TWO DATUMS IS VARIABLE
 APPROXIMATE LINE OF MEAN HIGH WATER
 IS APPROXIMATELY 2.8 FEET



QUADRANGLE LOCATION

Revisions shown in purple compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1982 and other source data. This information not field checked. Map edited 1986

NATIONAL MAP ACCURACY STANDARDS
 SURVEY, RESTON, VIRGINIA 22092
 SOURCES, CHARLOTTESVILLE, VIRGINIA 22903
 AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt	—————
U.S. Route	□	State Route	○
Interstate Route	◯		

TOANO, VA.

37076-D7-TF-024

1965
 PHOTOREVISED 1986
 DMA 5658 1V NE—SERIES VB34