

United States Department of the Interior  
National Park Service

VLR 9/5/7  
NRHP 11/1/7

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 Belfield-Emporia Historic District (109-0020)  
other names/site number North Emporia

2. Location

street & number Roughly bounded by the Petersburg & Danville RR, Budd St., Atlantic Av., & Valley St.  
not for publication N/A  
city or town Emporia vicinity \_\_\_\_\_  
state Virginia code VA county Independent City code 595 zip code 23847

3. State/Federal Agency Certification

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

[Signature] \_\_\_\_\_ Date 9/19/07  
Signature of certifying official \_\_\_\_\_  
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 Signature of the Keeper \_\_\_\_\_  
\_\_\_\_ See continuation sheet  
\_\_\_\_ determined not eligible for the National Register  
\_\_\_\_ removed from the National Register Date of Action \_\_\_\_\_  
\_\_\_\_ other (explain): \_\_\_\_\_



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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)

Commerce  
Transportation  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance** 1832-1957

**Significant Dates** 1887, 1904, 1920

**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 # \_\_\_\_\_

**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** 8.9 acres

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

Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing				
1.	17	273268	4063785	2.	17	273440	4063651	3.	17	273321	4063478	4.	17	273208	4063645

**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.)

**Form Prepared By**

name/title Sandra Scaffidi/Architectural Historian for KCI Technologies, Inc (provided initial survey, research and nomination draft); Department of Historic Resources staff (completed the inventory, surveys, and nomination)

organization \_\_\_\_\_ date August, 2007

street & number 2801 Kensington Avenue telephone 804-367-2323

city or town Richmond state VA zip code 23221

**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 multiple – see label list

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.). 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 REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Belfield-Emporia Historic District  
Emporia, VA**

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**Summary Description**

The Belfield-Emporia Historic District is located around Halifax and Baker Streets in Emporia, Virginia. In 1887, the neighboring towns of Hicksford and Belfield merged together to form the town of Emporia. Geographically separated by the Meherrin River, Emporia serves as the county seat of Greensville County. The topography of the district is generally flat. The historic district, which is approximately two blocks long and two blocks wide, developed because of its agricultural economy and railroad-related growth. The small city served as the hub of Greensville County until the mid-20<sup>th</sup> century, when an economic decline depressed the town.

The Belfield section of Emporia, Virginia, is located on the north side of the Meherrin River in Greensville County, Virginia. Although the town was established as early as 1799, the extant building stock of Belfield consists generally of late-19<sup>th</sup>- to early-20<sup>th</sup>-century brick buildings laid out in a T-shape at the intersection of Halifax and Baker Streets. Most of the commercial architecture in Belfield was constructed of brick laid in a six course common bond pattern. Large, plate glass storefront windows generally flank a central entrance which is usually topped with a transom. The upper stories generally have double-hung windows. Most buildings in Belfield's downtown also have a parapet roof accented by corbelling. The Belfield-Emporia Historic District is recommended eligible under Criterion A for its association with late-19<sup>th</sup>- through early-20<sup>th</sup>-century commercial and transportation-related development of Greensville County and Criterion C for its evolved commercial architecture.

**Detailed Description**

The town of Belfield-Emporia is laid out in a T-shaped pattern. Halifax Street is the main thoroughfare through the commercial district of town and is comprised of two long blocks. Atlantic Street serves generally as the northern most boundary, while Valley and Southampton Streets serve as the southern boundary. Baker Street is located in the center of the district and intersects with Halifax Street. The commercial district boundaries extend to include the railroad on the eastern edge of the district and extend two blocks to the west.

The 300 and 400 block of Halifax Street was an important commercial shopping district in the early 20<sup>th</sup> century. Numerous businesses catered to local citizens and travelers passing through by way of the railroad. These businesses included grocery stores, banks, butchers, restaurants, hotels and a hardware store. The corner of Halifax and Atlantic Street provided a prominent space for one of Emporia's first department stores, which occupied three lots in 1925.

Halifax Street still retains much of its commercial identity. Twenty-three individual brick buildings occupy the west side of Halifax Street. Most of the buildings are either one or two stories in height, although three buildings within the district have three stories. Each building is constructed in a commercial style, generally with a central entrance flanked by large, plate glass display windows. A transom or transom light usually tops the entry and display windows, allowing light to enter deep into the far corners of the building. The upper floors generally housed residential quarters and have double hung windows. Most of the window openings are accented with brick lintels and sills, although one building has wood sills.

These commercial style buildings are generally plain in appearance, although some have decorative detailing such as raised brick panels or corbelling along the parapet.

Two distinctive buildings located along Halifax Street include the Hotel Virginia and the Bethlehem Building

(former bank building). Constructed in 1904, the Hotel Virginia was remodeled several times over the century. In 2003, new owners began rehabilitating the building, removing unoriginal features and reconstructing missing

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elements on the façade. The three-story, five-bay brick building is slowly reemerging as the showplace of this block. An original painted sign advertising the Hotel Virginia was restored on the north and south elevations of this building.

At the corner of Baker Street and Halifax Street sits the former First National Bank of Emporia, also known as the Bethlehem Building. This architectural showpiece illustrates the former grandeur that Halifax Street once possessed. The former First National Bank building was constructed in 1907 in the Classical Revival style with Romanesque details. The building has brick pilasters topped with Ionic capitals, Romanesque lintels with keystones, and a cornice decorated with modillions. Designed by Emporia architect Marcus P. Andrews, the building was constructed at a cost of \$10,322 dollars (Wells and Dalton 1997: np).

Several buildings along Halifax Street were remodeled in the mid-20<sup>th</sup> century, illustrating the evolution of commercial architecture as designs and styles changed through the 20<sup>th</sup> century. These buildings still retain their original fabric, obscured by easily removable siding, or they are significant as evolved resources, exhibiting new materials and designs. In the 1950s, there was an architectural movement to modernize “outdated” late 19<sup>th</sup> and early 20<sup>th</sup> century storefronts. Chrome, aluminum and glass became popular building materials and were utilized to “update” older buildings. Although these buildings do not reflect the early years of Belfield-Emporia’s history, they do illustrate the evolution of the district, which maintained its commercial vitality throughout the mid-20<sup>th</sup> century.

The east side of Halifax Street is dominated by the railroad lines, which run in a north-south direction. The Petersburg and Danville Railroad was an important contributing factor to the establishment and growth of the Belfield section of Emporia. Serving as the eastern boundary of the proposed Belfield-Emporia Historic District, the railroad brought goods and services into town and allowed the townspeople to export materials to distant markets. The railroad has a passenger station house located adjacent (west) to the rail line. The passenger station is an amalgamation of the original passenger station and freight house. The building, which now serves as Emporia’s Chamber of Commerce, originally served as a freight house. The original passenger station was demolished to make way for a parking lot. Elements of the building were incorporated into the redesign of the freight house. The building retains the look of a late 19<sup>th</sup> century rail station with exposed wooden brackets, board and batten siding, and six-over-six double-hung sash windows.

Atlantic Street serves as the northern-most border for the district. The south side of the street retains nine individual buildings which continue to serve the local community. Atlantic Street formerly catered to businesses associated with the local lumber and cotton industries, and later, became a prominent African American commercial community.

The block of brick buildings along Atlantic Street were built in the same architectural style and plan as the buildings along Halifax Street, yet lack additional ornamentation. Most of the buildings are one story in height, constructed of brick and have a corbelled cornice. The buildings all have false front castellated parapet roofs. Many of the buildings are painted white, giving them a clean, uniform appearance.

The only building on the northern side of Atlantic Street within the historic district boundaries is the H.T. Klugel Architectural Sheet Metal Works Building. Located at 135 East Atlantic Street, this building was placed on the National Register of Historic Places in 1973 for its distinct architectural elements (109-0008). The utilitarian building is a long rectangular building constructed of American bond brick. This building stands out however, for its sheet metal façade, becoming the Klugel Company’s own advertisement. The windows and doorways have large rounded

arches with tracery. The doorways have geometrically patterned sheet metal soffits and double doors. Lion's heads, swags, circles, and geometric patterns also adorn the building. A large grassy lot is located northwest of the building

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and the railroad tracks and a parking lot are located to the east. Several modern buildings are situated to the east of the Klugel building and are not included within the historic district boundaries.

Baker Street once served as an extension of the bustling commercial district of Halifax Street. According to a 1904 Sanborn Map, Baker Street housed a cotton gin and a livery. By 1908, numerous buildings had been constructed including restaurants, grocery and liquor stores. Today, Baker Street is comprised of a mix of historic, altered, and newly constructed buildings.

