

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Deering Hall

Other names/site number: DHR# 177-0016

Name of related multiple property listing:
N/A

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

2. Location

Street & number: 140 North Main Street

City or town: Broadway State: VA County: Rockingham

Not For Publication: N/A Vicinity: N/A

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.

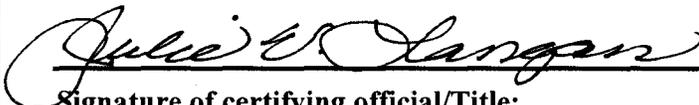
In my opinion, the property X meets ___ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

 Signature of certifying official/Title:	<u>7-21-2020</u> Date
<u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title : State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- 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

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Number of Resources within Property

(Do not include previously listed resources in the count)

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

6. Function or Use

Historic Functions

(Enter categories from instructions.)

SOCIAL / Meeting Hall

GOVERNMENT / Town Hall

EDUCATION / School

RELIGION / Religious Facility

COMMERCE/TRADE / Specialty Store

RECREATION & CULTURE / Theater

RECREATION & CULTURE / Music Facility

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE / Business

COMMERCE/TRADE/ Warehouse

WORK IN PROGRESS

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7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: STONE/ Limestone; CONCRETE/ Concrete; Block; METAL; WOOD/ Weatherboard; BRICK

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Deering Hall is located on North Main Street in the Town of Broadway, Virginia, in northwest Rockingham County. Broadway was incorporated as a town in 1880 and as the town experienced growth due to the coming of the railroad, the need for a government building and meeting space prompted the construction of Deering Hall ca. 1890. The building is an evolved, two-story, heavy timber frame, vernacular building with a modified rectangular plan, a gable roof with returned eaves, and a front pent roof overhang separating the first and second stories. The crawlspace and pier foundation are made of stone and the chimneys are brick. The walls are clad in German siding and the gable roof is covered with metal. The interiors were originally large open rooms with unfinished walls on the first floor and wainscoting/plaster on the second floor. The building's varied uses over time have resulted in changes to the fenestration, most notably on the eastern façade where a right-of-center, paneled garage door was installed c. 1930 and a replacement door installed in the north entry, as well as partial infill of loading doors on the north (side) and west (rear) elevations. Most of the original wood, two-over-two sash are extant, but for one boarded-over window on the west elevation. The building retains integrity of location and setting as it is within Broadway's downtown, which has an assemblage of late-19th to mid-20th century, one- and two-story commercial buildings. Integrity of design, materials, and workmanship is fair; although deferred maintenance has affected the building, much of the historic fabric is intact. These physical features contribute to the property's integrity of feeling and association.

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Narrative Description

Setting

The building is located on a less than one acre property in downtown Broadway, Virginia, a small town surrounded by residential neighborhoods, schools, churches, and farms. The building fronts east onto Main Street and backs up against railroad tracks to the west. The front of the building, and the lot, abuts the sidewalk and has an approximately 12'-0" wide shared alley to the north and a neighboring building immediately 6" to the south that was built after Deering Hall. The building is located on the property with the long axis oriented east-west. The grade slopes from the front (Main Street) to the rear of the property (railroad tracks) exposing a crawlspace access and leading to a small gravel access drive. The property is along a portion of Main Street that retains an assemblage of late-19th to mid-20th century, brick and frame, one- to two-story commercial buildings of simple design. Main Street itself is a two-lane road with parallel parking spots along both sides, adjacent to sidewalks.

Deering Hall, ca. 1890, contributing building

Exterior Materials – Typical

The crawlspace foundation is made of random rubble limestone. The foundation has been extensively repaired over the years with concrete block. The exact dates of foundation repair are unknown, other than the recent structural reinforcing done in early 2019. The building is clad in a German-style wood shiplap siding that is currently painted a blue/gray with blue/gray trim, and had been previously painted blue/gray with white trim. The siding remains intact. The gable roof is clad with standing-seam metal and has cornice returns with both a large rake frieze and cornice frieze built out of several smaller trim boards. Corner boards extend from the concrete sidewalk to the cornice frieze and are topped with a small-scale crown trim. Typical full-height windows have double hung, wood sash, and two-over-two lites with crown header trim. On the first story of the north and south (side) elevations, typical clerestory windows have two lites with crown header trim.

Exterior – East Facade

On the first story of the east façade at the south corner, there is an entry with an original 4-panel wood door with single lite transom and crown header trim; the entry leads directly to a staircase up to the second floor. Slightly right-of-center on the façade is a garage door that was installed in the space of an original barn door-style opening. The original opening is approximately 8" taller and 2'-0" wider than the current garage door. The garage door is tight to the left side of the opening, and the space left between the two openings is infilled with wood studs on the interior and plywood sheathing on the exterior painted to match the siding. At the north end of the façade is an entry with a new 9-lite fiberglass door that leads into the open first-floor room. The door opening was converted from an original full-height window. The top of this window was set to match the height of the transom at the façade's south end. The space left between the top of the door and the top of the original window opening is infilled with plywood painted to match the

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siding. Above the first-story openings is a pent roof that extends across the entire elevation. The second story has two symmetrically spaced, full-height windows with two-over-two wood sash.

Exterior – North Elevation

The north elevation is eight bays and faces a 12'-0" alley and a neighboring building that is shorter than Deering Hall but still two stories with a gable roof. The crawlspace foundation wall, originally stone, has been extensively repaired with concrete block and has two vent openings. The first story has one full height window on the left (east side). This window is partially boarded with plywood at the top and is missing the original crown header trim, though the window is intact. To the right of the full-height window is a clerestory window. To the right of the clerestory window, located approximately in the center of the north elevation, is an original freight door opening with a 5-lite transom. The freight door opening is infilled with plywood painted to match the siding. Two equally spaced clerestory windows, both missing the original crown heading trim, are located to the right (west) of the freight opening. The second story has five full-height windows centered on the first-story openings below, though the middle window is off-center of the freight opening below it. Corner boards extend from the concrete sidewalk on the east and top of foundation wall on the west to the frieze board and are topped with a small-scale crown trim. The frieze board is large to match the cornice frieze on the front and rear elevations and extends from the top of the second-story windows to overhang soffit. Gutters line the length of the building and drain to a single downspout mounted on the west (rear) elevation.

