

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

LISTED IN:	
VLR	03/18/2010
NRHP	.....

**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 Dungannon Depot  
other names/site number Dungannon Rail Station; 213-0001

**2. Location**

street & number 3<sup>rd</sup> Avenue (State Route 65) not for publication n/a  
city or town Dungannon vicinity n/a  
state Virginia county Scott code 169 zip code 24245

**3. State/Federal Agency Certification**

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

*M. Catherine Alusse* 5/25/2010  
Signature of certifying official Date  
**Virginia Department of Historic Resources**  
State or Federal Agency or Tribal government

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

\_\_\_\_\_  
Signature of commenting official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

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

Signature of the Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_

5. Classification

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

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

Number of contributing resources previously listed in the National Register   0  

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:   Transportation   Sub:   Rail-related  

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Current Functions (Enter categories from instructions)

Cat:   Government   Sub:   Town Hall  

  Social     Meeting Hall  

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

7. Description

Architectural Classification (Enter categories from instructions)

  Late 19<sup>th</sup>/Early 20<sup>th</sup> Century American Movements – Railroad Vernacular  

\_\_\_\_\_

\_\_\_\_\_

Materials (Enter categories from instructions)

foundation   concrete  

roof   metal  

walls   wood  

other \_\_\_\_\_

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

8. Statement of Significance

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

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

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

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

Areas of Significance (Enter categories from instructions)

Transportation
Architecture

Period of Significance c.1910 -1955

Significant Dates c.1910

Significant Person (Complete if Criterion B is marked above) n/a

Cultural Affiliation n/a

Architect/Builder White, Jack

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

9. Major Bibliographical References

(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

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

Name of repository: Virginia Department of Historic Resources

10. Geographical Data

Acreage of Property less than 1 acre

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

Table with 4 columns: Zone Easting Northing. Values: 17 369004 4076544, 2, 3, 4

See continuation sheet.

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

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

11. Form Prepared By

name/title: Michael J. Pulice, architectural historian, Virginia Department of Historic Resources

contact: 1030 Penmar Ave. SE, Roanoke, VA, 24013 540-857-7586

Date: January, 2010

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 Town of Dungannon
street & number P.O. Box 278 telephone (276) 467-2522
city or town Dungannon state VA zip code 24245

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.

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.



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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Dungannon Depot  
Scott County, Virginia**

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## 7. Description

### Summary

The Dungannon Depot is a one-story frame building built c.1910, its footprint measuring about 90 feet by 40 feet. It has a steep hipped roof covered with V-crimp sheet metal—painted red, with deep, bracketed eaves. Its materials and appearance have been well preserved. The exterior cladding of the building has an attractive, two-tone paint scheme, with eave brackets and trim painted dark brown, including a belt course consisting of a six-inch-wide board encircling the building about three feet above the surrounding boardwalk. Above the belt course are narrow weatherboards with 3-4-inch reveals, and below are vertical two-inch-wide beaded matchboards, painted an off-white color. The building stands at the heart of the small town of Dungannon, facing south toward 3<sup>rd</sup> Avenue (State Route 65). Dungannon is located along the scenic Clinch River in central Scott County, which occupies a rural, mountainous region in southwestern Virginia.

### Detailed Description

Much of the Depot's character comes from its high-profile hip roof. The eastern third of the roof is oriented north to south, perpendicular to the western two-thirds of the roof, and has two pitched slopes, the lower parts of which are splayed outward, a style sometimes referred to in the deep south as a *spraddle* roof.<sup>1</sup> The eaves on the east end are much deeper, in order to shelter entrances for passengers and personnel. A small brick chimney, rising from the roof apex at the east end of the building, accommodates flues from two interior wood stoves. The western part of the building was the freight area, possessing five large cargo bays with the original, one-piece sliding doors, constructed with wood battens and iron hardware. The eastern third of the depot has two original, single-leaf, four-panel doors with three-light operable transoms; and six-over-six, double-hung wood sash windows. There are two windows on the front (south elevation) of the building, one window and one door on the east (end) elevation, and three windows on the rear elevation. Adjacent to the front entrance is a polygonal bay with two-over-two wood sash windows, and a nearly flat, metal-clad, hip roof.