Baker Street is dominated by Pair's Furniture, which is comprised of seven individual storefronts that have been joined to create a space large enough for a successful furniture business. The building is constructed of six-course common bond brick and is accented by a corbelled brick cornice. The upper story of the building has six-over-six double-hung sash windows accented by stone sills and brick lintels. A metal cornice also runs across the length of the entire building. Pair's Furniture occupies seven individual buildings which were constructed circa 1904 and contained a restaurant, butcher shop and three salons (1904 Sanborn Map).

Adjacent to Pair's Furniture is a second hotel building located in Belfield. Located at 130 Baker Street, the three-story, three-bay building is constructed in five-course common bond brick. A metal cornice extends across the façade and separates the storefront from the upper floors of the building. The window openings are covered with plywood, but the brick lintels and stone sills are still visible. The corbelled brick cornice accents the parapet wall on the façade while a faded sign on the east elevation reveals this building to be the former Virginia Hotel (not the Hotel Virginia described above). A faded sign on the south elevation reads Hotel Commercial.

In addition to these two large buildings, Baker Street is comprised of 12 additional brick buildings. Each of these buildings is constructed of brick laid in six course common bond. These buildings are also constructed in a commercial style of architecture with commercial facilities on the first story and residential space on the second stories. Most buildings are accented by a corbelled brick cornice along the parapet or an inlaid brick panel. Several buildings also retain metal cornices and pressed tin ceiling tiles which may have been installed by the Klugel Company, located on Atlantic Street.

Although Belfield is not as prosperous as it was in the early 20<sup>th</sup> century, this commercial center retains much of its architectural and historical significance. Many buildings retain their original massing, design, association and feeling of a late 19<sup>th</sup> and early 20<sup>th</sup> century commercial district, while other buildings, that were altered with later materials, distinguish the importance of this commercial district to the community and adapted to the changing demands of commercialism into the late 20<sup>th</sup> century.

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**Belfield-Emporia Historic District Inventory Report**

The inventory is alphabetical by street then numerical by address. The majority of the resources are considered contributing. The non-contributing buildings either were not constructed during the historic district's period of significance or they did not retain sufficient architectural integrity or commercial significance to be considered a contributing element in the historic district. Many of the still contributing buildings have been modified along the street façade, but in such a way as to express the evolution of commercial resources typical into the mid-20<sup>th</sup> century.

**Atlantic Street**

**112 Atlantic Street 109-0020-0001 Commercial Building, Stories 2.00, Style: Modern Movement, ca 1900**

This two-story brick building was originally constructed circa 1900 and was remodeled circa 1920 in the Art-Moderne style. The curvilinear building is segmented into two adjoining sections, which have a brick façade and are each three bays in width. The northwest elevation of the building, which appears to be residential, has a central entrance with a modern wood door topped with a transom. The two flanking display windows are enclosed with glassblock windows with eight lights by nine lights. The upper story contains one single three-over-one double-hung sash window and a paired set of three-over-one double-hung sash windows. The upper windows have a brick segmental arch and brick lintel. Three soldier courses accent the brick on the upper portion of the building.

The northeast elevation of the façade, the former home to Ebony and Da'sha Children's Clothing, has a modern aluminum and glass entry door flanked by two large plate glass windows. The transom and area surrounding the windows are clad in vinyl siding. A second door is located to the west of the entrance and is comprised of steel. The upper portion of the building mimics the façade to the north, with a single and a paired set of three-over-one double-hung sash windows, although the configurations are opposites of each other. Three rows of soldier coursing also accent the façade on this elevation.

The west elevation of the building reveals a stepped parapet roof and brick chimney. The building is five rooms deep with five sets of three-over-one double-hung sash windows. The fenestration on the lower level contains three three-over-one double-hung sash windows and three half-size three-over-one double-hung sash windows. The fenestration on the first story is protected by wrought iron bars. The brickwork on this elevation reveals six course common bond brick construction.

**Individual Resource Status: Commercial Building**

**Contributing**

**118 Atlantic Street 109-0020-0002 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1900**

T&T's Barber Shop is located at 116 Atlantic Street adjacent to the Masonic Lodge. The one-story building has a central entrance with a modern steel and glass door. The entrance is flanked by plate glass windows resting on a stylized brick façade half-wall. An existing transom which extends the length of the façade is obscured with painted plywood. The one-story building has a front parapet wall and flat roof. Two soldier courses separated by a set of eight-course common bond brick decorate the façade.

**Individual Resource Status: Commercial Building**

**Contributing**

**120 Atlantic Street 109-0020-0003 Fellowship Hall, Stories 2.00, Style: Commercial Style, ca 1920**

Lodge 101 of the Masons is located at 120 Atlantic Street in Emporia. The two story brick building is covered in

stucco painted a light blue color. The front façade contains two small, fixed plate windows and two modern steel doors with enclosed transoms. The small windows are located in the existing impression of the former large plate glass windows. A brick half wall is located underneath the window openings. The upper story of the building contains three window openings that were previously enclosed with concrete block and stucco, but are still easily read. The

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east elevation has one-over-one double hung replacement window. The stepped flat parapet roof is visible from this elevation. The west elevation is not visible. The south elevation has a wood stairway which leads to a steel door on the second story. The fenestration on this elevation consists of one-over-one double hung replacement windows.

**Individual Resource Status: Fellowship Hall**

**Contributing**

**128 Atlantic Street 109-0020-0004 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1920**

Jacob's Streetwear occupies the building at 128 Atlantic Street. The business occupies the westernmost portion of block-long row of connected buildings. The one-story brick building has a parapet stepped roof. The modern aluminum central entrance is flanked by two aluminum framed replacement plate glass windows. A replacement aluminum framed transom-light tops the door. Brick panels are located underneath the window frames. The white brick façade appears to be of new design and is striated at the corner of the west elevation. The west elevation is unadorned aside from the parapet stepped roof. This elevation reveals the six-course common bond brick construction of the building.

**Individual Resource Status: Commercial Building**

**Contributing**

**130-132 Atlantic Street 109-0020-0005 Commercial Building, Stories 1.00, Style: Commercial Style, 1900**

The building at 130-132 Atlantic Street was once home to T & T's Clothing and an antique shop. Both storefronts are currently vacant (August 2006). The building is constructed of brick which had been painted white. The storefronts each have aluminum window frames which flank a central door. A soldier course of brick accents the parapet on the front façade. The rear (south) elevation is joined through decorative brickwork to its adjacent buildings. A single wide steel door with a segmented brick lintel is adjacent to a single, narrow, window opening obscured by metal bars. The window opening has a segmental arch window and a stone sill. The shed roof is clad in rolled seam metal. The narrow elevation shares a large extension of the building with the building to the south, which appears to be connected through a party wall. The southern extension of the building has a central steel door entrance with an asphalt covered frame hood supported by lumber. The door is flanked by two windows, each obscured by metal bars. The southern portion of the building has a shed roof covered by asphalt shingles.

**Individual Resource Status: Commercial Building**

**Contributing**

**134-136 Atlantic Street 109-0020-0006 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1920**

The one-story building at 134/136 Atlantic Street is constructed of brick. The building has been altered from a three unit building to a one unit building, the evidence of which is found in ghostmarks in the brick construction. Currently, the façade of the building has a central entrance flanked by aluminum framed plate glass windows. The brick panels have an incised pattern. To the east of the entrance is a bricked-in storefront, while the western side of the building has a fixed glass plate window framed in aluminum with an aluminum transom. The building has a soldier course lintel above the windows and as a decorative belt course.

**Individual Resource Status: Commercial Building**

**Contributing**

**138 Atlantic Street 109-0020-0007 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1920**

The building at 138 Atlantic Street appears to be a historic building which was modernized circa 1960, making it non-contributing. The building has a ten-course common bond brick façade. The square building is accented by an aluminum awning. The aluminum frame glass door is centrally located and is flanked by plate glass windows encased in aluminum. A transom tops the door. A second display window appears to have been bricked in at a later

date.

