



R-8 ARCHITECTURAL RECONNAISSANCE SURVEY, XRGU, GUMD, AND MDND SEGMENTS (SEGMENTS 10-12)



D . C . TO R I C H M O N D S O U T H E A S T H I G H S P E E D R A I L



Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and
Milford to North Doswell (MDND) Segments
Spotsylvania, Caroline, and Hanover Counties



U.S. Department of Transportation
Federal Railroad Administration

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High Speed Rail Project
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Milford to North Doswell (MDND) Segments
Spotsylvania, Caroline, and Hanover Counties
DHR #2014-0666**

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ABSTRACT

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) segments of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The proposed Project is being completed under the auspices of the Federal Rail Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The DC2RVA corridor is divided into 22 segments and this document focuses on the XRGU, GUMD, and MDND segments only. This report includes background data that will place each recorded resource within context and the results of fieldwork and National Register of Historic Places (NRHP) evaluations for all architectural resources identified within the XRGU, GUMD, and MDND segments. All other segments will be discussed in separate reports. For the purposes of the current report, the architectural area of potential effects (APE) is defined as extending 500 feet on either side of the center of the existing railroad alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. This report details the findings of buildings, objects, and districts over 48 years of age within the APE (the age limit was developed to correspond with the anticipated 2017 project completion date). All structures that meet the 48-year age criterion within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. The results of the archaeological survey are also discussed in separate reports.

In total, the DC2RVA Project Team surveyed 112 historic architectural resources within the architectural APE of the XRGU, GUMD, and MDND segments. Of these, 50 previously recorded and 62 newly recorded historic resources were identified. Of the 112 total properties, it is **recommended that the majority (n=100) are not eligible for individual listing in the NRHP.** One resource, North Anna Battlefield (042-0123), was previously determined potentially eligible/eligible for, or listed in, the NRHP. The DC2RVA Project Team **recommends that it should retain its previous eligibility status.** In addition, as a result of the current survey, 11 resources are **recommended potentially eligible for the NRHP under Criteria A, B, and/or C.** These include two historic districts (016-5129 and 016-5136), one multiple property determination (016-5165), the Fairfield Plantation Office at Jackson Shrine (016-0092), the Woodford Freight and Passenger Depot (016-0222), three commercial buildings (016-0223, 016-0270, and 016-0286), and three single-family dwellings (016-0208, 016-0222, and 016-0224). In addition to their individual eligibility recommendation, several resources within the XRGU, GUMD, and MDND segments are located within the boundaries of one of two potentially

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eligible historic districts: the Woodford Historic District (016-5129) and the Milford Historic District (016-5136). As a result, it is **recommended that 11 properties are contributing resources to the Woodford Historic District and 23 properties are contributing resources to the Milford Historic District.** Furthermore, five resources are included in and **recommended contributing to the Excelsior Industry of Caroline County Multiple Property Determination (016-5165):** the Woodford Excelsior Company Office (016-0223), two Excelsior Mills located in the village of Ruther Glen (016-5105 and 016-5106), the Jeter House and Excelsior Mill (016-5113) at Penola, and the Dejarnette Lumber Company (016-5137) in Milford. And finally, six resources are recommended contributing to the Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District (500-0001), which will be discussed in a later report.

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1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) segments of the Washington, D.C. to Richmond High Speed Rail (DC2RVA) project. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, and from Richmond continues east to Hampton Roads (Norfolk) and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

W:\GIS\Projects\011545_VA\Dev\Rail-PublicTransportation\0239056_RAP5-4\1\Dev-ConceptEng\map_docs\mxd\Fig1_SEHSRCorridor_85x11.mxd | Last Updated: 03.11.2015



0 40 80
 Miles
 1 inch=80 miles
 @ 8.5 x 11 inches
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Basemap Source: 2014
 ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

- 
Washington D.C. to Richmond
Tier II EIS
- 
Richmond to Raleigh
Tier II EIS
- 
Raleigh to Charlotte
- 
Richmond to Hampton Roads
Tier I EIS
- 
Charlotte to Atlanta
Tier I EIS
- 
SEHSR Extended
Feasibility Studies Complete

Figure 1-1
SEHSR Corridor

1.1 PROJECT LOCATION

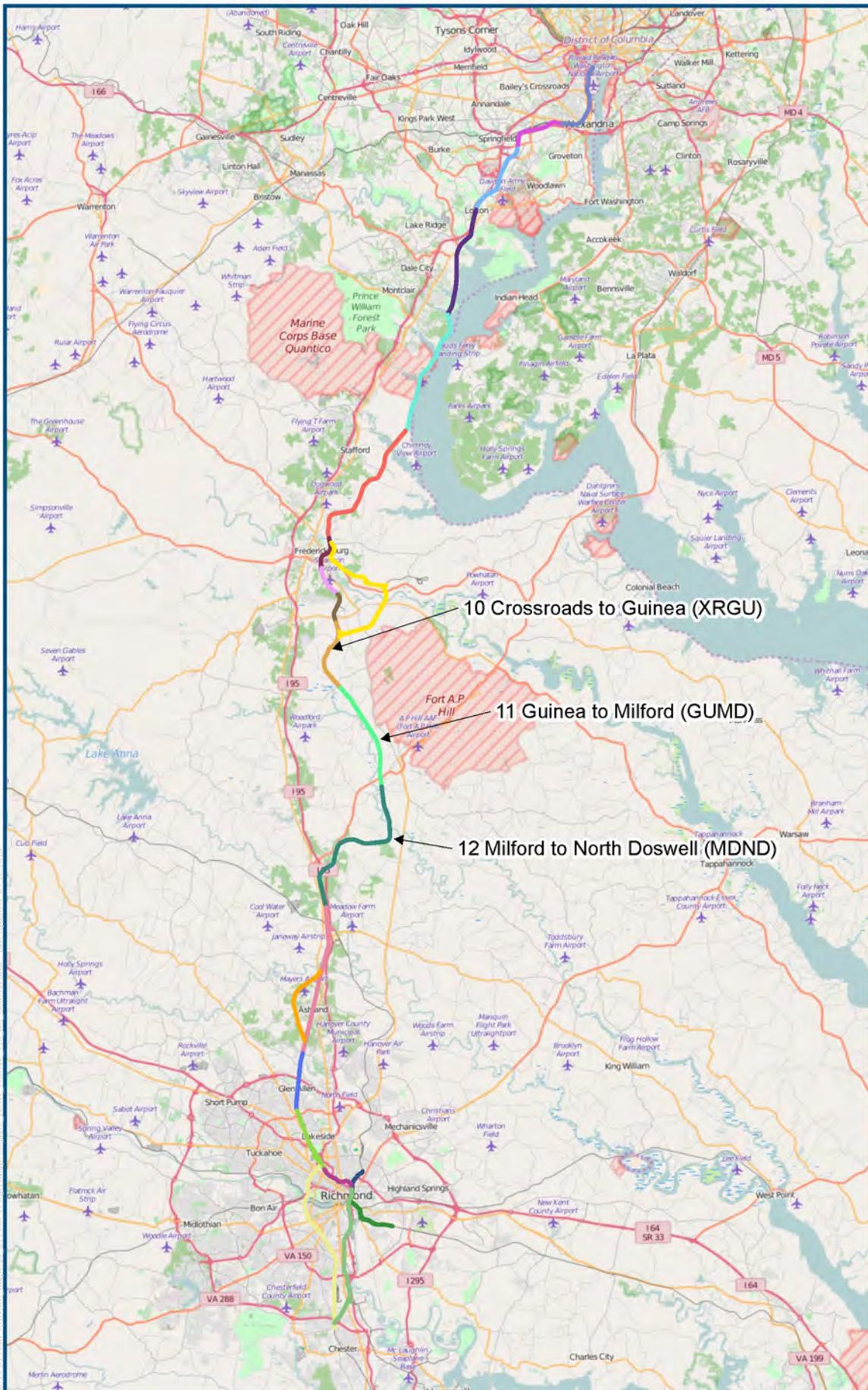
The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington to the CSXT A-Line and S-Line junction at MP A-11 in Centralia (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 22 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-3). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Additional segments of the Project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg & Potomac Railway (RF&P) Crossing (MP CA-111.8) in Doswell, VA.

Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's NEC. At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.



- ### Legend
- #### DC2RVA Project Segments
- 01 Rosslyn to Alexandria (ROAF)
 - 02 Alexandria to Franconia (AFFR)
 - 03 Franconia to Lorton (FRLO)
 - 04 Lorton to Powells Creek (LOPC)
 - 05 Powells Creek to Arkendale (PCAR)
 - 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)
 - 13 North Doswell to Elmont (NDEL)
 - 14 Elmont to Greendale (ELGN)
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)
 - 19' AM Jct to Fulton Yard (AMFY)
 - 20' Buckingham Branch/ Hospital Wye (BBHW)
 - 21 Fredericksburg Bypass (FBBP)
 - 22 Ashland Bypass (ASBP)

Figure 1-3
DC2RVA Project
Segments
 Noting the XRGU (10),
 GUMD (11), and MDND
 (12) Segments

05/2016

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond. Specific improvements to the existing rail infrastructure between Arlington and Centralia include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond (just north of Main Street Station) east to Beulah Road in Henrico County, and on the bypass areas around the town of Ashland, VA and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 CURRENT STUDY

The current study included a reconnaissance architectural survey of the XRGU, GUMD, and MDND segments of the DC2RVA corridor (see Figure 1-3). The architectural survey was conducted to evaluate both previously recorded properties that have not been evaluated for the NRHP, as well as any unrecorded resource over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date). Any property in the area of potential effects (APE) that has been previously determined to be eligible, or is listed in, the NRHP was briefly reviewed to assure that the characteristics that rendered the property eligible are still intact. For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the centerline of the existing railroad alignment, except in urban areas, where the APE is limited to one city block to either side of the existing rail

INTRODUCTION

centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. All structures that meet the NRHP age criteria within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. In addition, the results of the archaeological survey are discussed in separate documents.

Each resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

The area within the Project APE was first reviewed through an architectural and historical background literature and records search at DHR. The APE was then visually inspected through a vehicular and pedestrian reconnaissance to identify buildings, objects, and districts over 48 years in age where a NRHP determination had not been made. Once identified, each resource was evaluated for architectural significance and historic and physical integrity. The resources were documented through written notes and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource Information System (V-CRIS) form and to make recommendations on each resource's NRHP potential.

2 HISTORIC CONTEXT

As part of this undertaking, a historic context of each municipality within the APE was compiled. The XRGU, GUMD, and MDND segments span three counties: Spotsylvania, Caroline, and Hanover. Because this report discusses the architectural component of this Project, only the historic period for these counties is included below. The prehistoric context for this area will appear in subsequent archaeological reports.

2.1 SPOTSYLVANIA COUNTY

While some sources state that Europeans had explored the area around Fredericksburg and Spotsylvania County as early as 1570 (Alvey 1978:1), it was John Smith who left the first written record of his visit (Mansfield 1977:11). In his *Generall Historie of Virginia*, originally published in 1624, Smith described his 1608 explorations along both the Rappahannock and Potomac rivers looking for trading opportunities and other resources (Smith 1966). In July 1608, Smith and his colleagues followed the Rappahannock River to the falls, the location of present-day Fredericksburg, where his company was forced to turn back by dangerous travel conditions (Mansfield 1977:2; Quinn 1908:13).

2.1.1 Anglo Settlement and the Establishment of Spotsylvania County

From 1608 to the 1650s, however, European settlement in the area was rare. It was not until 1655 that the first land patent in the area was given to Margaret Brent for 1,000 acres just west of present-day Fredericksburg (Felder 1982:3; Mansfield 1977:75). In 1666, Lawrence Smith and Robert Taliaferro patented 6,300 acres in eastern Spotsylvania County along the Rappahannock River (Goolrick 1935). The House of Burgesses commissioned Smith to build a fort on this property in 1676 to encourage settlement in the area (Felder 1982:5). The fort was to be developed as a community for 250 people, garrisoned by soldiers and furnished with ample munitions to ward off any encroachers (Goolrick 1922:10; Mansfield 1977:2). Though Smith's fort was originally conceived as a sort of 'gateway' to the west, only a few temporary structures were built in the area, and no settlers moved there (Alvey 1978:2). The fort was disbanded by the House in 1682 (Mansfield 1977:2).

The largest and most successful precursor of future settlement in the general region occurred in 1714. Alexander Spotswood arrived in Virginia in 1710 to become the Lieutenant Governor. Spotswood quickly realized that the success of the colony lay in westward expansion, and he established two frontier forts in 1714 to achieve this goal. One fort was Christianna, located in what is today Brunswick County, southwest of Richmond. The second fort was located on a peninsula of the Rapidan River west of what is today Fredericksburg. The pentagonal fort was built and inhabited by a group of Germans from the Nassau-Siegen region. In honor of these 12 families of Germans and Queen Anne of England, the fort was named Germanna (Wayland

1989:10). Realizing the potential for the area to act as a frontier community, Spotswood brought over two additional groups of German indentured servants in 1717 and 1719, and the population of the Germanna area grew to over 200 people (Schurict 1977:66–69).

Prior to the founding of Fort Germanna, the only transportation routes in this area were the waterways and few forest paths created by Native Americans (Virginia Department of Transportation [VDOT] 2002:2). The first European-based roadway in the area was a bridle path, ordered by the Virginia council in April 1714 (Mansfield 1977; Pawlett 1977; VDOT 2002). The Germanna path was developed by the Fort Germanna settlers and led from the falls near the Leaseland to the fort (Mansfield 1977:38). A few years later, a rolling road was built through this area (Mansfield 1977; Pawlett 1977; VDOT 2002). The new road, appropriately called Mines Road, connected Germanna to Spotswood's Tubal Iron Works and his newest enterprise, a wharf on Massaponax Run, located between the iron mines and the Leaseland (Fredericksburg) (Quinn 1908:22).

With the help of the German workers, and later African slaves, Spotswood's iron business became the largest and most successful ironwork in Spotsylvania County, and indeed the Atlantic region in the first decades of the eighteenth century. The Spotsylvania Iron Works, as he called it, was located 13 miles east of Germanna on Pipe Dam Creek. Contemporaries named Spotswood the Tubal Cain of Virginia, thus his iron works became known as Tubal. The iron works included both the iron mines and the foundry (Goolrick 1935:7). The cast furnace was located at Massaponax, as well as storehouses, a tavern, and other businesses associated with the wharf. Although it is not known exactly when Spotswood's furnace went into operation, advertisement of byproducts made at the furnace began by 1723 (Spotswood 1945:11).

In 1720, Spotswood pushed the House to create Spotsylvania County with Germanna as the county seat (Felder 1982:13). Spotsylvania County was formed from what was Essex County. Essex County once contained the majority of northern Virginia, from Lancaster County on the east to the Blue Ridge Mountains on the west (Joyner 1999:13). The Virginia government allocated £500 to build a courthouse, church, prison, pillory, and stocks, and others who lived there built homes and other commercial buildings. The first session of court was held in the summer of 1722, and one of the first orders of business was to grant a license to John Finlason for a tavern. Finlason ran the tavern out of his home from 1722 until 1728 and hosted most of the incoming court officials during sessions at Germanna (Miller 1984). This is believed to be the first business in Spotsylvania County not owned or established by Alexander Spotswood.