Inside the western two-thirds of the building is a single, large, open room with wall cladding of wide, horizontal flush-mounted, surface-nailed, unpainted pine boards. The pine floor boards approximate the width of the wall boards and are also surface-nailed, but are laid with a diagonal orientation. There is no ceiling in the room, or evidence that a ceiling formerly existed. The roof trusses, rafters, ridge board, and sheathing are properly left exposed and un-insulated. The wood throughout the room has darkened with age.

Within the eastern portion of the building are offices, a small kitchen, and bathrooms in the former waiting areas and ticket counter area. The bathrooms were added in the 1990s in the foyer across from the two waiting rooms. These areas are heated by two simple, oval-shaped, antique wood stoves with flues venting through the roof. The flooring is more refined than in the freight room, consisting of four-inch hardwood boards. The walls are treated with vertical, two-inch-matchboard dados about six feet in height, painted dark brown, and horizontal 3-inch matchboards up to the ceiling, painted off-white.

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Architectural Discussion

Historic photographs from the Drake Collection, held by the Virginia Tech Library, depict a number of railroad depots in small communities along the C.C. & O. line, including Castlewood, Cedar Bluff, Dante, and Fremont, Virginia — all of which are points north of Dungannon. By comparison, it is clear that among the five depots, Dungannon is both the most architecturally sophisticated. With the exception of the Dante Depot, which is smaller, simpler, and constructed of brick, the others are virtually identical, having simple gable roofs and plain board-and-batten cladding, in contrast with Dungannon's complex hip roof and combined weatherboard and vertical board cladding. The Dungannon Depot also makes greater architectural use of eave brackets, which are featured more prominently than the other depots, due largely to the splayed roof with very deep eaves over the passenger-use end of the building. Aside from these differences, the C.C. & O. stations constructed of frame were all very much alike, with freight areas in the larger part of the building at one end, and passenger areas at the opposite end. All have elongated rectangular footprints, and lighted polygonal bays projecting from the front elevation, adjacent to the front passenger entrance; but Dungannon's was the only one designed with its own hip roof. The other depots' projecting bays are covered by small gables that are part of the main roof.

Condition and Integrity Statement

Because the building was carefully constructed of durable materials, and because it was lovingly rehabilitated by the citizens of Dungannon in the 1990s, it remains in good condition today. It was moved from its original site in one piece rather than being disassembled and reconstructed, thus its physical integrity was barely affected; and its occupants have done little since to negatively impact the historic fabric or character of the building. Both inwardly and outwardly, the feeling of an early 20<sup>th</sup> century railroad depot remains palpable. Comparing the building today with photographs from the 1960s and 1970s, it is now in much better condition. The only noticeable changes since then are the loss of one small brick chimney above the freight room, and the replacement of the original standing-seam metal roof with V-crimp sheet metal.

Location

The depot was moved from its original location on the north side of the railroad tracks in 1978. The new chosen site was just 0.16 miles due north from the original site. The depot's front still faces in a southerly direction, as it always did, though its directional orientation has changed by a few degrees. Today, there are no buildings between the old site and the new site. The area between remains open, and the depot is easily visible from passing trains.

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**Dungannon Depot  
Scott County, Virginia**

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## 8. Statement of Significance

### Summary

The Dungannon Depot, constructed c.1910 on the Carolina, Clinchfield and Ohio Railway line, is highly significant as a well-preserved piece of the early history of railroads in Scott County, Virginia, and a rare survival of the passenger train era in the far southwestern region of Virginia. After passenger trains stopped running through the area in 1955, the building stood vacant, and by 1978, moving the depot from its original site was necessary in order to save it from severe neglect, and so that it might serve new, public uses the small Dungannon community. Since the relocation it has been carefully maintained by the town, which is headquartered within part of the building. It is eligible under National Register Criterion A in the area of Transportation. The Depot is also eligible under Criterion C for its architecture and craftsmanship, which easily surpassed that of many railroad stations along the C.C. & O., which ran from Kentucky to South Carolina, as well as the numerous other rail lines that once traversed Southwest Virginia. Because it is the surviving property most importantly associated with the early development of the railroad in Scott County and retains the ability to convey its architectural value despite being moved from its original location, the depot meets Criterion Consideration B. The period of significance ranges from c.1910 to 1955.

