

United States Department of the Interior
National Park ServiceNATIONAL 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 Beach Station- Additional Documentation-Boundary Decrease/ February 2010other names/site number Village of Beach; 020-5386

2. Location

street & number 11410 and 11400 Beach Road not for publication N/Acity or town Chesterfield vicinity N/Astate Virginia code VA county Chesterfield code 041 zip code 23832

3. State/Federal Agency Certification

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

Signature of certifying official

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>7</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites-Updated February 2010-subtracted one contributing site
<u>0</u>	<u>2</u>	structures-Updated February 2010-added two non-contributing structures
<u>0</u>	<u>0</u>	objects
<u>7</u>	<u>2</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: <u>DOMESTIC</u>	Sub: <u>Single Dwelling</u>
<u>DOMESTIC</u>	<u>Single Dwelling</u>
<u>DOMESTIC</u>	<u>Outbuilding</u>
<u>GOVERNMENT</u>	<u>Post Office</u>
<u>TRANSPORTATION</u>	<u>Railroad Depot</u>
<u>TRANSPORTATION</u>	<u>Railroad Shanty</u>
<u>TRANSPORTATION</u>	<u>Railroad Shanty</u>

Current Functions (Enter categories from instructions)

Cat: <u>DOMESTIC</u>	Sub: <u>WORK IN PROGRESS</u>
<u>GOVERNMENT</u>	<u>WORK IN PROGRESS</u>
<u>TRANSPORTATION</u>	<u>WORK IN PROGRESS</u>

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: LATE 19TH AND EARLY 20TH CENTURY : Vernacular

Materials (Enter categories from instructions)

foundation BRICK
roof METAL: Tin
walls WOOD: Weatherboard
other _____

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

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8. Statement of Significance

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

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

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

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☒ **B** removed from its original location. **Updated February 2010 (see page 19)**
- ☐ **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 1890-1917

Significant Dates 1890; 1917

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

Cultural Affiliation N/A

Architect/Builder Perdue, Nathaniel B.; Perdue, George Porter

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: Library of Virginia; Virginia Department of Historic Resources

10. Geographical Data

Acreage of Property 0.8 acre **Updated February 2010**

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

Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing
1	18	270198	E	4137513	N	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 Nancy. W. Kraus /Update-Additional Documentation by Marc C. Wagner-VDHR
organization First & Main, LLC date August 31, 2007/Updated February 1, 2010
street & number 6224 New Harvard Lane telephone (804) 304-6053/Wagner-804-367-2323 x-115
city or town Glen Allen state VA zip code 23059

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 Kim and John Hughes
street & number PO Box 367 telephone (804) 921-9881
city or town Chesterfield state VA zip code 23832

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.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Beach Station
Chesterfield County, VA

Section 7 Page 1

ORIGINAL 2007 NOMINATION from pages 1 to 18; see Page 19 for Update-Additional Documentation
7. Summary Description

The Beach Station complex is situated on a level, grassy eight-acre parcel that fronts along Beach Road in south-central Chesterfield County. The buildings are positioned between the intersection of Spring Run Road to the east and Bundle Road to the west. The complex is composed of seven contributing buildings and one contributing site, including two single-family dwellings, a post office, a railway depot, an outbuilding, two railroad shanties, and the ruins of the former general store, all constructed circa 1890 by Nathaniel B. and George Perdue. The buildings are barely visible from the road, hidden behind a border of tall cedar and magnolia trees. Beach Road (State Route 655) is a surprisingly undeveloped, ten-mile-long rural byway located in one of Virginia's most rapidly growing counties. The road is bordered by open fields, dotted with a mixture of historic and contemporary single-family dwellings. The preservation of the rural character of the Beach Station is partly attributable to the proximity of Pocahontas State Park, a 7200-acre tract of unspoiled woods, meadows, lakes, and creeks. The parkland extends nearly five miles along Beach Road slightly east of the complex. The surviving buildings that constitute the Beach Station complex retain a high degree of historic fabric and architectural integrity.

Inventory of Buildings and Sites

11410 Beach Road

George Perdue House	circa 1893	Contributing building
GP Perdue Store	circa 1890	Contributing site
Outbuilding	circa 1893	Contributing building
Beach Station Depot	circa 1890	Contributing building
Beach Post Office	circa 1890	Contributing building

11400 Beach Road

Perdue-Mitchell House	circa 1890	Contributing building
Brighthope Railway shanty	circa 1890	Contributing building
Brighthope Railway shanty	circa 1890	Contributing building

Architectural Description (See page 19 for Update Additional Documentation)

The **George Perdue House** is a two-story, wood-frame-and-weatherboard building. Erected circa 1893, the main block is T-shaped. The dwelling rests on a foundation of red brick laid in common American bond. The cross-gable roof system is clad in standing-seam metal. Three red brick chimneys with corbelled caps extend above the roof near the east and west intersections of the cross gables. The three-bay, gable-fronted south facade is asymmetrical. At the first story, there is a single-leaf entrance door and a projecting hexagonal bay that is covered by a hipped roof. At the second story, there is one window above the door and a pair of windows above the bay window. The front entrance is sheltered by a one-story, hip-roofed porch supported on turned columns. Both the east and west wings are two bays wide on the facade and

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 7 Page 2

one bay deep, although the west wing is wider than the east wing. A one-story, shed-roofed addition spans the full width of the rear elevation. The main block has a one-story, L-shaped, shed-roofed porch that extends across the face of the wing and turns to join with the shed roof of the rear addition. The front porch is devoid of ornamentation, but the side porch retains several scroll-sawn brackets. Fenestration consists of 1/1 vinyl windows. The current owner plans to repair and re-install the historic 2/2 wood windows that are preserved on site.

On the interior, there is a broad central passage hall with two doors along the east wall that open into a formal parlor and dining room. There are also two doors on the west wall. One door is a secondary egress door to the side porch and the other door opens into a first-floor bedroom. There is an open-string stair at the front of the entrance hall. A broad cased opening at the back of the entrance hall leads into the rear addition. The rear addition encompasses an office, a full bathroom, and a kitchen. There is an enclosed back porch at the northeast corner, adjacent the kitchen. A fourth egress door, located at the east corner of the north elevation, provides private entrance to the office. There are three chimneys, but no fireplaces in the dwelling. Heat was originally provided by stove flues.

Interior historic building fabric includes heart pine floors; six-inch molded baseboards; staircase with molded walnut newel post, turned balusters, and molded handrail; Victorian-style door and window surrounds with bull's eye corner blocks; and four-panel wood doors with iron rimlocks and white porcelain knobs. Perhaps the most unusual interior feature is the ornate pressed tin cornice and wall and ceiling paneling which are in remarkably good condition. Beneath two layers of paint, the tin wall covering retains its early polychromatic finish.

The **Beach Station Depot** and **Outbuilding** are situated side-by-side, approximately twenty-five feet off the northeast rear corner of the dwelling. Both of these buildings sit near grade on low stone piers. A deteriorated stone walkway separates the buildings.

The **Beach Station Depot** is three-bays wide, with a centered door flanked by windows on the west elevation. The building, 10-feet by 20-feet in plan, is characterized by a low-pitched, metal-clad gable roof; simple boxed cornice; horizontal weatherboard siding; and 2/2 double-hung wood windows which are protected on the exterior by cast iron grids with horizontal rails. One of the windows on the west elevation has a sill extension that suggests it may have served as a ticket window. On the interior, the walls are finished wide 18-inch-wide, horizontal heart pine boards. The **Outbuilding** is approximately 12-feet by 14-feet in plan. It displays a symmetrical, three-bay, gable-front façade. It has a single-leaf entrance door centered on the south elevation. Exterior features include horizontal, weatherboard siding; 6/6 double-hung wood windows; a low-pitched, metal-clad gable roof; and plain boxed cornice. There is no stove or stove pipe on the interior, but a red clay chimney, meat hooks on the ceiling, and narrow shelving on the walls suggest that the building may have served as a summer kitchen. The walls and ceiling are finished with tongue-and-groove beaded boards.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Beach Station
Chesterfield County, VA

Section 7 Page 3

The third one-story frame building, the former **Beach Post Office**, is located at the end of the driveway, approximately seventy-five yards from Beach Road. The building is approximately 12-feet by 16-feet in plan. The gable-roofed building exhibits a garage entrance bay on the south elevation and one inoperable, 2-light casement window on each side elevation. A 1913 plat of the Beach Station property and an historic photograph show that the post office building was situated just west of the dwelling, fronting along Beach Road, in the early decades of the twentieth-century. The photograph depicts the original two-bay configuration on the façade. The west bay is filled with a 6/6 double-hung wood window and the east bay has a single-leaf entrance door.