**Individual Resource Status: Commercial Building**

**Non-Contributing**

**135 East Atlantic Street 109-0005 Other DHR Id #: 109-0020-0008 Commercial Building, Stories 2.00, Style: Late 19th and 20th Century Revivals, ca 1914**

The Klugel building is located on the north side of East Atlantic Street (U.S. Route 58) in Emporia. The long flat-

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roofed building with stepped parapets on the sides has a five-bay front and is generally Edwardian classicism. The building was originally L-shaped; however, a cinderblock section has been added to give it a rectangular plan. The original brick walls are laid in American bond. The southern end of both sidewalls has painted signs advertising the work of the Klugel company. The five-bay front is covered with silver and black painted, worked sheet metal.

The windows and doorways have large rounded arches with a fan tracery filling the top of the arch. The center and east bays are doorways with a geometrically patterned sheet metal soffit and double doors. Lion's heads flanked by foliated ornament over a series of three molded circles, each with an anthemion, fill the spandrels of the center bay. A modified entablature, broken by a keystone over the center bay, extends across the front just above the arches. Over the east and west bay is an Adamesque swag composed of bellflowers, bows and drapery. Above the east swag is a panel inscribed "SKYLIGHTS" and over the west is a panel inscribed "CORNICES." The panels are flanked by pedestals. In the center is written "ARCHITECTURAL/SHEET METAL WORK" flanked by roundels quartered with keystone figures. The field of the second story level is covered with regular geometrically patterned sheet metal. This is topped by a cornice with modillions and dentils. A balustrade with pedestals capped by onion domes tops the east and west bays. On the level of the balustrade, in the center, is the inscription "1902 H.T. KLUGEL 1914." Above this rises a pediment supported by two short pedestals in turn flanked by large volutes. In the panel beneath the pediment is a segment of a paterae with its alternating sections picked out in black and silver. A foliated roundel surrounded by foliated ornament is centered in the tympanum. A pedestal, proportionate to the pediment, rises above it and is, in turn, capped by an onion dome finial.

**Individual Resource Status: Commercial Building**

**Contributing**

**Baker Street**

**120 Baker Street 109-0020-0038 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1930**

Spivey's Market is located on the corner of Baker Street and Budd Street. The one-story building has centrally located glass double doors which are framed in aluminum. Two large, aluminum framed plate glass windows advertise the market's wares. A large aluminum awning hangs over the entrance. The brick façade lacks adornment. The west elevation reveals a stepped roof and a small side entrance with a steel door. This building appears to have been remodeled in the 1970s when the adjacent church was constructed, making it non-contributing.

**Individual Resource Status: Commercial Building**

**Non-Contributing**

**126 Baker Street 109-0020-0037 Church, Stories 1.00, Style: Commercial Style, ca 1970**

126 Baker Street is a non-descript one-story building constructed or remodeled ca. 1970. The building has a brick façade and a recessed off-center entrance with an aluminum door. Two large fixed plate glass windows are framed in aluminum. The building has a flat roof. This building is devoid of ornamentation and currently serves as the Mountaintop Christian Church.

**Individual Resource Status: Church**

**Non-Contributing**

**128 Baker Street 109-0020-0036 Office/Office Bldg., Stories 1.00, Style: Commercial Style, ca 1910**

Short TV is located at 128 Baker Street. The business is located in a one story brick building which has been

painted black. The off center entrance is a wooden door with a glass panel. The entry is topped with a single light transom with the number "128" painted on it and a second larger single light fixed transom. Two large display windows and transoms are situated on brick panels with an inlaid decorative soldier course design. A black painted metal extends the width of the building and a corbelled brick cornice accents the parapet wall.

**Individual Resource Status: Commercial Building**

**Contributing**

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**128A Baker Street 109-0020-0035 Office/Office Bldg., Stories 1.00, Style: Commercial Style, ca 1910**

The one-story building adjacent to the Hotel Commercial houses the Ronnie Reaves Law firm located at 128A Baker Street. The one-story building has a brick façade and an off-center entrance. Three fixed display windows are topped with fixed transoms. Small wooden panels accent the area beneath the windows. An original metal cornice stretches across the façade and from this hangs what appears to be an original canvas awning. The building has a parapet wall and a flat roof.

**Individual Resource Status: Office/Office Bldg.**

**Contributing**

**130 Baker Street 109-0020-0034 Hotel, Stories 3.00, Style: Commercial Style, ca 1910**

The Hotel Commercial or Virginia Hotel is located at 130 Baker Street in Emporia. The building is located on the corner of Baker Street and Green Street along a commercial block. The three-story building is constructed in five course common bond brick. Numerous star tie-rod ends provide structural stability to the building. The three bay building has had its windows removed and covered with plywood sheets, but the brick segmental arch lintels and stone sills remain. The building has a parapet wall obscuring a flat roof. The building has a corbelled cornice which extends across the parapet wall. Faint traces of paint advertise the Hotel Commercial and the Virginia Hotel (not to be confused with the Hotel Virginia on Halifax Street). The façade has a central entrance with large plate glass shop windows with a brick panel beneath. A metal cornice extends across the width of the building. This building is currently vacant.

**Individual Resource Status: Hotel**

**Contributing**

**--- Baker Street 109-0020-0046 Office, Stories 1.00, Style: Other, ca 1920**

The last building on Baker Street is the Marceline Medical Center. This one story building is clad in vinyl siding, has replacement double hung windows and a quasi mansard roof. The building has a single, central entrance. This structure has been completely altered so that it is difficult to discern the original date of construction, although it appears to be constructed circa 1920. This structure has suffered numerous alterations. It does not retain sufficient architectural integrity to be considered as a contributing resource

**Individual Resource Status: Office**

**Non-Contributing**

**139 Baker Street 109-0020-0045 Office, Stories 1.00, Style: Other, ca 1970**

The one-story building at 139 Baker Street appears to have been built in the late 1970s and has a brick façade. The fenestration includes fixed rectangular windows set in aluminum frames, as well as a fixed plate glass transom. The entrance to the building is recessed underneath an aluminum awning and consists of a single aluminum framed glass door flanked by plate glass with a glass transom. This building has a flat roof and is recessed from the sidewalk.

**Individual Resource Status: Office**

**Non-Contributing**

**141 Baker Street 109-0020-0044 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1910**

The building at 141-147 Baker Street has three basic storefronts with two entrances. The first floor, currently clad in permastone, has three bays (storefronts), the far left and central with the two entries. The left entry has a centered

glass door with a plate glass transom and is flanked by plate glass windows. The other entry is recessed at an off-kilter angle and has double glass doors with aluminum framing and three plate glass windows to the right. The far right storefront simply has three large plate glass windows framed in aluminum. Separating the first and second floors is a simple metal cornice. The second story maintains the original 9-bay brick façade with three arched windows, some infilled with plywood currently, over each first floor storefront. The window surrounds contain segmental arch lintels and stone sills. A corbelled brick cornice and decorative inset brick panels accent the upper parapet wall.

**Individual Resource Status: Commercial Building**

**Contributing**

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**149 Baker Street 109-0020-0043 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1920**

The two-story building at 149 Baker Avenue is currently vacant. The brick building has a white brick façade on the first story and its original red brick on the second story. The two stories are separated by a metal cornice. The first floor of the building has three large plate glass windows which are framed in aluminum trim. The off-center glass door entrance and single light transom is also framed in aluminum. The second story windows have rowlock brick sills, and are two sets of paired openings, currently infilled with plywood. The building has a parapet wall and a corbelled brick cornice with inset brick panels.

**Individual Resource Status: Commercial Building**

**Contributing**

**--- Baker Street 109-0020-0033 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1910**

The far right building that is now combined under the ownership of Pair's Furniture is a one-story brick building. The storefront has been topped by a wide band of vertical aluminum siding that runs across the entire line of buildings owned by Pair's Furniture. Above this, it still displays the original brick detailing along the flat roofline with corbelling and an inset brick panel. There is a single centered entry with a single plate glass window on either side. Though the brick on the front has been stuccoed, the original brickwork is visible along the Green Street façade with a stepped parapet roofline, single windows with concrete sills, and interior brick chimneys. Because this building still shows original material and design, but also displays the evolution of the combined ownership of several buildings creating a horizontal band along Baker Street to advertise Pair's Furniture, this building is considered contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**--- Baker Street 109-0020-0047 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

The next building along Baker Street, under the ownership of Pair's Furniture, is a two-story brick building with vertical band of aluminum siding and a metal cornice between the storefront and second floor. The second floor reveals the original brick design with two single arched windows, decorative brick corbelling, and a parapet roof line. The windows are double-hung and have rowlock brick arches and stone sills. The first floor had a recessed centered entry and plate glass display windows on either side. This building also has a stepped parapet side roofline and brick chimneys visible from down the street.