### Historical Background

The first settlers in the area of present day Dungannon were members of the Osborne, Hagan, Stallard, and Wolfe families. Stephen Osborne was among them, and he took ownership of a ford on the Clinch River, originally called Hunter's Ford, after settling there in 1782. The settlement that grew around it became a trading center for Clinch Valley inhabitants, known as Osborne's Ford. The Fincastle Road, which connected to the Wilderness Road at Little Lick (now Duffield) came through the area as well. Scott County was formed by an act of the General Assembly on November 24, 1814, from parts of Washington, Lee, and Russell Counties, and was named for General Winfield Scott. In 1856, a section of Scott County was taken to form part of Wise County. The county population still consists largely of descendants of the early settlers, most living on low-lying land near streams. Because of the steep and rugged mountain country, much of the land is unsuitable for intensive use.

On April 15, 1832, Daniel Ramey was authorized to establish a river ferry, and he operated a post office on the east side of the Clinch, across from the settlement.<sup>2</sup> The log remains of the Cox House, which is believed to have served as the post office from 1832 to 1890, still stand at the location (DHR 084-5286). Nearby is the Flanary Archaeological Site, a multi-component Native American village that received National Register status in 1983 (DHR 084-0012). The tract of land was originally granted to James Alley by Governor Patrick Henry on June 20, 1780.<sup>3</sup> Martin's Gazetteer of Virginia, printed in 1835, shows that Judge Benjamin Estill held Circuit Superior Court in the post office for a time.<sup>4</sup> In 1890, the name of the post office was changed from Osborne's Ford to Dungannon, reportedly so-named in 1889 by local lawyer Patrick Hagan after his place of birth in Ireland.<sup>5</sup> An 1918 act of the Virginia Legislature enabled incorporation of the Town of Dungannon. During the Twentieth Century, prosperity remained elusive and the town grew slowly, eventually reaching of population of more than 300. In 2008 there were 296 residents.<sup>6</sup>

As the coalfields directly to the north and to the west of Dungannon were developed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, railroad lines began to traverse Scott County, primarily following the Clinch River, which meanders through



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Dungannon. The Carolina, Clinchfield and Ohio Railway (C.C. & O.) extended 277 miles over two major mountains through Kentucky, Virginia, Tennessee, North and South Carolina. It began with the Charleston, Cincinnati and Charleston Railroad, intended to connect the coalfields in Virginia and Kentucky with the Ohio River and the Charleston, South Carolina seaport. After a number of incarnations due to financial issues, part of the operating line was purchased in 1902 by George L. Carter of Hillsville, Virginia. Carter intended to develop the Clinchfield coal reserves and transport the coal to coastal seaports in the south. The C.C. & O., which consolidated several railroads, was chartered in 1908 and Carter became known as “the father of the Clinchfield. Construction was completed from Dante, in the coalfields of Virginia, through Scott County, to Spartanburg, South Carolina in October, 1909. By 1911, the cost of construction averaged \$201,000 per mile, prompting Scientific American Magazine to name it the costliest railroad to cross the Appalachian Mountains. It included 55 tunnels collectively measuring nearly 10 miles in length, and 17,000 feet of bridges. In 2004, author Robert Helm noted that the C.C. & O., now owned by the CSX Corporation, had seen few re-alignments and little overall change in almost 90 years, and had hauled “record tonnage” during that time.<sup>7</sup>

Construction of the Dungannon Depot was begun in 1910, to replace a makeshift depot in an old boxcar. Jack White is credited as the “carpenter foreman.” The new station had separate waiting rooms for “colored” and “white”, as was typical, with “beautiful oak seats around the walls and wrought iron dividers,” as described by Charlotte Osborne Nickels in 1988. There was an express or freight room, an office, and supply room. The existing large meeting room was formerly the freight room. The first station agent’s name was Mr. W. F. C. Blackwell. He was followed by Ben Hale in 1913, then Claude McClure, Frank Whitlock, P. C. Gibson, Clyde Letterman, W. R. Hefner, Frank Renfroe (part-time) and finally, W. H. Moyer.<sup>8</sup>