Two rectangular frame-and-weatherboard buildings, each 8-feet by 12-feet in plan, are situated approximately 75 yards east of the Beach Post Office. These small buildings display the form and appearance of **railroad shanties**, one-room buildings often associated with railroads.¹ The 1913 survey of Beach Station depicts two small railroad buildings in front of the George Perdue House, one on either side of the railroad tracks. Because of the similarity in construction to the other buildings in the Village of Beach, these buildings appear to be contemporaneous.

East of the George Perdue House, on the contiguous parcel of land, is the **Perdue-Mitchell House**, 11400 Beach Road. The single-family dwelling is a two-story, three-bay farmhouse, a prototype described by Jeffery O'Dell as "soberly utilitarian farmhouses that dominate the Chesterfield landscape."² The frame building has a hipped roof with one central brick chimney. A shed-roofed porch, supported on square columns, spans the full width of the façade. The windows are modern vinyl replacements, and the historic weatherboard is covered with vinyl siding. On the interior, the original side-hall plan is essentially intact, but little historic fabric survives. The Perdue-Mitchell House was constructed circa 1890 by George Perdue. He sold the property to his sister Annie M. Mitchell in 1894,³ apparently around the time that he completed building the house next door at 11410 Beach Road. N.B. Perdue purchased the property from his daughter Annie and her husband on July 20, 1906,⁴ and subsequently bequeathed the house and lot to his youngest daughter Virginia May Perdue Davis upon his death in 1908. George Perdue re-purchased the property from his sister Virginia in 1918.⁵ He and his wife Mary Louise sold the property in 1931 to Alfred Martin. The dwelling was continuously occupied by heirs of Alfred Martin through July, 2007. A Martin heir sold the Perdue-Mitchell House and land John and Kim Hughes, current owners of the Beach Station complex, thus re-uniting all of the surviving resources associated with the Village of Beach.

There is one contributing site on the property, the foundation of the former **GP Porter Store**⁶ that was constructed circa 1890 and was operated by Nathaniel B. Perdue and his son George P. Perdue.⁷ The deteriorated brick foundation and heavy wood timbers are located approximately 25 yards off the northwest corner of the dwelling. The dimension of the foundation is approximately 20-feet by 20-feet. An archeological survey of the property may yield significant historical information about the architectural resources associated with the Village of Beach.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Beach Station
Chesterfield County, VA

Section 8 Page 4

8. Statement of Significance

The resources at Beach Station, two single-family dwellings; depot; outbuilding; post office; railroad shanties; and store site, constitute a rare collection of late-nineteenth-century buildings related to the development of the railway system in Chesterfield County, Virginia. Beach Station is associated with the Brighthope Mining (later Railway) Company, successor to the Clover Hill Railroad, the first railway developed to transport coal from the Clover Hill mines to Chester Station. The local railway was subsequently expanded to transport coal, lumber, agricultural products, and passengers to the port at Bermuda Hundred. The depot at Beach Station also served the Farmville & Powhatan Railway, the company that united two narrow gauge railway lines in 1889 to form a ninety-three-mile-line between Farmville and Bermuda Hundred. The Farmville & Powhatan Railway and its successor, the Tidewater & Western Railroad, operated the depot at Beach Station from circa 1890 until 1917.

The Village of Beach is a rare, survivor of a prototype that was once commonplace across the United States. In Virginia Railway Depots, author Donald Traser notes that "all across America, in every crossroads and hamlet, the railway depot was the lifeblood of the community."⁸ At one time, there may have been as many as 50,000 railway stations across the country. Most have disappeared from the landscape. The depot and associated buildings, erected circa 1890 at Beach, constitute a culturally significant village that evolved in response to the growth of the local railway system. The Beach Post Office is the only known nineteenth-century rural post office building to survive in Chesterfield County.

The Beach Station complex also offers potential for archeological study and interpretation. Beach Station is a previously unidentified transportation-related site that has the potential to yield important archeological evidence related to the railroad and related industries in Chesterfield County. According to company documents dated 1877, the Brighthope Mining Company, "Miners and Shippers of Bituminous Coal", was "the only coal corporation in Virginia". The SHPO for Virginia anticipated the future discovery of previously unidentified resources in Chesterfield County related to the coal mining industry in 1989: "... the coal mines of the Midlothian area and the Richmond Basin, when considered as a class of related resources, represent the earliest systematic exploitation of fossil fuel in the United States. Coal mining in the Midlothian area also was highly influential in the development of transportation systems that served the region. The architectural, archeological and engineering data that are present at these sites collectively constitute a critical repository of history and scientific data."⁹ The period of significance extends from circa 1890, when Nathaniel B. Perdue and his son George P. Perdue erected the buildings that constitute the Village of Beach, to 1917, when the Tidewater & Western Railroad ceased operation there.

Justification of Criteria

The Beach Station possesses local significance under Criterion A in the area of Transportation. Beach Station is a rare collection of late-nineteenth-century buildings that evolved in response to the mining of coal and the subsequent development of the railway transportation system in Chesterfield County, Virginia. The railway-related village is a sole or infrequent survivor of a rural prototype that was once commonplace in Chesterfield County and across the United States. Beach Station is one of only two confirmed surviving stations of the twenty original stations and sidings located along the Tidewater & Western Line in Chesterfield County.¹⁰

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 5

The Beach Station complex is also eligible under Criterion C in the area of Architecture. Beach Station preserves an unusual collection of late-nineteenth-century buildings in their historic surroundings. The village embodies the quality of design and craftsmanship typical of late-nineteenth-century rural architecture. When considered as a whole, the dwellings, post office, depot, outbuilding, and railway shanties constitute a site of exceptional educational value in appreciating the region's cultural past. Each of the contributing buildings in the complex retains much of its original fabric and architectural integrity.

Historical Background

THE RAILROADS ASSOCIATED WITH THE BEACH STATION

Beach Station is associated with one of the oldest railway lines in Chesterfield County. The Village at Beach, comprised of two single-family dwellings, a depot building, a post office building, an outbuilding, two railroad shanties, and the site of a general store, were erected circa 1890 by Nathaniel B. and his son George Perdue. N.B. Perdue and George Perdue achieved significant wealth and also stature in the local community through their business arrangements with the railway line that ran along Beach Road.

After coal was discovered in the Winterpock area of Chesterfield County in 1839, the Clover Hill Railroad was constructed to transport the coal from the mines at Clover Hill and Winterpock in the western area of the county east to Chester Station. At Chester Station, the Clover Hill line connected with the Richmond & Petersburg Railroad, a major north-south line. By 1844, the Clover Hill Mining Company was operating an eighteen-mile-long railway line. Following a devastating mine explosion in 1877, the Clover Hill line was sold at foreclosure to the Brighthope Mining Company, and James R. Werth of Richmond became the superintendent. Werth initially restored profitability by reducing the gauge of the track from 4-feet, 8-1/2-inches ("standard gauge") to three feet ("narrow gauge") and extending the railway to a length of nearly thirty-three miles, between the Bright Hope pits at the west end and to Bermuda Hundred shipping docks at the east end. The narrow gauge railway was cheaper to build, equip, and operate than standard gauge, and it was able to navigate smaller radius curves. According to a local resident, the "S"-curves along Beach Road follow the original curves of the Brighthope track.¹¹ Wherever topographical features created an impediment to constructing a straight rail line, a necessary curve was incorporated into the rail design. When the railroad tracks were removed circa 1917, local children propelled their bikes in the former rail bed. The "S"-curves added to their delight.

Official company documents emphasize that at its inception, the primary business of the Brighthope Mining Company was the mining and transporting of coal. However, the company diversified within a short time, expanding the scope of the railway operations to transport lumber, farm produce, passengers, and miscellaneous other goods. Historically, most narrow gauge railways were constructed for industrial use, commonly for mining, logging, and transporting agricultural products. The passenger service offered by Brighthope Railway was unusual for a narrow gauge railway.