Brock Road (current Route 613), known as Germanna Road, was already in place by 1722. This provided access to Spotsylvania County facilities at Germanna. Brock Road was known as Germanna Road into the nineteenth century (Felder 1992:3). By 1730, construction of Chiswell's Mine Road, connecting Chiswell's Furnace with Germanna, was underway. This road, which utilizes portions of modern day Blockhouse Road (Route 648) and Court House Road (Route 208) was proposed by an outside entrepreneur and was understandably resisted by county residents. However, by 1732 it was completed (Felder 1992:3–9).

In 1730, Spotswood was made Postmaster General of North America and the West Indies at a salary of £300 a year. The Virginia postal system was operated out of another Spotswood-founded Spotsylvania community, aptly named New Post, located at the intersection of what are today Routes 2 and 17 south of Fredericksburg. By 1732, county residents had grown tired of traveling to Germanna for monthly court meetings. The county seat of Spotsylvania officially

moved to Fredericksburg on October 1, 1732 for the convenience of all inhabitants and county officials.

2.1.2 Early Industries and the Revolutionary War

Only two years after the county court moved to Fredericksburg, the entire Germanna area was divided from Spotsylvania to create Orange County. Massaponax, New Post, and Tubal remained in Spotsylvania. Over the next several decades, the county continued to be owned in large parcels by a handful of wealthy planters. Tobacco was the main cash crop. Like many Virginia counties, Spotsylvania was forced to diversify during the second half of the eighteenth century when the soils had become depleted by tobacco crops. "Tobacco was formerly planted to the exclusion of almost everything else; but within the last 30 years it has gradually given place to wheat and corn." (Martin 1835:280) Large plantations were divided into small farmsteads, and wheat and other grains became the agricultural staple. Accompanying this agricultural change, numerous new roads and industries were established at this time to accommodate the new crop needs. This included mills, warehouses, and bakeries at wharf locations and taverns and ferry/ford crossings at the major waterways.

By the time of the American Revolution, the county had solidly adopted the system of slave labor. Like many colonists, white residents wholeheartedly supported the Continental Congress and the move towards American Independence, but most whites believed this did not refer to slaves. By the time of the first American census in 1790, enslaved African Americans outnumbered whites (5,171 white, 6,081 slave, and 348 free black) (Coleman and Trice 1934).

The end of the eighteenth century and a changing geographical population distribution of the county brought about new discontent about the county seat. Since 1732, Spotsylvania's county seat was located in Fredericksburg, along the Rappahannock River. In 1780, the county seat moved to a more central location near the Po River due to complaints from western inhabitants of Spotsylvania. A location just north to the Po River along Blockhouse Road (current Route 648) was chosen (Ahlman et al. 2004:13). Despite protests by citizens of Fredericksburg, the county seat stayed in this new location for over 50 years (Mansfield 1977:93). The Spotsylvania Courthouse moved to its current location in 1838.

2.1.3 The Antebellum Years

After the economic boom of the post-Revolutionary years, Spotsylvania fell into a slight economic decline after 1820 due to a decrease in American flour demand. New transportation methods such as the Erie Canal and later the expanding railroad system opened up new areas to attain food products. By switching to crop rotation and contour plowing; however, Spotsylvania farmers were able to retain a modicum of their previous production. The modern-day alignment of Blockhouse Road (Route 648) and Brock Road (Route 613) seem to have been in place by 1820.

One industry that emerged in the mid-nineteenth century was gold mining. The first gold in Virginia was discovered at Spotsylvania's Whitehall Mine in 1806 (Sweet 1980). The industry steadily increased and boomed between the 1830s and 1840. When large quantities of gold were discovered at Sutter's Mill in California in the 1840s, a large percentage of the local miners moved to the West Coast. Without the labor to support the lodes, the mining industry collapsed in the 1850s (Sweet 1980).

Like most of this region, the county was in a precarious position on the eve of the Civil War. Enslaved Africans made up over half of the population in 1860—8,360 of the 16,076 inhabitants (Coleman and Trice 1934). In preparation for the war, it is reputed that the court records were wrapped in paper and buried in a wood box behind the courthouse. Most of the counties sent their records to Richmond for safe keeping, but those records were destroyed during the burning of the Confederate capital. As a result, almost all of Spotsylvania's records were saved from destruction (Mansfield 1977:99-100).

2.1.4 The Civil War in Spotsylvania County

Five major Civil War battles occurred in Spotsylvania County and the City of Fredericksburg. These battles included the First and Second Battles of Fredericksburg, the Battle of Salem Church, the Battle of Chancellorsville, and the Battle of Spotsylvania Courthouse. The Battles of Second Fredericksburg, Salem Church, and Chancellorsville were all part of the Chancellorsville Campaign.

First Battle of Fredericksburg

Fredericksburg was a disappointing and fruitless campaign that resulted in a major defeat for Union commander Ambrose E. Burnside. The success of the campaign relied on the element of surprise in hopes to avoid a confrontation with General Robert E. Lee at Fredericksburg. Burnside proposed to march into Falmouth by way of the Rappahannock River and then cross into Fredericksburg. However, the majority of the pontoons arrived ten days after Burnside had expected them. By this time, Lee had long suspected an attack on Fredericksburg. The Federals first crossed the Rappahannock December 11, 1862, with the majority following the next day (Marvel 1993:3-4). On December 12, after laying artillery fire on Fredericksburg, Union soldiers poured over five pontoon bridges (built that day). The following day, Burnside attacked the seven mile Confederate line at Point One. Confederate troops held an advantageous position on the heights and had infantry placed behind a stone wall. Despite a Union division's success at breaking General Thomas Jonathan "Stonewall" Jackson's line, the Federal effort failed. During the night on December 15, Burnside returned his troops back across the river, ending the campaign (Willis and Felder 1993:52).

Chancellorsville Campaign

As General Joseph Hooker replaced Burnside as the commander of the Union forces, he decided that a second frontal assault on Lee's forces, entrenched in Fredericksburg, was unwise. Instead, Hooker decided to move his troops 25 miles upstream to cross the Rappahannock at Kelly's Ford and move back east behind Lee's troops to attack Lee on two fronts. He left General John Sedgwick in command of a limited number of troops on the north side of the Rappahannock in Fredericksburg to distract Lee (Stackpole 1958:92-102).

Taking a wide birth to the west, Union forces encountered extensive Confederate defenses at U.S. Ford but Confederate forces retired from the river leaving Hooker in control of U.S. Ford without any losses on May 1, 1863. Lee received word of Hooker's maneuver and decided to split his inferior forces and move the majority of his troops to the west, leaving only one-sixth of his force in Fredericksburg (Happel 1980:27). As Lee arrived at Chancellorsville on May 2, he decided to again split his forces and flank Hooker, who at this point was entrenched at a house called Chancellorsville. Jackson successfully attacked the Union right in the late afternoon, but

in the confusion and darkness of the night Jackson was fatally wounded by his own troops (Happel 1980:27–28; Stackpole 1958:230–255).

As Jackson smashed through the Union right, Hooker urgently called Sedgwick to move west to bolster his forces at Chancellorsville. Sedgwick did so on May 3, moving through Fredericksburg in the Second Battle of Fredericksburg with resistance from General Jubal Early's forces. However, Early was so undermanned that the taking of Fredericksburg was achieved with relative ease. Early moved his troops east several miles as Sedgwick moved through town and reoccupied Fredericksburg at Marye's Heights the following day.

Battle of Spotsylvania Courthouse

In May 1864, General Ulysses S. Grant, the Union Commander, had decided to open a new campaign against the Confederates. After two days of brutal fighting in the Wilderness and some 29,800 dead soldiers, Grant decided to attempt to position himself between Lee and Richmond by a move to Spotsylvania Court House (Rhea 1995). Anticipating Grant's move, Lee also ordered his army to move to Spotsylvania. The future of both armies would be determined by who arrived first.

It was Confederate General Richard Anderson who arrived first at Laurel Hill just minutes before Union Major General Gouverneur K. Warren and his troops (Rhea 1995:25). Met by heavy Confederate units, the Union Corps realized that breaching the hill was impossible and retreated, protecting themselves behind hastily constructed earthworks (Rhea 1995:26). While this battle raged, Brigadier General James Wilson's Union cavalry entered the unprotected hamlet in the early morning hours and occupied Spotsylvania Courthouse (Rhea 1995:27). Anderson sent infantry to attack Wilson and the Court House from both sides. By the time they arrived, the Union troops had fled (Rhea 1995:28).

The early morning lights of May 9 made visible the long Confederate line (Rhea 1995:30–31). This mighty line must have looked daunting to the Union Soldiers who were forced to take shelter in the field and woods. Union forces made several attempts to move forward and push through the Confederate line, but were unsuccessful in breaking Anderson's army.

It was not until May 12 that Grant was fully ready to advance with his plan. Starting at dawn, General George G. Meade and Grant ordered a full frontal attack on Lee's troops. The muddy soil, close shooting range and long hours were just some of the factors why May 12 became known as one of the worst days of fighting during the entire war (Catton 1965:361). At the end of the day it was a small victory for the Union soldiers; only capturing a single Confederate infantry division and 20 guns (Catton 1965:362). Although May 12 was one of the bloodiest battles in the war, fighting continued. For nine more days, Grant continued to put pressure on the Confederate lines, with little to no success. Grant lost an incredible 18,400 troops at the Battle at Spotsylvania Court House while Lee's fatalities were around 10,200, a substantial difference but none the less significant (Rhea 1995:55).

2.1.5 Into the Twentieth Century

Because of the immense impact of the Civil War, Spotsylvania County had a prolonged and difficult Reconstruction period. Homes, land, and livestock were decimated during the war, and the county's work force left the area after Emancipation. Half of the county land that was under cultivation in 1860 was still unimproved in 1880 (Siegel et al. 1995), and the county wheat

production went from 132,000 bushels before the war to 48,000 in 1890 (Coleman and Trice 1934).

In an attempt to lessen the burden, other industries and work locales were introduced. The mining of pyrite began in the early 1900s and was a moderate success throughout the 1910s (Lonsdale 1927), and the automobile allowed for area residents to live in Spotsylvania while driving to work in nearby Fredericksburg. By the Great Depression, the county's population numbered tens of thousands, many of whom were employed by large factories located in the eastern portion of the county, south of Fredericksburg. This included the Sylvania Company and the G&H Clothing Plant. Although times were tough, many of these factories were able to keep their doors open during the tumultuous 1930s (Heinemann 1981:95).

2.1.6 World War I to World War II (1917–1945)

In the first decades of the twentieth century, Spotsylvania County's transportation networks continued to grow, particularly its roadways after the formal establishment of the state's Department of Highways in 1927 (VDOT 2002:30). That same year, an important route through Spotsylvania County was established; "after over 25 years of consideration, newspaper editorials, town meetings, financial discussions and legislative debate the Jefferson Davis Highway, also known as the Washington-Richmond Highway or US Highway No. 1, was fully paved and open for business" (Schricker 2014).

Railroads remained an important form of transportation and reinforced growth of the local economy as the Richmond, Fredericksburg, & Potomac Railroad (RF&P) had expanded to a double-track by 1907 and continued to upgrade area bridges and other rail-related facilities into the 1940s (Conner 2003:205). The lumber industry also profited from increased transportation options in Spotsylvania County, aided by the popular use of cordwood in railroad ties (Conner 2003:213).

2.1.7 The New Dominion to Present

The years after World War II were crucial in defining the current landscape for the entire Northern Virginia region. The federal government expanded, bringing with it lobbying groups and research and development enterprises (Evans 1989:130). The 1956 Highway Act paved the way for Interstate 95, rolling southward from Washington, D.C. Interstate 95 brought travelers and new residents an easier travel route across the eastern edge of the county. However, while the pace of development has steadily increased in Fredericksburg and areas farther north in recent decades, Spotsylvania County has only recently experienced similar growth. As this growth continues, the predominantly rural nature of the county and the small crossroads communities scattered across the landscape will likely be impacted.

2.2 CAROLINE COUNTY

The area that is now Caroline County was inhabited by Native Americans long before its establishment as the 29th county of the Commonwealth of Virginia in 1727 (Wingfield 1924:1). The Pamunkey Indians, the most powerful Indian tribe under Chief Powhatan's rule, inhabited the area around Caroline County for many generations prior to European contact (Barbour 1969:5). Initial contact with Europeans occurred around 1570 and contact persisted from then

on. Subsequently the Indians of the area came into contact with the French, Spanish, and the English.

The founding of Jamestown in 1607 prompted immediate exploration of the surrounding area. Captain John Smith explored what is now Caroline County at least three times between 1607 and 1609. He visited the area on one occasion as a captive of the Youngtamund tribe of the present-day Hanover County region. The Youngtamund tribe felt that Smith was too great of a responsibility for a local chief, so they sent him to Powhatan's brother, Opechancanough. It was during this trip to Opechancanough that Smith passed through Caroline County. According to legend, Opechancanough placed Smith on display to show that the white man was neither a god nor a supernatural being and that Indians should not fear the Europeans (Campbell 1954:6).

The Pamunkey tribe played a vital role in preventing the settlement of this area. On March 22, 1622, as the English continued to expand west, Opechancanough led an attack on Jamestown where over 300 settlers were killed. As a result, the House of Burgesses enacted a law that forbade settlement of the area occupied by the Pamunkey, punishable by death. This remained law until 1646 (Campbell 1954:8).

2.2.1 Anglo Settlement and the Establishment of Caroline County

The area that is now Caroline County geographically remained Indian country until 1634 when the House of Burgesses divided the colony into eight political subdivisions. Consequently, Caroline County land became part of York and would remain in York County until 1648 when the House of Burgesses cut off the Potomac and Rappahannock valleys from the county and formed Chickacoan, which was later named Northumberland. Land along the Pamunkey and Mattaponi rivers remained in York and land along the Rappahannock went to Northumberland. These two sections of the region would not be reunited until the colony established Caroline as an official county in 1727 (Campbell 1954:11).

The Pamunkeys were successful at stopping the English expansion until the 1650s when the Seneca and Tuscarora tribes of the Iroquois began attacking the Pamunkeys. As a result of the attacks, the Pamunkeys began to migrate east. Governor William Berkeley approved of this migration, much to the disdain of the colonists, because he profited immensely from Indian trade. Nathaniel Bacon, Jr. took the case of the colonists to the House of Burgesses to defend against the Indian migration. When William Berkeley refused to stop the movement of the Pamunkeys, Bacon defended the colonists himself. T.E. Campbell (1954:18) states in his book *Colonial Caroline: A History of Caroline County, Virginia* that "the deeds of Nathaniel Bacon, Jr. influenced the development of Caroline County's history more than any other man in the seventeenth century." The frontier was opened to settlement with Bacon's defeat of the Pamunkeys. In 1679, the colonial council built Fort Mattaponi to control and encourage settlement of Caroline County (Campbell 1954:10).

In 1706, Anne, queen of the Pamunkeys, went before the royal government asking them to patent tracts of land to Indians of her tribe in the same manner they patented lands to the whites, but to issue the lands to the tribe as whole rather than individually. The royal government agreed to her request, and the agreement stands to this day. The Pamunkeys and two sub-tribes, the Mattaponys and the Chickahominy, still hold portions of the original land that was patented in 1706 (Campbell 1954:40-41).

Caroline County was formed from the already existing counties of Essex, King and Queen, and King William counties in 1727 and named after Queen Caroline of Ansbach, the wife of King George II (Wingfield 1924:1). The county continued to grow due to the success of tobacco, the cash crop of the colony.