The last regular passenger train to run through Dungannon was on May 2, 1955. Thereafter, for a time, a special Santa Claus train ran just after Thanksgiving, but except for those occasions, the railroad no longer stopped in Dungannon. The old depot was one of the few remaining along the Clinchfield Railroad line which still runs from Spartanburg, South Carolina to Elkhorn City, Kentucky.<sup>9</sup> Existing photographs from the 1960s and 1970s depict the building boarded up and badly needing maintenance. In 1977, while the former depot stood vacant and neglected, the Dungannon Women’s Club perceived the town’s great need for a meeting place for community groups. Mr. Moore, General Manager of the C.C. & O. Railroad, allowed that the community could repair and use the building, but because the building stood terribly close to the still-active rail line, he worried about the potential for a train derailment that might cause terrible tragedy and liability. Thus, the railroad donated the building with the provision that it be moved in a period of one year. The town’s council and mayor agreed to allow the depot to be relocated to town-owned property along the main corridor (Route 65), at the heart of town, approximately 1/6 of a mile from the original site. The depot was moved there by contractors from Middlesboro, Kentucky on June 2, 1978, before a year’s time had expired.<sup>10</sup>

The Dungannon Depot was recommended eligible for the Virginia Landmarks Register and the National Register of Historic Places by the Virginia Department of Historic Resources in 1995, after materials were submitted by the Dungannon Women’s Club. That decision was re-confirmed in 2009, when the Dungannon Development Commission spearheaded an effort to seek formal designation.<sup>11</sup>

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Notes

1. Robert S. Gamble, *Historic Architecture in Alabama, 1810 to 1930*, U. of Alabama Press, 2001.
2. Robert M. Addington, *History of Scott County*, 1932:143.
3. Virginia Land Office grant Book Q, page 157. Citation provided by Betty Salyer.
4. Addington, 274.
5. Bowen, "Town of Dungannon" 1936.
6. U.S. Population Census, found at <http://www.city-data.com/city/Dungannon-Virginia>, accessed January, 2010.
7. Robert Helm, *The Clinchfield Railroad in the Coalfields*, 2004: Preface, iv-vi; and James A. Goforth, *Building the Clinchfield: A Construction History of America's Most Unusual Railroad*, 1983.
8. Charlotte Osborne Nickels, "History of the Dungannon Depot," unpublished paper, 1988. DHR file.
9. Ibid.
10. Ibid.
11. VDHR file 213-0001.

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**Dungannon Depot  
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**9. Bibliographical References**

Addington, Robert M. *History of Scott County, Virginia*. 1977 edition. Originally published in Kingsport, Tn., 1932.

Bowen, Edna. "Town of Dungannon," Virginia Historical Inventory survey report, September 17, 1936. Library of Virginia.

Gamble, Robert S. *Historic Architecture in Alabama, 1810 to 1930*, U. of Alabama Press, 2001.

Goforth, James A. *Building the Clinchfield: A Construction History of America's Most Unusual Railroad*, 1983.

Helm, Robert A. *The Clinchfield Railroad in the Coalfields*. Lynchburg, Va., 2004.

Nickels, Charlotte Osborne. "History of the Dungannon Depot," unpublished paper, February, 1988. DHR file.

Perry, Travis Lee. Dungannon resident, personal communication, 2009.

Salyer, Betty. Dungannon resident, personal communication, 2004 and 2009.

*Scott County, Virginia and its People*. Scott County History Book Committee, 1991.

U.S. Population Census, found at <http://www.city-data.com/city/Dungannon-Virginia>, accessed January, 2010.

Virginia Department of Historic Resources file 213-0001.

Drake Railroad Photo Collection, ca1974, Virginia Tech Library digital image collection, [www.vt.lib.edu](http://www.vt.lib.edu)

Virginia Land Office, Grant Book Q, page 157. Citation provided by Betty Salyer.

**10. Geographical Data**

**Verbal Boundary Description**

The boundary of the depot, for the purposes of this nomination, corresponds exactly to the footprint of the building. The boundary is clearly shown on the accompanying scaled aerial view.

**Boundary Justification**

The NRHP boundary of the nominated property, shown on accompanying USGS quad map and aerial image, outlines only the current footprint of the depot, since it is not on its original site. The land outside the building footprint is not included.