In the earlier years, the Brighthope Railway had three established railway stations along Beach Road. The company owned the frame depot buildings located at each station; "three frame depots", total value of \$1400, are listed among the company inventory of 1886. The western-most station was Summit Station,

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 **Page** 6

located near the coal mines at the intersection of Coalboro and Beach Roads. Perdue Station was located approximately four miles east of Summit Station, near the intersection of Second Branch Road. The Perdue Station Depot, recently discovered, apparently survives today in its original location at 12702 Beach Road. The third station was the Fendley Station (also called Vest's Station)¹², located approximately 3.25 miles east of the Perdue Station, near what is today the main entrance to Pocahontas State Park. The Fendley Station was a water station for the Brighthope Railway, a station equipped with a water tank that was placed next to the railroad tracks and used to refill the steam engines with water. In the 1960's, park rangers moved the former Fendley Station Depot from Beach Road to the interior of the park. The two-story frame building was enlarged. Today it serves as the welcome station.

In his inaugural report to the Virginia Board of Public Works in 1877, James Werth, Superintendent and Treasurer, identified the Brighthope Railway as "the only coal corporation in the State of Virginia". He valued the mining plant and railway at \$45,200, including machinery buildings, 869 acres of land, and sundry appliances with a value of \$18,083 and the railway with a value of \$27,119. The latter figure included the value of the rights-of-way, 70 tons of "T" rails, 2300 cross ties, and equipment including one locomotive, one second-class passenger coach, two box cars, ten gondolas, and thirty iron hopper coal cars.¹³ The company expanded and by 1883, the Brighthope Railway had four engines, one first-class passenger car, one second-class car, 144 freight cars, two engine houses, and 83 employees.

By 1886, although the value of the company had declined to \$25,400, James Werth reported that company assets included 385 acres plus 32.75 miles of road bed; 2200 tons of iron superstructure; three frame depots; one frame shop and tools; four narrow-gauge locomotives; eighty coal hoppers; fifty flat and box cars; and two passenger coaches. When the Bright Hope was merged with the Farmville & Powhatan Line in 1889, the two narrow gauge railroads were connected to form a ninety-three mile line. Between Farmville at the west end and Bermuda Hundred at the east end, there were thirty-two identified stations and sidings: (1) Farmville; (2) Farmville Junction; (3) Raines; (4) Fork; (5) Eulalie; (6) McHae's; (7) Cumberland; (8) Grays; (9) Sunnyside; (10) Tobaccoville; (11) Ballsville; (12) Belona; (13) Macon; (14) Powhatan; (15) Negro Arm; (16) Flat Rock; (17) Phaup; (18) Moseley's Junction; (19) Skinquarter; (20) Coalboro; (21) West SW of Winterpock Bridge; (22) Winterpock; (23) Summit; (24) Perdue; (25) Beach; (26) Fendley; (27) Nash; (28) Chester Office; (29) A.C.L. Depot; (30) R & P Electric Railway; (31) Ochre; and (32) Bermuda Warehouse. The Beach Station was located 19.79 miles from Bermuda and 69.21 miles from Farmville. The side track at Beach had a car capacity of sixteen, ranking it among the thirteen largest stations. The station with the largest car capacity side track was Winterpock with 118. Bermuda Hundred had a capacity of 106; Moseley's Junction 75. Eleven stations had a car capacity between 15 and 36.

In 1905, the Brighthope Railway was sold in foreclosure and re-named the Tidewater & Western. A company time-table from 1914 shows that one west-bound and one east-bound first-class passenger train stopped at the Beach Station daily, except Sunday, offering east-bound service of almost twenty miles to Bermuda Hundred and west-bound service of sixty-nine miles to Farmville. By the time the railroad line was closed in 1917, it was nicknamed the "Tired & Weary" due to the general deterioration of the rails and equipment. The iron rails were torn up and shipped to Europe to rebuild the war-damaged rail system. According to Richard Hogan, historian affiliated with the Old Dominion Chapter of the National Railway Society, a segment of track from the Tidewater and Western Railroad is preserved at the museum in

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 **Page** 7

Manchester, Virginia. The current owner of the Beach Station reports finding railroad spikes imbedded in the grounds around the dwelling. Stretches of the railway right-of-way are discernable along Beach Road. One of the especially visible rights-of-way is located on the north side of Crump's Store at the intersection of Beach and Winterpock Roads.

THE PERDUE FAMILY AND ITS ASSOCIATION WITH THE BEACH STATION

Members of the Perdue family were among the earliest families of French Huguenot descent to settle in Chesterfield County. A reference in *Early Families along the James River* places John Perdue (Pardoe) in Chesterfield (then Henrico) County in 1689. Numerous early eighteenth-century deeds, wills and abstracts for Henrico County reference members of the Perdue family. Other historical documents and maps reveal that members of the Perdue family owned extensive tracts of land in the county throughout the eighteenth, nineteenth, and twentieth centuries. Chesterfield County Deed Books record nearly 200 pages of transactions involving members of the Perdue family between 1713 and 1930. Members of the Perdue family were active in the agricultural, lumber, and mercantile industries, as well as local politics.¹⁴

The Village of Beach is the legacy of Nathaniel B. Perdue (1844-1908)¹⁵ and his eldest son George Porter Perdue (1870-1945).¹⁶ The father and son team constructed all of the buildings at Beach circa 1890. Several other dwellings along Beach Road (not included as resources in this nomination) were built by members of N.B. Perdue's immediate family. In the first decade of the twentieth century, Nathaniel B. Perdue, his three sons, and two of his married daughters owned and occupied dwellings on the Beach Road.

There is both architectural and historical evidence to suggest that in its original form, the George Perdue House may have embodied characteristics of the Queen Anne architectural style. There are three architectural clues: first, the incongruous intersection of the shed roof of the front porch roof and the hipped roof of the front bay window may evidence alteration of the façade. Second, the sawn-off ends of structural beams, exposed on the interior when the plaster was removed, are located above, below, and between the second-story windows. The sawn timbers suggest that the current one-story hexagonal bay may have originally extended above the second story. And third, remnants of scroll-sawn brackets and spandrels suggest that the porch once possessed more decorative treatment.

The architectural evidence is supported by historical record. According to Jeffery O'Dell, "Two other large, roughly coeval houses nearby are said to have been built in the spirit of cordial rivalry by relatives of J.T. Barweger. Although the other two dwellings possess noticeably more decorative treatment than most houses in the area, they fall considerably short of the fanciful pretense exhibited by the Barweger House (#020-0230)."¹⁷ According to Mrs. E.F. Bush, who lived in the Barweger House in 1977, "three or four siblings owned houses on the north side of Beach Road in the early-20/late19th century".¹⁸ A survey of the deeds for 12116, 11514, and 11410 Beach Road confirms that all three houses were indeed owned by Perdue siblings. 12116 Beach Road (#020-0230), in its current form, was built for Theodocia Perdue Barweger circa 1909; 11514 Beach Road (#020-0246) was erected for Samuel H. Perdue circa 1907; and 11410 Beach Road was constructed for George P. Perdue circa 1893.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 8

The Barweger House may be the largest and most ornate of the three because it was the last one of the three dwellings to be constructed. Theodocia Barweger, the younger sister of George Perdue, and her husband John T. Barweger erected the house in 1909. J.T. and Theodocia Barweger purchased the property from her parents Amanda and Jacob Barweger. In 1879, N.B. Perdue and his wife Sallie Ann had sold 103 acres of their land on Beach Road to the elder Barwegers. According to local anecdote, the elder Barwegers lived on the property in a smaller house that was enlarged by the younger Barwegers.

11514 Beach Road (#020-0246; not a resource in this nomination), exhibits the same T-shaped, front-and-cross-gable configuration as the George Perdue House. Chimney placement, window size and placement, and porch design are also reminiscent of the George Perdue House. The two features that are noticeably different are the two-and-one-half-story polygonal bay with conical roof at the east corner of the façade and the wrap-around veranda. A long-term resident of Beach Road has relayed to the current owners of the George Perdue House that 11410 Beach Road also once had a wrap-around veranda. All three dwellings have interior brick stove flues, considered advancement in heating in the first decades of the twentieth-century.¹⁹ 11514 Beach Road was built by Samuel H. Perdue, George Perdue's younger brother, and his wife Florence Westey Perdue in 1907 on land they purchased from N.B. Perdue.²⁰ In 1913, George Perdue purchased his brother's house and land which he sold to George Bernard in 1934.²¹

Circa 1890, when the buildings were constructed, Nathaniel B. Perdue owned a two-mile-long-stretch of land fronting along the north side of Courthouse Road (today Beach Road). His land extended between the intersection of Second Branch and Qualla Roads to the west and the intersection of Bundle Road to the east. The Brighthope Railway transversed his property and one of the three original stations along the railway line, Perdue Station, was situated on his land. It is not clear in court documents whether Nathaniel B. Perdue acquired his extensive land holdings through purchase or inheritance, but court records do show that he acquired the acreage surrounding the Village of Beach between 1874 and 1884,²² and that he was the beneficiary of established leasing agreements with the Brighthope Railway.²³

According to the Census of 1850, Nathaniel B. Perdue was one of eleven children, two sons and nine daughters, born to Mariah and Henry Elliot "Branch" Perdue.²⁴ It appears that from an early age, the second-born son of Branch Perdue signed his name "N B Perdue", perhaps to distinguish himself from multiple other contemporaneous members of the Perdue family named Nat, Nate, and Nathaniel. Very few court documents contain his full first name. Little is known of N. B. Perdue's early history, but he apparently received a formal education. Unlike his parents who signed court documents with "X", N. B. Perdue was certainly able to read and write. He identified himself in legal documents as a merchant, saw mill owner, and farmer. But at least one court document is labeled N.B. Perdue, Esqr., suggesting he may have been trained as a lawyer, although there is no evidence to suggest that he practiced law. Records do show that he served as a special commissioner of the Circuit Court of Chesterfield County.