2.2.2 Early Industries and the Revolutionary War

Throughout the eighteenth century, plantations lined the banks of the Rappahannock River in Caroline County. Grist-milling was a significant industry in the county and at least six mills were situated on the Peumansend (Mill) Creek. On May 27, 1771 the Rappahannock, James, and Roanoke swelled from the 10 to 12 days of rain that had fallen in the mountains of western Virginia. The flood wreaked havoc on the land and claimed many lives in its path of destruction.

Caroline County was the first county to officially separate from the royal government after the Declaration of Independence was affirmed by the Continental Congress in 1776. Caroline County produced many ardent patriots of the Revolution, such as Edmund Pendleton and John Penn who was a signer the Declaration of Independence (Independence Hall Association 2008).

2.2.3 The Antebellum Years

After the Revolution, the newly formed nation was under a period of reconstruction. Many improvements needed to be done all around the counties, states, and nation. Public transportation and new roads were a primary need. In the early-nineteenth century, many major public roads went through Caroline County. The precursors of Routes 17 and 301 were two of Caroline County's vital highways (Fall 1989:129, 349). According to 1820 census records, the population of Caroline County stood around 18,000 people with 11,000 being enslaved blacks. The majority of the population was involved in agriculture. However, by 1860 as the total population slightly increased, the slave population slightly decreased (United States Census of Population and Housing 2004).

Transportation projects continued to expand during the Antebellum period as more roads, railroads, and canals were being built. By 1848, the RF&P Railroad passed through Bowling Green and linked the town to Richmond and points north. More than half of Caroline County's land was used for farming by 1860 and by this time, Caroline County was a large producer of tobacco (Caroline County Agriculture Census 1860).

2.2.4 The Civil War in Caroline County

In 1864, Grant's Overland Campaign and the Battle of the North Anna River were principally fought in Caroline County. In late May, 200,000 troops collided as Generals Robert E. Lee and Ulysses S. Grant met, while Grant was in route to Richmond, the capital of the Confederacy. Lee diverted him across Caroline County into the heavily fortified banks of the North Anna River (Caroline County 2008). Bethel Church operated as headquarters for Federal troops from May 22-24, 1864. The county seat of Bowling Green, which was incorporated in 1837, was also disrupted as Union troops passed through. The most important event of the Civil War to take place in Caroline County was the slaying of John Wilkes Booth, the assassin of President Abraham Lincoln. After shooting President Lincoln, Wilkes fled to Caroline County pursued by

Federal troops. Wilkes was shot in the neck on Richard Henry Garrett's porch in Port Royal and died shortly after (Gray 1985:26).

The Civil War affected Caroline County just as much as it had affected the rest of the state. The slave-based economy was destroyed and it left many people bankrupt; Confederate tender was worthless. Whites as well as blacks struggled to survive as it was difficult to afford the necessities to farm the land. Land values plummeted, and parcels were selling at a fraction of their pre-war price. Many wealthy Northerners seized the opportunity to buy the cheap land in hopes of turning a profit. Virginia was the only state that failed to meet pre-war production levels by 1870.

2.2.5 Into the Twentieth Century

Because of the immense impact of the Civil War, Caroline County had a prolonged and difficult Reconstruction period. Homes, land, and livestock were decimated during the war, and the county's work force left the area after Emancipation. In an attempt to lessen the burden, other industries were introduced. Around 1896, Caroline County's first excelsior mill was established in the small village of Woodford along the RF&P (Fisher and Sparenborg 2011:198; Wingfield 1924:26). Excelsior, sometimes called wood fiber or wood wool, consists of thin, fine strands of wood used for packing material and inexpensive filling for mattresses and upholstered furniture (Graves 1913:2). The excelsior plant at Woodford created jobs for residents and stimulated the local economy so that by the end of the first quarter of the twentieth century, Woodford's population had increased more than threefold. The success of this first mill encouraged competitors to establish their own excelsior mills in small communities all along the RF&P, sometimes in conjunction with lumber mills, in order to take advantage of the cheap and readily available pine forests of the county. Mills were established at Guinea, Milford, Penola, and Ruther Glen; as a result, excelsior soon became Caroline County's largest industry (Fisher and Sparenborg 2011:198; Wingfield 1924:26). One source estimated that in 1924 there were more than 20 excelsior mills in the state, with the bulk of those being located in Caroline County (Wingfield 1924:27).

2.2.6 World War I to World War II (1917–1945)

The early-twentieth century brought many changes to rural Virginia. The arrival of gasoline-powered machinery transformed Caroline County as it did the rest of the state. Faster and more powerful farming equipment was used over slower steam and horse-powered equipment, which led to higher productivity from framers. Gasoline-powered automobiles were also being used over horse-drawn vehicles, which led to necessary road improvements for the operation of these new vehicles.

In 1941, 77,000 acres east of Bowling Green were acquired by the United States Military to be used for training exercises. The military reservation was named Fort A.P. Hill in honor of Confederate Lieutenant General Ambrose Powell Hill. In preparation for the conversion to military land, many local residents, primarily African Americans, were removed from the property and their homes demolished or relocated. Fort A.P. Hill is still used today for training exercises by all branches of the military and many other governmental agencies (Gray 1985:25).

2.2.7 The New Dominion to Present

Caroline County has a total area of 539 square miles, of which 533 square miles are land and 6 square miles are water. The economy of Caroline County has always been rural and agricultural, but the county is beginning to change and diversify. The county is located in the Rappahannock Area Development Commission (RADCO) region, which is the fastest growing region in the Commonwealth. Caroline experienced a large increase in population from 1960 to 1990. The population grew from 12,725 in 1960 to 19,217 in 1990 with the largest increase occurring in the 1970s (Caroline County 2010). In spite of this population boom, the population increase leveled in the 1980s and has not kept up with the rest of the region. It is the most rural county in the RADCO region (Caroline County 2010).

2.3 HANOVER COUNTY

Prior to its creation in 1720, the land that now constitutes Hanover County was inhabited by the Powhatan Confederacy. This nation of nearly 10,000 Native Americans populated the land upon English settler's first explorations (Hanover County Historical Society 2016). Early on the Powhatan Confederacy's tribes and the English became trade allies, even exchanging youths in order to learn each other's languages to facilitate trade (Degen 2016). However, relationships quickly became strained and eventually turned hostile.

Captain John Smith led at least three exploratory missions between 1607 and 1609 from Jamestown into the northern and western lands surrounding the settlement. He encountered Native Americans during these missions and was even held captive by the Youngtamund tribe of present-day Hanover County. Captain John Smith's legendary capture, which eventually led to an escape with the help of Chief Powhatan's daughter, Pocahontas, occurred in Hanover County on these explorations (Hanover County Economic Development [HCED] 2016a).

2.3.1 Anglo Settlement and the Establishment of Hanover County

Population in the Virginia Colony increased greatly after the founding of the Jamestown settlement in 1607. By 1634, the Virginia Colony contained roughly 5,000 colonists (Grymes 2014). Population increase created a need for more localized governing bodies than the existing House of Burgesses which, at the time, was ruling over the entire colony under British control. In 1634, the House of Burgesses approved the creation of eight shires to handle local disputes and responsibilities: Henrico, Charles City, James City, Elizabeth City, Accomack, Charles River, Warrosquoake, and Warwick River (Grymes 2014). The area that is now Hanover County lay within the Charles River Shire until it was renamed York Shire in 1634 (Hanover County Historical Society 2016).

Much of the Virginia Colony was also divided into Parishes whose boundary lines sometimes coincided with the shire, or county, lines. These parishes, maintained under the Anglican Church's Diocese of London, were an authority on social and civil matters. Parishes served the surrounding community, but "once the church site became too distant for families to attend services, a new parish with a church was formed" (Hanover County Historical Society 2016). St. Peter's Parish encompassed the upper part of York County, later established as New Kent County, and in 1704 became St. Paul's Parish (Hanover County Historical Society 2016).

On November 26, 1720, Hanover County was formed along the same boundary lines as St. Paul's Parish (Hanover County Historical Society 2016). Hanover County's received its name to

honor King George I, the first British monarch from the House of Hanover, who ruled the colonies at the time of its creation.

The young county experienced some small developments in its early years. Tobacco production, particularly of the Sweet Oronoco strain, was the major economic mainstay throughout the eighteenth century (Keller 1990:6). The port towns of Newcastle and Hanover town were established in 1730 and 1747, respectively, in order to provide a “central base from which tobacco could be shipped to Glasgow and London and traded for other goods” (Keller 1990:45). These towns flourished due to their accessible locations and Newcastle was even considered a contender for the relocation of the colonial capital after the capitol building in Williamsburg burned in 1747 (Keller 1990:45).

2.3.2 Early Industries and the Revolutionary War

Hanover County increased steadily in population following its 1720 founding as farmers moved westward from the tidewater region in search of more fertile land. It emerged as center for commerce and trade, particularly for the tobacco industry (HCED 2016a).

Hanover County’s early years are largely associated with the Great Awakening movement, a series of religious revivals that led to the disestablishment of the Church of England in the colonies. Around 1740, a small group of evangelical Anglicans led by Samuel Morris began meeting privately in Hanover County to discuss the religious revivals occurring in the northern colonies led by Reverend George Whitefield (Kidd 2013). By 1745, Lieutenant Governor Sir William Gooch was calling for the suppression of these evangelical revival groups due to their threat to the stability of the colony. As a new Baptists movement spread from New England to the Virginia Colony in the 1770s, an era of religious persecution began. The *Virginia Gazette* of Williamsburg claimed that, because of the Baptists, “wives are drawn from their Husbands, Children from their Parents, and Slaves from the Obedience of their Masters. Thus the very Heartstrings of those little Societies which form the greater are torn in sunder, and all their Peace destroyed” (Kidd 2013). With the introduction of Methodist practices in the mid to late 1770s to the already strained religious landscape, tensions grew.

This religious friction helped to catalyze the movement for religious liberty within the colony. James Madison and Patrick Henry, who was from Hanover County and grew up attending the evangelical Presbyterian meetings, helped to draft the sixteenth article of the Virginia Declaration of Rights in 1776 which assured free exercise of religion (Kidd 2013). In the 1780s, Madison backed a bill drafted by Thomas Jefferson calling for religious freedom with no state support to religion, a direct opposition to Henry’s idea, a tax to benefit the church of the taxpayer’s choosing. Jefferson’s Bill of Establishing Religious Freedom was passed in 1786 and became the foundation for the First Amendment of the United States Constitution during the early years of the Nation (Kidd 2013).

Tensions between the colonies and the British Crown can be seen early on in Hanover County. At the Hanover Courthouse in December of 1763, Patrick Henry argued the case, now known as “The Parsons’ Cause,” in which he maintained that the King was behaving as a tyrant by interfering with a law passed by the House of Burgesses (HCED 2016b). Inspired by their fellow patriots, such as Patrick Henry, Hanover County men joined the American Revolution to fight British rule. The 5th Virginia Regiment and the 14th Virginia Regiment both contained soldiers supplied from Hanover County (FamilySearch.org 2016). Hanover County was spared many of

the battles and skirmishes of the American Revolution, though George Washington did pass through the County on his return from the Battle of Yorktown at the end of the War (HCED 2016b).

2.3.3 The Antebellum Years

Following the American Revolution, Hanover County grew in popularity amongst farmers. Populations increased steadily throughout the early formation of the nation. Census information indicates a population of 14,754 in 1790, 15,082 in 1810, and 16,253 in 1840 (United States Census of Population and Housing 2004). The port town of Newcastle was again considered as a capital location, this time for the state capital; it only lost by a handful of votes to Richmond (Keller 1990:45).

Tobacco farming, which had peaked prior to the American Revolution, began to decline as more viable crops entered the agricultural landscape, such as wheat and corn (Keller 1990:6). Following the American Revolution, trade of tobacco to Glasgow and London, which was been so important to the economies Newcastle and Hanover town, dwindled. This loss of foreign trade, as well as the creation of new channels of commerce in other parts of the county, led to the abandonment of the towns. By the middle of the nineteenth century both towns had all but disappeared (Keller 1990:45).

These new channels of commerce came in the form of a fairly complex network of roads. The development of this network allowed for easier access of people and products both into and out of the county (Keller 1990:11).

By the middle of the nineteenth century, a well-constructed network of roads allowed for a booming economy. This economy was further aided with the introduction of railroad systems in Hanover County. The introduction of railway systems to Hanover County in the 1830s led to greater accessibility for both producers and buyers of products. The small villages of Doswell, Beaverdam, and Hanover Courthouse all became railroad junctions and experienced quick economic growth (Keller 1990:11). The railroad systems, in turn, created new locales as communities grew surrounding important railroad intersections and stops. The town of Ashland was established in the late 1840s as a mineral springs resort and grew rapidly (Town of Ashland 2016).

The economy relied heavily on slave-based agriculture, though other industries contributed to the growing county. Both grist mills and flour mills were constructed along the Pamunkey and Chickahominy Rivers (Keller 1990:37).

Education of youth in the county, which had traditionally rested on the parents' shoulders, experienced changes throughout the early- and middle- nineteenth century. A "free school" system was established in the county in an effort to better the education of young, white males. These schools were based on a general state fund, though they heavily relied on wealthy landowner contributions, and eventually failed (Keller 1990:29). Public education in Hanover County would not be established until after the Civil War.

2.3.4 The Civil War in Hanover County

Many Hanover men served in the Civil War. In fact, three companies were formed from the County: the Patrick Henry Rifles, the Hanover Grays, and the Ashland Grays (Keller 1990:26).

Apart from its contribution to the Confederate army, Hanover was also important to the Civil War due to its close proximity to Richmond. Control of the extensive road and railway systems was heavily sought after by the Union Army. The two railroads, the Virginia Central Railroad and the RF&P Railroad, were vital in transporting supplies and troops (HCED 2016b).

The 1862 Seven Days Campaign saw major action in Hanover County. On June 26th, 1862, General Robert E. Lee initiated this campaign by crossing the Chickahominy River and striking Union troops behind Beaver Dam Creek. Confederate troops suffered five times the casualties of the Union troops; however, it was the Federals who abandoned their positions during the night to retreat eastward (HCED 2016c). The following day, the largest battle of the Seven Days Campaign occurred as Lee's troops repeatedly assaulted the Union forces at Gaines' Mill. Here both troops lost a combined 15,000 men (HCED 2016a).

Hanover County continued to see destruction and skirmishes throughout the war, but it was not until 1864 that more major battles would occur. In late May 1864, nearly 130,000 Union and Confederate troops occupied land along the North Anna River. On May 27th, the troops began their march towards Cold Harbor. Union troops passed through the community of Old Church on their way to Cold Harbor in the spring of 1864. The tavern there served as a Union cavalry corps headquarters. On May 28th, forces "clashed around Enon Church in one of the fiercest cavalry battles of the Civil War" known as Haw's Shop Battle (HCED 2016a). The culmination of these battles and movements was that of the Battle of Cold Harbor on May 31th, 1864. Thousands of troops fought futilely along a seven mile stretch until June 12th. At this point General Ulysses S. Grant moved his men secretly away from the battle towards Petersburg (HCED 2016a).

In addition to the battlefields and headquarters sites, a number of places in the county were converted for soldier dwellings and hospitals during the war. Hanover County's economy was greatly affected by the Civil War. Its agricultural economy relied heavily on slave populations prior to the war. Both the white and black populations struggled to adapt to the new economy. Once wealthy slave-holders were rendered bankrupt with Confederate currency suddenly worthless, and land values plummeted.