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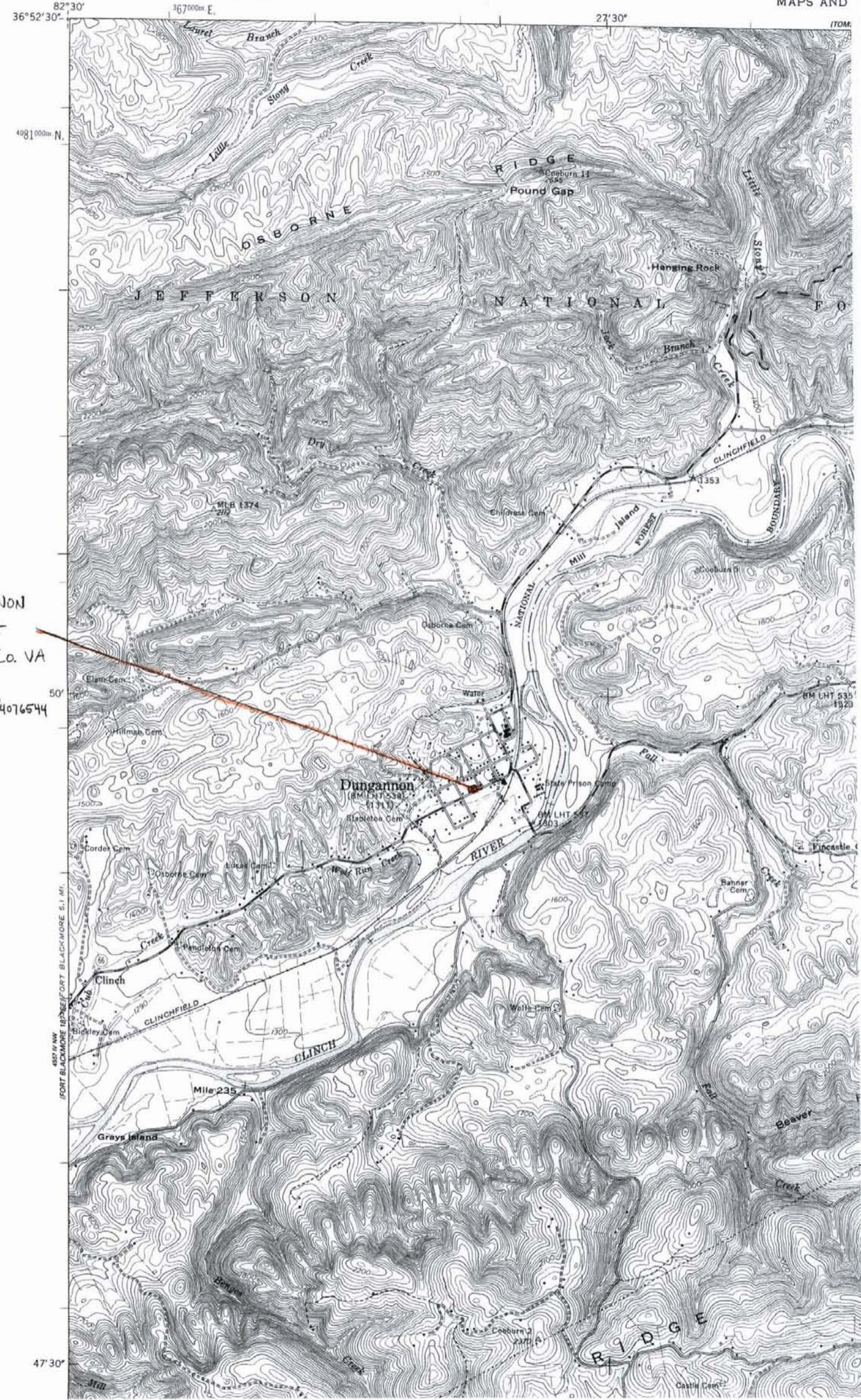
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**Photographs**

All Photographs taken November 19, 2009.  
Photographer: Michael J. Pulice  
Location of duplicates: VDHR, Richmond.  
Subject: Dungannon Depot

1. Depot exterior, facing north.
2. Depot exterior, facing northwest.
3. Depot exterior, facing west-northwest.
4. Depot exterior, facing west-southwest.
5. Depot exterior, east elevation.
6. Depot interior, northeast room.
7. Depot interior, central hallway.
8. Depot interior, west room, roof structure.





DUGANNON  
Depot  
Scott Co. VA  
UTMS:  
17/369004/4076544

452' 14" W  
175E 167-168

82° 30'

36° 52' 30"

4081000m N

50'

452' 14" W

FORT BLACKMORE 18726E | FORT BLACKMORE 6.1 MI.