**Individual Resource Status: Commercial Building**

**Contributing**

**--- Baker Street 109-0020-0048 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1910**

This is a one-story building combined along Baker Street as part of Pair's Furniture. The storefront has been covered by the continuation of the vertical aluminum siding that runs across the entire line of buildings owned by Pair's Furniture, but it still retains its original brick detailing along the flat roofline with corbelling and one large inset brick panel. There are three plate glass windows at street level and a metal cornice above the siding. Because this building still shows original material and design, but also displays the evolution of the combined ownership of several

buildings creating a horizontal band along Baker Street, this building is considered contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**150 Baker Street 109-0020-0049 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

This two-story building is the main resource for the Pair's Furniture company and contains the main recessed store entry with a three-dimensional sign hanging out and above the entrance, a popular design in the mid-20<sup>th</sup> century. The façade is six-bays with a row of plate glass windows at street level topped with the wide band of vertical siding. The main entrance is located in the second bay from the left. Above the metal cornice line, the original six-course common bond brick can be seen with two large brick inset panels above the second floor windows. The six second floor windows are six-over-six double-hung with rowlock brick arches and stone sills. The roof is flat with a parapet roofline that is stepped along the sides.

**Individual Resource Status: Commercial Building**

**Contributing**

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**--- Baker Street 109-0020-0050 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1910**

This is a one-story building combined along Baker Street as part of Pair's Furniture. The storefront has been covered by the continuation of the vertical aluminum siding that runs across the entire line of buildings owned by Pair's Furniture, but it still retains its original brick detailing along the flat roofline with corbelling and two large inset brick panels. There are four plate glass windows at street level and a metal cornice above the siding. Because this building still shows original material and design, but also displays the evolution of the combined ownership of several buildings creating a horizontal band along Baker Street to advertise Pair's Furniture, this building is considered contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**151 Baker Street 109-0020-0042 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1920**

The Lankford Insurance Agency, located at 151 Baker Street, is one-story with a parapet wall, corbelled cornice, and one long inset brick panel along the top. Constructed with six-course common bond brick, the building has three round arched windows and an arched entryway to the far left. Although the replacement windows are rectangular in shape and the arches are enclosed with vinyl, the arched shape remains. The roof edge has a ceramic tile cap which is visible mainly along the side. The eastern elevation of the building faces a parking lot and is stepped in nature with five, six-over-six double-hung windows.

**Individual Resource Status: Commercial Building**

**Contributing**

**154 Baker Street 109-0020-0032 Commercial Building, Stories 2.00, Style: Modern Movement, ca 1940**

The building at 154 Baker Street is identical to the building at 156 Baker Street except the storefront provides shelter for two businesses--a barber shop and a vacant storefront. The two-story brick building appears to have been built circa 1940, making it contributing to the district but expressing a more minimalist mid-20<sup>th</sup> century version of commercial architecture. The first floor is five-bays across with an entry in the far left bay and in the second bay in from the right. The doors are single glass in aluminum frames with aluminum framed glass transoms. The other bays are solid plate glass display windows, also with aluminum framed glass transoms. The second floor has four single windows with 3-light casements and rowlock brick sills. The flat roofline has a simple metal cornice.

**Individual Resource Status: Commercial Building**

**Contributing**

**155 Baker Street 109-0020-0041 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1910**

This one-story building has a three-bay front and is constructed of five-course common bond brick. The left bay has a single glass door with transom to the far left with adjacent plate glass display windows. The center bay has a single glass door with transom to the far right with three single paned casement windows to the left. The right bay has only three single paned casement windows. Between each bay is an aluminum tiled pilaster. Above each bay is a band of

aluminum siding topped with a continuous decorative metal cornice. Above this are three large inset brick panels with corbelling along the flat roofline. The roofline along the western elevation facing a parking lot is stepped with a corbelled edge.

**Individual Resource Status: Commercial Building**

**Contributing**

**156 Baker Street 109-0020-0031 Commercial Building, Stories 2.00, Style: Modern Movement, ca 1940**

Identical to 154 but with a single storefront, 156 Baker Street is a two-story brick building, built circa 1940, making it contributing to the district but expressing a more minimalist mid-20<sup>th</sup> century version of commercial architecture. The first floor is five-bays across with entries in the first two bays on the left; the first single glass door, with aluminum framed transom, leading to the second floor. The other entry is a single glass door with aluminum framed transom, and the adjacent three display windows are aluminum framed plate glass with transoms. The second floor has four single windows with 3-light casements and rowlock brick sills. The flat roofline has a simple metal cornice.

**Individual Resource Status: Commercial Building**

**Contributing**

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**158 Baker Street 109-0020-0030 Commercial Building, Stories 2.00, Style: Modern Movement, ca 1919**

The building at 158 Baker Street is earlier in construction than 154 and 156, but the brick along the street level was redone ca. 1940 to match that of the neighboring buildings when they were constructed. According to Sanborn Maps, in 1919 the location was used as a wholesale grocery store and in 1925 it was used for storage. Two stories in height, the building has three levels of fenestration with a wood double-door entry with transom on the far right, being the only opening at street level. Above this is an 8-light vertical casement window with a header brick row sill. To the left of this window are two 12-light horizontal casements with rowlock brick sills. The top level has a centered 24-glassblock window flanked by 20-light casement windows with rowlock brick sills. The flat roof has a single raised brick edge. Though this building has been altered along the street façade, it was done during the period of significance and still retains its contributing commercial architecture within the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**161 Baker Street 109-0020-0040 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1910**

The Emporia Hardware Company is a one-story brick building with a central recessed entrance and large plate glass display windows on either side. Both the glass door and windows are framed with wood and the windows rest on brick panels. A large transom spans the width of the building and is segmented into six glass paned sections. A decorative metal cornice is located above the transom, and the flat roofline has an elaborate corbelled brick cornice.

**Individual Resource Status: Commercial Building**

**Contributing**

**163 Baker Street 109-0020-0039 Health Clinic, Stories 2.00, Style: Modern Movement, ca 1970**

The Behavioral and Stress Center is located at 163 Baker Street, adjacent to the Bethlehem Building. This building was constructed circa 1970 in a modernist design. The two-story building has a flat roof. The recessed entrance has an aluminum and glass entrance and aluminum framed plate glass windows. The building has a waffle-weave pattern on the second story and is accented with long, narrow fixed glass windows.

**Individual Resource Status: Commercial Building**

**Non-Contributing**

**Halifax Street**

**303 Halifax Street 109-0020-0029 Specialty Store, Stories 1.00, Style: Commercial Style, ca 1904**

This one-story brick commercial building has evolved to display popular mid-20<sup>th</sup> century materials along the street façade. The southern elevation facing Valley Street maintains the original brick with stepped parapet roofline, currently exposed due to the demolition of the adjacent building. The building has an off-center glass and aluminum framed recessed entrance with a single light transom above. A three panel glass and aluminum display window rests

on a faux brick façade to the entrance's left. The brick exterior of the building around the storefront has been veneered in black Vitrolite. Above this, the brick has been stuccoed.

**Individual Resource Status: Specialty Store**

**Contributing**

**305 Halifax Street 109-0020-0028 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1904**

This one-story building has a central recessed entrance with a single, wood framed glass door. The door is flanked by two plate glass display windows which are also framed with wood and sit atop a brick panel. Above the storefront are two large transoms infilled with plywood and painted to match the brick. Across the mid-section and again along the roofline is a decorative metal cornice with ornate brackets. There is an inset brick panel below the roof cornice.

**Individual Resource Status: Commercial Building**

**Contributing**

**307 Halifax Street 109-0020-0027 Church, Stories 1.00, Style: Commercial Style, ca 1904**

The one-story, two-bay building is currently used as a storefront church. A modern steel door with nine-lights serves as the off-center access to the building. A smaller fixed glass window occupies the space of a former display

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window, the lower portion infilled with plywood, and still showing the original opening size and shape. Though aluminum siding covers much of the original storefront level, the brick around it and the upper and mid-sections still retain their original materials. As with 305, there is a mid-section and roofline decorative metal cornice. The mid-section also has ornate brackets, and the brickwork is six-course common bond.

**Individual Resource Status: Church**

**Contributing**

**309 Halifax Street 109-0020-0026 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1904**

The one-story building at 309 Halifax Street has been substantially altered, only retaining its metal cornice and one bracket above a large asphalt shingled roof that extends out over the sidewalk, obscuring part of the building. The building has a single off-center entry with a modern steel door and a frosted glass transom. A replacement 16-light window with faux louvered shutters is located to the north of the entrance. The building is clad in a faux brick façade which is not original to the building. This building does not retain enough integrity and is considered non-contributing.