N.B. Perdue was married to Sallie Ann Belcher. Their primary residence, referred to in N.B. Perdue's will as "my old home tract", was comprised of two parcels: a 165-acre parcel called "Rattle Horn" and an 80-acre parcel known as "Tibthy Hatchett's". The land is believed to have been in the vicinity of Beach and Riverway Roads, near Perdue Station and several miles west of Beach Station.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 9

In 1869, at the age of twenty-five, he purchased 40 acres of land from his father in the vicinity of Second Branch Road.²⁵ Within a few years, he had acquired numerous properties in Chesterfield County and had established a highly successful lumber mill. The exact location of the Perdue saw mill has not been discovered, but a land plat from 1896 depicts a large "saw dust bank" slightly east of Beach Station and north of Beach Road, near a tributary of Third Branch. The LaPrade map of 1888 identifies an "Old Mill" on this same tributary just north of the saw dust bank. Given the volume of lumber that N.B. Perdue produced for shipment to New York, it is not surprising that the saw dust bank is shown on the survey to be approximately twenty times the size of the nearby two-story Perdue-Mitchell House.

Between 1883 and 1889, the firm of Perdue & Williams and Nathaniel Perdue, sole proprietor, secured multiple contracts to deliver wood to Charles Spear & Company of New York City.²⁶ The earliest contracts required Perdue and his associates to "saw and deliver on the line of the Brighthope Railway" between 300 and 1000 cords of first class pine wood, clear of knots, 4-feet, 4-inches long and not less than 7-inches in diameter, sawn in half. The wood was to be "ricked [*stacked as a cord of wood*] on the line of said Railroad 8 feet 8 inches high, with bark side up, in as solid and compact manner as possible."²⁷ Contracts through 1886 were lucrative, paying Perdue \$2.50 per cord. In later contracts, the language became more exacting, requiring the wood to be sawed between October 15 and May 10 and to be not less than 7-inches in diameter under the bark.²⁸ Further, a third party was appointed, to be paid 10-cents per cord, to ensure that all the terms of the contract were met. Perdue was paid in advance a sum equal to nearly 50% of each contract. In return, he agreed to insure the wood against fire "to a sufficient amount to cover all advancements" and to waive his right to invoke the Virginia Homestead Act.²⁹ By 1887, the price for a cord of wood had dropped to \$2.00. In 1889, the final year that a contract was filed in the Chesterfield Courthouse, the price for a cord of wood had plummeted to 75 cents. The last recorded contract was signed just one year before N. B. and George P. Perdue erected the buildings at the Village of Beach.

On February 25, 1908, N. B. Perdue died at his home in Chesterfield at the age of 63. He was apparently well-known in the area, because his obituary was published in the Richmond newspaper "by special dispatch" the same day as his death.³⁰ He demonstrated philanthropy by donating one parcel of land on Spring Run Road to Chesterfield County for a public school and another parcel on Second Branch Road to enlarge the Second Branch Baptist Church. N. B. Perdue and his son George were members of the Second Branch Baptist Church. The graves of at least nine other Perdues are located in the church cemetery.

N.B. Perdue died a wealthy man. His will lists sixteen separate tracts of land in Chesterfield County, totaling nearly 1300 acres. His estate included multiple dwellings; the store at Beach; one-half interest in acreage and a store in Chester; a saw mill; one 15-horse engine boiler; one 20-horse saw mill engine and boiler; several wagons and carts; three mules named Login, Norman, and Topsy; a colt called Nellie; a variety of farm implements; livestock including cows, hogs, and chickens; household and kitchen furnishings; three houses and lots in the City of Manchester; and a gold watch and chain.³¹ His extensive estate was divided among his seven living children: George Porter Perdue; Nathaniel Grover Perdue, and Samuel H. Perdue; and four daughters, Virginia May Perdue; Lillie Perdue; Theodocia L. Perdue; and Annie M. Perdue.³² In his will, Nathaniel bequeaths to his Baby Virge (Virginia May) Perdue, "one house

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 10

and lot located at Beach, Virginia", and also his "chamber furniture consisting of 2 feather beds, 1 wardrobe, 1 bureau (bureau), chairs (chairs), ...and my gold watch and chain."³³

Nathaniel B. Perdue willed the land encompassing Beach Station and several contiguous tracts of land to his three sons, but the eldest son George Porter Perdue assumed most of the responsibility for the Beach Station property. N.B. Perdue wrote his will in 1906, two years before his death: "I give and bequeath unto my Baby Virgie and Lilly my half in trust in the store now run by myself and son George P. Perdue to be handled and run just as my son George P. thinks best."

It is evident from public records that George Perdue was his father's successor in managing the family business affairs. George continued to operate not the store but also the farm and the saw mill. He apparently also assumed most of the responsibility for the care of his baby sister Virgie and his disabled sister Lillie. N.B. Perdue had willed to Lillie and Virgie his half-interest in the store, and he also willed Lilly his old home place, identified as Rattle Horn and Tibthy Hatchett's. He directed George and Samuel to sell the timber off the land and/or to sell the land to provide for Lillie's care until her death. Apparently, George Perdue assumed most of the burden of care. In July, 1915, a Contract and Agreement between George Perdue and his siblings was filed in the Chesterfield Court detailing the disposition of Lilly's future care. According to the Agreement, "George P. Perdue has had...and still has the burden of the care, support and maintenance of his sister Lillie Perdue." Although George Perdue agreed to continue to care of this sister, he was to receive annual compensation from each of his other siblings and also the right to utilize Lillie's assets to provide for her without interference.

In the decade following the death of N.B. Perdue, George Perdue purchased most of the properties along Beach Road that were formerly owned by his father. He bought his brother's house at 11514 Beach Road, his sister's house at 11400, and the interest that his brothers and sisters held in various other properties that they had mutually inherited from N.B. Perdue. And he purchased his sisters' interest in the store to become the sole proprietor of the Beach Station complex.

Two surveys prepared by J.E. LaPrade depict the plan of the Beach property. The first survey, completed on August 5, 1896, show that the railroad track ran parallel to and just south of Beach Road. The Beach Station Depot is clearly labeled. It sits on a triangular parcel, south of the railroad track and east of Bundle Road. Just north of the depot and the track are two buildings. One is labeled "old store". The other building is not labeled, but it is probably the Beach Post Office. North of Beach Road is a square building, labeled "store", described in later court records as the GP Perdue Store. The 1896 Directory of the counties of Hanover, Chesterfield, Amelia, Dinwiddie, Greenville, and Brunswick confirms George Perdue was a "Merchant" in Beach.³⁴

The second survey of the Village of Beach prepared by LaPrade 1913 shows that the complex included the George Perdue House, the GP Perdue Store, the Beach Post Office, three substantial buildings identified as "outbuildings", four other small buildings, and the Perdue-Mitchell House and two outbuildings on the adjacent parcel. The survey shows that the dwelling, the post office and the store were situated along the north edge of Beach Road. The rails of the Tidewater & Western Railroad are shown parallel to and south of Beach Road. In front of the dwelling and store are two additional small rectangular buildings. One is

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 11

positioned north of the rails, the other to the south. The building along the south edge of the railway is labeled "Beach Station". The adjacent parcel and dwelling to the east is labeled "Virgie Perdue."

