NPS Form 10-900

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NRHP Listed: 10/1/2026

OMB No. 1024-0018
expiration date 03/31/2026

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: Mount Crawford Historic District
Other names/site number: DHR #264-0001
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: Main Street (Rt 11), Mill Street, Old Bridgewater Road
City or town: Mount Crawford 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Not For Publication: N/A Vicinity: N/A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 _X_C ___D

8/17/26

Signature of certifying official/Title: **Date**

Virginia Department of Historic Resources

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**

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: [X]

Public – Local [X]

Public – State [X]

Public – Federal [ ]

Category of Property

(Check only **one** box.)

Building(s) [ ]

District [X]

Site [ ]

Structure [ ]

Object [ ]

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
122	56	buildings
4	0	sites
3	1	structures
0	0	objects
129	57	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use
Historic Functions
(Enter categories from instructions.)
DOMESTIC: single dwelling
DOMESTIC: secondary structure
COMMERCE/TRADE: specialty store
RELIGION: religious facility
FUNERARY: cemetery
INDUSTRY/PROCESSING/EXTRACTION: mill

Current Functions
(Enter categories from instructions.)
DOMESTIC: single dwelling
COMMERCE/TRADE: specialty store
RELIGION: religious facility
FUNERARY: cemetery

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Colonial Revival
LATE VICTORIAN: Victorian (Folk)

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
FOUNDATION: BRICK, CONCRETE, STONE
WALLS: WOOD (Weatherboard), BRICK, METAL (Aluminum), SYNTHETICS (Vinyl)
ROOF: METAL, ASPHALT

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

Established in 1825, the Rockingham County town of Mt. Crawford developed along the historic transportation corridor known as the Great Wagon Road, later called the Valley Pike and now U.S. Route 11. Its proximity to the North River and location along this important north-south trade route through the Shenandoah Valley contributed to the town's development in the nineteenth century as a small turnpike town. The historic district encompasses most of the single-family dwellings, commercial buildings, and churches lining both sides of Main Street (U.S. Route 11), within the original town limits. The earliest extant buildings in the district date to the first quarter of the nineteenth century and include several vernacular log dwellings, now clad in modern siding, and two Federal-style brick houses. These early structures are characterized by rectangular forms, side gable roofs, and prominent chimneys. Many of the remaining buildings date from the mid-nineteenth through the early twentieth centuries and consist primarily of frame dwellings with Folk Victorian detailing. Two churches built during this period stand towards the center of the town. Although the district is primarily residential in character, a small number of turn-of-the-century commercial and mixed-use buildings line Main Street (U.S. Route 11), characterized by flat roofs and display windows. Development slowed during the second quarter of the twentieth century, when a small number of Craftsman-style bungalows, Colonial Revival-style houses, Ranch houses,

and vernacular cottages were constructed as infill. The presence of service stations and a motor court, dating from the 1920s through the 1950s, reflects the growing popularity of the automobile and the continued influence of U.S. Route 11 on the town. There are three cemeteries within the district as well as the foundation for the Mt. Crawford Mill along North River. Many properties include secondary buildings, such as sheds, garages, secondary dwellings, and offices. Of the 88 primary resources, 74 are contributing to the historic district. As the majority of the resources remain intact and the setting has changed little since the period of significance (ca. 1810 – 1952), the district retains integrity of location, setting, design, materials, workmanship, and feeling.

Narrative Description

Location and Setting

The town of Mt. Crawford is situated in southwestern Rockingham County in the heart of the Shenandoah Valley. The town lies along U.S. Route 11 (Main Street within the town limits), approximately eight miles south of Harrisonburg and eight miles north of Staunton. North River forms the town's western boundary, while Cooks Creek flows along the eastern boundary. The Mt. Crawford Historic District comprises approximately 58.8 acres and encompasses the majority of residential and commercial resources along Main Street. The linear district is bound by modern residential neighborhoods and open farmland to the east and west; modern commercial and industrial development to the north; and by the town limits to the south. Main Street serves as the spine of the district, with Parsons Street, Old Bridgewater Road, and Mill Street functioning as secondary streets. Crawford Street runs parallel to Main Street behind the properties on the east side of the road to form a service alley. Cemetary Drive encircles the Mt. Crawford Cemetery at the east side of the district.

The topography along Main Street gently slopes upward from the north and south toward the center of town, cresting near Burgess' Store and Trinity Reformed Church. A concrete sidewalk extends along the east side of Main Street between the northern boundary of the district and 612 S. Main Street. Stone retaining walls line portions of both sides of the roadway between the front property lines and the sidewalks and curbs, although sections have been removed in front of some properties. Most dwellings along Main Street are situated close to the front of their lots with minimal setbacks due to the widening of U.S. Route 11.

Detailed Description

The Mt. Crawford Historic District is primarily residential in character, with single-family dwellings lining both sides of Main Street (U.S. Route 11), within the original town limits. Other resource types include stores, mixed-use (commercial/residential) buildings, service stations, a motor court, two churches, and three cemeteries. Buildings are typically two stories in height, although a number of the twentieth-century resources – such as vernacular cottages, Ranch houses, stores, and service stations – are one-story in height. Construction materials include log, frame, and masonry. The log and frame buildings are clad in modern siding, while brick is common among early nineteenth-century Federal-style dwellings, twentieth-century commercial buildings, and mid-century Colonial Revival-style buildings. Architectural detailing ranges from Federal-style ornament in early brick dwellings to widespread Folk Victorian detailing applied to mid- and

late-nineteenth-century houses, particularly at porches and in gable fields. Despite common alterations – most notably replacement siding, windows roofing, porch elements – the district retains sufficient integrity to convey its historic development as a turnpike town and regional trade center from the early nineteenth century through the mid-twentieth century.

Residential Architecture

Mt. Crawford began in the early nineteenth century as a small settlement known as Mt. Pleasant consisting of approximately four dwellings. Renamed Mt. Crawford in 1818, the community continued to develop and was formally established as a town by an act of the Virginia General Assembly in 1825. Several dwellings from this early period are extant within the district. The log house at 546 N. Main Street (264-0001-0029), dating to ca. 1810, is the oldest house in the district. Typical of early log construction in the region, its exterior log walls are concealed by modern siding. The building retains a simple rectangular form, deeply recessed window openings, and a side gable roof covered with standing-seam metal. The existing porch is not original, reflecting a common pattern in which houses built close to the road have undergone various porch alterations over time. Brick dwellings at 214 S. Main Street (264-0001-0057) and 242 S. Main Street (264-0001-0059), dating to circa 1820, are representative of the Federal style. Each exhibits a rectangular form, interior end brick chimneys, window lintels with bullseye trim, and double row houndstooth cornices. The primary entrances of both houses have been relocated to side elevations due to the widening of Main Street (U.S. Route 11), resulting in the loss of their original balanced primary facades.

Development continued during the antebellum period with additional log and frame dwellings, as well as combination store-and-dwelling buildings. These resources are vernacular in character, rectangular in form, and often exhibit the characteristics of the I-house in their symmetrical three-bay facades and side-gable roof with interior end chimney. Many include substantial two-story rear ells. Examples include the ca. 1845 house at 510 N. Main Street (264-0001-0024) and the ca. 1850 house at 557 N. Main Street (264-0001-0030). Mixed-use resources in the district integrate commercial and residential within a single building, such as the ca. 1845 building at 222 N. Main Street (264-0001-0010). These uses are typically expressed in two distinct but connected volumes: a commercial block, distinguished by storefront windows with transoms flanking a central, often recessed, entrance, and a domestic block characterized by residential porches and sash windows. Only one nineteenth-century example, 445 S. Main Street (264-0001-0072), constructed ca. 1850, contains commercial space on the first floor with residential quarters above.

Following the Civil War, many earlier buildings were updated with Folk Victorian decorative elements as the railroad made these components more readily accessible. The 1835 dwelling at 205 S. Main Street (264-0001-0056) exemplifies this evolution. Originally a three-bay I-house, it was later embellished with a projecting central gable containing a pointed-arch wood vent and decorative bargeboards, metal roof cresting, and a polygonal bay window. Paired Italianate-style brackets accent the roofline and bay window. Folk Victorian porches were also added to earlier buildings. Notable examples include the ca. 1850 mixed-use building at 445 S. Main Street (264-0001-0072), which features a Queen-Anne-style two-story porch with turned columns and

brackets, and the ca. 1845 residence at 510 N. Main Street (264-0001-0024), where a one-story porch with square posts and scrollsawn brackets enhances an otherwise simple façade. The ca. 1845 combination store-and-dwelling at 222 N. Main Street (264-0001-0010) features bracketed cornices and a porch with scrollsawn ornament.

In the decades following the Civil War, Mt. Crawford experienced a period of growth, reflected in the construction of twenty-six residential buildings, including mixed-use resources, between ca. 1866 and 1907. The buildings are primarily vernacular frame dwellings with rectangular or gable-ell forms and modest porches. Eleven of these houses exhibit original Folk Victorian detailing.

The ca. 1875 dwelling at 303 S. Main Street (264-0001-0062) features a side gable roof with a central front gable containing a pointed-arch window. The roof is clad with decorative slate shingles laid in a fish-scale pattern. A two-story polygonal tower with a pyramidal roof and finial defines the one bay of the primary façade. Additional detailing includes decorative metal roof cresting and scrollsawn porch ornament. The ca. 1870 house at 111 N. Main Street (264-0001-0002) exhibits more restrained Folk Victorian detailing, including corbeled brackets along the cornices and wood porch columns with scrollsawn brackets. The 2/2 double-hung wood sash windows reflect the influence of the Italianate style. The late nineteenth-century dwellings at 120 Old Bridgewater Road (264-0001-0042) and 201 N. Main Street (264-0001-0007) are smaller, one-story examples of the Folk Victorian style. Each includes a three-bay main block with a side wing and irregular roof forms, including gable-and-cone elements. Decorative spindlework appears in both dormers and porches.