Exterior – West (Rear) Elevation

The west elevation is angled to face the original rail line location. The crawlspace foundation wall has a large access opening with two slat doors centered on the building. The first story has a freight door opening with a 3-lite transom centered on the building. The original freight door opening has a new pedestrian door installed tight to the left (north) side and the remaining space is infilled with plywood painted to match the siding. A wooden exterior stair was added to provide access to the new pedestrian door. The second story is symmetrical with two full-height windows, of which the north window is boarded over. A photo on file at the Department of Historic Resources confirms that this window had a two-over-two wood sash that matched others in the building. The gable roof has the same type of cornice returns with both a large rake frieze and cornice frieze built out of several smaller trim boards that matches the façade's gable trim. Corner boards extend from the top of the foundation wall to the cornice frieze and are topped with a small-scale crown trim. Downspouts cover both corner boards.

Exterior – South Elevation

The south elevation is nine bays and directly faces a two-story, gambrel-roofed building of similar height built 6" away. The first story full-height window, freight opening, and four clerestory windows mirror the north elevation except for an additional window on the west side due to the angled plan; however, the windows are infilled due to the adjacent building's close proximity. The six second-story, full height windows also mirror the north elevation, again except for an additional window, and face the neighboring building's gambrel roof. Corner boards, fascia, and gutters match the north elevation.

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Internal Structure

The first floor structural framing consists of heavy timber post and beam spanned with joists built on a random rubble limestone crawlspace and pier foundation. Second-floor structural framing consists of heavy timber beams reinforced with a trussed beam or girder system which includes two steel rods that connect to a central steel vertical strut (see Photo 11). This system, sometimes referred to a single strut belly rod truss, allowed for support of a large open space above and was used to strengthen longer framing spans. The roof structure is made of roughhewn timber trusses spaced at 10'-0" and spanned with joists. The building's structure was built to be free spanning 30'-0" and had unsupported brick chimneys on the second floor. After 100+ years of supporting this weight, the second floor had sunk approximately 12" at the left chimney location. The building required structural reinforcing by way of a new steel beam at the foundation, new columns on the first floor, and new columns and a wood stud-bearing wall on the second floor to fix the structural issues. The unsupported brick chimneys on the second floor were removed.

Interior – First Floor Plan

The building footprint starting at the front and continuing counterclockwise measures 30'-0" by 80'-0" by 31'-7" by 90'-0". In plan, the front of the building facing Main Street is rectangular, while the back of the building is angled to parallel the original railroad tracks and accommodate railroad access. The first-floor interior was originally a large open room with an enclosed staircase in the front with direct access from Main Street up to the second floor and another, open staircase in the rear. The plan had been altered inside to add partition walls to create two single restrooms under the front staircase, two separate storage areas in the rear, and office spaces in the front on the north side with access from the north entry. The partition walls for the office spaces have been removed as of 2019 to reopen the front space. New columns were also added as of 2019 for structural support. The first-floor perimeter wall studs and second-floor framing were originally left exposed, however, the exterior walls are being insulated and covered with tongue and groove boards. Original wood plank flooring is intact. The ceiling has a large opening to accommodate an overhead hoist installed by a previous owner, Broadway Motor Company, during the early 1900s.

Interior – Second Floor Plan

The second floor was originally a large open room with partition walls built to create an office in the rear left corner. There is also an original piece of trim that suggests there was another original partition wall separating the open meeting/school/audience space from a back stage area, the office, and rear stair. This trim also marks where the walls and ceiling transition from finished to unfinished, further supporting the existence of an original partition wall separating the two spaces. The two existing brick chimneys were removed, and new columns and a new structural bearing wall have been added as of 2019 to preserve the structural integrity of the building. The original wood flooring is intact. The finished perimeter walls are lath and plaster with 4'-0" tall wood panel wainscoting. A piece of wood trim separates the wainscoting from a band of blackboard that stretches around a majority of three walls (east, north, and south walls) from this space's previous use as a school. The walls on the second floor bear the signatures of many students and workers from that time, some dated from 1895 and others referencing the writer's

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return from the Spanish-American War. The finished ceiling is plain lath and plaster. There are three painted on ceiling medallions, one larger center medallion painting and a smaller painted medallion on either side located towards the rear (west) of the space. The ceiling and walls west of the medallions also have painted trim to separate the space visually. Both the painted medallions and painted trim are located approximately 10'-0" away from the trim that separates the finished and unfinished spaces. The historical wooden pulley hoist system installed in the early 1900s is mounted in the attic towards the front (east) of the open space and consists of a wooden barrel with 2" rope and hooks attached and a wagon wheel with gears.

Integrity

Deering Hall still retains integrity of location and setting on Main Street in downtown Broadway as it has been surrounded for much of its existence by Main Street, the same two neighboring buildings that still remain, and railroad tracks. The building's integrity of design and materials is mixed. Alterations to the façade's fenestration are the most visible changes, but the installation of the garage door occurred during the property's period of significance. The alterations to the façade's north entry and the loading doors on the north (side) and west (rear) elevations are reversible based on physical evidence and historic photos. The unfinished character of the first-floor interior space is unusual but in keeping with the building's historic relationship with railroad shipping. The second floor was historically finished in a more traditional manner, in keeping with its use as town government meeting space, a school, a theater, and other social uses. Integrity of workmanship has been retained due to the high percentage of historic fabric that remains in situ, while the structural reinforcing that took place in 2019 is not visually obtrusive. Deering Hall's integrity of feeling is bolstered by the continuity of its setting, which has been the scene of Broadway's downtown commercial core since the late 19th century, although railroad shipping from downtown commercial buildings no longer is routine as it once was. The property has strong integrity of association with Broadway's early history as an incorporated town and the community's commercial growth based on railroad-based activity.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A Birthplace or Grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

POLITICS/GOVERNMENT

SOCIAL HISTORY

Period of Significance

1890-1933

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Deering Hall is a former town hall building located in the Town of Broadway in the northeastern portion of Rockingham County, Virginia. It is significant at the local level under Criterion A in the area of Politics/Government for its function as the Town of Broadway's first town hall and in the area of Social History as it became an important meeting space and entertainment venue for local residents in Broadway and the surrounding rural areas. The design of Deering Hall is very similar to other multiple-use buildings that have been identified in several small Shenandoah Valley communities, where local government functions occurred in a meeting space, typically on the second floor, while a commercial business occupied the first floor. Such buildings were instrumental in providing a space for local government meetings where community members gathered to discuss and plan growth and development. The period of significance begins ca. 1890, the date of Deering Hall's construction, and continues through 1933, when records indicate the building was sold to the Broadway Motor Company, who began to use it as storage.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Government