The GP Perdue Store at Beach was, according to 92-year-old Edith Condrey, a well-known gathering place for local residents. She recalls that the store was a two-story building, with the store located on the first floor and a Masonic Lodge meeting room on the second floor. Her father attended the Masonic meetings for many years. She recalls with pleasure that when she was young, her father brought her ice cream that was leftover from the refreshments served at the Masonic meetings. She also remembers that the store was not as profitable after the railroad was discontinued in 1917, and that after a period of decline, the store was closed in the late 1920's.³⁵

Oral history suggests that the George Perdue House at Beach Station may have served as a boarding house at some time during the first half of the twentieth-century. No written records currently support this local memory, but local historical documents confirm precedence. Through most of the nineteenth century and into the early twentieth century, the coal mining and railroad operations required a large labor force, often larger than could be supplied by the immediate locale. Immigrant and migratory workers would relocate to areas where labor was in high demand, simultaneously increasing the local demand for housing and board. Documents from the 1870 census for Chesterfield County, Virginia, record that coal miners often resided in private homes. The names of more than five hundred miners between the ages of 9 and 60 are listed in a supplement to the census, with annotation indicating that a miner lived "in the house of"³⁶ The need for labor-related housing must have been substantial in Chesterfield County into the early decades of the twentieth-century.³⁷ George Perdue owned three substantial dwellings on Beach Road. It is plausible that he rented rooms to local laborers.

George Perdue served for many years as deputy sheriff for Chesterfield County.³⁸ Late in the 1920's and early 1930's, he and his wife Mary Louise sold all of their properties in Chester and Chesterfield County. They moved to Colonial Heights, Virginia, perhaps to be near their son George Porter Perdue, Jr. who married Mildred Ritchie Tampler of that city. George Perdue died in Colonial Heights on June 18, 1945. At the time of his death, he was a member of Colonial Heights Baptist Church. He was survived by his four children, George, Jr., John, Mary Perdue Ellyson, and Mrs. B.C. Dodson, and by his two brothers and four sisters.³⁹ At the time of his death, only one sibling, his unmarried brother Nathaniel lived in Chesterfield County. Samuel Perdue and Virginia Davis lived in North Carolina; Lilly Perdue lived in Williamsburg, most likely as a resident of Eastern State Hospital; Theodocia Barweger lived in Massachusetts; and Annie Mitchell lived in Newport News.

Three other historic properties associated with N.B. and George Perdue are situated along Beach Road.⁴⁰ (These resources are not nominated in this report.) The Perdue Station Depot, though deteriorated, appears to survive in 2007 in its original location at 12702 Beach Road, approximately 1.7 miles west of Beach Station. Approximately .3 mile east of the Perdue Station Depot, there are two one-story frame dwellings, 12600 and 12608 Beach Road. What appears to be a railroad shanty is also situated at the edge of Beach Road near these properties. The two one-story, three-bay frame dwellings are identified by one local resident as "the two oldest places" on Beach Road.⁴¹ The antiquity of the

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 12

dwellings and the depot building are supported by the LaPrade survey of 1878. Three buildings are depicted on the LaPrade Map of Chesterfield County in approximately the same location. The legal description on record in the Chesterfield County Courthouse for 12601 Beach Road is today "N B Perdue".

BEACH POSTAL VILLAGE

The Beach Post Office was in continuous operation, serving the surrounding community between 1890 and 1954, though the railway was discontinued in 1917. In the nineteenth century, rural post offices were a common feature of the county landscape. In 1890, twenty-three rural post offices were operating in Chesterfield County. The Beach Post Office was one of ten that were situated along the county's three rail lines. Because rural post offices were most frequently located within an existing store or tavern, rather than in an independent building, the Beach Post Office is unusual. Jeffrey O'Dell reported in 1983 that Centralia and Dreweys Bluff were the only standing rural post office buildings in Chesterfield County. He also noted that these two post office buildings had served as train depots. At that time, the Beach Post Office had not yet been identified. The former post office/depot buildings at Centralia and Dreweys Bluff have since been demolished.

The United States Postmaster General appointed the first postmaster to the Beach Postal Village on July 19, 1890.⁴² *Chatain's Gavateer and Business Directory* records that the Beach Post Office was established 1893-1894, suggesting that the rural post service may have initially operated from a building other than the surviving post office building, perhaps from the GP Perdue Store.⁴³ The Beach Post Office is identified in the 1904 USGS survey as a "post village in Chesterfield County on the Farmville and Petersburg Railroad, Altitude 283 feet." Historically, prospective postmasters were responsible for selecting post office names, subject to the approval of the U.S. Post Office Department. Proposed names were often derived from the name of the place or community it would serve, from the names of local or famous people, or from nearby geographic or man-made features. There are no federal records to verify the origins of the naming of post offices. Except for local memory, the sources of the names are lost to history. Local tradition asserts that the Beach Post Office was named for a very large, old beech tree that was situated near the George Perdue House but the name was incorrectly recorded by the U.S. Post Office Department as "Beach".⁴⁴

On the La Prade map of 1888, the road that is today called Beach Road was identified as the "Petersburg Road" along its western extension and "Courthouse Road" along its eastern extension. Throughout most of the eighteenth and nineteenth centuries, all roads in Chesterfield County that led to the courthouse located in Village of Chesterfield were identified as "Courthouse Road". It was not until the waning years of the nineteenth century that many "courthouse roads" were re-named in order to reduce confusion. It is not clear if the Village of Beach was established before, simultaneously with, or shortly after the Beach Post Office was established in 1890. According to the U.S. Post Office Department, post office names are often interwoven with the history and business interests of their respective localities. It is possible that either Nathaniel or George Perdue was responsible for naming the post office when it was installed on the property. The name Beech (or Beach) appears to conform to guidelines that had been established by the Postmaster General:

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 8 Page 13

To prevent errors in the assortment and distribution of mail matter in the Railway Mail Service, and in post-offices...whenever it is possible the name of the post-office should be the same as that of the railway station, as well as that of the town. It is further ordered that, whenever it be possible, single and not compound words be selected for names of post-offices; and short words are especially recommended. Where it is proposed to locate an office at a railroad station, the name of the station may be selected if a short one, unless there is already a post office of the same or similar name in the State...⁴⁵

The Beach Post Office operated between 1890 and 1954. According to Mr. Gerald Critcher, a life-long resident of Beach, his mother Lila M. Critcher was the post mistress at Beach, supervising the forty-mile-long rural route, from 1929 until 1954, when the post office was consolidated and moved to Chesterfield.⁴⁶ Mr. Critcher recalls that the name "Beech" was painted on the roof of the barn (now demolished) at Beach Station to help airplanes navigate the path to Byrd Field.

Beach Station constitutes a remarkably well-preserved collection of late-nineteenth-century buildings in their historic surroundings. Sheltered by mature trees, the buildings are situated on a level, pastoral field that retains the feel of the late-nineteenth-to-early-twentieth centuries. The complex is a remnant of early county history that is valuable in appreciating Chesterfield's transportation-related past. To protect Beach Station from development, the current owners plan to restore the buildings and to create a village environment suitable for weddings, family reunions, and other social events.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Beach Station
Chesterfield County, VA

Section 9 Page 14

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 9 Page 15

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section 10, Photographic Data Page 16

10. Geographical Data

Verbal Boundary Description

The boundaries of the nominated parcel encompass approximately 8.0 acres fronting along Beach Road, or State Route 655, in Chesterfield County, Virginia. The boundaries are depicted on the U.S.G.S. Beach Quad map. The boundaries are identified by the Tax Assessor for Chesterfield County, Virginia as Parcel #745654825600000 and Parcel # 746654107100000. These are the same parcels as listed in Deed Book 7641, Page 765 dated 2/23/2007; and Deed Book 7904, Page 123 dated 7/18/2007.

Boundary Justification

The boundaries of the nominated property have been drawn according to the legally recorded boundary lines. The boundaries encompass approximately 8.0 acres of land associated with the Beach Station, depicted on the map surveyed and drawn by W.W. LaPrade on October 7, 1913. The map is recorded in Deed Book #135-13 in the Records Room at the Chesterfield County Courthouse, Virginia. The boundaries were drawn to encompass two dwellings, the post office, the depot, an outbuilding, two railroad shanties, and the foundation of the former general store. There are no other known structures, buildings, or sites on the parcel.

Photographic Data

The following information is the same for all photographs:

Property:	Beach Station, DHR File No. 020-5386
Location:	Chesterfield County, Virginia
Photographer:	Nancy Kraus
Digital Image Stored:	Virginia Department of Historic Resources, Richmond, Virginia

Photo # 1 of 7:	Outbuilding	September, 2006
Photo # 2 of 7:	Beach Post Office	September, 2006
Photo # 3 of 7:	Beach Station Depot	September, 2006
Photo # 4 of 7:	Dining Room	February, 2007
Photo # 5 of 7:	George Perdue House	September, 2006
Photo # 6 of 7:	Perdue-Mitchell House	February, 2007
Photo # 7 of 7:	Railroad shanties	February, 2007

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEETBeach Station
Chesterfield County, VASection Endnotes Page 17

¹ Donald Traser, author of Virginia Railway Depots. Richmond, VA: Old Dominion Chapter, National Railway Historical Society, 1998, has evaluated the buildings along Beach Road believed to have been associated with the railroad. He confirms their status as railway buildings.