**Individual Resource Status: Commercial Building**

**Non-Contributing**

**311 Halifax Street 109-0020-0025 Specialty Store, Stories 2.00, Style: Commercial Style, ca 1904**

The City Auto Supply occupies the space at 311 Halifax Street. This two-story brick building is three bays wide and has a storefront on the first floor below a metal cornice mid-section. The recessed central entrance has a set of wooden double doors, a single fixed plate of glass in each. A 2-light transom is located above the entry doors and the flanking single light display windows are framed in wooden surrounds and rest on brick panels. The original 5-light transom which stretches the width of the building is infilled with painted plywood. Three one-over-one double-hung windows are located along the second story with rowlock brick arches and stone sills. Four recessed rectangular brick panels are located below the corbelled brick cornice, and the corners of the building have raised brick pilasters.

**Individual Resource Status: Specialty Store**

**Contributing**

**313 Halifax Street 109-0020-0024 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1904**

The building at 313 Halifax Street is a one-story brick building with a flat roof. The brick is laid in stretcher bond with no visible headers visible except in the inset brick panels along the top. The central recessed entrance has double glass doors and a transom, framed in aluminum. Glassblock sections flank the entry curving out to the main façade with a plate glass display window on either side. A polished granite panel is located underneath each of the display windows. Decorative brickwork includes corbelling along the roofline and raised brick pilasters along the corners.

**Individual Resource Status: Commercial Building**

**Contributing**

**315 Halifax Street 109-0020-0023 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1904**

The one-story brick building is currently vacant and under renovation. The building has a recessed central entrance flanked by two display windows. The entry door and transom, and display windows are constructed from glass with aluminum surrounds. There is a simple wood cornice above the storefront with a 13-light transom, currently infilled with wood panels. Above this is a large brick panel and flat roofline.

**Individual Resource Status: Commercial Building**

**Contributing**

**319 Halifax Street 109-0020-0022 Workshop, Stories 1.00, Style: Commercial Style, ca 1904**

This one-story, ten-course common bond brick building will be a workshop once the current renovation is completed. The two-bay building has a recessed right-side entrance which consists of an aluminum framed glass door. A large aluminum frame display window, covered with plywood, is to the left of the entry. A faux brick panel is located beneath the window. Similar to 315, there is a simple wood cornice above the storefront. Above this is an 11-light transom, currently infilled with wood panels, and a corbelled brick cornice. The top of the building façade has two inset brick panels and raised brick roofline.

**Individual Resource Status: Workshop**

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**321 Halifax Street 109-0020-0021 Commercial Building, Stories 3.00, Style: Commercial Style, ca 1904**

The Hotel Virginia is located at 321 Halifax Street and is currently undergoing a major renovation (as of August 2006). The three story building is constructed in six-course common bond brick. The first floor will be utilized as a display area and the storefront is being restored to its original 1904 appearance. The central recessed entrance is flanked by two diagonal window openings. The windows, while not yet in place, will rest on wood panels and will have transoms. Carved decorative fleur-de-lis and scrolled brackets accent the storefront. The second and third stories of the building have four one-over-one double-hung replacement windows with rowlock brick arches and stone sills, two on either side of a larger single paned fixed center window. Decorative recessed rectangular panels accent the parapet wall while a corbelled cornice tops the building.

The north elevation has one-over-one double hung sash replacement windows. A painted sign reads "Hotel Virginia, Reasonable Rates, Polite Service" and adorns the north and south elevations. The roofline is stepped and is topped with brick chimney caps and a brick cupola for the elevator equipment. The building also has star shaped tie-rod ends accenting the building. The south elevation windows are currently bricked in.

**Individual Resource Status: Store/Commercial**

**Contributing**

**323 Halifax Street 109-0020-0020 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1902**

The one-story building at 323 Halifax Street is currently being renovated, after serving as a residential space. There is a central entrance comprised of double glass and aluminum frame doors. The single light transom has the street number stenciled in its center. The two former display windows are currently infilled with painted plywood. Though the mid-section cornice has been removed, the original brick work is still visible along the top with four inset brick panels and a corbelled roofline. Enough of the original building remains intact and most of the façade renovations are reversible, thus keeping this resource contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**327 Halifax Street 109-0020-0019 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

The two-story building at 327 Halifax Street is constructed in six-course common bond brick. The first floor has a central aluminum and glass entrance flanked by single pane sidelights and a 3-light transom. Glass in aluminum frames serve as the display windows, which sit on corrugated aluminum panels. To the far right is another entrance with a single multi-paneled door leading to the second floor. The original transom across the entire facade is covered

by vertical wood boards and an aluminum frame for an awning. The second story has three six-over-six double-hung sash replacement windows which are flanked by faux louvered shutters. The window openings are topped with segmental arched brick lintels and decorative wood paneled sills. The cornice has decorative corbelled and dentil brickwork and is topped by an aluminum cap. The roof has a parapet wall and a stepped sideline.

**Individual Resource Status: Commercial Building**

**Contributing**

**331 Halifax Street 109-0020-0018 Commercial Building, Stories 1.00, Style: Commercial Style, ca 1900**

A one-story brick building is located at 331 Halifax Street. The small building has a double central, glass and aluminum framed door topped with a single pane transom. The slightly recessed entryway is flanked by two large plate glass display windows supported by brick panels. A small terrace garden is located in front of the windows. The original transom is covered with aluminum plates. The cornice has decorative brickwork with saw-tooth bricks and recessed rectangular panels in the cornice. The parapet roofline exhibits a decorative tile molding. This building extends far into the rear of the property with garage entrances along the southwest façade. Enough of the original building remains intact with reversible applications, thus keeping this resource contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

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**335-337 Halifax Street 109-0020-0017 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

The original design of 335-337 Halifax Street is unrecognizable. Currently, the building is two stories in height and is constructed from brick. The first floor has a modern brick façade which has obscured the original design of the building. Painted plywood boards cover the windows which rest on faux brick sills. Two double glass and aluminum framed doors are recessed behind an arched entryway. A single transom-light rests above each set of doors. An asphalt shingle pent roof separates the first and second stories. The second story has been stuccoed over, although five ghostmarks reveal the location of previous existing windows. Other than the original brickwork, which can only be seen from the rear of the building, this building has been altered enough to render it non-contributing to the district.

**Individual Resource Status: Commercial Building**

**Non-Contributing**

**341 Halifax Street 109-0020-0016 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

The building at 341 Halifax Street is a two-story, three-bay building constructed in six course common bond brick. The first floor is currently vacant, but appeared to be used as a storefront. The central recessed aluminum framed entrance is flanked by plate glass display windows. A faux brick panel supports the glass windows. The original transom appears to be covered with strips of aluminum. A metal beltcourse also separates the first and second stories. The second story has three two-over-two double-hung sash wood windows with ornate wood crowns, carved dripmolding, and simple wood lintels. Three small tie-rod ends penetrate the brick above the windows, and again along the cornice. The cornice is accented with recessed panels, corbelled brickwork, and a tile roofline.

**Individual Resource Status: Commercial Building**

**Contributing**

**343-345 Halifax Street 109-0020-0015 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

The building located at 343-345 Halifax Street is a two-story, six-bay building built with six-course common bond brick construction. The first floor of the building has two recessed storefronts, with plate glass in aluminum framing. A polished granite kickplate supports the windows. Each entrance to the stores is serviced by a single, aluminum framed glass door. A single steel door provides access to the second story of the building. An asphalt shingle pent-roof separates the first and second stories and obscures the original transom from view. The second story contains three sets of paired six-over-six double-hung sash wood windows (although one window is obscured by plywood). Each window has decorative carved wooden dripmolding, wood crowns, and a decorative wood panel beneath each

window. The cornice has corbelled brickwork with inset panels. The building has a flat roof with brick chimneys.