2.3.5 Into the Twentieth Century

Slowly, the economy began to rebuild leading up to and through the turn of the century. Tobacco production had been almost completely replaced by wheat and corn production; in fact, the Bureau of the Census reports from 1880 show that Hanover County was harvesting "only 1,489 acres of tobacco as compared to 13, 146 acres of wheat" (Keller 1990:6). Grain mills throughout the county remain in the present day as evidence of the crops growing in popularity amongst farmers. Larger mills were constructed along the surrounding Pamunkey and Chickahominy Rivers to support the growing wheat and corn industries. The rivers also served an ever-increasing number of sawmills. Three excelsior mills were also established in Hanover County in the first decades of the twentieth century (Keller 1990:28). Farming of both melons and tomatoes as new agricultural crops began in the twentieth century as well (Keller 1990:8).

Public education for children was established in Hanover County in 1869 allowing for widespread education of youth throughout the county (Keller 1990:30). Higher education, though still greatly limited amongst the United States, was developing. The relocation of Randolph-Macon College to the town of Ashland in 1868 facilitated better educational opportunities as

well as economic and population growth throughout Hanover County (Town of Ashland 2016). As the economy was rebuilt and strengthened, Hanover County's population increased substantially. Though it had dipped to 16,455 in 1870, the county population increased to 18,588 by 1880 (United States Census of Population and Housing 2004).

2.3.6 World War I to World War II (1917–1945)

The development of the Route 1 Highway through Hanover County in the first half of the twentieth century led to huge growth. Route 1 brought tourists, businessmen, and passersby through the county and served as an easy access route between Richmond to the south and Washington, D.C. to the north. It also facilitated the development and repair of surrounding roads in order to transport both goods and people from the rural areas of the county towards Route 1.

2.3.7 The New Dominion to Present

Just as Route 1 facilitated growth throughout the county, so did the development of I-95. Post-World War II, Hanover County grew in population due to booming businesses and increased transportation. The population grew from 18,500 in 1940 to nearly 22,000 in 1950 and then to 27,550 by 1960 (United States Census of Population and Housing 2004).

While agriculture still plays a large role in the county's economy, the expansion of tourist ventures has brought a substantial number of new businesses and residents. The creation of Kings Dominion amusement park near Doswell in 1975 played a key role in the county's recent development. It currently employs over 1,000 employees, making it one of the lead employers in Hanover (HCED 2016b).

3

METHODOLOGY

The architectural survey was conducted to evaluate any historic buildings, objects, or districts over 48 years in age for NRHP eligibility. Each resource was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation’s history; and Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

A background literature and records review of the APE at the DHR was conducted prior to any fieldwork. This included an inspection of previous cultural resource surveys within the architectural APE and the notation of previously recorded architectural properties both within the APE and within a 0.5-mile radius of the APE to establish an area resource context.

Once the background review was complete, field recordation commenced. For previously recorded resources that were previously determined eligible for or listed in the NRHP within the architectural APE, the DC2RVA team briefly examined these properties to assure that they retain the characteristics that rendered them eligible for the NRHP, but in-depth studies were not completed on these resources.

During the architectural survey of both newly recorded and previously identified resources, the project’s architectural APE was surveyed through a combination of a vehicular and pedestrian reconnaissance. Above-ground properties meeting the age criteria were documented through photographs, written notes, and mapping. This includes buildings, objects, and districts that are within the project boundaries and in the viewshed of the project area. Digital photos were taken of each property documenting the primary elevation, oblique angles, and general setting.

After the architectural field project was completed, the project team prepared separate V-CRIS forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy black & white photographs, and a CD of digital photos for each property. The hard copy and electronic versions of the photographs were labeled and prepared according to DHR standards.

4 BACKGROUND REVIEW

Prior to conducting fieldwork, Dovetail conducted a background review of the DC2RVA project area to identify previously recorded above-ground resources within a 0.5-mile radius around the APE. This task included an evaluation of DHR files, maps, and reports and Civil War Sites Advisory Committee (CWSAC) maps to obtain the required information (CWSAC 2009). The goal was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey.

4.1 PREVIOUS SURVEYS

At least eight previous studies overlap with the current APE. A Historic American Building Survey (HABS) inventory conducted in Caroline County in 1937 documented two properties located within 0.5 miles of the current APE. The Pines (016-0087) and Holly Hill (016-0144) were both inventoried at that time (Farmer 1937).

Between 1969 and 1975, Ralph E. Fall conducted an architectural survey of Caroline County, sponsored by the Virginia Landmarks Commission, which was later assembled into a report (Chappell 1975). The survey focused mainly on resources dating to the colonial period and the first half of the nineteenth century. The report consists of a brief description of each surveyed resource accompanied by photos. Many of the properties documented in the report are no longer extant. Some of the properties that were surveyed at the time and are located within the current APE include the Fairfield Plantation Office at Jackson Shrine (016-0092), Fontaine Hill (016-0137), Holly Hill (016-0144), and the Milford Railroad Station (016-0266). In the 1960s, the Spotsylvania Historical Association likewise undertook an informal survey of historic properties in Spotsylvania County. The results of the survey became the foundation for the *Handbook of Historic Sites in Spotsylvania County*, published in 1987 (Durrett and Harvison 1987).

In 1991, the Caroline County Planning Department contracted with two firms, PMA Consulting Services and Tracerics, to conduct a survey of the county's historic architecture, concentrating on areas of growth identified in the Caroline County Comprehensive Plan Update (Stodghill et al. 1991). The project scope called for the survey of a total of 200 properties at the reconnaissance level and 20 properties at the intensive level. All resources 50 years of age or older located within these designated growth areas were systematically surveyed. Additional properties from outside the growth areas were hand-selected for survey; resources that had been previously surveyed by HABS in the 1930s and by Ralph E. Fall in the 1960s and 1970s were revisited. It was discovered that more than a third of the resources previously surveyed had been destroyed. As a result, the project scope was expanded to include a more comprehensive survey of all historic resources within Caroline County, resulting in a total of 214 surveyed resources, 45 of which were determined to be potentially eligible for the Virginia Landmarks Register (VLR) and/or the NRHP. Six properties located within the current APE were recommended

potentially eligible in the 1991 survey—Fontaine Hill (016-0137), Carolina Mansion (016-0220), Milford State Bank (016-0270), Woodford Freight & Passenger Depot (016-0222), Milford Freight Depot (016-0266), and Blatt's Store (016-0272)—although a formal determination of eligibility was never made by DHR (Stodghill et al. 1991:28–29). The survey also recommended that six small historic communities containing concentrations of historic buildings and structures should be considered for designation as local historic districts, even if they may not be eligible for designation at the state and national levels (Stodghill et al. 1991:36). Four of those six communities are located within the current project APE: Guinea, Woodford, Penola, and Milford.

In 1992, a Phase II architectural evaluation of the Ruther Glen Railroad Bridge (016-0331) was conducted in association with proposed improvements to Route 652 (Hudlow and Gray 1992). The purpose of the study was to evaluate the bridge, identified the previous year, for NRHP eligibility. The study also evaluated the eligibility of the Ruther Glen community and determined that it was not a NRHP-eligible historic district due to the loss of major architectural features, most notably the railroad depot (Hudlow and Gray 1992:19).

In 1992, the Hanover County Planning Department contracted with Land and Community Associates of Charlottesville to conduct a survey of historic resources in the county (Neville et al. 1992). One resource within the current architectural APE, the North Anna Battlefield (042-0123), was identified as a valuable historic resource having “relatively undisturbed as well as disturbed battle sites, well-preserved remains of war fortification and entrenchments, road and bridge traces, and archaeological sites,” although no formal determination of eligibility was made at that time (Neville et al. 1992:59).

In 1994, a Historic American Engineering Record (HAER) inventory of Fox Bridge No. 1937 (042-0401) was undertaken by William and Mary's Center for Archaeological Research (WMCAR) (Linebaugh et al. 1995). The documentation was conducted in accordance with a Memorandum of Agreement (MOA) associated with the replacement of the U.S. Route 1 bridge crossing the North Anna River. The bridge is no longer extant.

In 1995, DHR and the Spotsylvania County Planning Department hired Traceries to conduct a reconnaissance- and intensive-level survey of select historic resources 50 years or older in Spotsylvania County (Traceries 1996). A total of 124 properties were identified at the reconnaissance level, while 12 properties were documented at the intensive level, nine of which were recommended eligible for the NRHP.

No known studies have been conducted since 1995 that include resources located within the current architectural APE.

4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

A total of 89 architectural properties has been previously recorded within 0.5 miles of the DC2RVA corridor in the XRGU, GUMD, and MDND segments (See table in Appendix A). None of these resources have been listed in either the VLR or the NRHP.

Four (4.5 percent) of the 89 previously recorded resources within 0.5 miles of the Project have been previously determined potentially eligible/eligible for listing on the NRHP by DHR staff. Thornberry (016-5023), a circa-1840 dwelling, was determined eligible by DHR staff in 2004 under Criterion C. The North Anna Battlefield (042-0123), a Civil War site, was determined potentially eligible in 2007 under Criterion A for its contribution to the broad pattern of Civil

BACKGROUND REVIEW

War history. Fox Bridge #1936 (042-0401), a 1926 bridge crossing the North Anna River, was determined eligible in 1994 but has since been demolished. Nyland (088-0100), a circa-1843, two-and-a-half-story, Greek Revival dwelling, was determined eligible in 1996 under Criterion C.

Eleven previously recorded resources (2.4 percent) located within 0.5 miles of the Project have been determined by DHR staff to be not eligible for the NRHP. These resources include five dwellings, three bridges, and three commercial buildings. The dwellings include Holly Hill (016-0144), constructed circa 1727, and four houses (016-5003, 016-5005, 016-5006, and 016-5007) built primarily in the Craftsman style between 1928 and circa 1930. The three commercial buildings include a store (016-5002), a restaurant (016-5004), and a warehouse (016-5001), all constructed between circa 1930 and circa 1940. The bridges include a 1916 concrete bridge (016-0331) that is no longer extant, as well as a concrete bridge over the Mattaponi River (016-5041) and a concrete and steel structure crossing the railroad (016-5087), both constructed in the 1950s.

The remaining previously recorded resources (n=74, 83.1 percent) were not given a formal NRHP eligibility determination. Among these resources are two bridges, 48 dwellings, two examples of railroad-worker housing, three railroad depots, four churches, a cemetery, one school, one hotel, a bank, and 11 other commercial buildings. The dwellings include examples built between circa 1820 and circa 1960 in styles and forms ranging from Federal, Greek Revival, and Gothic Revival in the early- to mid-nineteenth century, Italianate, Victorian/Queen Anne, and Colonial Revival in the late-nineteenth century and first decade of the twentieth century, and Colonial Revival and Craftsman styles in the early- to mid-twentieth century.

5 RESULTS

The architectural investigation of the XRGU, GUMD, and MDND segments of the DC2RVA project involved a field survey of all above-ground resources over 48 years in age within the Project’s architectural APE. Both previously recorded properties and newly recorded resources were included as part of the current evaluation to achieve cultural resource compliance. The current survey identified 50 previously recorded resources and 62 newly recorded resources, for a total of 112 surveyed resources.

5.1 PREVIOUSLY RECORDED RESOURCES

This survey identified 50 previously recorded buildings, objects, and districts within the architectural APE (Table 5-1, Figures 5-1 through 5-13). Any previously recorded structures within the APE will be included in a subsequent report. Of those 50 resources, one resource has been previously listed in or determined potentially eligible/eligible for the NRHP. The remaining 49 previously recorded resources had not been formally evaluated for the NRHP by DHR.

Table 5-1 lists all 50 previously recorded resources, along with the Project Team’s eligibility determination. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP), while cells highlighted in blue denote resources recommended potentially eligible as part of the current survey.

TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	XRGU	Potentially Eligible Under Criteria A, B, and C
016-0137	Fontaine Hill, 24378 Ruther Glen Road	Caroline County	ca. 1853	MDND	Not Eligible
016-0201	Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive	Caroline County	ca. 1867	XRGU	Not Eligible
016-0205	House, 12110 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0206	House, 12113 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible

RESULTS

TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0207	House, 12124 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	XRGU	Potentially Eligible Under Criterion C
016-0209	Hopewell Methodist Church Parsonage, 12093 Guinea Drive	Caroline County	ca. 1921	XRGU	Not Eligible
016-0212	House, 12053 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0217	St. Mary's Catholic Church, 14500 Woodslane Road	Caroline County	1914	GUMD	Not Eligible
016-0218	House, 14321 Woodslane Road	Caroline County	ca. 1911	GUMD	Not Eligible
016-0219	Evans House, 14271 Woodslane Road	Caroline County	ca. 1913	GUMD	Not Eligible
016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0221	Woodford House, Lake Farm Road	Caroline County	ca. 1860	GUMD	Not Eligible; Non-contributing to the Woodford Historic District
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District; Contributing to the RF&P Railroad HD
016-0223	Woodford Excelsior Company Office, Lake Farm Road	Caroline County	ca. 1896	GUMD	Potentially Eligible Under Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-0224	Glenwood House, 11102 Woodford Road	Caroline County	ca. 1925	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0225	House and Outbuildings, 11000 Woodford Road	Caroline County	ca. 1919	GUMD	Not Eligible; ; Contributing to the Woodford Historic District

RESULTS

TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0262	Old Milford Hotel, 15619 Colonial Road	Caroline County	ca. 1910	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0263	Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road	Caroline County	ca. 1890	GUMD	Not Eligible; Non-contributing to the Milford Historic District
016-0264	Milford Presbyterian Church (Old Church), 15460 Church Street	Caroline County	ca. 1890	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0265	Apartment/Restaurant, 15589 Colonial Road	Caroline County	ca. 1900	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0266	Milford Freight Depot, 15424 Antioch Road	Caroline County	ca. 1891	MDND	Not Eligible; Contributing to the Milford Historic District; Contributing to the RF&P Railroad HD
016-0267	House, 15510 Nelson Hill Road	Caroline County	ca. 1885	MDND	Not Eligible; Contributing to the Milford Historic District
016-0268	House, 15503 Nelson Hill Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0269	House, 15429-15441 Antioch Road	Caroline County	ca. 1880	MDND	Not Eligible; Contributing to the Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	MDND	Potentially Eligible Under Criterion C; Contributing to the Milford Historic District
016-0271	Clark's Store & Warehouse, 15450 Antioch Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0272	Blatt's Store, 15471 Antioch Road	Caroline County	ca. 1890	MDND	Not Eligible; Contributing to the Milford Historic District
016-0286	Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	ca. 1900	MDND	Potentially Eligible Under Criterion C
016-0296	House, 22196 Penola Road	Caroline County	ca. 1890	MDND	Not Eligible
016-0297	R.F. & P. Railroad Housing, 22285 Penola Road	Caroline County	ca. 1870	MDND	Not Eligible; Contributing to the RF&P Railroad HD