² O'Dell, Jeffrey. Chesterfield County Historic Sites and Structures. Chesterfield, VA: Chesterfield County Planning Dept., 1983, 151; 263.

³ Chesterfield County Deed Book, 90-260. June 20, 1894.

⁴ Chesterfield County Deed Book, 111-503. July 20, 1908.

⁵ Chesterfield County Deed Book 148-592. January 7, 1918.

⁶ The store is identified by this name in Chesterfield County Deed Book 115-492.

⁷ N.B. Perdue. Last Will and Testament. Written December 23, 1906, and recorded following his death in the Clerk's Office of the Circuit Court of Chesterfield County, Virginia, on March 10, 1908. N.B. Perdue wrote, "I give and bequeath unto my Baby Virgie and Lilly my half in trust in the store now run by myself and son George P. Perdue to be handled and run just as my son George P. thinks best."

⁸ Traser, Donald R. Virginia Railway Depots. Richmond, VA: Old Dominion Chapter, National Railway Historical Society, 1998, ix.

⁹ McCartney, Martha W. Historical Overview of the Midlothian Coal Mining Company Tract, Chesterfield County, Virginia. December, 1989. www.midlomines.org.

¹⁰ The other confirmed surviving station is the Perdue Station which is noted in this nomination report.

¹¹ Telephone interview with Mr. Gerald Critcher. April 24, 2007. Mr. Critcher was born in his family home on Beach Road in 1933, and he has lived there all of his life.

¹² Information conveyed during a telephone interview with Rachael Libowitz, chair of the cemetery records committee for the Chesterfield Historical Society, April 13, 2007. The La Prade Map of 1888 confirms this; the Fendley Station is also labeled "Vests".

¹³ The Brighthope Railway Company Report to the Board of Public of Public Works. September 1, 1877. Public Works File, Library of Virginia.

¹⁴ Except for Manchester, city and suburban directories were not published regularly for Chesterfield County, Virginia, until the middle of the 20th-century. A singular directory was published by R.S. Bernard in 1896 for the counties of Hanover, Chesterfield, Amelia, Dinwiddie, Greenville, and Brunswick. The Chesterfield County portion is divided by districts, with Perdue households sprinkled throughout:

District	Name	Occupation	Locale
Clover Hill	J.T. Perdue	Miner	Winterpock
Clover Hill	Joseph E. Perdue	Miner	Winterpock
Clover Hill	George P. Perdue	Merchant	Beach
Clover Hill	N.B. Perdue	Merchant & farmer	Beach
Matoaca	Wm. P. Perdue	Farmer	Ettrick's
Matoaca	A.B. Perdue	Farmer	Ettrick's
Matoaca	Wm. A. Perdue	Carpenter	Ettrick's
Matoaca	Thomas H. Perdue	Carpenter	Ettrick's
Matoaca	Benjamin J. Perdue	Carpenter	Ettrick's
Dale	Gustavus Perdue	Bridge-builder	Chester
Dale	Joseph E. Perdue	Bridge-builder	Chester
Dale	Robert E. Perdue	Bridge-builder	Chester
Dale	Samuel Perdue	Bridge-builder	Chester
Bermuda	S.A. & Bro. Perdue	Merchants	Chester
Bermuda	J.E. Perdue	Postmaster	Chester
Bermuda	E.N. Perdue	Merchant	Chester
Bermuda	J.O. Perdue	Farmer	Chester
Bermuda	O.W. Perdue	Farmer	Chester

¹⁵ Will of Nathaniel B. Perdue. Clerk's Office, Circuit Court of Chesterfield County. March 10, 1908.

¹⁶ George Porter Perdue died on June 16, 1945 (death certificate #2178-12781). His obituary appeared in the Richmond Times-Dispatch on June 18, 1945.

¹⁷ O'Dell, Jeffrey. Chesterfield County Historic Sites and Structures. Chesterfield, VA: Chesterfield County Planning Dept., 1983, 151; 264.

¹⁸ O'Dell, Jeffery. Notes from survey of 12116 Beach Road, December 13, 1977. On file at the Chesterfield County Library in the Local History Room.

¹⁹ O'Dell, Jeffrey. Chesterfield County Historic Sites and Structures. Chesterfield, VA: Chesterfield County Planning Dept., 1983, 265.

²⁰ Chesterfield County Deed Book, 115-492. March 5, 1907.

²¹ Chesterfield County Deed Book: 219-36. March 31, 1934.

²² Chesterfield County Deed Books 71-2, April 18, 1874; 75-147, 148, June 2, 1884.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Beach Station
Chesterfield County, VA

Section Endnotes Page 18

²³ A leasing agreement related to Perdue Station was recorded in October, 1866, between William N. Perdue and the Clover Hill Railroad (*Chesterfield County Deed Book 48*, 358-359. October 23, 1866). Another agreement was executed in June, 1881, providing the Brighthope Railway with 1700 feet of right-of-way, 80' wide, across Perdue land (*Chesterfield County Deed Book 64-492*. April 11, 1881).

²⁴ Census of 1850 lists Branch Perdue, 45; Mariah Perdue, 36; Samuel, 16; Nathaniel, 6; Elizabeth, 16; Mary, 14; Thema, 13; Julia, 11; Mariella, 9; Virginia, 8; Herpatia, 4; Mariah, 2; and Samantha, 4.

²⁵ *Chesterfield County Deed Book 51*, 420. October 11, 1869.

²⁶ Representative contracts recorded in the Chesterfield County Deed Books, 67-136, 137; 67-436, 437; 71-13, 14; 74-195, 196; 78-171.

²⁷ *Chesterfield County Deed Book*, 71-13, April 14, 1885.

²⁸ *Chesterfield County Deed Book*, 74-195, 196, April 11, 1887.

²⁹ *Chesterfield County Deed Book*, 67-136, 137. February 26, 1885.

³⁰ *Richmond Dispatch*. Tuesday, February 25, 1908. From microfilm, Library of Virginia. In addition to his sons and daughters, N.B. Perdue was survived by one brother, Mike, and four sisters, Mrs. Spinner; Mrs. James Woodfin; Mrs. M. Turner; and Mrs. CC Cox.

³¹ N.B. Perdue. *Last Will and Testament*. Written December 23, 1906, and recorded following his death in the Clerk's Office of the Circuit Court of Chesterfield County, Virginia, on March 10, 1908.

³² Two children, Rosa B. (b. 1874- d.?) and James A. (b. 1878- d.1901) did not outlive their father. Their names and ages are recorded in the Census of 1880.

³³ N.B. Perdue. *Last Will and Testament*. Written December 23, 1906, recorded following his death in the Clerk's Office of the Circuit Court of Chesterfield County, Virginia, on March 10, 1908, WB 30,293-294.

³⁴ The directory also identifies N.B. Perdue as a "Merchant and farmer" in Beach. N.B. Perdue may have been involved in the operation of another contemporary Perdue-owned general store. His will records that he owned one-half interest in three acres of land and a store in the Village of Chester. The Bernard directory of 1896 lists "S.A. Perdue & Bro; Merchants; Chester." There are conflicting records concerning this store, but it is possible that Nathaniel co-owned and perhaps assisted in the operation of the general store in Chester with his older brother Samuel Perdue. When Nathaniel died in 1908, he and his son George co-owned the three acres in Chester. In 1909, George and Mary Louise Perdue and N.G. Perdue sold the property to T. J. Shepherd.³⁴ The disposition of the store is not known, but a note on the Deed of Transfer indicates that George Perdue had leased a building on the property to a bank.

³⁵ George and Mary Louise Perdue sold the Beach Station complex, 11410 Beach Road, in 1930. They sold the Perdue-Mitchell House, 11400 Beach Road, in 1931.

³⁶ *List of Coal Miners*. 1870 Census, Chesterfield County, Virginia. Virginia Historical Society archives, Manuscript 7:3, TN800, Un3.

³⁷ Garner, Thomas F., Jr., ed. *Historically Significant Sites on the Midlothian Company Tract in Chesterfield County, Virginia*. 1989, section 7, 2. The Murphy Coal Corporation, for example, owned 33 miner's dwellings in 1923.