As the first venue for Town government meetings following Broadway's incorporation, Deering Hall is locally significant under Criterion A in the area of Politics/Government. The building's simple design and evolution of uses, in many ways, represent the history of the Town of Broadway. Like many towns in the Shenandoah Valley that were experiencing late-19th century booms in commerce and population as a result of the proliferation of railroads, Broadway had a need for a town hall where its citizens could meet for town business and civic gatherings. As a newly incorporated town, Broadway had limited funds to put towards its own government buildings, but having access to a large meeting space would have been integral to allowing the town council to gather, solve issues, and plan for the future. Thus, the two-story building, with a commercial space on the first floor and largely open second floor, served the needs of the citizens of the Town and the residents of the surrounding farmland until about 1933.

Deering Hall reflects the typical town/meeting hall design that was built in rural towns in Rockingham County during the late 19th to early 20th century. Typical features of these buildings included a commercial space on the first floor and a general public hall space on the second floor with its own separate street access (Neville 156). The buildings generally were two stories with wood frame construction and a front gable entry, and located in the center of town (Neville 156).

Multiple-use buildings such as Deering Hall were not unusual at the time in the Shenandoah Valley. In McGaheysville, a similar building (082-0353) was constructed in 1893. Located at 9832 Town Hall Road, the frame two-story building originally served as a combination town hall and meeting space, then was used as an entertainment venue and for graduations for the local schools. In the Dayton Historic District (206-0002; NRHP 1984), J.W. Hott constructed his store

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in 1905-1906 and the second floor became designated as the Town Hall. Similar buildings were constructed in other nearby communities, such as the frame, two-story town hall in the Port Republic Historic District (082-0123; NRHP 1980), the T. Funk and Sons Store (which housed the town hall on the upper floor) in the Singers Glenn Historic District (082-0125; NRHP 1978); the town hall at 107 Center Street in the Edinburg Historic District (215-0001; NRHP 1998); and the larger, brick, two-story town hall built in 1899 in the Town of New Market in Shenandoah County.

These types of buildings, constructed as mixed-use government, meeting and commercial space, were found throughout the Shenandoah Valley and each building was a key resource as the locus of town government for the community in which they are located. These buildings, not always the most architecturally significant, were constructed to meet the needs of towns experiencing population growth and resultant demands for more organized local government. Deering Hall became the center of Broadway's government functions where important decisions about the Town's future were made. One such decision was the need for a school. As evidenced by the blackboards still extant on the second-floor walls, Deering Hall briefly hosted a public school before a larger consolidated school could be constructed to accommodate the growing population. Also found on the second-story walls are graffiti written by those who occupied or visited the space at one time or another. Some of the etchings were made by students but others note significant events in history, such as one proclaiming the beginning of Prohibition. Standing prominently between Main Street and the railroad, Deering Hall today remains an important landmark for the town and is one of Broadway's older buildings dating to an era of rapid growth and expansion.

Criterion A: Social History

Deering Hall was built around 1889-1890 on Main Street in the Town of Broadway by William C. and Emma S. Nisewarner (Rockingham County, Chancery Cause). The architect and builder are unknown, but based on its design, it appears that the building always was intended to host multiple functions. A commercial business on the first floor could take advantage of the railroad access directly behind the building for easy shipping and receiving of goods, as well as the Main Street access in the front for retail sales. The separate street entry to the second floor allowed for activities on that floor to have little to no impact on businesses located below. Evidencing the assortment of its occupants, early in its history, the building was called by several names on deeds and throughout the community, including New Warehouse, Broadway Opera House, and eventually Deering Hall (Rockingham County, Deed Book 42:422-423).

The first-floor commercial space was originally a mercantile store that sold fertilizer, farming implements, and machinery to local farmers (Rockingham County, Chancery Cause). According to local Chancery Cause records, the store sold William Deering & Company goods and machinery, a predecessor to the International Harvester Company, which is thought to be how the building eventually came to be known as Deering Hall. In addition to being the town hall, the second floor served as a venue for the Broadway Opera Company and a meeting space for the Broadway "class" of the United Brethren Church (Neville 156; Shenandoah University Archives

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Services; VA Dept. of Historic Resources). A booster-type historic pamphlet about Broadway describes new visitors coming by way of passenger trains and the possibility of investors pouring money into a development nearby, and the town government was eager to show how Broadway could offer entertainment and social events in addition to natural resources and a good location on the Baltimore & Ohio Railroad line. Deering Hall helped fulfill this need for entertainment since the second floor accommodated an opera house and community social gathering space. Unfortunately for the investors, an economic downturn immediately followed the boom years and ended their attempt at land speculation in Broadway (Dunlap B4).

Early in the history of Deering Hall, the property's original owners became indebted to several individuals and companies. Multiple liens were placed against the building and the issue eventually ended up as a Chancery Cause case to figure out all debts owed and the order in which the debts would be paid. During the Chancery Cause case, the Nisewarners rented Deering Hall to J.P. Miller in 1894. J.P. Miller continued to operate a mercantile and farmer's implement store on the first floor and eventually went on to own the building in 1901 (Rockingham County, Deed Book 66:53). It is uncertain when the mercantile and farmer's implement store ceased operation, but the last Miller to own the building died in 1933 (180:46). Deering Hall was used as fertilizer storage by the owners of Broadway Motor Company for a period of time before they bought the building in 1940 (180:46). The Broadway Motor Company was founded in 1928 and in 1936 expanded their wares by selling farming implements, hardware, and fertilizer as well as new and used cars. Several buildings in downtown along Main Street were owned by Broadway Motor Company in 1940, including Deering Hall, and would remain that way until 1948 when the business moved west of downtown (Dunlap B4).

Meanwhile, several community groups used the second floor of Deering Hall between the 1890s and the 1930s. The exact time periods are unknown, but records show that the second floor variously served as a Masonic Temple Hall, silent movie theater, and an auction hall (Neville 156; Shenandoah University Archives Services; VA Dept. of Historic Resources). Whenever a group in the community needed a space to gather, Deering Hall was available. Deering Hall therefore is locally significant under Criterion A in the area of Social History.