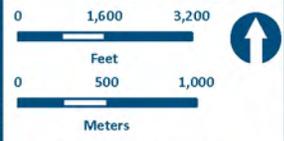
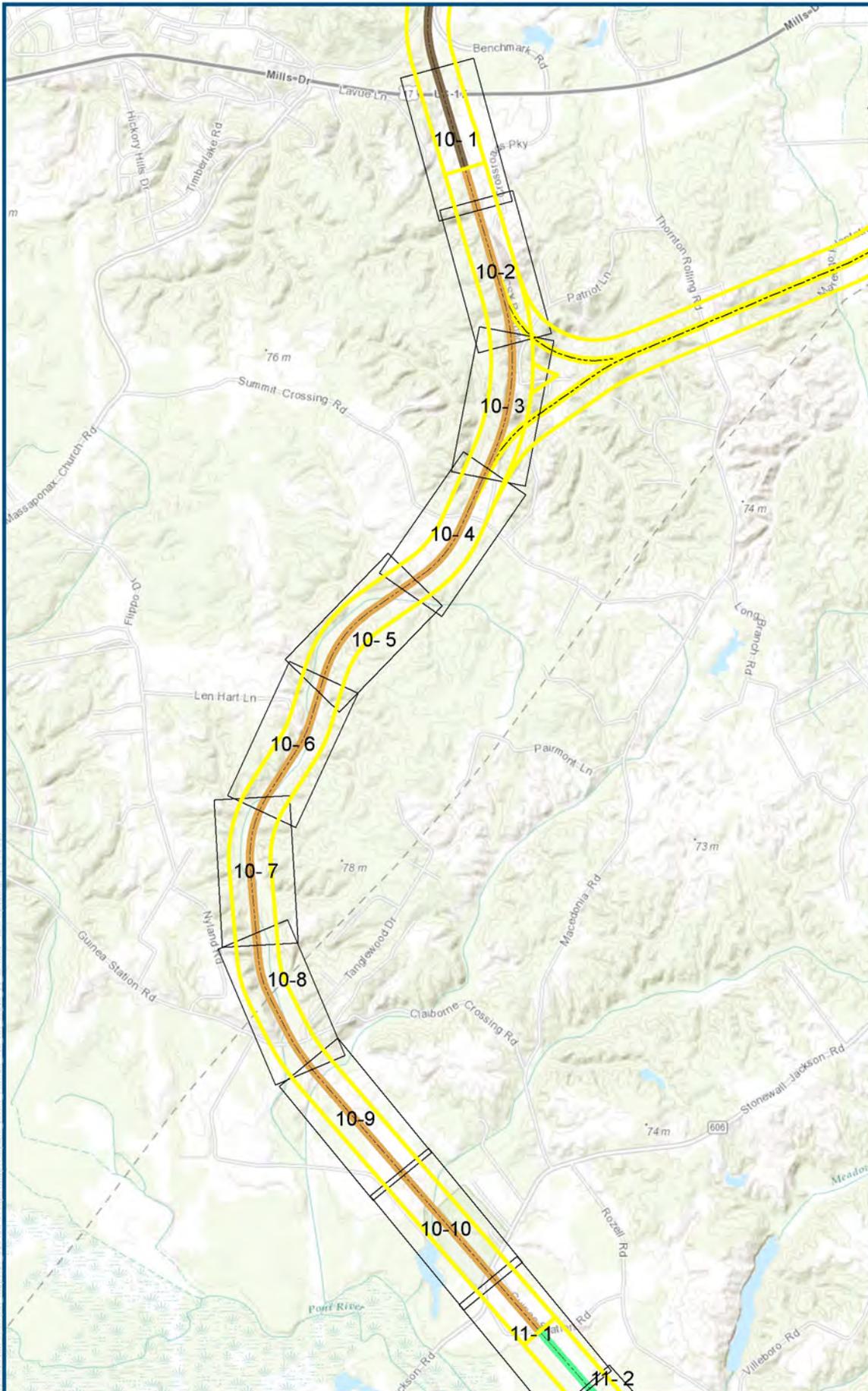
RESULTS

TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0298	R.F.& P. Railroad Housing, 16181 Polecat Lane	Caroline County	ca. 1870	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-0329	Whitley House, 11136 Railroad Lane	Caroline County	ca. 1890	MDND	Not Eligible
016-0330	Hepler Farm, 24462 Ruther Glen Road	Caroline County	ca. 1900	MDND	Not Eligible
016-0332	House, 11519 Chesterfield Road	Caroline County	1968	MDND	Not Eligible
016-0333	Commercial Building, Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0334	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0335	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0336	House, 11456 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0337	Mize House, 11498 Chesterfield Road	Caroline County	ca. 1920	MDND	Not Eligible
016-0338	Taylor House, 11524 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-0339	Bullock House, 24397 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-5001	Warehouse, Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5002	Allen's Store, 15401 Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5003	House, 15409 Nelson Hill Road	Caroline County	1929	MDND	Not Eligible
016-5103	House, 2118 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
042-0123	North Anna Battlefield	Hanover County	1864	MDND	Remains Eligible Under Criterion A
088-0271	House, 3041 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1913	XRGU	Not Eligible
088-0280	Summit Station Farm, 3033 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1840	XRGU	Not Eligible

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.



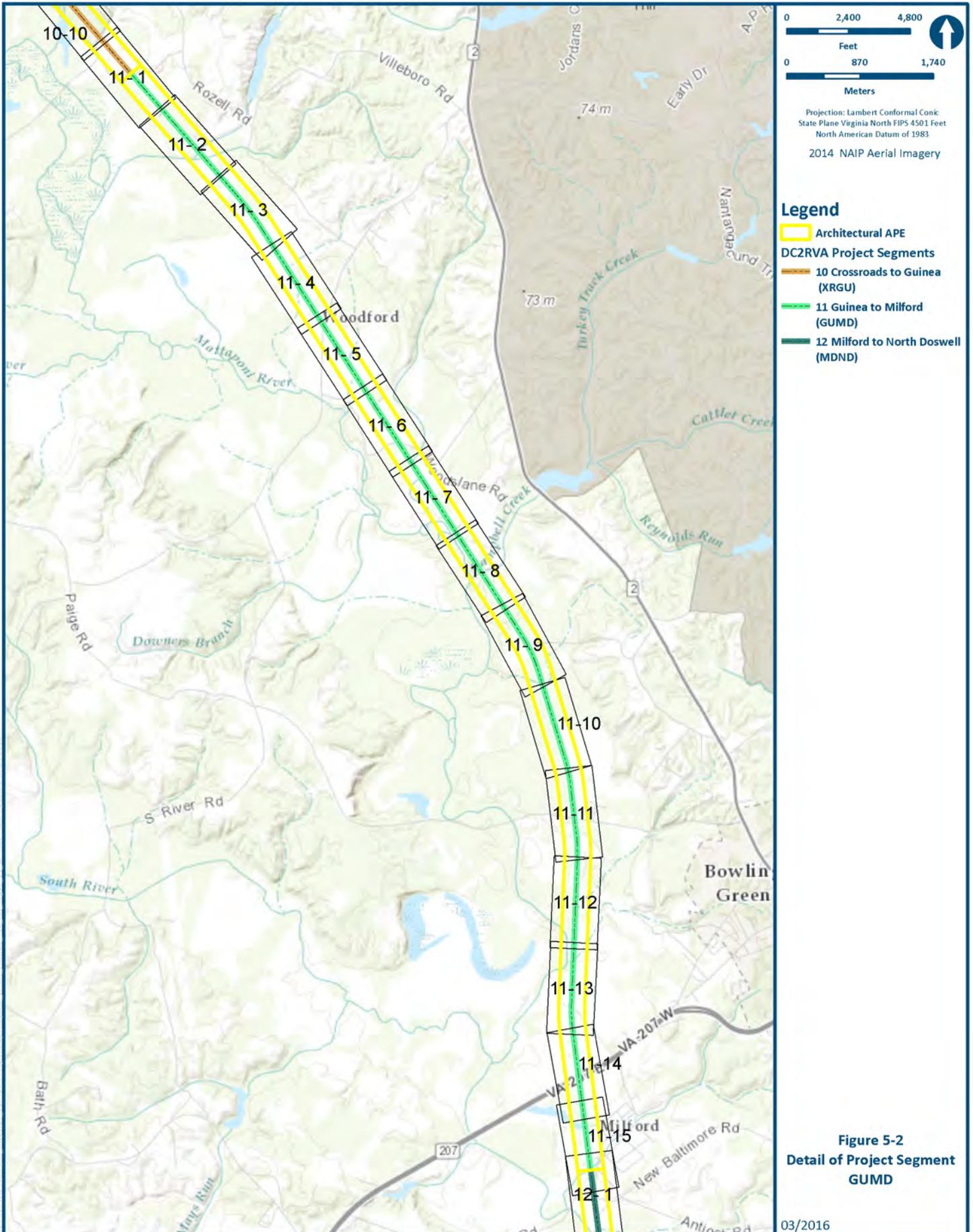
Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 2014 NAIP Aerial Imagery

Legend

- Architectural APE
- DC2RVA Project Segments**
- 10 Crossroads to Guinea (XRGU)
- 11 Guinea to Milford (GUMD)
- 12 Milford to North Doswell (MDND)
- 21 Fredericksburg Bypass (FBBP)

Figure 5-1
 Detail of Project Segment
 XRGU

03/2016

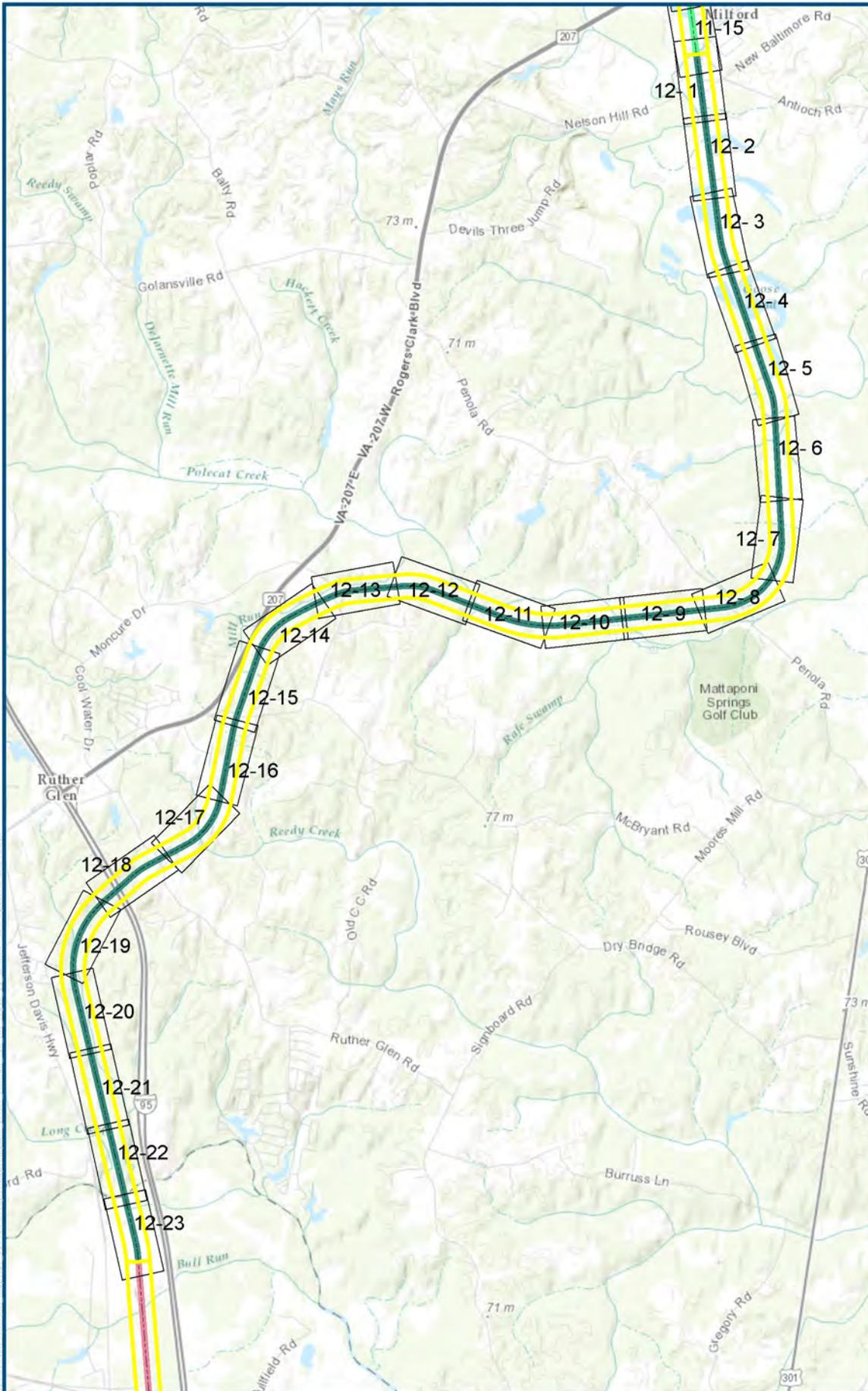


Legend

- Architectural APE
- DC2RVA Project Segments**
- 10 Crossroads to Guinea (XRGU)
- 11 Guinea to Milford (GUMD)
- 12 Milford to North Doswell (MDND)

Figure 5-2
Detail of Project Segment
GUMD

03/2016



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 2014 NAIP Aerial Imagery

Legend

- Architectural APE
- DC2RVA Project Segments**
- 11 Guinea to Milford (GUMD)
- 12 Milford to North Doswell (MDND)
- 13 North Doswell to Elmont (NDEL)