47° 30'

367000m E

27° 30'

1700m

OSBORNE RIDGE

Pound Gap

OSBORNE

JEFFERSON

NATIONAL

CLINCHFIELD

BOUNDARY

Dunganon

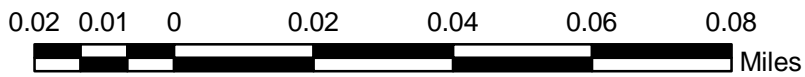
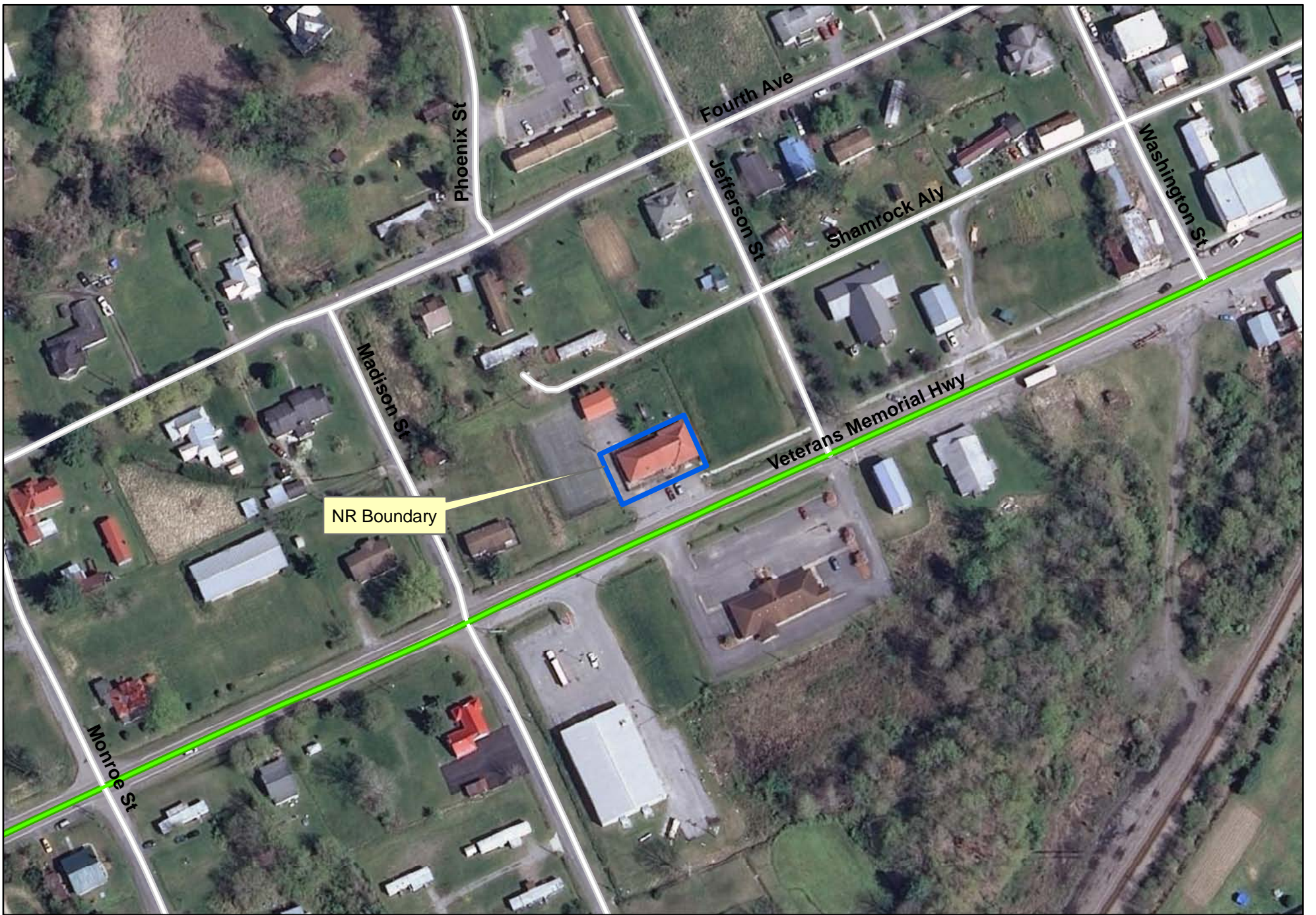
CLINCH RIVER

CLINCH

Grays Island

RIDGE





**Legend**

 Architecture

**Dungannon Depot, Dungannon  
Scott County, Virginia  
Dungannon USGS Topographic Quad**