From 1940 until 1983 Deering Hall remained in use mostly as warehouse and storage space by several owners and companies beyond Broadway Motor Company, including Broadway Milling Company and Ralston Purina Company (Rockingham County, Deed Book 180:46, 211:579, 218:100, 260:551, 264:363, 282:190, 314:579, 430:405). In 1983, the building was bought by Gene and Anna Mongold and the first floor became an automotive electric service business that was in operation until around 2015 (Rockingham County, Deed Book 686:6). After its heyday was over, Deering Hall still fulfilled an important role in the community. The building acted as a warehouse for companies that were vital to sustaining Broadway's economy and then was able to shift into housing a small business that helped to bring people back into downtown. Deering Hall served as an integral part of Broadway's early community growth and development and still maintains its integrity of location, design, and setting in the heart of downtown Broadway. It stands as a testament to how interconnected all aspects of small town life were that so many functions could all cohabitate together in one building (Neville 156).

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Historical Background

Rockingham County

Located in the Shenandoah Valley of the Commonwealth of Virginia, Rockingham County is comprised of a fertile valley that drains to the Shenandoah River system and is surrounded by the Blue Ridge Mountains to the east and the Allegheny Mountains to the west (Wayland 24). Before Europeans began exploring the area, it was inhabited by several Native American tribes including the Shawnee, the Catawbas, the Iroquois, and the Cherokee (Couper 100-112). By the beginning of European settlement of the Valley in 1727, the area was mostly used as a hunting ground and a north-south passageway by the various tribes instead of being used for permanent villages (Wayland 35; Couper 100). Many Europeans of English, Scots-Irish, German, and Swiss descent began to settle in the Valley along riverways for the fertile land, water supply, and means of transport and trade. Early settlements were in areas close to present day Winchester, Staunton, Massanutten, Elkton, and Port Republic (Wayland 34-35). In 1744, the colonies settled the Iroquois claim to the Shenandoah Valley with the Treaty of Lancaster (Couper 107).

The treaty with the Iroquois Nation ended just 12 years later with the French and Indian War. Between that and the American Revolutionary War, the Valley endured almost 30 continuous years of war with most men in the area serving in the military at one point or another (Couper 658). Skirmishes with Native Americans peppered the area throughout the seven years of the French and Indian War. Later, in the Revolutionary War, the Valley was fortunate to have no battles within its borders (Couper 595). Since Rockingham County was so rural compared to more populated parts of the state, the area was able to bounce back from the wars relatively quickly by farming the rich land (Couper 659).

Rockingham County split from Augusta County and was formally established in 1777 (Wayland 67). The new county grew in population and developed its communities and county administration even in a time of war. Once farming in the county started to produce at full capacity after the Revolutionary War ended, the amount of agricultural goods being produced surpassed what could be used locally. With the surplus of agricultural products growing, the county began investing in the infrastructure needed to support the transportation and trading of these goods. Harrisonburg, the county seat, officially became a town in 1780 and several other towns in the county followed between 1791 and 1804 including Keezletown, McGaheysville, Port Republic, and New Haven (Wayland 108). Rockingham County continued to establish itself and grow in the early to mid-19th century with the building of turnpikes, bridges, and the first railroads (Wayland 226-227).

Even with many pacifists in Rockingham County due to the Mennonite and Dunker populations, the county still overwhelmingly voted in favor of secession in 1861 (Wayland 130-133). Several Civil War battles were fought in Rockingham County, but none of them affected the area as much as the U. S. Army's Shenandoah Valley Campaign. As the Shenandoah Valley was one of

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the most prosperous agricultural regions in the country at the time of the Civil War and was considered the “breadbasket of the Confederacy,” it became an important battleground between the Union and the Confederacy. In the 1864 Shenandoah Valley Campaign, the Union Army led by General Philip Sheridan burned their way through the Valley. Barns, fields of crops, mills, and several houses were set on fire and livestock were either killed on sight or set loose by the Union troops (Wayland 150).

After the Civil War ended the following spring, Rockingham County residents undertook a rebuilding campaign and started clearing fields that had been left fallow. Railroads, which had proven to be so valuable during the war, were also being reconstructed and expanded, bringing an unprecedented ease of transportation to rural areas. Once small towns had economically recovered from the war, they wanted to take advantage of the increase in visitors and shipping that the railroad expansion brought (Neville 155). Town leaders focused their efforts on buildings that could hold cultural events to attract visitors as well as developers (Neville 155). Some towns did this with extravagant hotels, like the Town of Elkton with the Elkton Hotel, while others built multi-use meeting halls like those in Broadway and McGaheysville (Neville 155-156). These types of buildings are significant in part because they represent the height of the local railroad boom period of growth and development experienced in small towns throughout Rockingham County around 1890 (Neville 155; Wood, “Notes” 5). In 1893, over-speculation of railroads and real estate, plus low agricultural commodity prices and other national issues, busted the boom economy that had taken over the Shenandoah Valley (Couper 1053).

The economy eventually recovered in Rockingham County, evidenced by the first automobile being bought in Harrisonburg in 1902 (Wayland 180). As automobiles became more common, individuals and businesses started to lobby local governments to improve and expand road networks, which culminated in a new era of roadbuilding during the early 1920s (Couper 1306). Better transportation systems attracted manufacturing businesses, which attracted other businesses, which attracted employees and better social services such as medical care, education, places of worship, and entertainment options. A few examples of this include the Rockingham Memorial Hospital, which was completed in Harrisonburg in 1912, and the Shenandoah National Park, which was created in 1935 (Couper 1076, 1325). Bus terminals in the Valley became so popular in the early 1930s that the north-south passenger trains ceased operations (Couper 1330). The ever-present and growing agricultural industry assured that freight trains remained on the railroads in Rockingham County even after passenger service ended.

Rockingham County has grown rapidly in the past 50+ years, from transportation systems, public education, higher education, manufacturing businesses, technology, and retail to health care. The current population of Harrisonburg and Rockingham County combined is approximately 125,228 (Virginia Economic Development Partnership 8). Interstate 81 is a major transportation route that runs through the county and there are two more interstates within 35 miles. Rockingham County is located approximately two hours from the major cities of Richmond, Virginia, Roanoke, Virginia, and Washington, D.C.