Figure 5-3
 Detail of Project Segment
 MDND

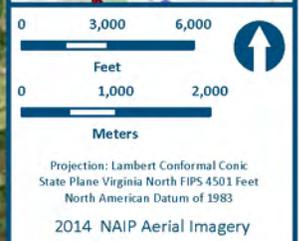
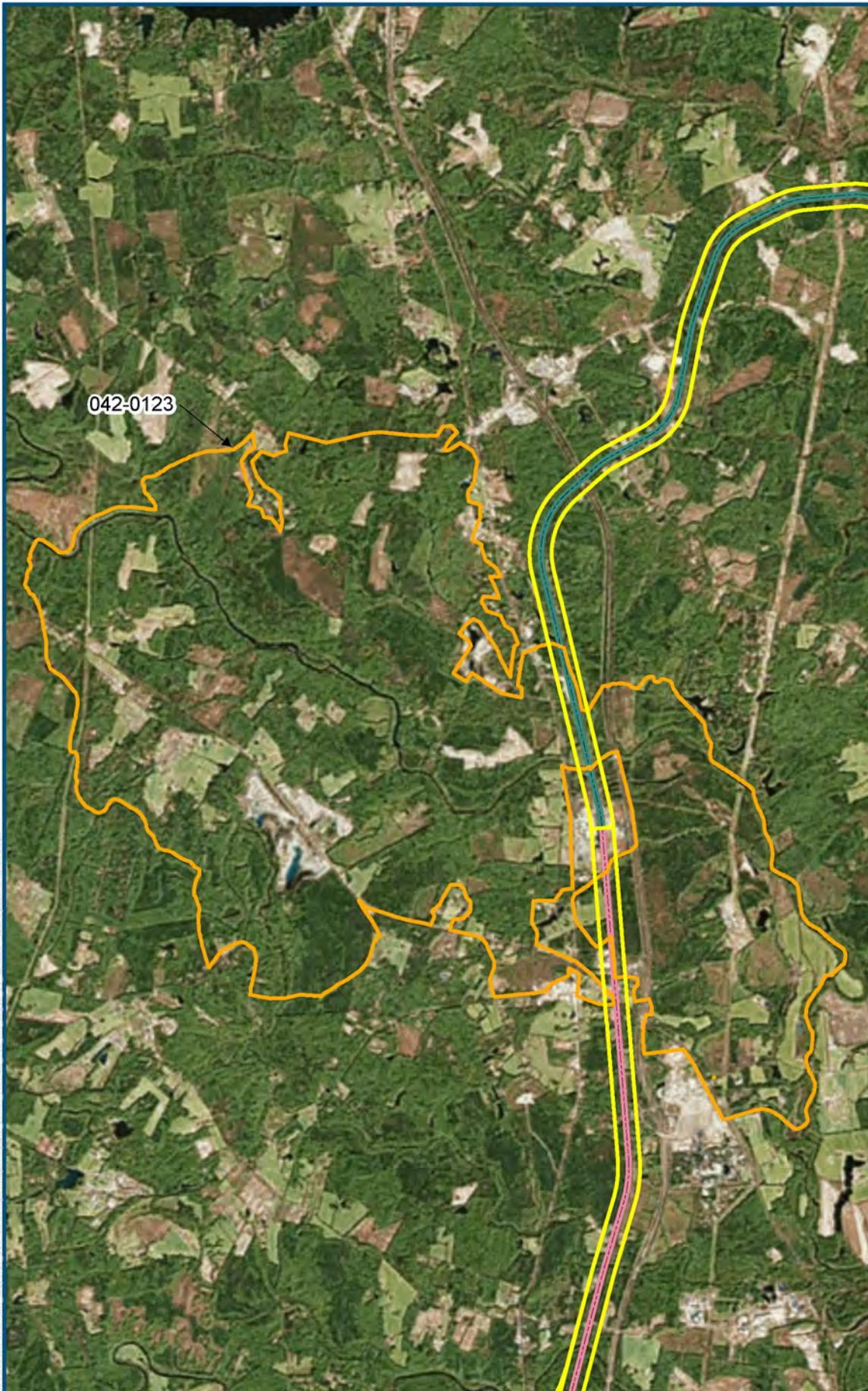
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 Federal Railroad Administration

www.DC2RVArail.com

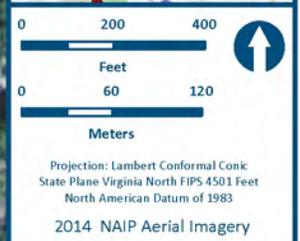
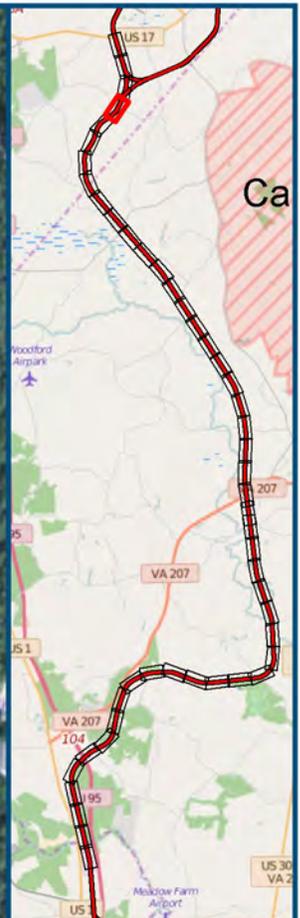




- Legend**
- Architectural APE
 - Architectural Resources**
 - NRHP Listed/Eligible
 - DC2RVA Project Segments**
 - 12 Milford to North Doswell (MDND)
 - 13 North Doswell to Elmont (NDEL)

Figure 5-4
Previously Recorded Resources
North Anna Battlefield
(042-0123)

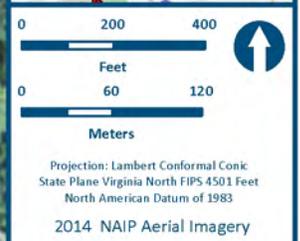
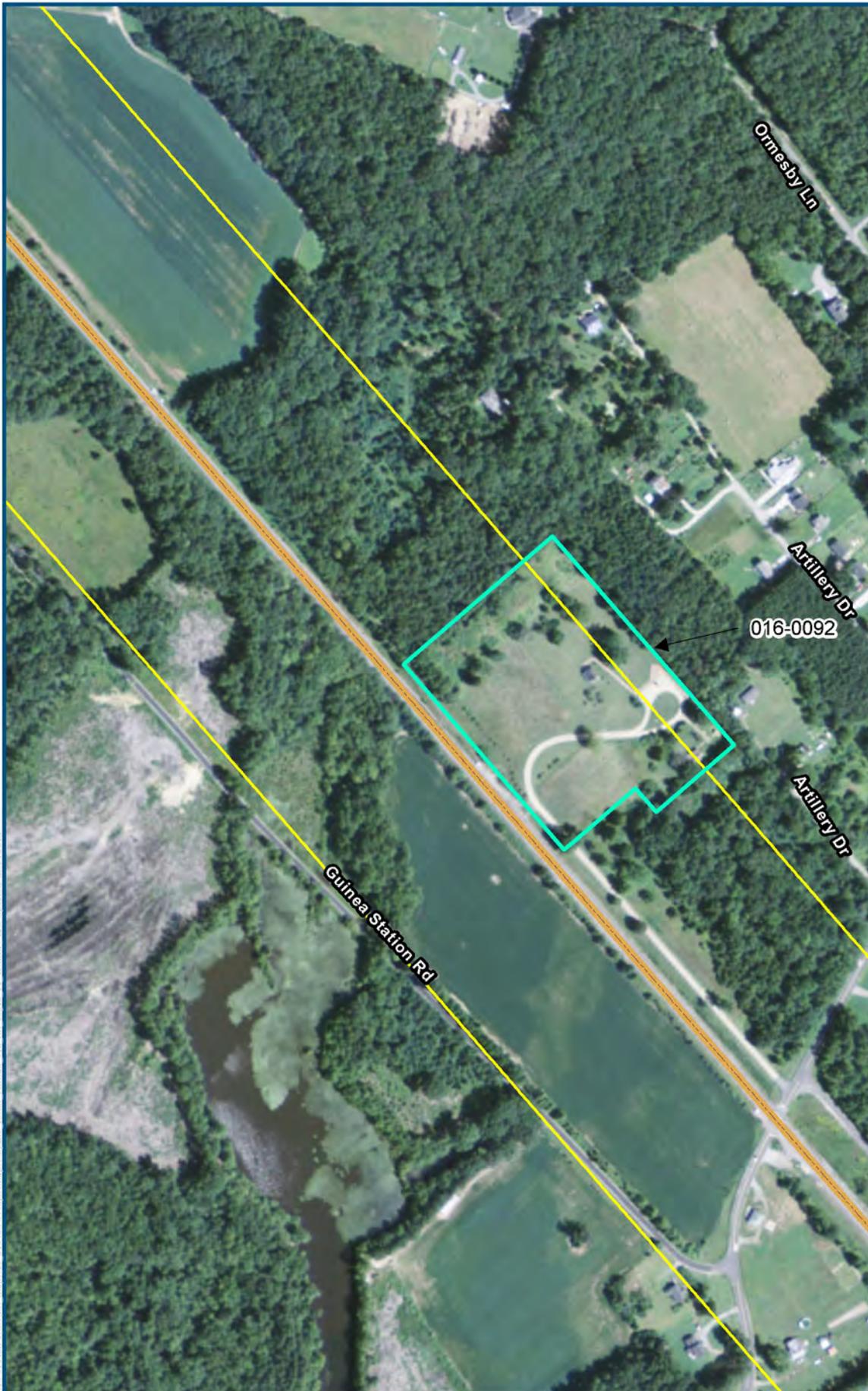
03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 10 Crossroads to Guinea (XRGU)

Figure 5-5
Previously Recorded Resources

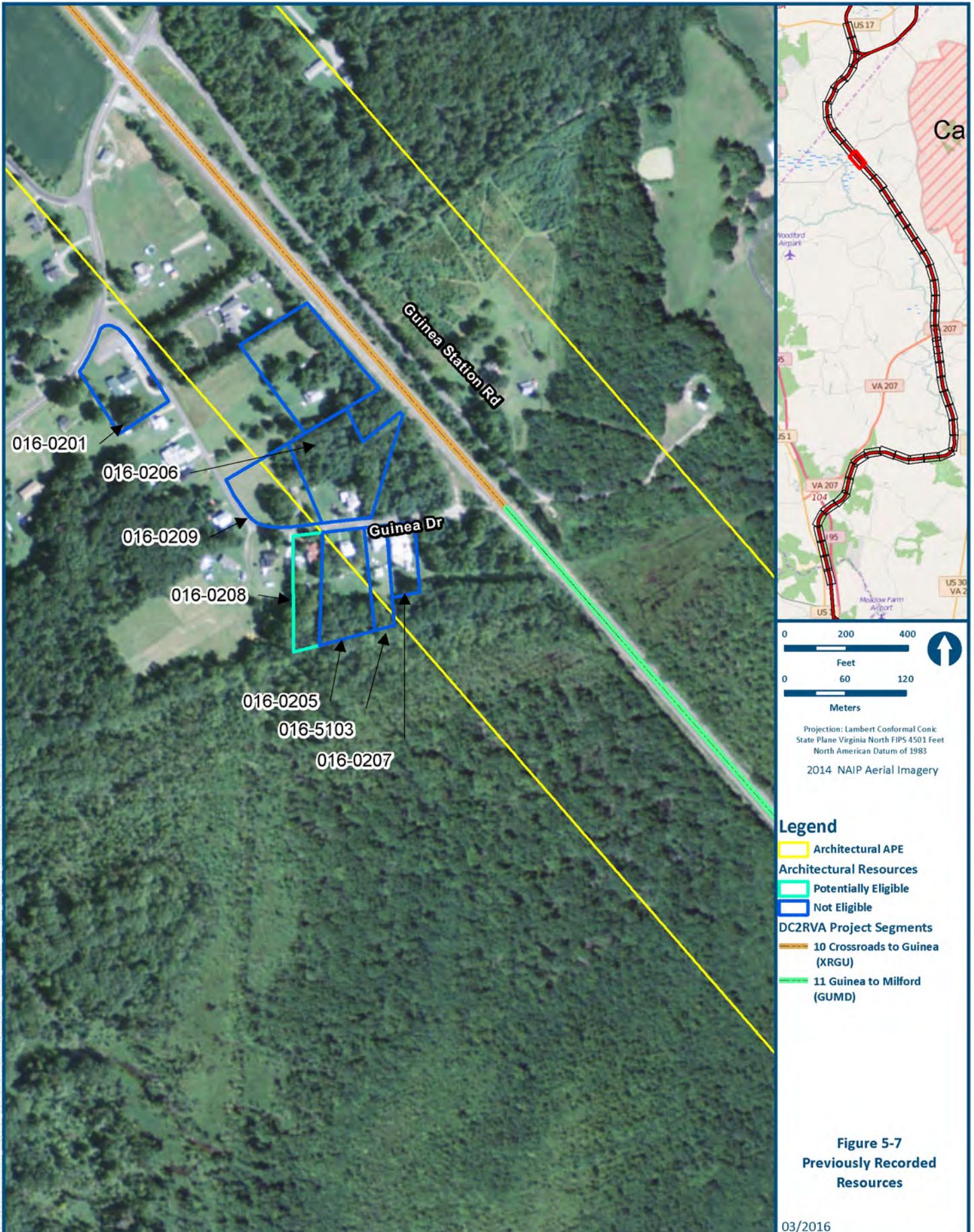
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- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - DC2RVA Project Segments
 - 10 Crossroads to Guinea (XRGU)

Figure 5-6
Previously Recorded Resources

03/2016

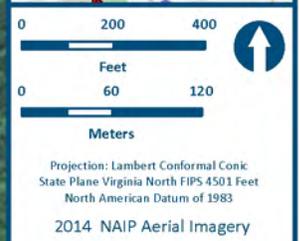


Legend

- Architectural APE
- Architectural Resources**
- Potentially Eligible
- Not Eligible
- DC2RVA Project Segments**
- 10 Crossroads to Guinea (XRGU)
- 11 Guinea to Milford (GUMD)

Figure 5-7
Previously Recorded Resources

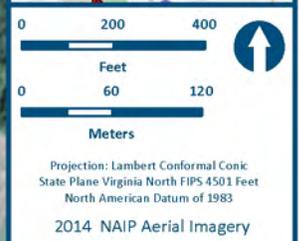
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- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 11 Guinea to Milford (GUMD)

Figure 5-8
Previously Recorded Resources

03/2016

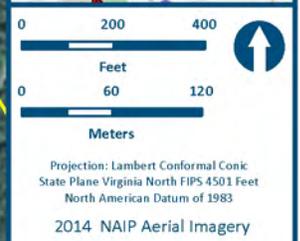
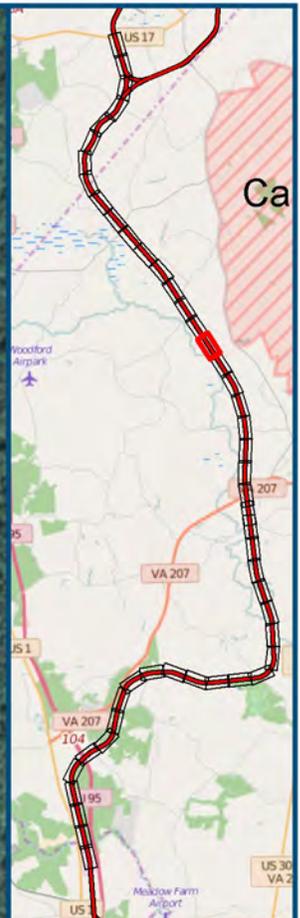
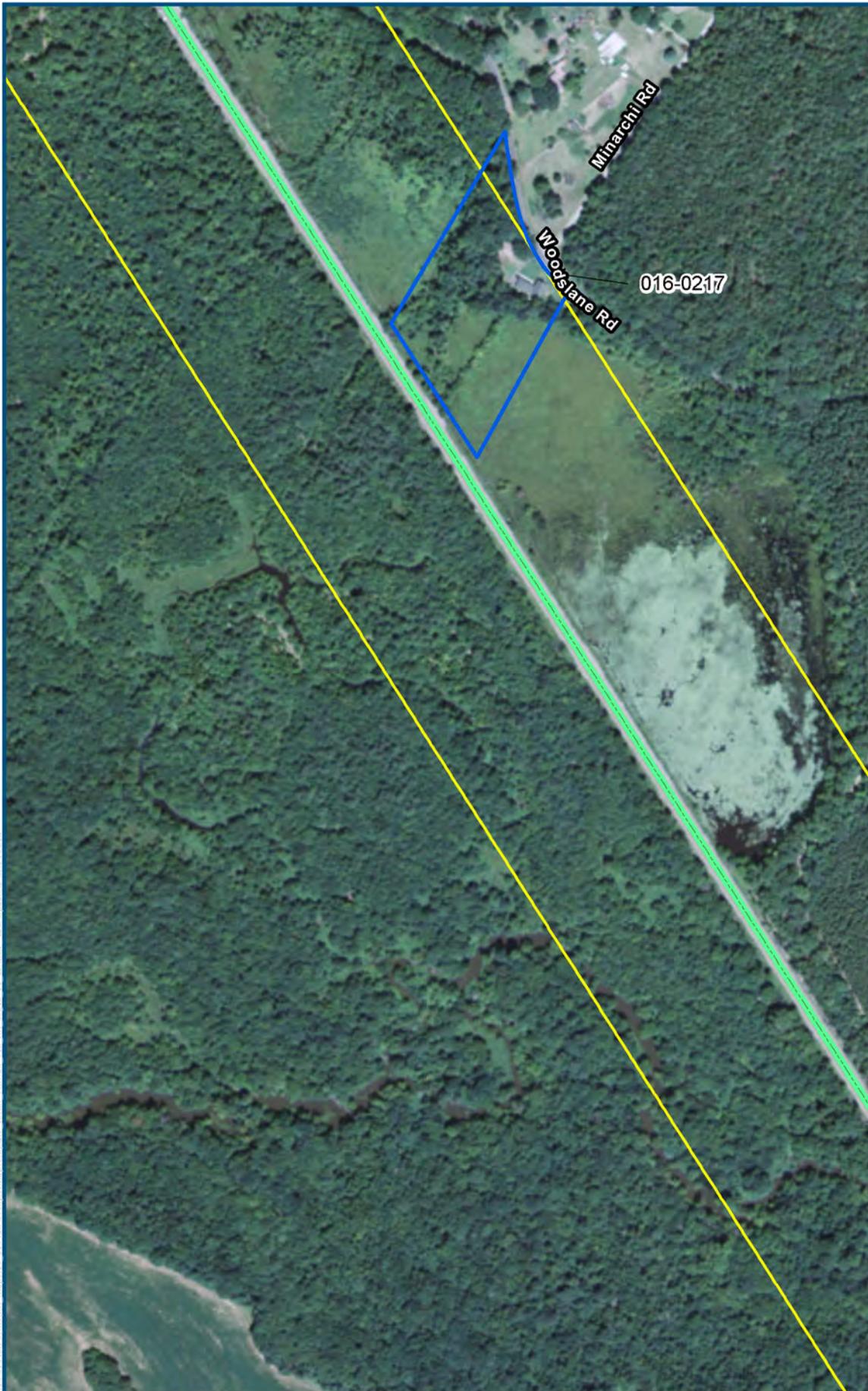


- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 11 Guinea to Milford (GUMD)

Figure 5-9
Previously Recorded Resources

03/2016

DATA SOURCE: 2014 NAIP AERIAL IMAGERY. MAPS: 2014 NAIP AERIAL IMAGERY. DESIGN: FEDERAL RAILROAD ADMINISTRATION. DATE: 03/2016.



- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 11 Guinea to Milford (GUMD)

Figure 5-10
Previously Recorded
Resources

03/2016

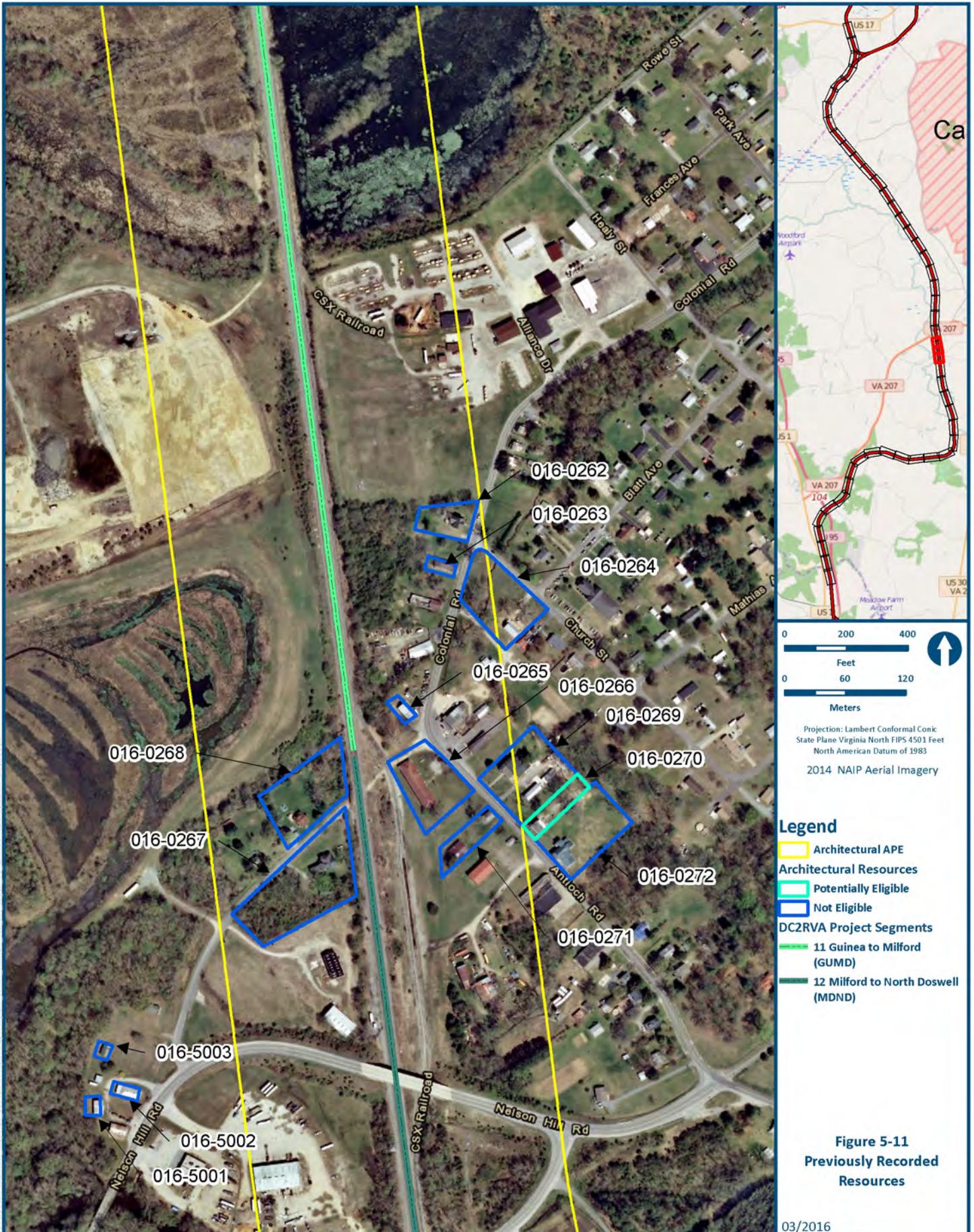
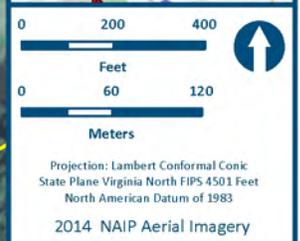
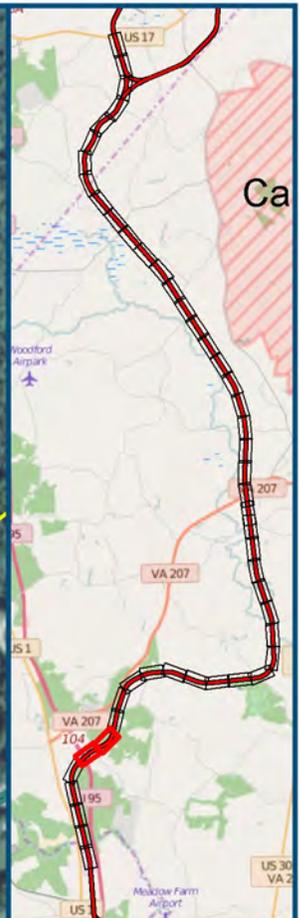
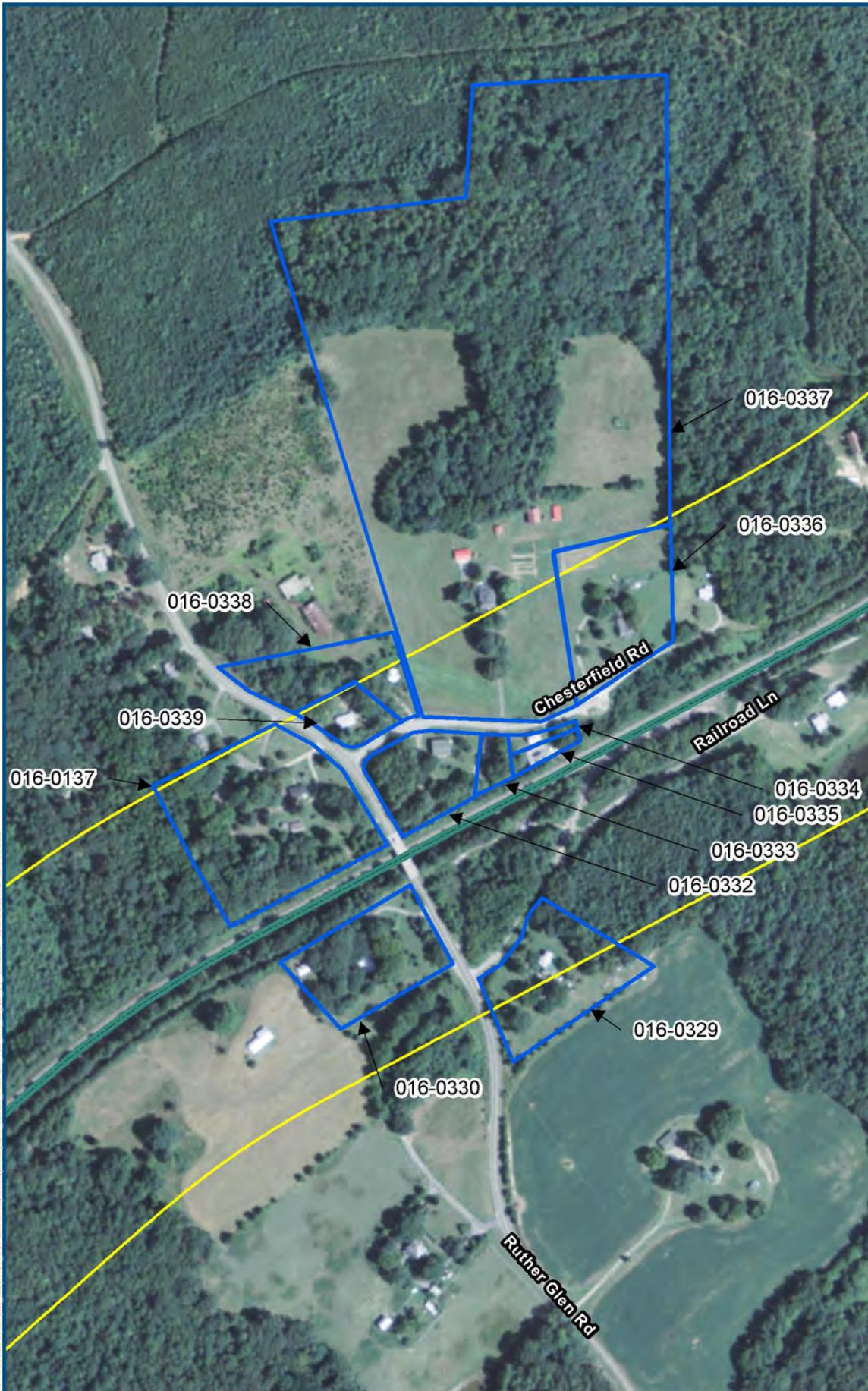


Figure 5-11
Previously Recorded
Resources

03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 12 Milford to North Doswell (MDND)

Figure 5-13
Previously Recorded Resources

03/2016

RESULTS

5.1.1 Previously Recommended Potentially Eligible/Eligible for, or Listed in, the NRHP

Only one of the 50 previously recorded resources included in this survey has received a formal NRHP eligibility evaluation from DHR staff.

The **North Anna Battlefield (042-0123)**, located in Hanover County and southern Caroline County near the town of Doswell, was the location of one of the most important Civil War campaigns in the state (Figure 5-14). It was the culminating point of the 1864 Overland Campaign fought by the army of Northern Virginia, commanded by General Robert E. Lee, which began with the Battle of the Wilderness and later battles in the area of Spotsylvania Courthouse. The North Anna Battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle. Although portions of the site have been developed in recent years, a large portion of the battlefield remains open space with surviving earthworks. Only a very small portion of the site was surveyed as part of the current project. On January 24, 2007, the North Anna Battlefield was determined potentially eligible based on preliminary survey data obtained from the American Battlefield Protection Program (ABPP). Despite recent development, the resource has not notably changed since it was determined potentially eligible in 2007. As such, it is **recommended that the North Anna Battlefield remain potentially eligible for the NRHP under Criterion A for its contribution to the broad pattern of Civil War history.**



FIGURE 5-14: OVERVIEW OF NORTH ANNA BATTLEFIELD (042-0123) AT THE NORTH ANNA RIVER

5.1.2 Previously Not Evaluated

Of the 50 previously recorded resources, 49 had not formally received an eligibility determination from DHR at the time of the current survey. Of those, Dovetail recommended that eight should be considered potentially eligible for the NRHP. A brief description of each is listed below. The remaining 41 resources are recommended not individually eligible for the NRHP, although ten of these resources are contributing to one of two newly surveyed potentially eligible districts and three resources are contributing to the RF&P Railroad Historic District (500-0001). These resources are summarized at the end of this section.

5.1.2.1 Previously Not Evaluated Resources Recommended Potentially Eligible

The **Fairfield Plantation Office at Jackson Shrine (016-0092)**, located at 12019 Stonewall Jackson Road, is a one-and-a-half-story frame building constructed in 1828 (Figure 5-15). The building once served as the plantation office for the 740-acre Fairfield Plantation and is the only surviving building. On May 2, 1863, Confederate General Thomas Jonathan “Stonewall” Jackson was brought to the site after being wounded by friendly fire at the Battle of Chancellorsville, dying here six days later. Today the building is the site of a National Park Service memorial to Jackson. Although it has undergone extensive renovation efforts, the resource appears to retain a high level of historic integrity of materials, location, design, workmanship, setting, and feeling and is representative of an early-nineteenth century plantation office. For these reasons, this resource **is recommended potentially eligible for the NRHP under Criterion C. For its contribution to the broad pattern of Civil War history, the resource is recommended potentially eligible under Criterion A. For its association with General Stonewall Jackson, the resource is also recommended potentially eligible under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.**



FIGURE 5-15: FAIRFIELD PLANTATION OFFICE AT JACKSON SHRINE (016-0092), LOCATED AT 12019 STONEWALL JACKSON ROAD, LOOKING WEST

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The **House at 12096 Guinea Drive (016-0208)**, located in the small railroad community of Guinea, is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements constructed circa 1900 (Figure 5-16). The building displays decorative details such as a pyramidal roof with flared eaves, partial cornice returns, shaped rafter tails, corner board pilasters, and notched wood siding that gives the appearance of fishscale shingles. According to the current homeowner, the building is a Sears Roebuck house transported to Guinea on the nearby RF&P Railroad. A removable ADA ramp and protective railing have been added to the front entrance, but otherwise, the building appears to retain a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association. At present, there remains insufficient data by which to evaluate this resource; therefore, additional information is required prior to rendering an eligibility recommendation, including research on the origins of the house, an inspection of the interior, and a comparison of this home to other contemporary dwellings in the county to place this building in its regional context. For these reasons, this resource is **recommended potentially eligible under Criterion C pending this additional research. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A and B. As an architectural resource, this property was not evaluated under Criterion D.**



FIGURE 5-16: THE HOUSE AT 12096 GUINEA DRIVE (016-0208), LOOKING SOUTH

Carolina Mansion (016-0220), located at 11146 Woodford Road in the small village of Woodford, was constructed circa 1900 (Figure 5-17). The ornate, two-and-a-half-story, wood-framed dwelling was designed in the Queen Anne style with Classical detailing. The building appears to be representative of housing constructed in the area in the early-twentieth century,

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when the RF&P and new manufacturing enterprises brought economic prosperity to the local region. The building also retains a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association. For these reasons, this resource is **recommended potentially eligible under Criterion C. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A or B. As an architectural resource, this property was not evaluated under Criterion D. In addition, the Carolina Mansion is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). It was constructed during the district's period of significance and is representative of architectural and historic trends in the area. For this reason, the resource should be considered a contributing element to the Woodford Historic District.**



**FIGURE 5-17: CAROLINA MANSION (016-0220), LOCATED AT 11146 WOODFORD ROAD
LOOKING WEST**

Woodford Freight and Passenger Depot (016-0222), located on Woodford Road immediately adjacent to the RF&P in the small village of Woodford, is a long, rectangular, one-story, framed building constructed circa 1900 (Figure 5-18). The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County. Today, the depot is one of only two surviving depots in the county, the other being the Milford Freight Depot (016-0266). The building also retains a high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association. For these reasons, this resource is **recommended potentially eligible under Criterion C. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A or B. As an architectural resource, this property was not evaluated under Criterion D. In addition, the Woodford Freight and Passenger Depot is**

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located within the boundaries of the newly surveyed Woodford Historic District (016-5129). It was constructed during the district's period of significance and is representative of architectural and historic trends in the area. For this reason, the resource should be considered a contributing element to the Woodford Historic District. And finally, the Woodford Freight and Passenger Depot should be considered a contributing element to the RF&P Railroad Historic District (500-0001).