³⁸ George Porter Perdue. Obituary, *Richmond Times-Dispatch*, June 18, 1945, 6.

³⁹ His siblings were: Nathaniel C. Perdue, Chesterfield County; Samuel H. Perdue, Washington, NC; Virginia May (Mrs. F.C.) Davis, Elizabeth City, NC; Lillie Perdue, Williamsburg, VA; Theodocia L. (Mrs. JT) Barweger, Fall River, MA; Annie M. (Mrs. FC) Mitchell, Newport News, VA.

⁴⁰ There are two other historic dwellings in Chesterfield associated with the Perdue family, the circa 1815 Perdue-Thompson House (#020-0365) and Warfield, circa 1799 (#020-0593).

⁴¹ Interview with Marvin H. Blackman, June 28, 2007, at his property, 12601 Beach Road.

⁴² Record of appointment of postmasters, 1832-September 30, 1971. Washington: National Archives and Record Service, GSA, 1977. Library of Virginia Archives call no. 837, reel 131. The postmasters of Beach and their dates of appointment were: 1) Willie B. Clark, July 19, 1890; 2) Eva A. Clark, August 1, 1892; 3) Hezekiah Wells, April 15, 1896; 4) Burthens T. Clayton, December 17, 1897; 5) Charles Wilton, April 14, 1900; 6) William J. Burton, March 28, 1903; 7) William T. Johnson, February 2, 1912; 8) James K. Long, May, 1922; 9) Bertha A. Ferryman, December 20, 1923; 10) Lila M. Critcher, January 16, 1929 until the closing on March 31, 1954.

⁴³ Hummel, Ray O., ed. *A List of Places Included in 19th Century Virginia Directories*. Richmond, VA: Whittet & Shepperson, 1960.

⁴⁴ Both Mr. Gerlad Critcher, age 74, and Mrs. Edith Condry, age 92, both life-long residents of Beach Road dwellings, are familiar with the tradition that the post office derived its name from the beech tree on the Perdue property.

⁴⁵ *Orders of the Postmaster General, 1884-1905*, Vol. 2, February 13, 1891.

⁴⁶ Telephone interview with Mr. Gerald Critcher. April 24, 2007. Mr. Critcher was born in his family home on Beach Road in 1933, and he has lived there all of his life.

**United States Department of the Interior
National Park Service****NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET****Beach Station
Chesterfield County, VA**Section Additional Documentation February 2010 Page 19**Beach Station Additional Documentation-Boundary Reduction and Site Changes-February 2010****5. Classification**

Update: The boundaries were reduced from 8 acres to 0.8 acres and the site of the G.P. Perdue Store was excluded from the nominated area so there are no sites included in the resource count. The number of contributing resources is reduced from 8 to 7. There are 7 contributing buildings within the reduced boundary. This update adds two non-contributing well structures to the count for a total of 9 resources.

Number of Resources within Property

Contributing	Noncontributing	
<u>7</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>7</u>	<u>2</u>	Total

7. Summary Description-Update

In 2008, the five outbuildings were moved off sites that had been recorded in the nomination completed in August 2007. The George Perdue House and the Perdue-Mitchell House, the two primary larger dwellings in the nominated area were not moved and remain on their late nineteenth century sites (foundations). All five outbuildings, which were dispersed across the Beach Station properties, behind the George Perdue and Perdue-Mitchell houses, were moved to the rear of the George Perdue House. Due to this consolidation, the boundary has been reduced from 8 acres (the complete parcel) to 0.8 acres. The site of the GP Perdue Store, a contributing site in the 2007 nomination was excluded from the boundary and is no longer a contributing part of this nomination. The Beach Station complex is still situated on a level, grassy parcel that fronts along Beach Road in south-central Chesterfield County. As of this update the complex is composed of seven contributing buildings and two non contributing structures, including two single-family dwellings, a post office, a railway depot, an outbuilding, two railroad shanties, (now excluding the ruins of the former general store), all constructed circa 1890. This update includes two well structures, a modern concrete capped well, behind the George Perdue House and a small well house behind the Perdue-Mitchell House. These were not included in the 2007 nomination. All of the buildings are now visible from the road. Previously the property had heavy bush and tree growth. The current condition is closer to the appearance of the Beach Station village in the 1950s. Despite the fact that the five outbuildings have been moved after 1917 and then again in 2008, the surviving buildings that constitute the Beach Station complex retain a high degree of historic fabric and architectural integrity and may offer a unique opportunity to study late nineteenth century railroad complexes in Chesterfield County, especially since the railroad buildings are highly rare in the County.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section Additional Documentation February 2010 Page 20

Outbuildings Moved in 2008

In 2007 when Beach Station was initially nominated, the Beach Station Depot and the Outbuilding were located directly behind the George Perdue House, grouped closely together. The positioning of these two buildings indicates that after the Tidewater & Western Railroad ceased operations in 1917, the Depot and Outbuilding were moved onto the George Perdue property and used as outbuildings, immediately to the rear of the house, possibly for storage and/or as summer kitchen and storage. By 2007, the Beach Station Post Office had been moved to the south west corner of the George Perdue property, converted from store to garage/storage building sometime after ceasing to be a post office in 1954. The former 2007 location of the two railroad shanties was to the rear of the Perdue-Mitchell House. Both of these buildings were most likely moved after 1917 to become residential utility buildings.

In 2008, all five buildings were moved over to the rear of the George Perdue House. The owners had realized that all buildings sat directly on the ground or were on deteriorating stone piers. All five buildings exhibited advanced decay in major wooden structural elements from rising damp and termite damage. The decision was made to move the group of buildings on to improved foundations to the rear of the George Perdue House. The George Perdue House has recently been rehabilitated. The outbuildings, all five, are planned for rehabilitation work in the coming years. All five outbuildings have been stabilized and are currently safe for project work. Currently, the Depot, two Shanties and Post Office are in a line, on a east-west axis, and the Outbuilding faces the line, to the south, about 15 feet away.

Addition of Well Structures

The 2007 nomination did not include two well structures. There is a concrete capped well behind the George Perdue House and a concrete-block well (or pump) house behind the Mitchell-Perdue House. Both of these structures may be on older wells, but the above ground structural sections appear to date well after 1917, the end date for the period of significance.

Inventory of Buildings and Sites-Update (See bolded items for changes)

11410 Beach Road

George Perdue House	circa 1893	Contributing building
GP Perdue Store	circa 1890	Excluded from Nominated area
Outbuilding	circa 1893	Contributing building-Moved approximately 5 feet and reoriented
Beach Station Depot	circa 1890	Contributing building-Moved approximately 5 feet
Beach Post Office	circa 1890	Contributing building-Move approximately 100 feet
Brighthope Railway shanty	circa 1890	Contributing building- Moved from 11400 to 11410 Beach Road- approximately 100 feet
Brighthope Railway shanty	circa 1890	Contributing building- Moved from 11400 to 11410 Beach Road-approximately 100 feet

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEETBeach Station
Chesterfield County, VASection Additional Documentation February 2010 Page 21

Concrete Well Cap	Post 1950s	Non-Contributing Structure- New to Inventory
<u>11400 Beach Road</u>		
Perdue-Mitchell House	circa 1890	Contributing building
Concrete Block Well House	Post 1950s	Non-Contributing Structure- New to Inventory

Architectural Description

In the 2007 nomination the building referred to as Outbuilding, and that may have been used as a summer kitchen, may actually be a telegraph station. Local records and maps cited in this nomination mention a telegraph station as part of the railroad complex. Further research may reveal that this small building, that appears office-like, could have been the Beach Station Telegraph Office.

8. Statement of Significance-Updated**Justification of Criteria**

The Beach Station possesses local significance under Criterion A in the area of Transportation. Beach Station is a rare collection of late-nineteenth-century buildings that evolved in response to the mining of coal and the subsequent development of the railway transportation system in Chesterfield County, Virginia. The railway-related village is a sole or infrequent survivor of a rural prototype that was once commonplace in Chesterfield County and across the United States. Beach Station is one of only two confirmed surviving stations of the twenty original stations and sidings located along the Tidewater & Western Line in Chesterfield County.