Deering Hall
Name of Property

Rockingham County, VA
County and State

Town of Broadway

The first Euro-American settlers in the vicinity of what became Broadway began to establish themselves in the area around 1746. The community originally formed on the west side of Linville Creek, near the intersection of the creek and the North Fork of the Shenandoah River (Wayland 203; Wood, "Notes" 1). In 1808, the settlement was named after a prominent mill in the area and called Custer's Mill (Wayland 203). The town started to take off in the 1850s with the expansion of the Manassas Gap Railroad, but the growth was hindered by the Civil War (227).

Broadway and the surrounding area have always been an agriculturally-based economy. As part of the "breadbasket of the Confederacy," the town was part of a key advantage of the Confederate Army in the Civil War. In 1864, the Union Army and General Sheridan burned down many farms in the area and several buildings in Custer's Mill, including the mill itself, to destroy a major portion of the Confederate Army's food supply (Heatwole 31; Wayland 203). The railroad line that ran through the town was torn apart and pieces were moved around Virginia to help with the military's efforts (Wayland 227).

As Reconstruction began, the railroad track was rebuilt under the Orange, Alexandria & Manassas Railroad Company in 1868 (Wayland 227). The current town and its Main Street started to form parallel to the newly laid tracks and the trains brought both goods and travelers to and from the area. With the increase in visitors also came hotels and boarding houses to accommodate them. The area's economy benefitted from the growth experienced by the poultry business due to railway shipping (Lilliendahl and Cullers 80).

The community was formally incorporated as the Town of Broadway in 1880 (Wayland 203, 227; Wood 5). Several businesses were established along Main Street in Broadway by the mid-1880s, including a doctor's office, attorney's office, a foundry and machine shop, a mill, two weekly newspapers, and a post office (Wood, "Notes" 5). Around 1890 Rockingham County experienced an economic boom due to the increased use of railroads. At this time a group comprised of Northern investors plus Broadway business owners came together to form the Virginia Valley Land and Improvement Company, a land speculation and development company that promised to turn Broadway into a bustling center of trade and commerce. An economic depression took over the country just a few short years later and abruptly ended any land speculation or development planned for the town (Dunlap B4).

Passenger train service in Broadway was interrupted during World War II, and then was terminated shortly after a brief attempt to restart operations once the war ended. An increase in the number of people owning and using cars, trucks, and buses had made the passenger train option obsolete for a small town. Supported by the expansion of both the poultry industry and the number of local orchards, freight trains continued to run on the railroads in Broadway (Wood, "Remembering" 35).

A theater opened in downtown Broadway in 1939, providing a source of entertainment to the community and the surrounding areas. The theater closed its doors in the 1950s due to the

Deering Hall
Name of Property

Rockingham County, VA
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increasing popularity of television (Wood, "Remembering" 51). The town currently has a population of 3,200 and its downtown is made up of a diverse group of businesses and community facilities. Broadway has direct access to major transportation systems including freight railroad, State Highway 42, and Interstate 81.

Deering Hall
Name of Property

Rockingham County, VA
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Rockingham County, Virginia, Deed Book 30:140, 394. Also see Deed Books 35:21, 261-263, 42:422-423, 43:43, 381, 51:326, 66:53-54, 68:433, 154:506, 155:174, 171:167, 180:46, 211:579, 218:100, 260:551, 264:363, 282:190, 314:579, 430:405, 686:6.

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Virginia Department of Historic Resources Architectural Survey Form (DHR ID: 177-0016). VDHR.

"The Virginia Echo." *The Virginia Echo* [Broadway and The Valley], 27 Mar. 1896.

Wayland, John Walter. *A History of Rockingham County, Virginia.* Ruebush-Elkins Co., 1912.

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Rockingham County, VA
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Wood, Harold. "Notes of the Early History of Broadway." Harrisonburg-Rockingham Historical Society 25 (Winter 2003): 1, 5.

Wood, Harold W. *Remembering Broadway*. Harold W. Wood, 1998.

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 # _____
 recorded by Historic American Landscape Survey # _____

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, Richmond, Virginia

Historic Resources Survey Number (if assigned): DHR# 177-0016

10. Geographical Data

Acreege of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude oordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 38.614270 | Longitude: -78.798760 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

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Rockingham County, VA
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Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundary is drawn to encompass the entirety of the parcel that has been associated with Deering Hall since its construction, parcel no. 51A1-(5)- L1 as recorded by Rockingham County, Virginia. The true and correct historic boundary is shown on the attached Tax Parcel Map.

Boundary Justification (Explain why the boundaries were selected.)

The historic boundary encompasses the original legally recorded boundary lines of the lot where Deering Hall was built and remains, thereby including the property's immediate historic setting and all known associated historic resources.

11. Form Prepared By

name/title: Deborah Smith / Architect and Aubrey Von Lindern
organization: The Gaines Group, PLC and Virginia Department of Historic Resources
street & number: 141 West Bruce Street and 5357 Main Street
city or town: Harrisonburg and Richmond state: VA zip code: 22801 and 22655
e-mail: deborah@thegainesgroup.com and aubrey.vonlindern@dhr.virginia.gov
telephone: 540-437-0012 and 540-868-7029
date: February 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Deering Hall
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- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Deering Hall
City or Vicinity: Town of Broadway
County: Rockingham State: Virginia
Photographer: Anthony Slater
Date Photographed: February 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 17: East façade, photographer facing northwest
- 2 of 17: North elevation, photographer facing west
- 3 of 17: North elevation, freight door opening detail, photographer facing southwest
- 4 of 17: North elevation, photographer facing southeast
- 5 of 17: West (rear) elevation, photographer facing southeast
- 6 of 17: West elevation, Deering Hall & adjacent building connection detail, photographer facing southeast
- 7 of 17: Foundation, foundation detail, photographer facing southeast
- 8 of 17: Foundation, foundation detail, photographer facing southeast
- 9 of 17: First Floor, photographer facing northwest
- 10 of 17: First Floor, photographer facing northwest
- 11 of 17: First Floor, photographer facing northwest and looking up

Deering Hall
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- 12 of 17: Second Floor, photographer facing west
- 13 of 17: Second Floor, photographer facing southeast
- 14 of 17: Second Floor, photographer facing east
- 15 of 17: Second Floor, photographer facing north and looking up
- 16 of 17: Second Floor, signature detail, photographer facing northeast
- 17 of 17: Second Floor, signature detail, photographer facing northeast