The ca. 1885 building at 113 S. Main Street (264-0001-0051) is a combination store-and-dwelling exhibiting Folk Victorian detailing, including bargeboards and pointed-arch louvered vents in the gable fields, corbels along the cornice, and a front porch with a spindelwork frieze, turned columns with scrollsawn brackets, and a turned baluster railing. The ca. 1907 house at 535 S. Main Street (264-0001-0076) is a representative example of the Queen Anne style with an irregular form, two-story polygonal bay, decorative slate roof, and metal cresting. The wraparound porch is supported by turned wood columns with scrollsawn brackets and a spindelwork frieze.

Residential development slowed between the 1910s and mid-twentieth century. Eleven houses and one combination store-and-dwelling were built between 1910 and 1952, typically on infill parcels. These buildings are generally modest in scale, with simple forms and minimal ornamentation.

The ca. 1925 mixed-use building at 344 S. Main Street (264-0001-0065) is a vernacular store-and-dwelling. A large display window and central entrance indicate the commercial function at the north end of the first floor, while an enclosed porch and sash windows on the side elevation and second floor reflects the residential use.

Two Craftsman-style bungalows are represented within the district. The ca. 1930 dwelling at 527 N. Main Street (264-0001-0027) features rusticated concrete block walls, exposed rafter tails, and a full-width porch. Prominent shed dormers clad with wood shakes punctuate the roofline, while window openings feature rusticated sills and lintels. The ca. 1936 brick bungalow at 560 S. Main

Street (264-0001-0079) includes prominent gable dormers, grouped sash windows, and an inset porch supported by tapered brick piers accented with buff brick.

Colonial Revival-style residences are also represented in dwellings built in the district after World War II. The 1948 red brick house at 560 N. Main Street (264-0001-0031) and the ca. 1952 frame Cape Cod at 747 N. Main Street (264-0001-0040) both feature symmetrical facades comprising central entrances with Colonial Revival door surrounds and 6/6 sash windows.

Commercial Architecture

As noted in the discussion of residential architecture, nineteenth-century commercial activity in Mt. Crawford was largely accommodated within buildings containing a combination of retail and residential uses, which retain a predominantly residential appearance. Of the twelve commercial buildings constructed between ca. 1910 and 1952 in the district, five are combination houses and stores, while seven are purpose-built buildings. By the early twentieth century, purpose-built commercial buildings emerged. The ca. 1900 store (264-0001-0001) at the corner of N. Broad Street and Old Bridgewater Road is a typical example, with ceramic tile construction and a full width inset porch with a wood shingled tympanum. The ca. 1920 store at 313 S. Main Street (264-0001-0063), although later converted to residential use, retains its commercial form, including a stepped parapet and flat roof.

The rise of the automobile introduced two new building types – the service station and the motel court. Four service stations dating to the second quarter of the twentieth century remain extant within the historic district. The earliest, at 470 N. Main Street (264-0001-0021), reflects the initial trend of designing stations to fit within residential settings with the Craftsman influence evident in the prominent porte-cochere supported by bracketed wood columns on brick piers. A ca. 1952 example at 690 N. Main Street (264-0001-0038) features a clipped corner façade and prominent service bays typical of mid-century design that emphasized efficiency and transparency. The ca. 1940 motel court at 710-720 N. Main Street (264-0001-0039) illustrates early roadside lodging design with a separate two-story office building accompanying an L-shaped arrangement of individual units, each with a private entrance and adjacent parking. The complex is residential in character with gable roofs and sash windows.

Religious Architecture

Two churches remain extant and contribute to the district's architectural character. The ca. 1875 Methodist Episcopal Church (264-0001-0014) is vernacular structure characterized by a front gable roof, multi-light sash windows, and an entrance topped by a cupola supporting a spire. Trinity Reformed Church (264-0001-0011), constructed in 1905, reflects the Gothic Revival style. This brick T-plan building features a cross-gable roof and a crenellated tower supported by buttresses. A large pointed-arch stained-glass window dominates the primary façade, while additional pointed-arch openings with stained glass articulate the side elevations. The primary entrance, located within the tower, features double-leaf doors surmounted by a stained-glass

transom with stained glass bearing the inscription "Trinity Reformed Church 1905." Pointed brick segmental arches accentuate the window and door openings.

Cemeteries

Three cemeteries are located within the district. Mt. Crawford Cemetery (264-0001-0041), situated atop a hill east of N. Main Street along Cemetery Drive, is the largest, containing more than 1,000 grave markers. The cemetery features an arched entrance gate and remains active. The earliest recorded burial is marked by a granite headstone for Jacob Kiser, dated 1823. Mt. Crawford Methodist Cemetery (264-0001-0043), located along Old Bridgewater Road, is associated with the now-demolished Mt. Crawford Methodist Church, the town's first church. This cemetery contains approximately sixty gravestones arranged in five rows, with additional markers scattered throughout the site; limestone markers are concentrated towards the rear. Burials date from 1829 (Alexander Bruffy) to 1890 (Philip Moyers). The third and smallest cemetery (264-0001-0086) located behind 710-720 N. Main Street, is associated with the now-demolished Mt. Crawford Baptist Church, a Black congregation. It contains approximately seventeen marked graves, with burials dating from 1895 (Jinnie Duncan) to 1990 (Annie Frances Durrett).

Statement of Integrity

The Mt. Crawford Historic District retains integrity of location, setting, design, materials, workmanship, feeling, and association. The primary resources in the district retain integrity of location as the buildings continue to occupy their historic parcels along Main Street, Old Bridgewater Road, Mill Street, Cemetery Drive, and Parsons Street. The district also retains integrity of setting, reflecting the character of a nineteenth-century turnpike town that developed along the Valley Pike (U.S. Route 11) with dwellings set close to the main road on long, narrow lots. The majority of the buildings retain integrity of design, workmanship, and materials to convey their historic functions, forms, and dates of construction. As with most evolved districts over 100 years old, there are instances of minor alterations such as replacement siding, windows, and roofing as well as the shortening or removal of brick chimneys. In most cases, however, these alterations are not cumulative to a point that obscures the historic form, building type, or period of construction of the contributing resources. Additionally, many original porches were altered during the 1930s when the roadway was widened as part of the state highway system. Because many of these changes occurred within the district's period of significance, they do not diminish the historic character of the affected dwellings. In cases where buildings constructed within the period of significance (ca. 1810–1952) have been altered to such an extent that they no longer convey their historic forms, functions, or periods of construction, the resources are identified as non-contributing. Alterations of this magnitude are limited to two buildings and include large additions and significant changes to the building's form, changes to the size and/or shape of historic window and door openings, and the covering of historic window openings with vinyl siding. Eleven primary resources in the district post-date the period of significance and are identified as non-historic, and therefore, non-contributing to the district.

INVENTORY

The following inventory lists the resources within the Mt. Crawford Historic District. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction, architectural style, current building use, VDHR File number, and the contributing status within the district. Whether a building is considered contributing or non-contributing was determined based on its physical integrity (intact historic materials) as it supports the historic district's significance under Criteria A (Commerce and Transportation) and Criteria C (Architecture) during the Period of Significance (ca. 1810 –1952). Resources are keyed to the Sketch Map/Photo Key by their numerical street address. Several small secondary resources were inaccessible during the historic district survey and are therefore not included in the resource inventory.

Cemetery Drive

Cemetery Drive **264-0001-0041** *Other DHR Id#: 264-5012*
Primary Resource: **Cemetery (Site), Style: No Discernable Style, 1823**
Contributing *Total:* 1

Main Street

Main Street **264-0001-0091** *Other DHR Id#:*
Primary Resource: **Wall (Structure), Style: No discernible style, Ca 1930**
Contributing *Total:* 1

North Main Street **264-0001-0086** *Other DHR Id#: 44RM0573*
Primary Resource: **Cemetery (Site), Style: No discernible style, 1895**
Contributing *Total:* 1

North 111 Main Street **264-0001-0001** *Other DHR Id#: 264-5018*
Primary Resource: **Commercial Building (Building), Stories 1, Style: Other, Ca 1900**
Contributing *Total:* 1

North 111 Main Street **264-0001-0002** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1870**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 3

North 127 Main Street **264-0001-0003** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1870**
Contributing *Total:* 1

North 134 Main Street **264-0001-0004** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1900**
Contributing *Total:* 1
Secondary Resource: **Barn (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 2
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

North 139 Main Street **264-0001-0005** *Other DHR Id#:*
Primary Resource: **Mixed (Building), Stories 2, Style: No discernible style, Ca 1860**
Contributing *Total:* 1

North 154 Main Street **264-0001-0006** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1850**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 201 Main Street **264-0001-0007** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Folk Victorian, Ca 1890**
Contributing *Total:* 1
Secondary Resource: **Secondary Dwelling (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 202 Main Street **264-0001-0008** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1890**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 212 Main Street **264-0001-0009** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1890**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

North 222 Main Street **264-0001-0010** *Other DHR Id#: 264-5020*
Primary Resource: **Mixed: Commerce/Domestic (Building), Stories 2, Style: Folk Victorian, Ca 1845**
Contributing *Total:* 1

North 235 Main Street **264-0001-0011** *Other DHR Id#: 264-5019*
Primary Resource: **Church/Chapel (Building), Stories 1, Style: Gothic Revival, 1905**
Contributing *Total:* 1

North 310 Main Street **264-0001-0012** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, 1996**
Non-contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

North 321 Main Street **264-0001-0013** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1860**
Contributing *Total:* 1
Secondary Resource: **Secondary Dwelling (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 2

North 360 Main Street **264-0001-0014** *Other DHR Id#:*
Primary Resource: **Church/Chapel (Building), Stories 1, Style: Vernacular, Ca 1875**
Contributing *Total:* 1
Secondary Resource: **Parking Lot (Structure)** *Non-contributing* *Total:* 1

North 381 Main Street **264-0001-0015** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1957**
Non-contributing *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1

North 411 Main Street **264-0001-0016** *Other DHR Id#:*
Primary Resource: **Post Office (Building), Stories 1, Style: Vernacular, 1978**
Non-contributing *Total:* 1

North 414 Main Street **264-0001-0017** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1845**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1

North 423 Main Street **264-0001-0018** *Other DHR Id#:*
Primary Resource: **Service Station (Building), Stories 1, Style: No discernible style, Ca 1947**
Contributing *Total:* 1

North 424 Main Street **264-0001-0019** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1850**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 2
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

North 436 Main Street **264-0001-0020** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1860**
Contributing *Total:* 1
Secondary Resource: **Secondary Dwelling (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 470 Main Street **264-0001-0021** *Other DHR Id#:*
Primary Resource: **Service Station (Building), Stories 1, Style: Craftsman, Ca 1930**
Contributing *Total:* 1
Secondary Resource: **Secondary Dwelling (Building)** **Contributing** *Total:* 2
Secondary Resource: **Office/Office Building (Building)** *Non-contributing* *Total:* 1
Secondary Resource: **Secondary Dwelling (Building)** *Non-contributing* *Total:* 1

North 474 Main Street **264-0001-0022** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1835**
Contributing *Total:* 1
Secondary Resource: **Secondary Dwelling (Building)** **Contributing** *Total:* 1
Secondary Resource: **Smoke/Meat House (Building)** **Contributing** *Total:* 1

North 488 Main Street **264-0001-0023** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1830**
Contributing *Total:* 1
Secondary Resource: **Barn (Building)** **Contributing** *Total:* 1

North 510 Main Street **264-0001-0024** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1845**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 2

North 515 Main Street **264-0001-0025** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1835**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 522 Main Street **264-0001-0026** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1845**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 2

North 527 Main Street **264-0001-0027** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1930**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1

North 534 Main Street **264-0001-0028** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1840**
Non-contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 546 Main Street **264-0001-0029** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1810**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 4

North 557 Main Street **264-0001-0030** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1850**
Contributing *Total:* 1
Secondary Resource: **Barn (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 560 Main Street **264-0001-0031** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, Ca 1948**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

North 606 Main Street **264-0001-0032** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1840**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 624 Main Street **264-0001-0033** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Other, 1995**
Non-contributing *Total:* 1

North 646 Main Street **264-0001-0034** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1920**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 2

North 660 Main Street **264-0001-0035** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1920**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

North 676 Main Street **264-0001-0036** *Other DHR Id#:*
Primary Resource: **Automobile Showroom (Building), Stories 1, Style: Other, 2020**
Non-contributing *Total:* 1

North 688 Main Street **264-0001-0037** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1930**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

North 690 Main Street **264-0001-0038** *Other DHR Id#:*
Primary Resource: **Service Station (Building), Stories 1, Style: No discernible style, Ca 1952**
Contributing *Total:* 1
Secondary Resource: **Office/Office Building (Building)** **Contributing** *Total:* 1

North 710-720 Main Street **264-0001-0039** *Other DHR Id#:*
Primary Resource: **Motel/Motel Court (Building), Stories 2, Style: Vernacular, 1930**
Contributing *Total:* 1
Secondary Resource: **Motel/Motel Court (Building)** **Contributing** *Total:* 3

North 733-747 Main Street **264-0001-0040** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1880**
Contributing *Total:* 1
Secondary Resource: **Single Dwelling (Building)** **Contributing** *Total:* 2
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 3

South 112 Main Street **264-0001-0050** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1925**
Contributing *Total:* 1

South 113 Main Street **264-0001-0051** *Other DHR Id#: 264-5017*
Primary Resource: **Mixed (Building), Stories 2.5, Style: Folk Victorian, Ca 1885**
Contributing *Total:* 1

South 131 Main Street **264-0001-0052** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1900**
Contributing *Total:* 1

South 145 Main Street **264-0001-0053** *Other DHR Id#:*
Primary Resource: **Mixed (Building), Stories 2, Style: No discernible style, Ca 1890**
Contributing *Total:* 1

South 163 Main Street **264-0001-0054** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1867**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

South 166 Main Street **264-0001-0055** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Other, 1962**
Non-contributing *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

South 205 Main Street **264-0001-0056** *Other DHR Id#: 264-5009*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Folk Victorian, 1835**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1
Secondary Resource: **Outbuilding, Domestic (Building)** *Non-contributing* *Total:* 1

South 214 Main Street **264-0001-0057** *Other DHR Id#: 264-5008*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Federal/Adamesque, Ca 1820**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

South 215 Main Street **264-0001-0058** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1870**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 2

South 242 Main Street **264-0001-0059** *Other DHR Id#: 264-5010*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Federal/Adamesque, Ca 1820**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

South 255 Main Street **264-0001-0060** *Other DHR Id#: 264-5011*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1890**
Contributing *Total:* 1
Secondary Resource: **Barn (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

South 300 Main Street **264-0001-0061** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1960**
Non-contributing *Total:* 1

South 303 Main Street **264-0001-0062** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1875**
Contributing *Total:* 1

South 313 Main Street **264-0001-0063** *Other DHR Id#:*
Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, 1920**
Contributing *Total:* 1

South 335 Main Street **264-0001-0064** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1890**
Non-contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1
Secondary Resource: **Well House (Building)** *Non-contributing* *Total:* 1

South 344 Main Street **264-0001-0065** *Other DHR Id#:*
Primary Resource: **Mixed (Building), Stories 2, Style: No discernible style, Ca 1925**
Contributing *Total:* 1

South 362 Main Street **264-0001-0066** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1890**
Contributing *Total:* 1
Secondary Resource: **Kitchen (Building)** **Contributing** *Total:* 1

South 363 Main Street **264-0001-0067** *Other DHR Id#:Primary*
Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1978**
Non-contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 1

South 410 Main Street **264-0001-0068** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Folk Victorian, Ca 1900**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

South 411 Main Street **264-0001-0069** *Other DHR Id#: 264-5005*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1866**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1
Secondary Resource: **Shed, Tool (Building)** *Non-contributing* *Total:* 1

South 425 Main Street **264-0001-0070** *Other DHR Id#: 264-5006*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Other, Ca 1845**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1

South 440 Main Street **264-0001-0071** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1942**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 1

South 445 Main Street **264-0001-0072** *Other DHR Id#: 264-5021*
Primary Resource: **Mixed (Building), Stories 2.5, Style: Folk Victorian, Ca 1850**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1

South 522 Main Street **264-0001-0073** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1975**
Non-contributing *Total:* 1

South 525 Main Street **264-0001-0074** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1860**
Contributing *Total:* 1

South 534 Main Street **264-0001-0075** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1910**
Contributing *Total:* 1
Secondary Resource: **Barn (Building)** **Contributing** *Total:* 1
Secondary Resource: **Garage (Building)** *Non-contributing* *Total:* 1

South 535 Main Street **264-0001-0076** *Other DHR Id#: 264-5016*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Victorian, Queen Anne, 1907**
Contributing *Total:* 1

South 545 Main Street **264-0001-0077** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1900**
Contributing *Total:* 1

South 550 Main Street **264-0001-0078** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1990**
Non-contributing *Total:* 1

South 560 Main Street **264-0001-0079** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1936**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1

South 612 Main Street **264-0001-0080** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1890**
Contributing *Total:* 1

South 640 Main Street **264-0001-0081** *Other DHR Id#: 264-5002*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1820**
Contributing *Total:* 1

South 711 Main Street **264-0001-0082** *Other DHR Id#: 264-5003*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1937**
Non-contributing *Total:* 1
Secondary Resource: **Wall (Structure)** **Contributing** *Total:* 1

South 727 South Main Street **264-0001-0083** *Other DHR Id#: 264-5004*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Greek Revival, Ca 1850**
Contributing *Total:* 1
Secondary Resource: **Wall (Structure)** **Contributing** *Total:* 1

South 755 Main Street **264-0001-0084** *Other DHR Id#:*
Primary Resource: **Service Station (Building), Stories 1, Style: No discernible style, Ca 1935**
Contributing *Total:* 1

South 777 Main Street **264-0001-0085** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1880**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** *Non-contributing* *Total:* 2

South 7591 Main Street **264-0001-0087** *Other DHR Id#: 264-5014*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal/Adamesque, Ca 1820**
Contributing *Total:* 1

Mill Street

111 Mill Street **264-0001-0047** ***Other DHR Id#:***
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1880**
Contributing *Total:* 1

222 Mill Street **264-0001-0046** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1880**
Contributing *Total:* 1
Secondary Resource: **Shed (Building)** **Contributing** *Total:* 2

Mill Street **264-0001-0088** *Other DHR Id#: 44RM0410*
Primary Resource: **Foundation (Site), Style: No discernible style, Ca 1870**
Contributing *Total:* 1

Old Bridgewater Road

Old Bridgewater Road **264-0001-0043** *Other DHR Id#: 264-5013*
Primary Resource: **Cemetery (Site), Style: No Discernable Style, Ca 1829**
Contributing *Total:* 1
Secondary Resource: **Garage (Building)** **Contributing** *Total:* 1

Old Bridgewater Road **264-0001-0089** *Other DHR Id#:*
Primary Resource: **Shed (Building), Stories 1, Style: No discernible style, Ca 1970**
Non-contributing *Total:* 1

120 Old Bridgewater Road **264-0001-0042** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Folk Victorian, Ca 1880**
Contributing *Total:* 1
Secondary Resource: **Outbuilding, Domestic (Building)** *Non-contributing* *Total:* 1

Old Bridgewater Road and Mill St **264-0001-0090** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1880**
Contributing *Total:* 1

Parsons Street

100 Parsons Street **264-0001-0049** *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1880**
Contributing *Total:* 1

8. Statement of Significance

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

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

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

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] 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

Areas of Significance
(Enter categories from instructions.)
COMMERCE
ARCHITECTURE
TRANSPORTATION

Period of Significance
ca. 1810 – 1952

Significant Dates
1825
1834
1895
1918

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

Cultural Affiliation
N/A

Architect/Builder
N/A

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.)

Located along the North River, one of the two principal waterways in Rockingham County, the town of Mt. Crawford emerged in the early nineteenth century as a commercial and industrial hub serving the surrounding rural area. The town was formally established in 1825 by an Act of the Virginia General Assembly. Situated in the heart of the Shenandoah Valley, Mt. Crawford occupies a strategic position along U.S. Route 11 (formerly the Valley Pike) midway between Staunton, approximately eight miles to the south, and Harrisonburg, about eight miles to the north. Following construction of the Valley Pike in the mid-1830s, the town developed in a pattern characteristic of turnpike communities, with linear growth extending along the roadway rather than expanding into a traditional grid of streets and blocks. Mt. Crawford continued to grow and serve as a commercial and institutional center to the surrounding rural area through the nineteenth and into the twentieth century. The Mt. Crawford Historic District is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. Under Criterion A, the district is significant in the areas of Transportation and Commerce for its association with the North River and Valley Pike/U.S. Route 11 – key regional transportation arteries that shaped the development in the Shenandoah Valley – and for its historic role as a local trade center. Under Criterion C, the district is significant in the area of Architecture for its collection of residential, commercial, and ecclesiastical resources, which collectively embody the defining characteristics of a turnpike town. Developed in a linear pattern along a major transportation corridor, the district reflects a built environment designed to accommodate the full range of community life. The district is predominantly residential in character, with dwellings representing a range of architectural styles, including Folk Victorian, Colonial Revival, and Craftsman that represent the continued growth of the town from the early nineteenth to the mid-twentieth century. Trinity Reformed Church, one of two churches within the district, embodies the distinctive characteristics of the Gothic Revival style. Scattered stores and service stations throughout the district reflect the town's commercial vitality and its adaptation to the rise of the automobile. The period of significance begins ca. 1810, with the construction of the earliest extant building in town and ends in 1952 to include the construction of automobile-related buildings that reflect the town's commercial evolution as transportation and tourism continued to define its role as a turnpike town. It also marks the end of major residential development along U.S. Route 11 within town.

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

Historical Background

Mt. Crawford is located in southwestern Rockingham County, which was established in 1777 from Augusta County. Rockingham is one of eight principal counties comprising Virginia's Shenandoah Valley. Archaeological evidence indicates that Indigenous peoples inhabited the Shenandoah Valley as early as 10,000 B.C. By the seventeenth and eighteenth centuries, the Iroquois had

become the dominant Native American presence in the region, although the Shawnee, Delaware, and Catawba tribes were also documented. Rather than establishing permanent settlements, the Iroquois primarily used the Valley as a seasonal hunting and trapping ground, traveling along the Great Warrior Path, a major north-south corridor extending into the Carolinas.[1]

In August 1716, Colonel Alexander Spotswood led an expedition across the Blue Ridge Mountains to promote the Valley's suitability for settlement. The expedition helped stimulate migration westward, and around 1727 families began establishing permanent settlements in what would become Rockingham County. The Shenandoah Valley's abundant natural resources – including fertile farmland, waterways, timber, limestone, and iron ore – attracted settlers, and migration continued steadily in the decades preceding the Revolutionary War. From 1738 through 1777, the establishment of courts, inns, militia organizations, and settled communities throughout the region, reflected the increasing colonial organization of the frontier landscape.[2]

In 1777, Rockingham County was established from Augusta County by an act of the Virginia legislature. In 1781, the population of the county was approximately 500. By 1790, it had grown to about 7500, and by 1810, it had nearly doubled to 12,500. By 1815, settlers had established the community of Mt. Pleasant in southwestern Rockingham County along the North River, where it initially comprised approximately four dwellings. Around 1818, the settlement was renamed Mt. Crawford.

Early Development of Mt. Crawford

In 1825, an Act of the Virginia General Assembly formally established the town. Prior to the development of turnpikes, railroads, and highways, rivers served as primary transportation corridors. Mt. Crawford's advantageous location along the North River – a tributary of the Shenandoah River that ultimately flows into the Potomac River at Harpers Ferry, West Virgina – contributed significantly to its development as a commercial and industrial center for the surrounding rural area. Agricultural products and raw materials could be transported to market via the river, which also provided waterpower for nearby mills.

The town experienced exponential growth during the first decade of its establishment. The town managed its own water system, the Mt. Crawford Water Company, which was incorporated in 1835.[3] According to Joseph Martin's Gazetteer of Virginia, by 1835, along with a post office and a population of 180, Mt. Crawford comprised

[1] E.H.T. Traceries, Inc., "Historic Architectural Survey of Rockingham County, Virginia," (Virginia Department of Historic Resources, December 2000) p. 5; National Park Service, "Native Americans in the Shenandoah Valley," (U.S. Department of the Interior, September 21, 2022), https://www.nps.gov/articles/000/native-americans-in-the-shenandoah-valley.htm, accessed February 26, 2026.
[2] Traceries, "Historic Architectural Survey," pp. 5, 7; John W. Wayland, *A History of Rockingham County,* (Harrisonburg, VA: C.J. Carrier Company, 1996), pp. 33, 61.
[3] Wayland, *A History of Rockingham County,* pp. 200-201.

> 25 dwelling houses, 1 house of public worship free for all denominations, 2 common schools, 2 taverns, 3 mercantile stores, 2 tailors, 2 saddlers, 2 boot and shoe factories, 1 smith shop, 1 tin plate worker, 1 cabinet maker, 1 wheelwright, 1 cooper, 1 pottery, 2 milliner and mantua makers, 1 gun smith, 1 wagon maker, 1 manufacturing flour mill, and 1 saw mill.[4]

The nature and broad range of businesses and industries reflect the role of the town as not only a commercial and industrial center for the surrounding area, but also a supply and service stop along a major transportation route. One of the taverns was the Montique Hotel Tavern and Stage Coach Shop (demolished), which catered to travelers along the Great Wagon Road.[5] In addition to the businesses and industries identified in Martin's 1835 *Gazetteer*, an air-tight stove factory and an additional commercial building, Burgess' Store, which included a post office and general store, were established in the 1840s, reflecting the community's sustained economic growth.[6]

During the eighteenth and nineteenth centuries, the population of the Shenandoah Valley was largely composed of settlers from Pennsylvania of German, Scotch-Irish, and Dutch descent. The religious traditions of these groups, many of which came from the Anabaptist movement, significantly influenced the physical and cultural development of communities throughout the Valley, including Mt. Crawford. Farmers of German descent and religious beliefs were generally opposed to slavery and did not use enslaved labor on their farms. Therefore, there were fewer enslaved laborers, and thus a smaller Black population, in the Shenandoah Valley than in eastern and southern Virginia.[7] Several Protestant congregations – Baptist, Reformed, Methodist, and non-denominational – were established in town during the 1830s and 1840s. Reflecting the strength of the Protestant affiliation of the community during the Second Great Awakening, Mt. Crawford emerged as an important center of the regional temperance movement. A local temperance society had been organized by 1838, and on May 20, 1854, a convention of temperance supporters convened at the Mt. Crawford Reformed Church.[8]

On March 3, 1834, the Virginia legislature authorized the Valley Turnpike Company to construct a sixty-eight-mile turnpike between Winchester and Harrisonburg. Approximately three years later, in 1837, the state chartered the Harrisonburg and Staunton Turnpike, which was subsequently consolidated with the Valley Turnpike. This ninety-three-mile roadway served as the principal transportation corridor through the Shenandoah Valley. The Valley Pike generally followed the Great Wagon Road, a major transportation artery derived from a system of Native American trails extending from Pennsylvania through Virginia to Georgia.[9] The improved roadway extended

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[4] Joseph Martin, *A New and Comprehensive Gazetteer of Virginia and the District of Columbia*, (Charlottesville, VA, 1835), p. 433.
[5] Nancy B. Hess, *The Heartland: Rockingham County,* (Harrisonburg, VA: Parkview Press, 1976), p. 319.
[6] Wayland, *A History of Rockingham County,* pp. 376-377; Kay Frye, "Town Landmark Is on The Market," (*Daily News-Record*, August 15, 1997).
[7] Traceries, "Historic Architectural Survey," p. 7.
[8] Wayland, *A History of Rockingham County,* pp. 245, 263, 271, 281.
[9] *Ibid*, p. 221; National Park Service, "Valley Turnpike," (U.S. Department of the Interior, October 13, 2023), https://www.nps.gov/articles/000/valley-turnpike.htm, accessed February 26, 2026.

through Mt. Crawford, enhancing regional connectivity and facilitating expanded access to markets for agricultural, commercial, and industrial goods as well as supporting passenger travel.

In the decades leading up to the Civil War, the turnpike fostered commercial and industrial development throughout the region. Wagons transporting wheat along with other agricultural and industrial products traveled along the route, providing access to broader markets and strengthening the rural economy of the Shenandoah Valley. Stagecoaches also carried passengers along the turnpike. Tolls were collected to support maintenance of the road and regulate traffic. Tollgates were constructed approximately every five miles to collect tolls and prevent travelers from bypassing payment. A tollgate and house (both demolished) were constructed at the south end of town, at the bridge spanning North River.

Civil War

Because of its strategic position along the Valley Pike and the North River, Mt. Crawford witnessed significant military activity during the Civil War. In May 1862, Gen. Thomas J. "Stonewall" Jackson commanded Col. John D. Imboden to burn the North River bridges at Mt. Crawford and Bridgewater to impede the advance of Union forces under Maj. Gen. Nathaniel P. Banks towards Staunton. Confederate troops subsequently dug trenches along the south bank of the North River, successfully delaying the Union advance. Later that month, wounded Confederate soldiers from the First Battle of Winchester were ferried across the North River at Mt. Crawford en route to medical treatment in Staunton. Following the Battle of Gettysburg, soldiers again were transported across the river at Mt. Crawford as they moved southward to Staunton.[10]

In the fall of 1864, Union Gen. Philip H. Sheridan located his headquarters in Rockingham County, and some soldiers in the 19th Army Corps camped in the vicinity of Mt. Crawford. During their occupation, Union forces looted and burned houses, barns, and mills, and destroyed crops as part of the broader Shenandoah Campaign.[11] At Mt. Crawford, lead water pipes were dug up and melted down for ammunition. The town's water system was not reconstructed after the war; instead, a public well was dug in the center of town to provide water for residents.[12]

Reconstruction and Growth

After the Civil War, the Shenandoah Valley recovered relatively quickly compared to the rest of the Commonwealth due to their limited reliance on enslaved labor and the region's fertile soil.[13] The town's commercial and industrial activities continued to grow as well. In April 1866, the *Rockingham Register* reported that Matthew Ireland and George Duey were building a manufacturing facility of clay and stoneware at the north end of Mt. Crawford, complete with a furnace. In July 1868, the *Register* reported that production was underway and Ireland, Duey, and James Madison Shinnick had built a kiln for stone and a kiln for earthenware and were considering

[10] Dan Wright, "Mount Crawford Had Strategic Position In Civil War," (*Daily News-Record*, March 12, 2003).
[11] *Ibid*; Katie Lewis, "Battle History Remains Despite Few Reminders," (*Daily News-Record*, March 13, 2002).
[12] "War Takes Mt. Crawford Water System," (*Daily News-Record,* January 12, 1978).
[13] Traceries, "Historic Architectural Survey," p. 31.

building a third kiln for producing fireproof bricks. A finished workman was employed to manufacture their goods. Also in April 1866, Dr. Dinges, Mr. Funkhouser and Mr. Kiser began construction on the Woolen Factory at the south end of Mt. Crawford, on the banks of Cook's Creek, was under construction.[14] In 1870, Peter Dinkle built the Mt. Crawford Flouring Mill on the north bank of North River, on the site of the previous mill that had been destroyed by fire. Modern roller mill equipment was installed in 1870 and updated at the end of the nineteenth century. Powered by the North River, the mill produced sixty barrels of flour a day by 1901. At that time, a broom factory also operated out of the mill's basement.[15]

The temperance movement remained a strong social force in Mt. Crawford in the 1860s through the turn of the century. In 1867, the *Rockingham Register* observed "a deep interest in the subject of Temperance prevails at the pleasant village of Mt. Crawford," reflecting the movement's broad local support. Prominent town leaders actively participated in the movement, contributing to its sustained influence within the community.[16] An 1885 map of the town identifies a centrally located building occupied by the Friends of Temperance, indicating the organization's established presence in the heart of the town. Protestant churches likewise maintained a prominent presence during this period. Sometime between 1870 and 1875, a new Methodist Episcopal Church building was constructed on the east side of the Valley Pike (264-0001-0014). This pattern of local civic engagement extended beyond religious and social reform movements and reinforced the role of Mt. Crawford as an institutional center for the surrounding rural area. Local agricultural societies, first formed in the 1820s, increased in popularity after the Civil War; by the mid-1870s, one such organization was active in Mt. Crawford.[17]

In 1868, the Valley Railroad Company was chartered to construct a rail line between Harrisonburg and Salem, Virginia. The Baltimore & Ohio Railroad (B&O) financially supported the project in an effort to connect its existing network with the Virginia and Tennessee Railroad at Bristol via a junction in Salem. Such a connection would have provided the B&O with access to southern markets, facilitating the transportation of manufactured goods southward and the shipment of cotton and other agricultural products northward. On March 3, 1874, the first segment of the line was completed and opened between Harrisonburg to Staunton, with a depot at Mt. Crawford located between Harrisonburg and Weyer's Cave. Although originally intended to extend to Salem, the line ultimately terminated in Lexington, Virginia. The B&O's plans were preempted when the Pennsylvania Railroad reached Salem first, securing the strategic connection the B&O had sought.[18] Although the Valley Railroad did not extend further south, the line nevertheless integrated Mt. Crawford into the broader transportation network of the Shenandoah Valley, reinforcing the community's strategic position along major regional transportation corridors and

[14] "Mount Crawford," (*Rockingham Register*, April 13, 1864); "Fine Stoneware," (*Rockingham Register*, July 2, 1868).
[15] "The Evening News," (*Illustrated Trade Edition,* January 8, 1901).
[16] "Untitled," (*Rockingham Register*, January 31, 1867).
[17] Wayland, *A History of Rockingham County,* p. 373.
[18] *Ibid*, pp. 228-229; "Valley Railroad," (*Virginia Places*) http://www.virginiaplaces.org/rail/valley.html, accessed March 3, 2026.

strengthening its role as a market and shipping point for agricultural and industrial products from the surrounding area.

Following the Civil War and the 1870 establishment of the public school system in Virginia, a two-room grade school was built near the center of town, signaling the community's commitment to organized public education. In 1877, a new school building was erected on land deeded by Samuel and Mary A.E. Whitmore adjacent to the Trinity Reformed Church. As Mt. Crawford continued to grow in the late nineteenth century, student enrollment increased, and by the end of 1882, local citizens began planning for a larger schoolhouse to accommodate the growing student body and meet the town's evolving needs. In 1883, a new two-story, four-room school building was built on the site of the earlier school. Parents contributed lumber for its construction. The school featured a belfry housing a bell cast by the Baltimore Bell Foundry.[19]

The town experienced continued growth and prosperity during the 1880s and 1890s. Several local publications were established, including the *Pearl Press* (1881) and the *Postal Card* (1884), reflecting the community's expanding civic and commercial vitality.[20] An 1885 map documents a well-developed townscape with at least eighty-five dwellings, including a Methodist parsonage; four churches; two schools – one serving White students and one serving Black students. Commercial and industrial resources included at least two general stores; two mills; a post office; a cooper shop; a tin shop; a wagon shop; a tannery; a tollhouse; and a cemetery. Two dams, one located across North River and another spanning Cooks Creek, powered the mills which functioned as a flour mill and sawmill respectively.

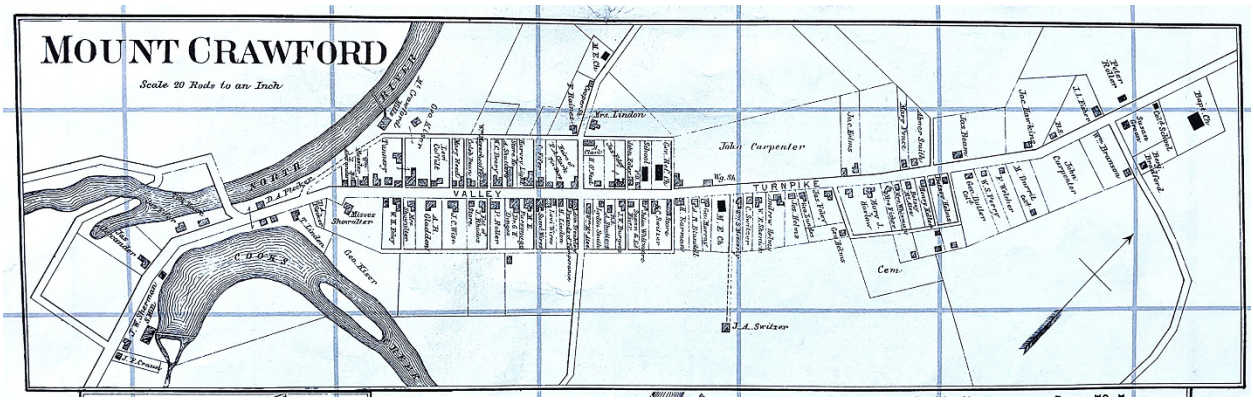

Figure 1: Map of Mount Crawford from D.J. Lake's Atlas of Rockingham County (1885)

On December 14, 1895, Mt. Crawford was formally incorporated by the Virginia General Assembly. Commercial development continued into the 1890s and early twentieth century. Additional stores constructed during this period included Sherman's Store (264-0001-0051) and D.H. Tutwiler and Ward Gilkerson's store (264-0001-0053). Another small ca. 1900 store/office building (264-0001-0001) stands across Old Bridgewater Road from Sherman's Store. Although not depicted on the 1885 map, a pottery shop stood across from the Methodist Church along Old

[19] Dale MacAllister, "Information About Mt. Crawford Schools," (2025, Collection of Carole Nash).
[20] Wayland, *A History of Rockingham County,* pp. 335-336.

Bridgewater Road. Industrial activity also included an icehouse constructed by John Sherman on the west side of Main Street (U.S. Route 11), across from the sawmill at the south end of town. During winter months, ice was cut from the river and packed in sawdust for preservation until spring and early summer, when it was sold to local residents and businessmen.[21]

After the Civil War, small Black settlements were scattered throughout Rockingham County. In Mt. Crawford, Black citizens established a community at the north end of town, within the historic district. The 1885 map shows that two houses on the south side of Main Street (U.S. Route 11), were owned by Black residents, including George Butler (264-0001-0032) and Matisen Durmit. According to the 1880 U.S. Census, approximately sixty-one Black or mixed-race residents lived in town. Adult men were recorded as farm hands, laborers, or servants, while adult women were listed as housekeepers or servants. In the spring of 1885, a one-room school building for Black pupils was constructed adjacent to the Baptist church. Built in 1852, the church likely housed a classroom for Black students prior to the schoolhouse's construction, as an item in the *Old Commonwealth* newspaper references a meeting held in "the African school-house in Mt. Crawford." The cemetery (264-0001-0086) associated with the church remains extant within the district. By the turn of the twentieth century, the town's Black population had declined to the extent that the school closed, and students were sent to the Bridgewater Colored School. In June 1904, the schoolhouse and its parcel were sold to C.D. Fletcher for $170.[22]

Early Twentieth Century

By 1900, Mt. Crawford's period of growth had plateaued as regional transportation patterns shifted, and commercial traffic consolidated along more competitive rail corridors. As railroads became the dominant mode of freight and passenger transportation, the town's previously advantageous location along the North River diminished in relative importance.[23] Although Mt. Crawford remained situated along the Valley Railroad, the line's failure to connect to major rail hubs constrained opportunities for sustained economic expansion. Reflecting these broader trends, the town's population declined from 392 citizens in 1880 to 330 in 1900, an approximately 15.8 percent decrease. The first decade of the twentieth century experienced further decline, with the population falling to 228 by 1910.[24] Despite this reduction in population and diminished regional connectivity, the commercial, industrial, and civic institutions within town remained active. Local stores, mills, churches, and the White school continued to operate, indicating a degree of economic and community stability through this time.

The Rise of the Automobile and the Establishment of U.S. Route 11

In 1918, the Commonwealth of Virginia acquired the Valley Turnpike and integrated it into the state highway system, converting the formal toll road into a publicly funded thoroughfare

[21] Hess, *The Heartland: Rockingham County*, pp. 319-320.
[22] MacAllister, "Information About Mt. Crawford Schools."
[23] Andrew Jenner, "The little town that could," (*Rocktown Weekly*, January 22-28, 2009).
[24] U.S. Census, 1880, 1900, 1910.

maintained through tax revenues.[25] In 1928, it became part of U.S. Route 11, reflecting its growing importance within the expanding state highway system. Around that time the road was widened to a minimum of forty feet to accommodate increased automobile traffic.[26] The road-widening project significantly altered the built environment in Mt. Crawford. Many front porches were removed or reconfigured from historic dwellings and stone retaining walls were constructed on either side of the roadway.[27] In 1935, the brick sidewalks along U.S. Route 11 were replaced with concrete sidewalks. These changes reshaped the streetscape, contributing to the present-day spatial organization while reflecting early twentieth-century infrastructure improvements, the significance of the automobile, and the continued position of Mt. Crawford on a major transportation route.

The 1910s marked a renewed period of modest growth for Mt. Crawford, as the population rose to 263 residents by 1920.[28] In 1918, the four-room school building adjacent to the Trinity Reformed Church was replaced by a two-story brick building farther north along Main Street (U.S. Route 11). Built by J. Holmes Moore at a cost of approximately $12,000, the new school (now demolished) contained six classrooms as well as an auditorium that could accommodate both school functions and community events.[29]

With the rising popularity of the automobile and the town's location along the state highway system, Mt. Crawford once again benefited from its position on a principal transportation corridor. The 1924 Sanborn Fire Insurance map, which depicts only a portion of town along Main Street, documents a thriving community with numerous residences, seven stores, a small office building, a post office, at least two churches, and the public school. A town hall (demolished) stands at the corner of Main Street and Mott Street. Constructed in 1904, the town hall comprised a large auditorium featuring a stage and a kitchen in the basement. The town hall hosted a variety of events including political meetings, entertainment productions, and social gatherings. The second floor of the building functioned as the Junior Order United American Mechanics Lodge.[30] Additional dwellings, commercial buildings, and industrial enterprises, including a flour mill and a combined sawmill, grist mill and chicken coop factory, were located outside the map area, further underscoring the town's continued economic and civic vitality.[31]

[25] National Park Service, "Valley Turnpike."
[26] Jenner, "The little town."
[27] "War Takes Mt. Crawford Water System."
[28] U.S. Census, 1920
[29] Dale MacAllister, "Information About Mt. Crawford Schools."
[30] "Mt. Crawford," (*Rockingham Register,* May 17, 1904); Cecil "Filly" Gilkerson, *Mt. Crawford As I Remember,* (Collection of Harrisonburg-Rockingham Historical Society), p. 27.
[31] J.S. Peters and W.F. Stinespring, *University of Virginia Record Extension Series: An Economic and Social Survey of Rockingham County,* (Charlottesville, VA: University of Virginia, September 1924), p. 29.

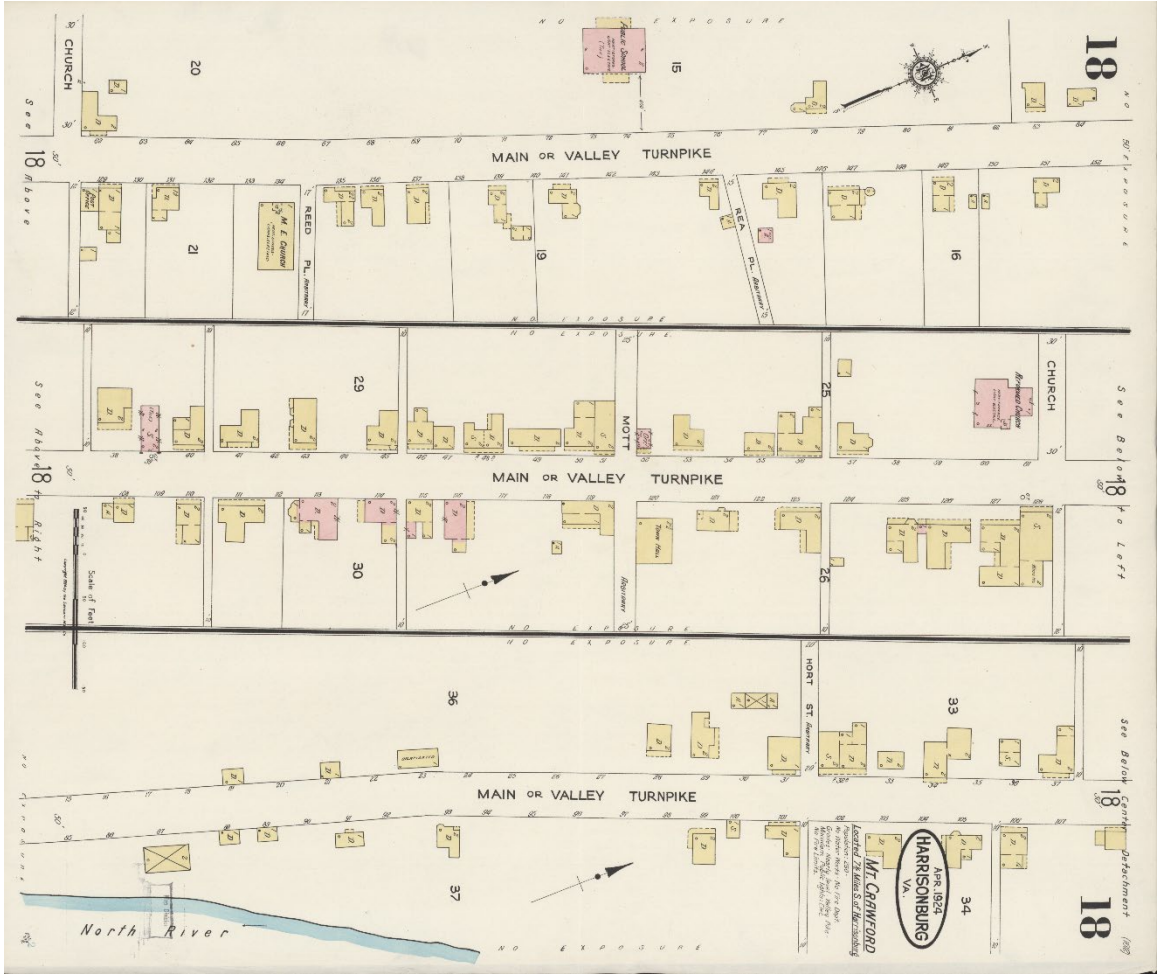

Figure 2: Mt. Crawford Sanborn Fire Insurance Company Map (1924)

Beginning in 1930, improvements to the Mt. Crawford Flour Mill expanded its production under the management of Ray S. Hottel. Under his management, the mill dam was rebuilt, and modern roller-milling equipment was installed to produce flour, animal feed, and other grain products. According to Ben Hottel, Ray S. Hottel's son, distribution networks extended beyond Virginia, with flour reaching markets as distant as South Carolina. Three turbine water wheels powered the mill and its operations, highlighting the reliance on water-driven industrial technology into the early to mid-twentieth century. The mill remained a prominent local enterprise until Ray Hottel's death in 1948. In 1962, the building was destroyed by fire; today only the mill's foundation survives (264-0001-0088/44RM0410).[32]

Growth continued in the 1930s and 1940s. The town's population continued to climb from 272 residents in 1930 to 290 in 1940, and 303 in 1950.[33] According to longtime resident Cecil "Filly" Gilkerson, between 1927 and 1950 Mt. Crawford supported four grocery stores, three service

[32] Luther Benjamin "Ben" Hottel, Letter, (October 5, 1996, Private collection of Carole Nash).
[33] U.S. Census, 1930, 1940, 1950.