The Beach Station complex is also eligible under Criterion C in the area of Architecture. Beach Station preserves an unusual collection of late-nineteenth-century buildings in their historic surroundings. The village embodies the quality of design and craftsmanship typical of late-nineteenth-century rural architecture. When considered as a whole, the dwellings, post office, depot, outbuilding, and railway shanties constitute a site of exceptional educational value in appreciating the region's cultural past. Each of the contributing buildings in the complex retains much of its original fabric and architectural integrity. Despite three phases of moving, post 1917 for the railroad buildings, post 1954 for the Post Office, and the recent move in 2008, the complex still conveys significance by virtue of intact building form, scale, and historic fabric. The Railroad Depot and the Outbuilding were moved less than ten feet from their 2007 sites.

Criteria Consideration B-Moved Resources

The recent move of five buildings requires the application of Criteria Consideration B. The five buildings all retain the same level of overall integrity as they did when they were listed in 2007. There have been no significant changes to exterior or interior fabric. In several cases where the lower parts of the buildings have rotted away, there has been some structural framing added where former failing wooden members existed. This was done to keep the buildings stable as they were put on new foundations. The new

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section Additional Documentation February 2010 **Page** 22

foundations are low level and do not significantly change the elevation of the buildings.

All of the outbuildings had been moved after 1917, when the railroad ceased operations. The Post Office was moved after 1954. The use of the former railroad buildings and post office as outbuildings had already been established as a physical condition in the 2007 nomination. The current building configuration retains the relationship of the two residences with subordinate outbuildings to the rear of the site.

All five buildings were designated as rare examples of late nineteenth century railroad resources. This is the only known complex of this type of buildings that survive in Chesterfield County. The architectural and historical significance can still be understood and despite the past moves and recent move. The buildings still convey their historic significance (as much as they had in their 2007 site configuration) and remain eligibility under Criteria A and C.

10. Geographical Data-Updated

Acreage of Property 0.8 acres

Verbal Boundary Description

The boundaries of Beach Station are shown on the map labeled "Beach Station, Chesterfield County, Virginia-DHR File Number 020-5386-VLR & NRHP Boundary Map-January 2010-Update." The boundaries are shown in thick line around all of the buildings and structures. The map is at one inch equals one hundred feet scale.

Boundary Justification

The boundaries of the nominated property have been drawn to include the two contributing dwellings and five outbuildings that convey historic significance to support Criteria A and C. Enough of the immediate setting has been included: front and back yards to support the historic setting for the two dwellings. The boundary is set where the yard meets driveway and parking lot. The recently improved driveways, for both houses and the expanded parking lot behind the George Perdue House have been excluded. The foundation (site) of the GP Perdue Store has been excluded since it is on the outside edge of the driveway. The boundary was reduced because all of the contributing resources are concentrated in the 0.8 acre area and the setting of the rest of the parcel, open land to the rear of the cluster of buildings, does not relate to or convey significance as part of the setting.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Beach Station
Chesterfield County, VA**

Section Additional Documentation February 2010 **Page** 23

Photographic Data-Updated-Additional Views taken in November 2009

The following information is the same for all photographs:

Property: Beach Station, DHR File No. 020-5386
Location: Chesterfield County, Virginia
Photographer: Marc Wagner
Digital Image Stored: Virginia Department of Historic Resources, Richmond, Virginia

Photo # 1 of 12: Perdue-Mitchell House, foreground and George Perdue House in background
November 2009

Photo # 2 of 12: George Perdue House from Southeast
November 2009

Photo # 3 of 12: Railroad/Outbuilding Complex from Southeast; George Perdue House rear visible on left
November 2009

Photo # 4 of 12: Railroad/Outbuilding Complex from Southeast; George Perdue House rear visible on left
November 2009

Photo # 5 of 12: Railroad/Outbuilding Complex from Southeast; Outbuilding on left and Depot, Shanties, and Store
on right.
November 2009

Photo # 6 of 12: Railroad/Outbuilding Complex from East-Southeast
November 2009

Photo # 7 of 12: Railroad/Outbuilding Complex from West-Southwest
November 2009

Photo # 8 of 12: Railroad/Outbuilding Complex from West-Southwest
November 2009

Photo # 9 of 12: Railroad Depot (background) and Outbuilding (foreground) from West
November 2009

Photo # 10 of 12: Railroad/Outbuilding Complex from North-Northwest
November 2009

Photo # 11 of 12: Railroad Depot from West
November 2009

Photo # 12 of 12: Outbuilding (possible telegraph office) from North
November 2009

JANUARY 28TH, 2010

SKETCH MAP UPDATE PHOTO VIEW POINTS

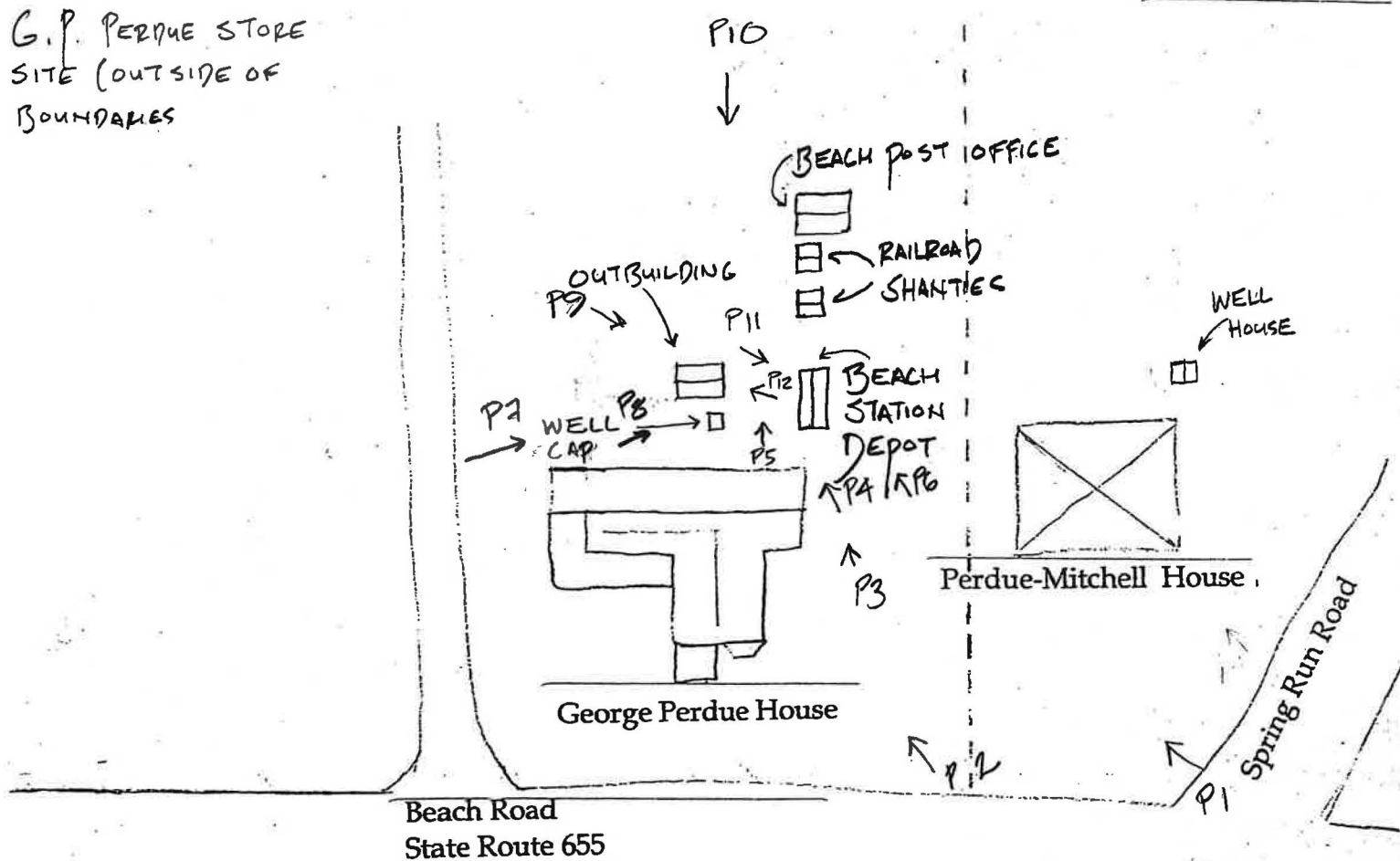
#020-5386

Beach Station

11400-11410 Beach Road

Chesterfield, VA

G.P. PERDUE STORE
SITE (OUTSIDE OF
BOUNDARIES)



NOT TO SCALE

"P" = PHOTO VIEW

MCW

VLR & NRHP BOUNDARY MAP JANUARY 2010
UPDATE ✓



MCW 1/27/2010

9458 1 NW
(HALLSBORO)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES