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

LOCATION MAP

Deering Hall

Town of Broadway, Rockingham County, VA

DHR No. 117-0016

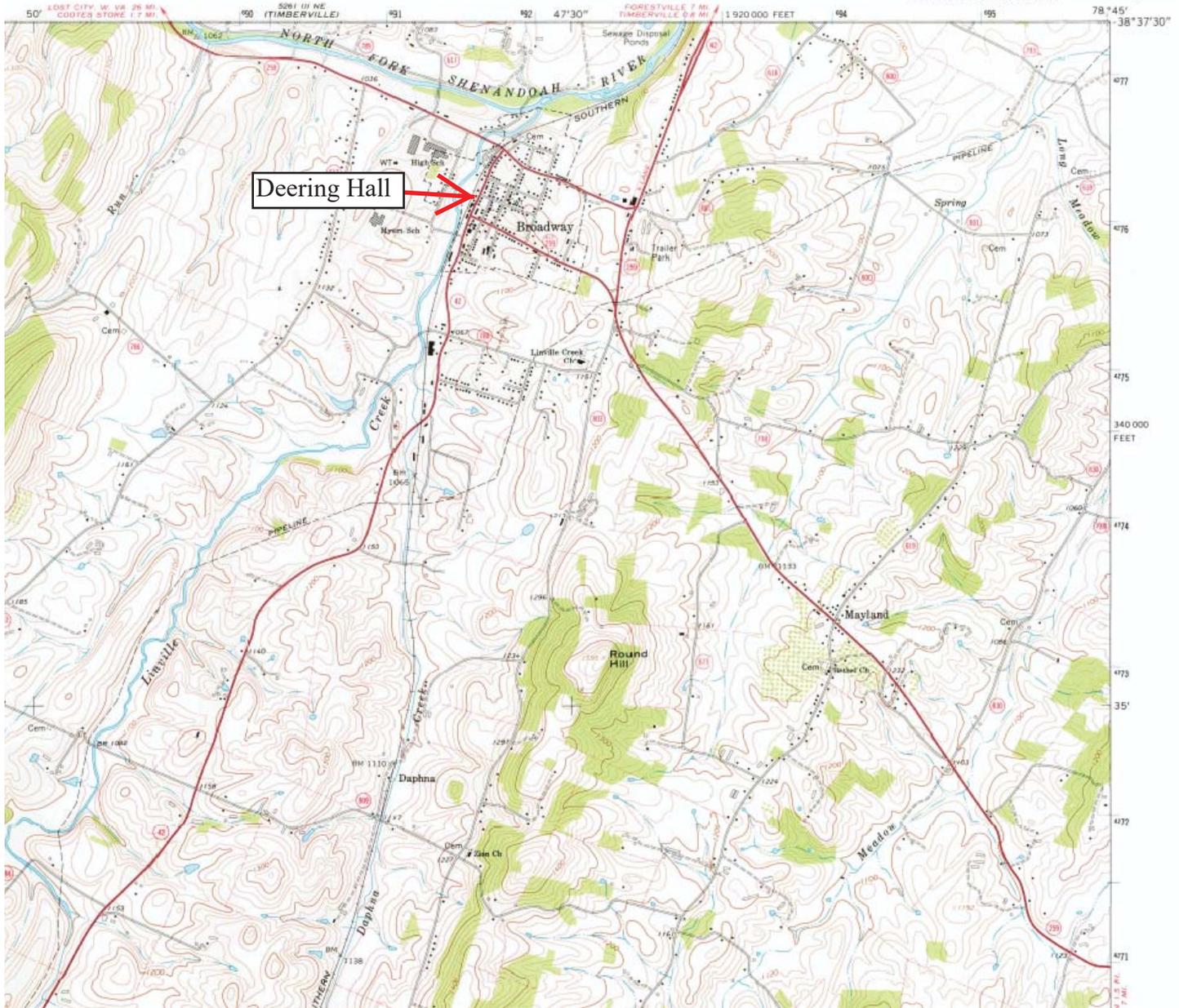
Location Coordinates

Latitude: 38.614270

Longitude: -78.798760

BROADWAY QUADRANGLE
VIRGINIA—ROCKINGHAM CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 BROADWAY 15' QUADRANGLE

506 1/2 NW
NEW MARKET



SKETCH MAP/ PHOTO KEY

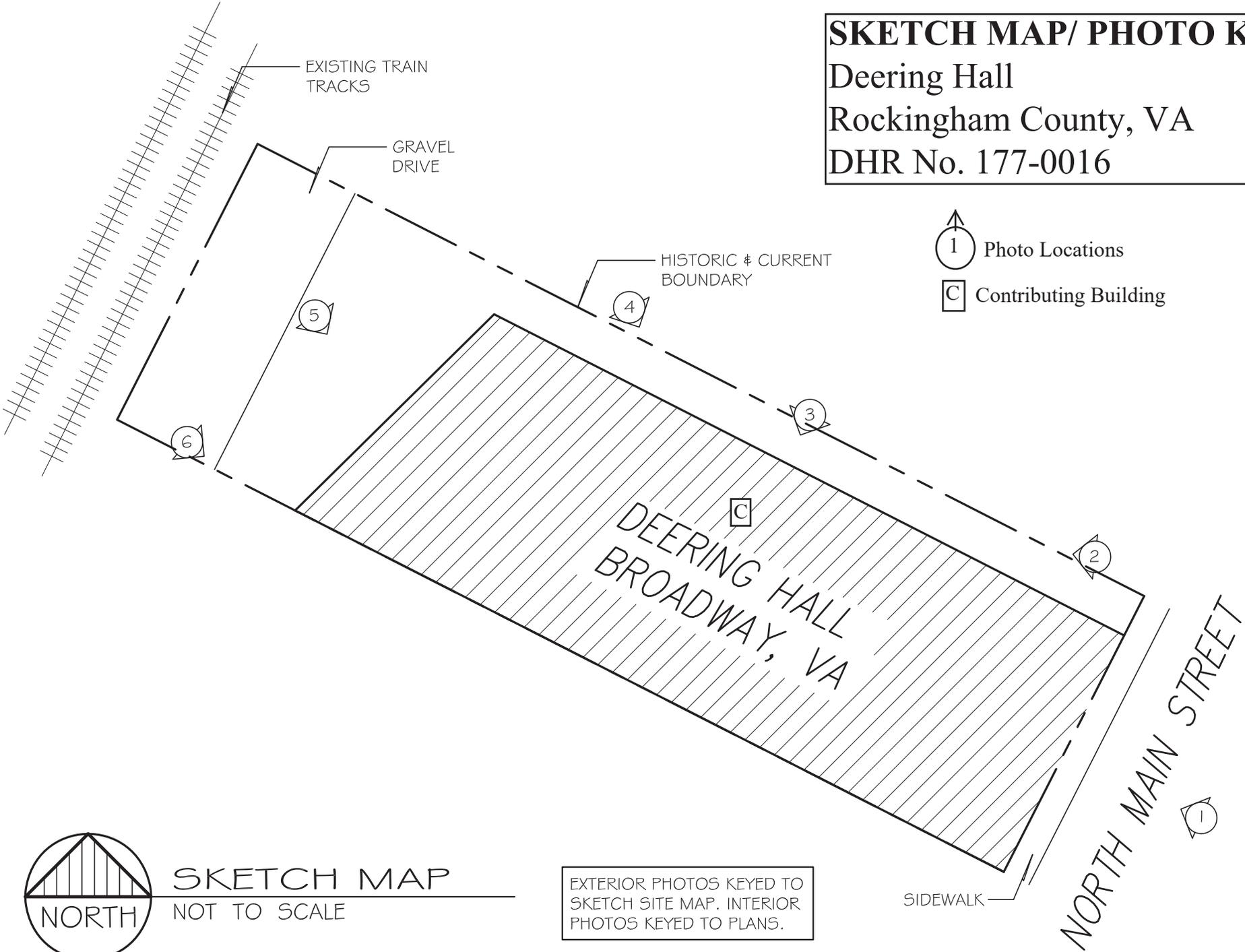
Deering Hall

Rockingham County, VA

DHR No. 177-0016

1 Photo Locations

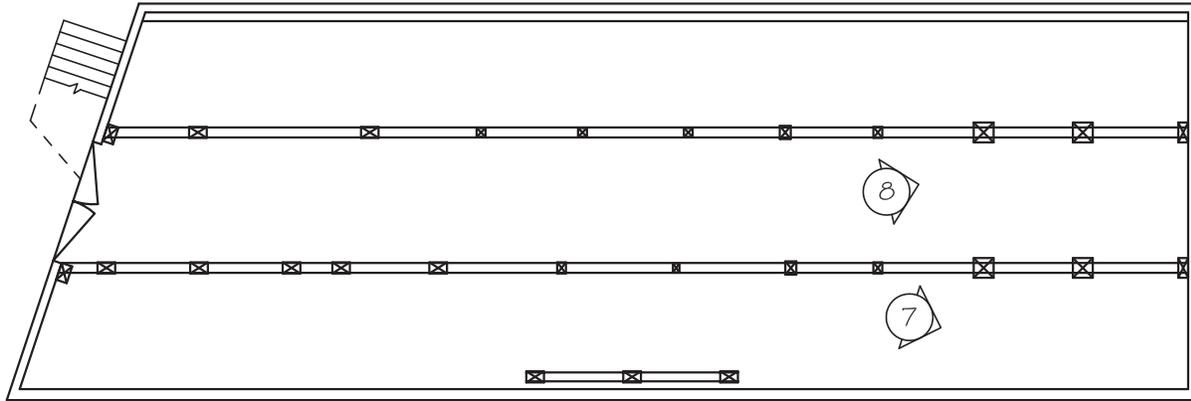
C Contributing Building



SKETCH MAP

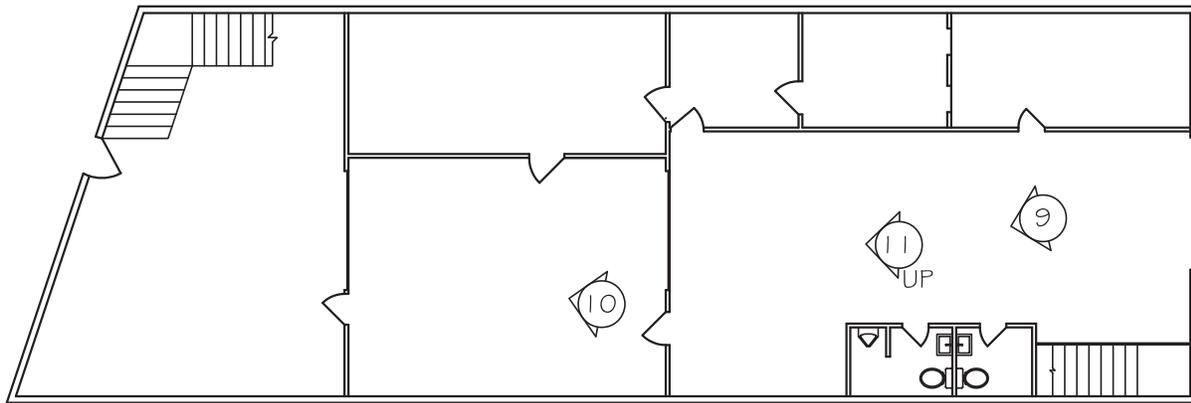
NOT TO SCALE

EXTERIOR PHOTOS KEYED TO SKETCH SITE MAP. INTERIOR PHOTOS KEYED TO PLANS.