stations, a beauty shop, a barbershop, a flour and grain mill, and a chicken coop factory. The presence of multiple grocery stores and service stations reflects a measure of economic activity to support the various businesses. The grocery stores were operated by Charles Rhodes at 445 S. Main Street (264-0001-0072), W.H. Gilkerson at 313 S. Main Street (264-0001-0063), William Burgess at 145 S. Main Street (264-0001-0053), and Roger Burgess at 222 N. Main Street (264-0001-0010). Service stations were owned by Ott Monger at 755 S. Main Street (264-0001-0084), Marvin Burgess at 423 N. Main Street (264-0001-0018), and Moss Sayer at 470 N. Main Street (264-0001-0021), including a service station affiliated with Esso. Madalyn Gilkerson operated the town's beauty shop at 111 N. Main Street (264-0001-0001), and Carrie Stokes operated the barbershop at 344 S. Main Street (264-0001-0065). At either end of town, popular eating establishments – the Silver Grill and the Jungle – served as social centers frequented by local residents and students from nearby Bridgewater College and Shenandoah College. Children attended school at Mt. Crawford Elementary School through the seventh grade before being bused to Bridgewater High School to complete their public education.[34]

As automobiles became increasingly affordable, roads improved, and paid vacation time more common, Americans traveled in growing numbers for business and leisure during the prosperous years following World War II. Commercial development in Mt. Crawford reflected these national trends, as service stations were constructed to accommodate rising vehicular traffic. Around 1940, a motor court (264-0001-0039) was established on the east side of N. Main Street near the town's northern limits. Such lodging offered travelers a greater degree of privacy and convenience, by allowing them to park their cars near their individual cabins without passing through a public lobby. In contrast to traditional hotels, these cabin courts represented a decentralized and markedly modern form of accommodation situated outside of urban centers.[35]

Mid-Century Decline

The town's population began to decline in the 1950s, falling from 303 residents in 1950 to 247 in 1960, an approximate 18% decrease.[36] This demographic shift resulted in a reduction in institutional and commercial activity in town. Mount Crawford Elementary School closed in 1956 and was subsequently demolished. During the 1960s, the town hall was razed, and the popular restaurant, the Jungle, was destroyed by fire. Many locally owned stores ceased operation. Only the Burgess Store remained in operation, and it closed in the 1970s.[37] Construction of Interstate 81 in the late 1950s and 1960s redirected through-traffic away from Mt. Crawford and U.S. Route 11, contributing to the decline of roadside commerce within town. The destruction of the flour mill by fire in 1962 marked the end of industrial activity in Mt. Crawford, symbolizing the town's transition from a transportation- and industry-oriented economy to a primarily residential community.

[34] Gilkerson, *Mt. Crawford As I Remember,* p. 1.
[35] Chester H. Liebs, *Main Street to Miracle Mile*, (Baltimore, MD: The Johns Hopkins University Press, 1995), p. 171-181
[36] Town of Mount Crawford, *Comprehensive Plan*, (Town of Mount Crawford, 2023), p. 19.
[37] Jenner, "The little town."

Twenty-First Century Growth

The town's population fluctuated between 1970 and 2000, falling as low as 228 residents in 1990. However, between 2000 and 2020, the population grew from 254 to 439.[38] Mt. Crawford's proximity to Harrisonburg, the largest city in the Shenandoah Valley, has contributed to renewed growth as residents seek more affordable housing and small-town atmosphere. Groups of townhouses and small neighborhoods of single-family dwellings have been constructed since 2000 to accommodate this growth in population. At present, a new townhouse development is under construction at the north end of town, east of N. Main Street. Mt. Crawford remains a primarily residential community, with several automobile-related commercial businesses scattered throughout town and new commercial development at the northern end of town. Although new development has occurred around the outer areas of town, the historic core of Mt. Crawford remains a well-preserved example of a turnpike town that developed during the nineteenth and early to mid-twentieth centuries.

Criterion A Justification: Transportation

The Mt. Crawford Historic District is locally significant under Criterion A in the area of Transportation for its association with the development of major transportation corridors in the Shenandoah Valley during the nineteenth and early twentieth centuries. The town originated in the early nineteenth century along the North River and the Great Wagon Road, a significant north-south route in the eastern United States. These networks facilitated the movement of people, agricultural products, and manufactured goods through the Shenandoah Valley and stimulated the settlement of small communities with commercial resources such as Mt. Crawford that served residents of the surrounding agricultural region and travelers alike. The construction of the Valley Turnpike in the 1830s formalized the Great Wagon Road corridor as the primary transportation corridor through the Valley. Extending through the burgeoning town of Mt. Crawford, the improved highway enhanced regional connectivity and enabled the efficient transport of agricultural products to wider markets. Stagecoach and wagon traffic supported the development of taverns, stores, and service-related operations in town.

After the Civil War, the construction of the Valley Railroad through the vicinity of Mt. Crawford and the establishment of the Mt. Crawford depot underscored the town's continued importance within regional transportation networks. Although the line ultimately terminated in Lexington rather than reaching its intended destination of Salem, the railroad nonetheless integrated the community into a broader system of modern transportation. During the early twentieth century, improvements to the Valley Turnpike and its incorporation into the state highway system, followed by its designation as part of U.S. Route 11 in 1928, re-established Mt. Crawford's position along a major transportation corridor. Road widening and other infrastructure improvements accommodated increasing automobile traffic and supported new roadside commercial enterprises, including service stations and tourist accommodations. The district's period of significance extends to 1952 to capture the construction of the automobile-related buildings associated with

[38] Town of Mount Crawford, *Comprehensive Plan*, p. 19.

U.S. Route 11. This date precedes the decline in automobile traffic through town following the construction of Interstate 81, which marked a fundamental shift in regional transportation patterns that redirected traffic away from the community and diminished its role as a transportation service center.

Criterion A Justification: Commerce

The Mt. Crawford Historic District is also locally significant under Criterion A in the area of Commerce for its association with the development of a small but active commercial center serving the surrounding agricultural community and travelers along the Shenandoah Valley's main transportation arteries. In the early nineteenth century, the town developed as a commercial center supported by its strategic location along the North River and Great Wagon Road. The river powered the mills and facilitated the movement of agricultural goods, while the roadway spurred the establishment of stores and taverns. As the Great Wagon Road was formalized in the 1830s as the Valley Turnpike, additional commercial and industrial operations were established, including shoe factories, boat factories, a wagon maker, a gunsmith a cabinet maker, saddlers, tailors, and milliners. Following the Civil War, new industrial enterprises were established, including pottery works, woolen manufacturing, and modern milling operations, and reinforced Mt. Crawford's role as a local economic center within Rockingham County.

As commercial activity remained closely tied to transportation corridors, commercial development continued into the twentieth century as the Commonwealth of Virginia took ownership of the Valley Turnpike and it was incorporated into U.S. Route 11. Stores, service stations, restaurants, and other roadside businesses served both local residents and travelers passing through town. By the mid-twentieth century, Mt. Crawford supported multiple grocery stores, service stations, and small businesses, reflecting the continued importance of transportation-related business within the town. The period of significance ends in 1952, when the planning for and construction of Interstate 81 began to redirect regional traffic away from U.S. Route 11. This shift in transportation patterns contributed to the gradual decline of Mt. Crawford as a local commercial center.

Criterion C: Architecture

The Mt. Crawford Historic District is locally significant under Criterion C in the area of Architecture as it embodies the distinctive characteristics of a turnpike town that developed in a linear pattern along a major transportation corridor. The cohesive collection of building types represents the full complement of activities associated with a town that serves as the commercial and institutional center for the surrounding rural area. The range of construction dates and architectural styles in the district reflect the continued development of the town from the early nineteenth to the mid-twentieth century. The district is predominantly residential in character, with Main Street (U.S. 11) serving as the primary thoroughfare with scattered commercial and religious buildings. Despite variations in age and style, the district maintains a visually cohesive streetscape characterized by modest lot sizes, consistent setbacks, and complementary massing and materials. The buildings reflect vernacular traditions and popular nineteenth- and early twentieth-century architectural styles. Residential resources are typically simple, rectangular dwellings with side-

gable or hipped roofs, with the I-house as the most prevalent type. Ornamentation is generally limited to porches, gable fields, and cornices. The district's most prominent stylistic influence is Folk Victorian, featuring detailing drawn from Queen Anne, Gothic Revival, and Italianate styles. Other represented styles include Federal, Queen Anne, Colonial Revival, and Craftsman. Ecclesiastical architecture is represented by Trinity Reformed Church (264-0001-0011), a notable Gothic Revival building constructed in 1905 with pointed-arch stained-glass windows and a crenellated tower. Commercial resources are either integrated with residential resources or modest purpose-built structures. Collectively, the district's buildings – through scale, setbacks, roof forms, materials, and stylistic detailing – create a aesthetically unified environment, conveying the architectural character of a Shenandoah Valley turnpike town from the early nineteenth through mid-twentieth centuries.

Comparative Analysis

Mt. Crawford is a small town in Rockingham County, Virginia, established in the early nineteenth century that developed along the Valley Turnpike, a major transportation corridor in the Shenandoah Valley. Several historic districts within Rockingham County, including Bridgewater Historic District (NRHP 84000477), Dayton Historic District (NRHP 84003590), and Timberville Historic District (NRHP 12001137), similarly developed along transportation routes during this period. Like Mt. Crawford, these districts are primarily residential in character with a limited number of commercial buildings. Bridgewater, the largest incorporated town in Rockingham County, developed along the North River and the Great Wagon Road (later the Valley Turnpike), with its growth further stimulated by the establishment of Bridgewater College within town limits. Dayton developed along the Harrisonburg-Warm Springs Turnpike, a corridor that did not achieve the same level of regional significance as the Valley Turnpike. In contrast, Timberville's development was closely tied to the arrival of the Manassas Gap Railroad in 1868, later acquired by the Baltimore and Ohio Railroad.