**Individual Resource Status: Commercial Building**

**Contributing**

**347 Halifax Street 109-0020-0014 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

347 Halifax Street is a two-story brick building located on the corner of Halifax Street and Baker Street. The building is constructed of six-course common bond brick. It is three bays wide and nine rooms deep, occupying a large lot. The central entrance is comprised of double glass doors which are framed in aluminum. The doors are flanked by plate glass sidelights and a single transom. Two smaller display windows are located on either side of the door with brick panels underneath the windows. The original transom is obscured by modern materials. The upper story of the building is covered in aluminum siding painted white. The original cornice is obscured by the siding, which supports a flat cantilevered awning. The north (Baker Street side) elevation has nine two-over-two double-hung windows which have stone sills and brick segmental arch lintels. Seven small, metal tie-rod ends are visible above the windows and two below along this elevation. The word "Florist" serves as signage for this elevation. The stepped parapet roof is topped with tile edging and has brick chimneys. A second storefront on the Baker Street elevation is enclosed with glass block. A single aluminum frame glass door is flanked by glass block windows. Though the Halifax Street façade has been substantially covered by aluminum, the original brick, window designs, and roofline are clear along the Baker Street façade. It is also apparent from the corner that the aluminum could easily be removed to show the original brick and windows underneath the front façade, thus making this building still contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

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**400 Halifax Street 109-0006 Other DHR Id #: 109-0020-0009 Depot, Stories 1.00, Style: Italianate, ca 1880**

The Emporia Train Depot, at 400 Halifax Street, is located on the east side of town adjacent to the railroad tracks that run parallel to Halifax Street. The one-story, side gable, board and batten building has overhanging eaves and exposed brackets. The north elevation is dominated by a set of four connected six-over-six double-hung sash wood windows. Although the windows are reproductions, they appear to match the historic character of the building. The gable is accented by a brace and a pendent. A handicap ramp allows access to the front of the building from this elevation. The east elevation of the building faces the railroad tracks. Large knee braces support the overhanging eaves. A sliding wood freight door on hinges and four, six-over-six double-hung sash windows are located on this elevation. A wooden deck topped by a wrought iron balustrade surrounds the building. A small cupola is located on this elevation. The asphalt shingle hipped roof cupola has six over six double-hung sash windows and is clad in board and batten materials. According to the Chamber of Commerce, the current tenant of the building, the cupola was added to the building during the restoration of the depot and is not original to the building.

**Individual Resource Status: Depot**

**Contributing**

**401 Halifax Street 109-0020-0013 Other DHR Id #: 109-5021 Office/Office Bldg., Stories 3.00, Style: Colonial Revival, ca 1907**

The Bethlehem Building is located at 401 Halifax Street on the corner of Baker Street and Halifax. The three-story brick building is one of the showpieces of Halifax Street. The Bethlehem Building, formerly the First National Bank, has a corner entrance with an ornate metal and glass marquee. The single door is flanked by fluted pilasters and topped with a three-light transom. The entry is raised with two curved stone steps, and the raised foundation is coursed molded stone. Above the marquee is a segmented stone arch with the words "First National Bank." The windows along the first story are sixteen-light casements each with a single wood paneled transom and stone lintels above. The windows along Baker Street also have faux shutters. The windows along the third story are two-over-two with a stone lintel and a segmental arch with key stone over each pair of two except at the corner with only one window. There are stone sills overall, a molded cornice between the first and second stories, and engaged pilasters topped with Ionic capitals. A large metal cornice with egg and dart patterns, dentil molding, and modillions provide additional ornamentation along the parapet roofs edge.

**--- Halifax Street 109-0020-0051 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

This two-story brick building exists between the Bethlehem Building at 401 Halifax Street and the rest of the 400 block of Halifax Street. The left portion is probably used as an extension for 401 Halifax, and is raised slightly to align the two first story windows with those of the Bethlehem Building as well as mimicking these windows in design. The rest of the façade is solid painted brick with the flat, unadorned roofline matching the height of the right portion. The right portion has a storefront at street level with a recessed glass and aluminum entry and display windows. Though the brick along this level extends slightly over from the left portion, the entire upper portion has been covered in aluminum siding to match the rest of the buildings now combined to house the "Emporia Mini Mall." This right portion also has a cantilevered awning that matches the mini mall buildings. Despite the later alteration to the façade, this building clearly adheres to the evolutionary theme of commercial design and changing façade application well into the 20<sup>th</sup> century, thus making this building still contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**--- Halifax Street 109-0020-0012 Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

Gene's Emporia Mini Mall is another example of the mid-20th century trend of modernizing historic buildings. According to the 1904 Sanborn Map, four separate stores occupied the area of Gene's Emporia Mini Mall, including two grocery stores and a hardware store. A substantial portion of the front façade of the two-story building, including a large parapet wall, is encased in aluminum siding. Raised neon letters spell "Genes" and "Emporia," while painted

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letters spell out "mini-mall." A long cantilevered awning extends across the entire façade just above the storefronts. The storefronts now have one central recessed entrance with two sets of double-doors. Three large plate glass windows framed in aluminum flank each side of the entry raised on brick bases. From the rear, the original stepped parapet rooflines can be seen, along with brick chimneys, and second story arched windows. As this larger storefront was applied in the mid-20<sup>th</sup> century, and the original character exists around the other façades, this building is considered contributing to the district.

**Individual Resource Status: Commercial Building**

**Contributing**

**413 Halifax Street 109-0020-0011 Restaurant, Stories 1.00, Style: Commercial Style, ca 1900**

The building at 413 Halifax Street has faint sign marks which read "O.J.'s Restaurant" along the aluminum covered façade. This one-story building has two storefronts with individual recessed entrances. Each single glass door has a single transom window and is flanked by large plate glass display windows. A cantilevered awning stretches across the width of the building. Because this mid-20<sup>th</sup> century commercial façade falls within the period of significance and is part of the evolutionary commercial theme, this building is considered contributing to the district.

**Individual Resource Status: Restaurant**

**Contributing**

**--- Halifax Street 109-0020-0010 Department Store, Stories 2.00, Style: Commercial Style, ca 1910**

The large building at the corner of Halifax and Atlantic Streets was originally made up of three buildings which were combined into one. Currently, the six-bay, two-story building has a modern brick façade, large plate glass display windows and a pent roof covered in asphalt shingles. The building has a large parapet wall of vertical aluminum siding. The building stretches along Atlantic Street approximately nine rooms deep and has faint ghost marks where additional storefronts were bricked in. This building appeared to be a department store at one time, but is currently vacant, and has lost a sufficient amount of its integrity to late-20<sup>th</sup> century alteration, thereby rendering it non-contributing to the district.

**Individual Resource Status: Department Store**

**Non-Contributing**



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**Statement of Significance Summary**

The Belfield-Emporia Historic District is historically significant as a small town center in southern Virginia in the late 19th and early 20th centuries that was transformed by commercial growth and the Petersburg (and later renamed the Atlantic and Danville) Railroad. Belfield-Emporia serves as a reflection of the experiences of similar towns and regions throughout the south that began as agricultural centers and developed through the commercialism of the 20th century. Belfield and the neighboring town of Hicksford, joined together in 1887 to form the city of Emporia. The small city served as the hub of Greensville County until the mid-20th century, when an economic decline depressed the town.

The Belfield-Emporia Historic District is recommended eligible under Criterion A for its association with the early 20th century commercial and transportation-related development of Emporia and Criterion C for its early to mid-20th century evolved commercial architecture. Although Belfield and Emporia are no longer the commercial centers they once were in the early 20<sup>th</sup> century, Belfield's historic buildings still convey the story of a small town's development into a booming commercial area. The period of significance covers the time of the Petersburg Railroad line completion to Belfield in 1832 until the construction of I-95 near Emporia in 1957.

**Historical Background**

[The town's original name was Belfield, although development and prosperity caused the town to be known by the names North-Emporia, Belfield-Emporia and Emporia. Each name is used within the historical narrative as place names during their period of historic use.]

The Belfield section of Emporia is located north of the Meherrin River, across from Hicksford which was founded on the southwest side of the Meherrin. Hicksford was the first town to develop along the river in what is today Greensville County. Captain Robert Hicks established a small home and outpost along the Tuscarora Path Indian trail, which later developed into the Halifax Road (McDonald 1987:3). This river crossing region became a popular point to begin expeditions into the wilderness of western Virginia and North Carolina, which was still considered wild and dangerous in the late eighteenth century. Soon the region transformed into a crossroads village with the establishment of the Fort Christianna Road running east and west (Brown 1968: 81). Taverns and inns developed along the crossroads to cater to the traveler, although they were considered by some to be less than hospitable.

There wasn't much difference between Belfield and Hicksford in the early eighteenth century. The small villages which sat directly across each other along a small river grew simultaneously. Both towns developed organically along lots and streets, not laid out in a strict grid pattern (McDonald 1987: 3).