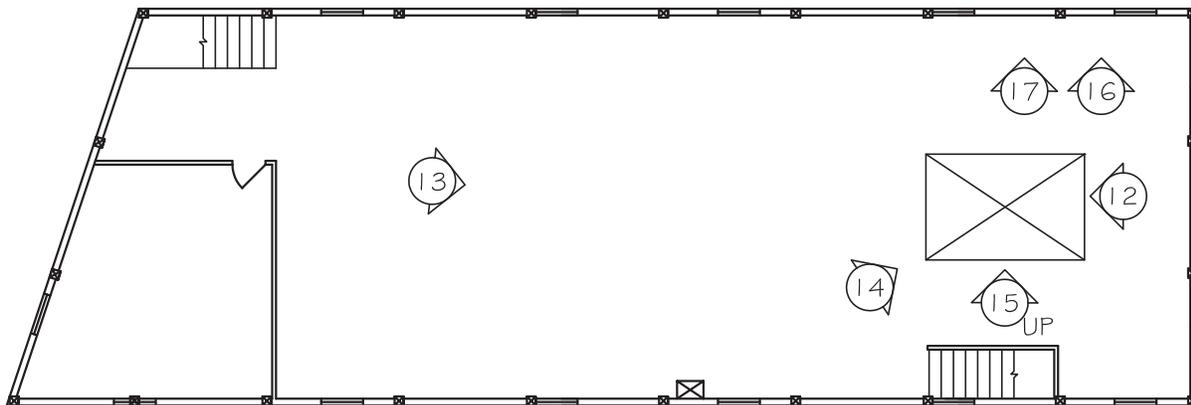
CRAWL SPACE KEY PLAN

NOT TO SCALE



FIRST FLOOR KEY PLAN

NOT TO SCALE



SECOND FLOOR KEY PLAN

NOT TO SCALE

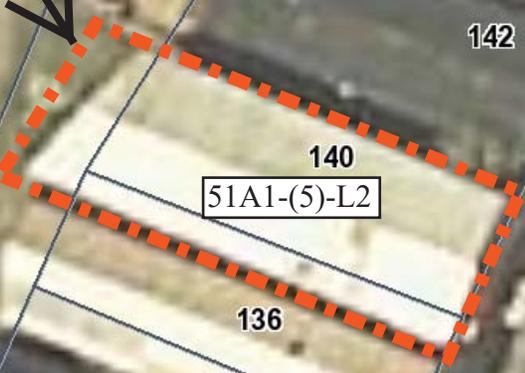
EXIST'G PLANS
ARE SKETCHES



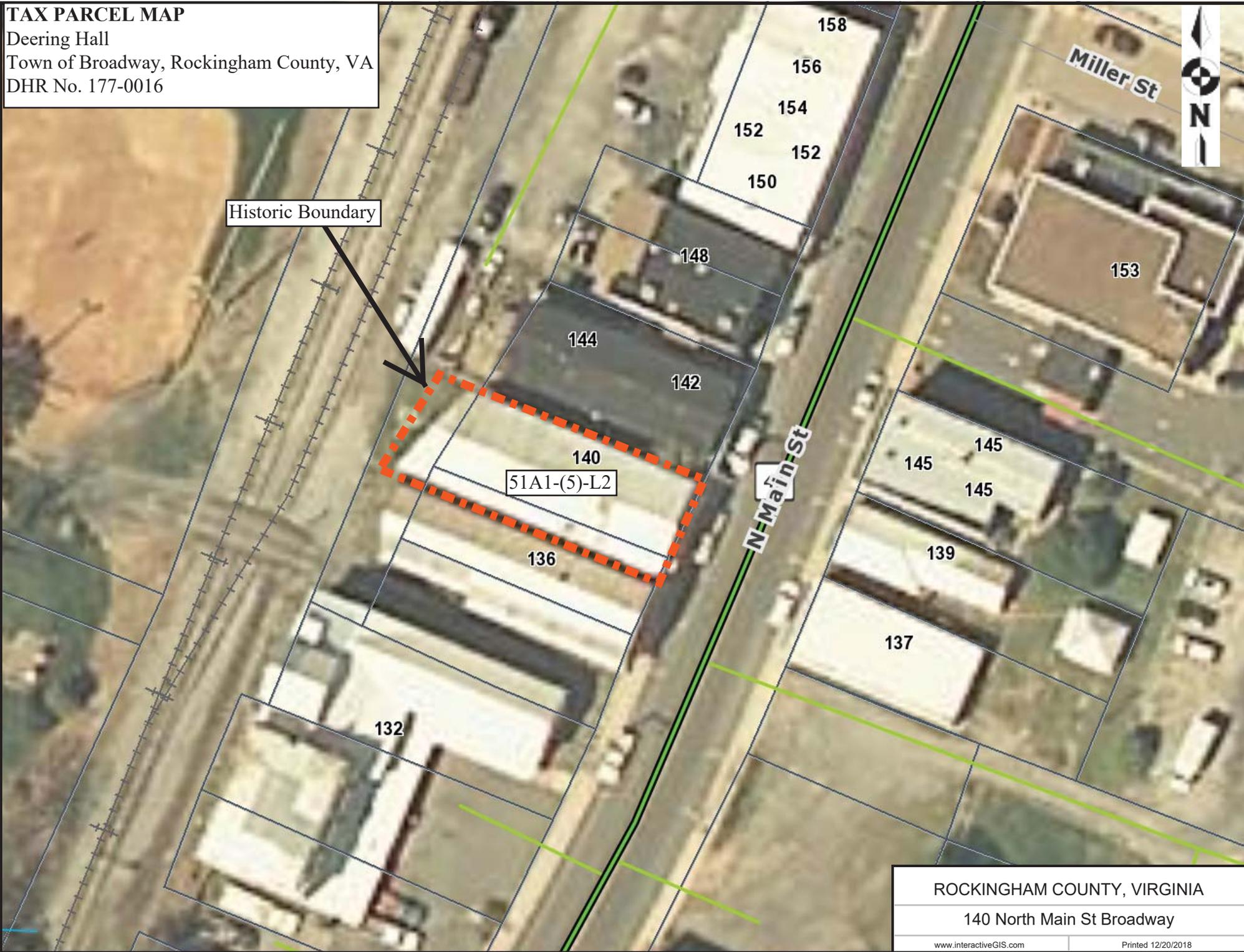
TAX PARCEL MAP
Deering Hall
Town of Broadway, Rockingham County, VA
DHR No. 177-0016



Historic Boundary



51A1-(5)-L2



ROCKINGHAM COUNTY, VIRGINIA
140 North Main St Broadway
www.interactiveGIS.com Printed 12/20/2018

AERIAL VIEW - GOOGLE MAPS
Deering Hall
Rockingham County, VA
DHR No. 177-0016

Google Maps 140 N Main St



Imagery ©2018 Google, Map data ©2018 Google 50 ft



GOOGLE STREET VIEW
Deering Hall, at right



AERIAL VIEW

Deering Hall

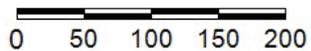
Town of Broadway, Rockingham

County, VA

DHR No. 117-0016



Feet



1:2,257 / 1"=188 Feet

Title:

Date: 2/24/2020

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive to the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.