While these communities share common origins as transportation-based settlements, they differ significantly in their scale, period of development, and physical form. Bridgewater, Dayton, and Timberville are larger districts, each encompassing approximately 150 to 200 resources and characterized by gridded street patterns that reflect more formalized planning and expansion. Dayton and Timberville experienced their primary periods of growth in the late nineteenth and early twentieth centuries, whereas Mt. Crawford and Bridgewater were substantially developed prior to the Civil War.

In contrast, the Mt. Crawford Historic District is smaller in size with eighty-eight primary resources, and retains a distinctly linear layout, with the majority of resources facing Main Street (U.S. Route 11). This linear form directly reflects Mt. Crawford's development as a turnpike town and distinguishes it from the more expansively planned districts within Rockingham County. The district's scale, layout, and concentration of tightly packed resources along a single transportation corridor make it a particularly intact and representative example of a small nineteenth-century turnpike community in Rockingham County.

9. Major Bibliographical References

Acknowledgements

Hill Studio would like to thank Aubrey Von Lindern, Northern Region Architectural Historian for the Virginia Department of Historic Resources, for her support of the nomination; Margaret Hotchner of Rocktown History for research assistance; and Carole Nash for providing research materials and historical and archaeological insight into the development of Mt. Crawford.

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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:

_X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR File No. 264-0001

10. Geographical Data

Acreage of Property approximately 58.8 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

A. Latitude: 38.362812	Longitude: -78.936676
B. Latitude: 38.359920	Longitude: -78.936982
C. Latitude: 38.358451	Longitude: -78.937630
D. Latitude: 38.351167	Longitude: -78.943615
E. Latitude: 38.351718	Longitude: -78.945668
F. Latitude: 38.357822	Longitude: -78.943723
G. Latitude: 38.357913	Longitude: -78.943323
H. Latitude: 38.360394	Longitude: -78.940014
I. Latitude: 38.362503	Longitude: -78.938434

Or
UTM References
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 includes all tax parcels as shown on the attached Mt. Crawford Historic District Sketch Map/Photo Key, which shows the district's true and correct historic boundaries.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the Mt. Crawford Historic District encompass the concentration of historic residential and commercial resources associated with the town's development during the period of significance, as identified through historic maps, archival research, and field survey. The district is centered along U.S. Route 11 (Main Street) and includes the historic core of the community on both sides of the roadway. The boundary excludes adjacent areas of undeveloped land and properties constructed after 1952 that fall outside the district's period of significance. Within the districts, buildings display consistent setbacks from the roadway and share similar scale, massing, and building materials, reflecting the cohesive historic development of the town.

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11. Form Prepared By

name/title: Kate Kronau, Katie Gutshall, and Alison Blanton
organization: Hill Studio
street & number: 120 Campbell Avenue SW
city or town: Roanoke state: VA zip code:24011
e-mail: kkronau@hillstudio.com/kgutshall@hillstudio.com
telephone: (540) 342-5263
date: April 6, 2026

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.

- **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: Mt. Crawford Historic District
City or Vicinity: Mt. Crawford
County: Rockingham County State: Virginia
Photographer: Kate Kronau
Date Photographed: January 2026

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

1 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0001
7591 S. Main Street, view north

2 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0002
700 Block of S. Main Street, view northwest

3 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0003
500 Block (east side) and 612 S. Main Street, view northeast

4 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0004
500 Block (west side) of S. Main Street, view southwest

5 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0005
300-400 Blocks of S. Main Street, view northeast

6 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0006
100 – 200 Blocks (west side) of S. Main Street, view north

7 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0007
214 and 242 S. Main Street, view northeast

8 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0008
200 Block (east side) of S. Main Street, view northeast

9 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0009
100 Block (west side) and 201 S. Main Street, view southwest

10 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0010
Trinity Reformed Church, view northwest

11 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0011
Methodist Episcopal Church and 400 Block (east side) of N. Main Street, view southeast

12 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0012
400 Block (east side) of N. Main Street, view northeast

13 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0013
488 and 500 Block (east side) of N. Main Street, view north

14 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0014
606, 557, and 527 N. Main Street, view south

15 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0015
600 Block (east side) of N. Main Street, view northeast

16 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0016
700 Block of N. Main Street, view north

17 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0017
Mt. Crawford Cemetery, view northeast

18 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0018
Intersection of Old Bridgewater and Mill roads, view north

19 of 19: VA_RockinghamCounty_MtCrawfordHistoricDistrict_0019
Mt. Crawford Mill foundation and 111 Mill Street, view north

Paperwork Reduction Act Statement: This information is being collected for nominations 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.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.
Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Digital Location Map

Mt. Crawford Historic District
Rockingham County, VA
VDHR ID# 064-0001
Mt. Crawford, VA

A. Latitude: 38.362812 Longitude: -78.936676

B. Latitude: 38.359920 Longitude: -78.936982

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G. Latitude: 38.357913 Longitude: -78.943323

H. Latitude: 38.360394 Longitude: -78.940014

I. Latitude: 38.362503 Longitude: -78.938434

WGS84
Map Source: VCRIS

N

Feet

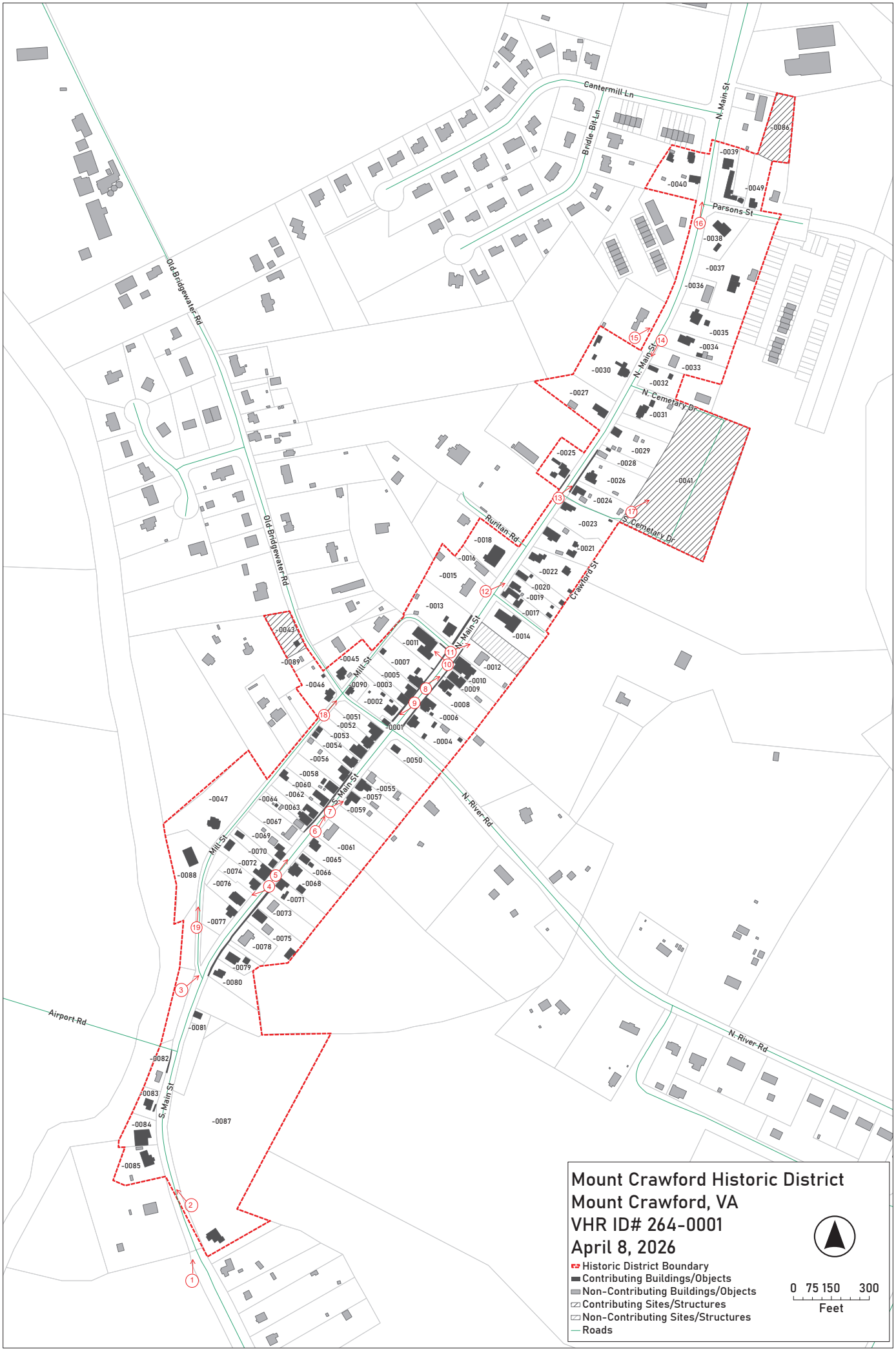
0 250 500 750 1000

1:12,250 / 1"=1,021 Feet

Title: Mt. Crawford Historic District **Date: 3/3/2026**

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 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.


Mount Crawford Historic District
Mount Crawford, VA
VHR ID# 264-0001
April 8, 2026
Historic District Boundary
Contributing Buildings/Objects
Non-Contributing Buildings/Objects
Contributing Sites/Structures
Non-Contributing Sites/Structures
Roads
0 75 150 300
Feet
Cantermill Ln
Bridle Bit Ln
N. Main St
Parsons St
Old Bridgewater Rd
N. Cemetary Dr
S. Cemetary Dr
Ruritan Rd
Crawford St
Mill St
S. Main St
N. River Rd
Airport Rd