As a speculative venture, early land developer Belfield Starke began to lay out the town of Belfield before submitting the town application to the state legislature in 1798. In this situation, the lots tend to be smaller than specified by the state legislature and did not closely follow a desired grid pattern. The legislature also required that a building be constructed on each lot within seven years of the sale. In addition, legislative statutes guaranteed that the trustees of the town could stipulate the rules in establishing the new town (The Statutes at Large of Virginia, Vol. 2, 1792-1806, Richmond, 1835, Reprint New York: AMS 1970, pp. 120-122 as found in McDonald 1987: 5). Belfield Starke laid out 26 lots to be developed into a town.

One year later, landowner Alexander Madill plotted 36 lots on his land across the Meherrin River and established the neighboring town of Hicks Ford. These two towns were little more than a stopping point on the Halifax and Fort Christiana Road. Evidence to the amount and type of agriculture, a traveler in late eighteenth century Virginia

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described Greensville County in 1770:

The land, an immense forest, extended on a flat plain; almost without bounds...The agriculture on the plantations is different from everything in Europe being either tobacco, three feet high, with plants a yard apart; or Indian corn, at the distance of six feet between each stalk, in regular rows or avenues, frequently 12-15 feet in height...A planter raises his own meats, beef and bacon, his own corn and bread, his drink, cyder [sic] and brandy, his fruit, apples, peaches, etc. and a great part of his clothing, which is cotton.

In the late 1700s, one tavern in Belfield gained a reputation for hospitality. Traveler John Smyth mentioned that, "At Hicks Bridge...we took some refreshments at Edwards Ordinary, an exceeding good building, with excellent accommodations, lately erected at this place..." (Smyth, John D. as found in Brown 1967: 93). This tavern became the center of business and even provided the location for the newly created Greenville County Court in 1781 (Brown 1967: 83).

Although the 1800 Federal census of Virginia was lost, the 1810 census indicates that the residents of Belfield did not identify themselves as part of the town (and would not do so until the 1870 census). The sparsely populated town grew slowly, and by 1834, the population of Belfield consisted of 35 Caucasians and 30 slaves (Independent Messenger 4/23/1937 as found in Brown 1967: 89).

Southern Virginia in the early 19<sup>th</sup> century was very sparsely populated and travel between settlements laborious and at times dangerous. Because early road-building technology was not yet universally established, most roads were cut paths through the woods, following the contours of the land (Brown 1967: 147). Most farmsteads were subsistence farms and excess goods were difficult to bring to market. The coming of the railroad provided a vital link to transportation and the development of a commercial and industrial economy.

The Petersburg Railroad gave Belfield a needed economic boost. Chartered in 1830, the Petersburg Railroad completed its line between Petersburg and Belfield in December 1832. Although this north-south line enabled goods and produce to be shipped to and from Belfield, the town did not prosper quickly. By 1832, only nine lots in Belfield were occupied and/or improved (Land Records as found in McDonald 1987: 14). The number went up only two, from nine to eleven, in seven years then decreased again to nine in 1865. According to maps drawn in the 1860s, Belfield possessed only a small cluster of buildings while neighboring Hicksford had at least two churches and numerous buildings lining its main street (McDonald 1987:14).

While the Civil War raged throughout the nation, Hicksford and Belfield were not immune to the conflict. The Petersburg Railroad (known as the Atlantic Coast Line) was the only operable railroad in Greensville County during the Civil War. The railroad became known as the "Breadline of the Confederacy" because it served as a link between the Confederate capitol of Richmond and the south's only remaining deep sea port at Wilmington, North Carolina (Brown 1967: 162).

Belfield and Hicksford became the center of the Civil War on December 10, 1864, when 30,000 northern troops marched toward the Meherrin River. Confederate General Wade Hampton's troops defended the town and the Federal troops did not enter Hicksford. Aside from several soldiers who were killed in the attack, the major loss stemmed from the destruction of the bridge over the Meherrin River (destroyed by the Home Guard), as well as of sixteen miles of railroad track (Brown 1967: 164).

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After the Civil War concluded and peace prevailed throughout Greensville County, Hicksford and Belfield began to prosper. The establishment of the Norfolk and Danville Railroad put Belfield on the map. As the town began to prosper, a legislative act altered the course for the town's future. On April 28, 1887, the General Assembly of Virginia passed an act merging the towns of Hicksford and Belfield into a single town called Emporia (Brown 1967: 284).

The legislative action geographically transformed Emporia, too, altering the boundaries of the town as well as ordering that the town be laid out into lots and streets. Emporia borrowed its name from the town of Emporia, Kansas. Benjamin Tiller, a sponsor of the unification order and state representative, renamed the town in honor of his friend, Senator Preston B. Plumb from Kansas (Brown 1967: 286).

Emporia blossomed during the late 19th century. After the South's difficult years during Reconstruction, boosters began to tout the beauty and bounty of Virginia. Emporia's fertile soil was well suited to the growing of peanuts, tobacco and to a lesser extent, cotton. Emporia's agricultural wealth overflowed into the city where the products were shipped via the railroad to urban markets, bringing prosperity back into the community, which is reflected by the construction boom that Emporia experienced.

The first Sanborn Map recording Emporia was drawn in 1888, when together, both sides of Emporia possessed 800 residents within the town limits. The one page map illustrates the blocks between Main Street and Brunswick Avenue on the Hicksford side of the river, while the Belfield side was represented by a small area at the intersection of Baker and Halifax Street. The Sanborn map shows that six grocery stores, one cotton gin, one storage building, two dry goods stores, a gentleman's store, meat market, oyster house and livery all occupied the same geographic area between Halifax Street and Baker Street. One dwelling was located on the north side of Baker Street and a large livery was located adjacent to the dwelling. These two buildings are no longer standing, as other early 20<sup>th</sup> century brick buildings occupied their locations by 1925. The Sanborn map also reveals that the Atlantic Coast Line Railroad freight house was located between Halifax Street and the train tracks. The Peart, Nields and McCormac Lumber Company and the Enterprise Manufacturing Company appear to be the only two industries located within the town's limits. Both industries were located immediately adjacent to the Atlantic and Danville Railroad tracks, outside the boundary of the historic district (Sanborn and Perris Map Company 1888).

By the late 19<sup>th</sup> century, the railroad was already shaping the future of the Belfield section of Emporia. The Atlantic Coast line exported goods from Emporia to distant markets, bringing increased wealth into the community. The 1880 United States Census indicates that numerous residents held railroad related employment. These included brakemen, station workers and engineers. Slowly a shift emerged in which residents of the area were eschewing agricultural trades for industrial and transportation related employment. The 1900 census reveals that the railroad helped to increase the local lumber industry, with a large number of citizens employed in the lumber yards. Emporia's citizens were employed as box makers, loggers, basket makers, inspectors and wagon drivers. Because of the shift away from home-based agriculture, the city of Emporia, and Belfield in particular, transformed to meet the needs of the growing population. The 1900 census also indicated that there was an increase in professionals living within the area including lawyers, dentists, and accountants, as well as trade professions such as butchers, blacksmiths and cobblers.

By 1900, Emporia needed to collect revenue for public improvements to support the growing town. Bonds were issued in 1900 to subsidize the establishment of a water plant, electric service and street improvements (Brown 1967:286).

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Only two years later, Emporia's population grew to 1,400 people (Sanborn Map Company 1902). Belfield was now known as North Emporia and neighboring Hicksford took the moniker Emporia. Halifax Street became the main business thoroughfare in North Emporia. The Sanborn map illustrates that the new businesses, including a bank, post office and barber shop, catered to the needs of the townsfolk, while a new pool hall provided a recreational outlet. Additionally, numerous residential dwellings appeared on the outskirts of the town. Lumber and cotton continued to be important industries. The map noted that "negro shanties" were constructed near the industrial facilities. Although Emporia was growing, it did not have a fire station or municipal water works (Sanborn Map Company 1902). Emporia did establish its first electric power plant, which was built on the Meherrin River and provided the growing town with electricity and town-supplied water (Brown 1967: 292).

By 1904, a major building boom took place in North Emporia (Belfield). The Virginia Hotel commanded a presence along Halifax Street opposite the Passenger Depot. Three restaurants were located along Baker Street. The existence of a jeweler indicates the growing wealth of the townspeople (Sanborn Map Company 1904).

Numerous dwellings were located along Main Street and Halifax Street (outside the proposed district). A row of small lots along Budd Street were labeled "negro dwellings." During this time, land developers purchased large farms which occupied city lots and transformed them into smaller lots for residential development. In Belfield, the North Emporia Land and Improvement Company subdivided the Reese Farm (formerly Butts Tavern) into lots (McDonald 1987: 16). Historic photographs dating to circa 1905 detail Halifax Street's development. Wide sidewalks, a hard packed dirt road, and telephone lines are visible in the photograph, as are numerous horses and buggies. The storefronts each have an awning to provide relief from the sun (Gobble 1980: 11).

By the time the Sanborn Company recorded the town in 1908, North Emporia had become increasingly populated. Halifax Street continued to be the center of commerce in North Emporia (Belfield) and additional businesses developed along the street, including a steam laundry, a drug store, and a dispensary. An interesting development was the establishment of two wholesale liquor stores; a business which would only grow in the ensuing years (Sanborn Map Company 1908).

The new town of Emporia passed legislation in 1906, and amended it in 1908, governing liquor production and distribution. In 1906, the city passed an act which "provided that a dispensary board would 'provide two suitable buildings, or two places, one place so provided on the north side of the Meherrin River and the other place shall be on the south side of the Meherrin River, both in the town of Emporia...'"(Brown 1967: 290). The town of Emporia would be the only producer and distributor of spirits within the town limits. The net profit from the sale of liquor would be divided between public schools (1/8), the state of Virginia (1/8) and the town of Emporia (6/8). Two years later, the act was amended to include that 1/8 of the profits be directed toward the upkeep of the public infrastructure located within Greensville County, with the town of Emporia only receiving 5/8 share of the proceeds (Brown 1967: 291).

With the town of Emporia gaining a more sophisticated atmosphere, the town council passed an ordinance governing the location of hog pens. Before this time, citizens who lived within the town limits continued to utilize their plots of land for agricultural pursuits. By 1910, residents of Emporia were required to place their hog pens 250 feet back from the street, and soon thereafter residents were prevented from keeping hogs and other livestock within the town limits (McDonald 1967: 20).

The lumber and cotton industries became the most prominent employers of North Emporia by 1913. The Peart, Nields, and McCormic Company substantially grew during the early 20th century. Occupying the plot of land at the

intersection of Atlantic Street and Halifax Street, the Peart, Niels and McCormick Company also had a direct connection to the railroad with a spur leading into their facilities. "Negro tenements" also were located near the

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industrial plants. The Emporia Steam Laundry moved from its small location near the Virginia Hotel to a larger facility further north on Halifax Street. A pool room instead occupied the space adjacent to the Virginia Hotel. A theatre also occupied space along Halifax Street. Five liquor stores now operated in North Emporia (Sanborn Map Company 1913).

After the First World War, Emporia's population stood at 3,800. The Peart, Niels, and McCormick Company changed hands and became the Daughtry-Davis Company, which made shooks (barrel staves), flooring and ceilings (Sanborn 1919). The Coca-Cola Company came to Emporia and constructed a facility on the east side of Halifax Street. The Watkins Motor Company opened a garage along Valley Street. An auto supply store opened at the corner of Valley Street and Halifax Street while a second one occupied space at Baker and Market Streets. Two candy shops provided sweets to North Emporia while a Chinese laundry operated on Baker Street. The "Negro Dwellings" along Budd Street were listed as vacant and dilapidated buildings on the 1913 Sanborn Map [and are no longer standing].

The H.T. Klugel Architectural Sheet Metal Works was established on Atlantic Street in 1914. Klugel was a tinsmith from Illinois who opened his shop at the junction of the Atlantic Coast Line and Southern Railroad lines. Klugel utilized prefabricated rolled sheet metal to create individualized gutters, cornices, and pressed tin ceilings. In addition, Klugel provided a catalogue selection and installed prefabricated equipment once it arrived on the train (<http://www.nhc.rtp.nc.us/ideasv51/simpson.htm>, accessed March 29, 2007).

Klugel maximized his location along the railroad tracks to expand his business ventures. Lumber companies also depended on the railroad to expand their business. As much as Emporia exported in raw materials, however, the city also took advantage of an influx of goods coming into the city. Gentleman's stores, dry goods shops and confectioners began to occupy prime real estate, providing citizens with affordable luxuries thanks to the transportation revolution of the railroad. No liquor stores existed in North Emporia in 1919, due to the Virginia dry vote of 1914.

Because of all the new development taking place in North Emporia, brickworks supplied local brick to builders. Numerous entries in the 1920 US Census indicate that the brick-making business employed many local citizens. Many buildings built in Emporia during this time were constructed with locally made bricks laid in a six-course common bond.

The last Sanborn map documenting Emporia was drawn in 1925. The landscape had not been altered much since the last map of 1919. It is clear from the drawing that Halifax Street had become *the* downtown shopping area for the Belfield/North Emporia area. The railroad lines still served as a major thoroughfare connecting North Carolina and the south with Virginia. The landscape also changed with a fewer number of liveryies in Belfield/North Emporia. Many of the buildings constructed by 1925 remain extant within the historic district and continue to serve the community. The automobile had firmly taken control of Emporia by the 1920s.

The automobile changed the landscape of many American cities and towns and Emporia was no different. Trucks allowed the transportation of local goods and continued to help shape the commercial economy of Emporia. The transformation of transportation also altered the aesthetic look of the town. Architecture of the 1930s, 1940s, and 1950s was deeply rooted in the emergence of the automobile and popular culture. New materials such as aluminum, chrome, and Vitrolite came into use and changed the appearance of the town. The early commercial storefront facades of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries gave way to modern facades which obscured the original brick

buildings with newer materials. Several buildings in Belfield were modernized with aluminum siding, aluminum framed windows, and faux finishes. Although these "modern" designs obscured the original fabric of the historic

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building stock, they have not permanently altered the architectural landscape. Instead these alterations show the determination of a town, willing to remake itself to preserve its commercial businesses and stay competitive in a vastly changing economic climate.

In trying to create a distinct atmosphere in the town of Emporia, the town council instituted several laws to help Emporia distance itself from the town's agricultural past. Aside from rules concerning livestock, Emporia also began requiring building permits in 1937 to ensure that new construction within the town limits complemented the town's plans for future growth and development (McDonald 1987: 26).

The town continued to grow and prosper. By 1948, the town assumed control of the streets within the Emporia city limits from the Virginia Highway Department (Brown 1967: 293). The bustling little town continued to grow until the interstate (I-95) was created in 1957. The interstate began assuming the position of importance that the railroad once had in Emporia. The advanced highway known as I-95 bypassed Emporia and the completed construction of a bypass in 1959 drew both people and businesses out of downtown.

In 1967, the former agricultural community of Emporia was designated a city. The bypass, which was touted as a super highway, combined with mid-20<sup>th</sup> century weather catastrophes--such as winter storms, hurricanes and flooding-- helped to destroy much of Emporia's economy, as well as a portion of its historic building stock. The bypass helped encourage the movement of commercial businesses from the downtown to the outskirts of town, near the interstate. Slowly, the old town began to decay as the vacancy rates rose and the population declined.

The lumber companies located along Atlantic Avenue and Halifax Street are no longer in operation and their buildings have been torn down. In 2006, the Georgia Pacific company, which serves as a large paper and lumber mill, continues to operate in Emporia, although it is located outside of the downtown commercial district.

The twenty-first century, however, is bringing new life into the city. Groups of dedicated citizens are working toward revitalizing the economy of this once vibrant community. Although some of the historic buildings in Emporia have been altered, many continue to represent the commercial growth and development of Emporia during its early 20th-century productive period. Architectural elements such as metal cornices and corbelled parapets accent the commercial buildings which continue to tell their story. Small businesses are moving back downtown with the desire to give back to the community which has given so much to them.

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**GEOGRAPHIC DATA**

**Verbal Boundary Description**

The boundary of the Belfield-Emporia Historic District is shown on the attached scaled maps, each entitled "Belfield-Emporia Historic District, Emporia, Greensville County, Virginia," one aerial and one greyscale.

**Boundary Justification**

The boundary includes buildings that relate to the commercial and social growth and development of Belfield-Emporia as a town. The boundary includes buildings significant to the history of Belfield that retain sufficient integrity as evolved commercial resources to be recommended eligible for listing in the National Register of Historic Places.

The Boundary is drawn to include the highest concentration of contributing resources to the context of this district and follows most often the parcel lines of the included resources.