FIGURE 5-18: WOODFORD FREIGHT AND PASSENGER DEPOT (016-0222), LOOKING SOUTH

The **Woodford Excelsior Company Office (016-0223)**, located at the intersection of Lake Farm Road and Woodford Road in the small village of Woodford, is a small frame office building constructed circa 1896 (Figure 5-19). It is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer, established circa 1896. This building likely served as the foci of business conducted between the railroad and the manufacturer and is the only surviving late-nineteenth-century building associated with the excelsior industry in the county and the only resource associated with the county's first excelsior manufactory at Woodford. All exterior elements appear to be original, including decorative vents and scalloped siding in the gables, clapboard siding, two-over-two double-hung wood windows, operable wood shutters, and a paneled door. A glimpse of the interior through a window also suggests that the interior is largely intact. Overall, the resource appears to retain a high level of historic integrity of location, design, setting, materials, workmanship, and feeling. **For its association with Caroline County's excelsior industry, which brought short-lived economic prosperity to the region in the first half of the twentieth century, it is recommended potentially eligible under Criterion A. It has no known association with any significant person and therefore is recommended not eligible for the NRHP under Criterion B, nor does it embody the distinctive characteristics of a type, period, or method of construction and therefore is recommended not eligible under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.** In

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addition, the Woodford Excelsior Company Office is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). It was constructed during the district's period of significance and is representative of architectural and historic trends in the area. For this reason, the resource should be considered a contributing element to the Woodford Historic District. Finally, the Woodford Excelsior Company Office is a contributing element to the newly surveyed Excelsior Industry of Caroline County Multiple Property Determination (016-5165).



FIGURE 5-19: WOODFORD EXCELSIOR COMPANY OFFICE (016-0223), LOCATED ON LAKE FARM ROAD, LOOKING SOUTH

Glenwood House (016-0224), located at 11102 Woodford Road in the small village of Woodford, is a two-story, Colonial Revival dwelling constructed circa 1925 (Figure 5-20). The multi-colored-brick building is embellished with brick quoining, fluted columns, and a patio with molded concrete balustrade and is accompanied by a one-and-a-half-story, two-car garage with clipped gables that reflects the same stylistic detailing. The building is one of two dwellings in the area that are representative of high-style domestic architecture, reflecting the economic prosperity brought to the area in the early-twentieth-century by the railroad and successful manufacturing enterprises such as the Woodford Excelsior Company. The building also retains a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association. For these reasons, this resource is **recommended potentially eligible under Criterion C**. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A or B. As an architectural resource, this property was not evaluated under Criterion. In addition, Glenwood House is located within the boundaries of the newly surveyed Woodford Historic

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District (016-5129). It was constructed during the district's period of significance and is representative of architectural and historic trends in the area. For this reason, the resource should be considered a contributing element to the Woodford Historic District.



**FIGURE 5-20: GLENWOOD HOUSE (016-0224), LOCATED AT 11102 WOODFORD ROAD
LOOKING NORTHWEST**

The **Milford State Bank (016-0270)**, located at 15461 Antioch Road in the small village of Milford, is a two-story brick building constructed circa 1910 in the Classical Revival style (Figure 5-21). The building's façade is divided into five distinct bays via brick pilasters. Other notable elements include the projecting cornice and parapet, jack-arched window lintels with keystones, and two recessed entrances. The building is the only Classical Revival building as well as the only bank in the village of Milford and is an important contribution to the architecture of the community. Additionally, the resource appears to retain a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association. At present, there remains insufficient data by which to evaluate this resource; therefore, additional information is required prior to rendering an eligibility recommendation, including an inspection of the interior and a comparison of this building to other early-twentieth century financial institutions in the area. For these reasons, this resource is **recommended potentially eligible under Criterion C pending further research. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A and B. As an architectural resource, this property was not evaluated under Criterion D. In addition, the Milford State Bank is located within the boundaries of the newly surveyed Milford Historic District (016-5136). It was constructed during the district's period of significance and is representative of architectural and historic**

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trends in the area. For this reason, the resource should be considered a contributing element to the Milford Historic District.

Coleman’s Store (016-0286), located at 22275 Penola Road in the small village of Penola, is a two-story, wood-framed commercial building constructed circa 1900 (Figure 5-22). The parcel also includes a two-story, three-bay dwelling at 16095 Polecat Lane, known as “Penola,” which allegedly served as the home of the storekeeper. The primary resource is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout rural Caroline County. The building appears to retain a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association and is an important contribution to the architecture of Penola. For these reasons, this resource is **recommended potentially eligible under Criterion C. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A and B. As an architectural resource, this property was not evaluated under Criterion D.**



FIGURE 5-21: MILFORD STATE BANK (016-0270), LOCATED AT 15461 ANTIOCH ROAD, LOOKING NORTH



FIGURE 5-22: COLEMAN'S STORE (016-0286) AT 22275 PENOLA ROAD, LOOKING NORTH

5.1.2.2 Previously Not Evaluated Resources Recommended Not Eligible

Of the 49 previously recorded resources that have not formally received an eligibility determination from DHR, the remaining 41 are recommended not individually eligible. Three of the previously recorded resources within the XRGU, GUMD, and MDND Segments are no longer extant (016-0137, 016-0221, and 016-0263). Because these resources have a loss of historic integrity and architectural significance, they are recommended not eligible for the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D.

A majority (n=23) of the remaining resources are single-family dwellings and small farms that range in date from 1840 (Summit Station Farm, 088-0280) to 1968 (House, 11519 Chesterfield Road, 016-0332). These houses are representative of architectural trends that were popular throughout the nineteenth and twentieth centuries, including Greek Revival, Queen Anne, Colonial Revival, and Craftsman. In addition, many of the dwellings lack high-style attributes; instead, they were constructed in a vernacular form that is common throughout the region. Most of these buildings are one- to two-and-a-half stories tall with frame or masonry structural systems.

Other previously recorded resources within the architectural APE include three churches, a hotel, eight commercial buildings and warehouses, a freight depot, and two dwellings used as housing for railroad employees. The churches include a one-story, wood-framed Methodist church built on the basilican plan with a square corner tower and spire, constructed circa 1867 (016-0201); a one-story, wood-framed Presbyterian church constructed circa 1890 that has been converted to a dwelling (016-0264), and a one-story, wood-framed Catholic church constructed circa 1900 in the Craftsman style, which has also been converted to a dwelling (016-0217).

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The Old Milford Hotel (016-0262) is a two-and-a-half-story, wood-framed building constructed circa 1910 in the Colonial Revival style and is currently used as a private residence. Other commercial buildings include a restaurant (016-0265) constructed circa 1900, five small country stores constructed between circa 1890 and circa 1930 (016-0271, 016-0272, 016-0334, 016-0335, and 016-5002), and a small warehouse constructed circa 1903 (016-5001). All of these buildings have undergone notable modifications that have negatively affected their architectural integrity and/or lack remarkable architectural attributes.

Two buildings on either side of the tracks in the small village of Penola were used as railroad housing for RF&P employees (016-0297 and 016-0298). One of these buildings is abandoned and in a ruinous condition, while the other is currently used as a private residence.

As a whole, these 41 previously surveyed resources have no outstanding architectural elements and are not the works of a master. Furthermore, many have undergone alterations such as siding and window replacement and the construction of additions. For these reasons, these resources are **recommended not eligible for the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties are not eligible under Criterion D, but they were not evaluated under that criterion as archaeological resources.**

Several of the 41 previously recorded resources that are recommended not individually eligible for the NRHP are located within the boundaries of one of two newly surveyed historic districts that are recommended potentially eligible. It is **recommended that one previously recorded resource that is not individually eligible (016-0225) should be considered a contributing element to the Woodford Historic District (016-5129), while nine previously recorded resources that are not individually eligible (016-0262, 016-0264, 016-0265, 016-0266, 016-0267, 016-0268, 016-0269, 016-0271, and 016-0272) should be considered contributing to the Milford Historic District (016-5136). Furthermore, three previously recorded resources that are recommended not individually eligible (016-0266, 016-0297, and 016-0298) should be considered contributing to the RF&P Railroad Historic District (500-0001).**

5.2 NEWLY RECORDED RESOURCES

Of the 112 resources recorded in the architectural APE of the XRGU, GUMD, and MDND segments during the current project, the DC2RVA Project Team documented 62 newly recorded resources (Table 5-2, Figures 5-25 through 5-38). Of those 62 resources, three are recommended potentially eligible for the NRHP. Table 5-2 lists all 62 resources, along with Dovetail's eligibility determination. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5105	Excelsior Mill, Chesterfield Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5106	Excelsior Mill, Chesterfield Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5107	House, 11434 Chesterfield Road	Caroline County	1956	MDND	Not Eligible
016-5108	House, 11238 Railroad Lane	Caroline County	1905	MDND	Not Eligible
016-5109	Outbuilding, 4121 Stonewall Jackson Road	Caroline County	ca. 1940	XRGU	Not Eligible
016-5110	House, 8523 Guinea Station Road	Caroline County	1870	XRGU	Not Eligible
016-5111	House, 9135 Guinea Station Road	Caroline County	1882	XRGU	Not Eligible
016-5112	Penola Historic District	Caroline County	ca. 1860	MDND	Not Eligible
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane	Caroline County	ca. 1920	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5114	Flour Mill, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5115	Storage Building, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5116	Building Ruins, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5117	House, 22260 Penola Road	Caroline County	1929	MDND	Not Eligible
016-5118	House, 22266 Penola Road	Caroline County	1850	MDND	Not Eligible
016-5119	Industrial Site, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5120	House, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5121	Guinea Station Historic District	Caroline County	1867–ca. 1961	XRGU	Not Eligible
016-5122	Gas Station, 11764 Stonewall Jackson Road	Caroline County	pre-1961	XRGU	Not Eligible

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5123	House, 11720 Stonewall Jackson Road	Caroline County	1937	XRGU	Not Eligible
016-5124	School Building, 8902 Guinea Station Road	Caroline County	1932	XRGU	Not Eligible
016-5125	Ruther Glen-Chesterfield Historic District	Caroline County	ca. 1853-1956	MDND	Not Eligible
016-5126	House, 10400 Lake Farm Road	Caroline County	ca. 1906	GUMD	Not Eligible
016-5127	House, 15125 Rixey Road	Caroline County	ca. 1900	GUMD	Not Eligible
016-5128	House, Rixey Road	Caroline County	pre-1942	GUMD	Not Eligible
016-5129	Woodford Historic District	Caroline County	ca. 1890 to ca. 1969	GUMD	Potentially Eligible Under Criteria A and C
016-5130	Farmer Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5131	H. Washington Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5132	House, 11107 Woodford Road	Caroline County	1953	GUMD	Not Eligible
016-5133	Old Woodford Post Office, 11064 Woodford Road	Caroline County	1936	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5134	Warehouse, Woodford Road	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5135	Woodford Post Office, 11087 Woodford Road	Caroline County	1969	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5136	Milford Historic District	Caroline County	ca. 1880–1960	GUMD & MDND	Potentially Eligible Under Criteria A and C

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Milford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-5138	Dhillon's Auto Sales, 15583 Colonial Road	Caroline County	ca. 1941	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5139	House, 15642 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5140	Commercial Building, 15577 Colonial Road	Caroline County	ca. 1936	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5141	Dhillon's Grocery, 15421 Antioch Road	Caroline County	ca. 1950	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5142	House, 15584 Colonial Road	Caroline County	ca. 1922	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5143	House, 15646 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5144	House, 15652 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5145	Blatt Chevrolet, 15478 Antioch Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Milford Historic District
016-5146	House, 15483 Nelson Hill Road	Caroline County	1942	MDND	Not Eligible; Contributing to the Milford Historic District

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5147	Milford Post Office, 15429 Antioch Road	Caroline County	1960	MDND	Not Eligible; Contributing to the Milford Historic District
016-5148	Warehouse, 15458 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford Historic District
016-5149	Warehouses, 15480 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford Historic District
016-5150	RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road	Caroline County	ca. 1949	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-5151	Warehouse, 15389 Nelson Hill Road	Caroline County	pre-1966	MDND	Not Eligible
016-5152	Drainfield Solutions, 15384 Nelson Hill Road	Caroline County	1952	MDND	Not Eligible
016-5153	Hanover Truck Repair, 15402 Nelson Hill Road	Caroline County	1965	MDND	Not Eligible
016-5154	House, 15398 Nelson Hill Road	Caroline County	1920	MDND	Not Eligible
016-5155	Amerigas Propane, 16492 Industrial Drive	Caroline County	pre-1966	MDND	Not Eligible
016-5156	Freight Depot and Warehouse, 16462 Industrial Drive	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-5157	Commercial Building, 16388 Industrial Drive	Caroline County	1966	MDND	Not Eligible
016-5158	House, Industrial Drive	Caroline County	ca. 1930	MDND	Not Eligible
016-5159	House, 16209 Industrial Drive	Caroline County	1958	MDND	Not Eligible
016-5160	House and Outbuildings, Industrial Drive	Caroline County	ca. 1890	MDND	Not Eligible
016-5161	House, 16022 Industrial Drive	Caroline County	1944	MDND	Not Eligible
016-5162	Coleman's Mill Pond and Ruins, Colemans Mill Road	Caroline County	ca. 1850	MDND	Not Eligible

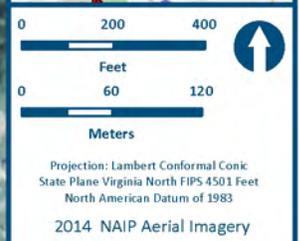
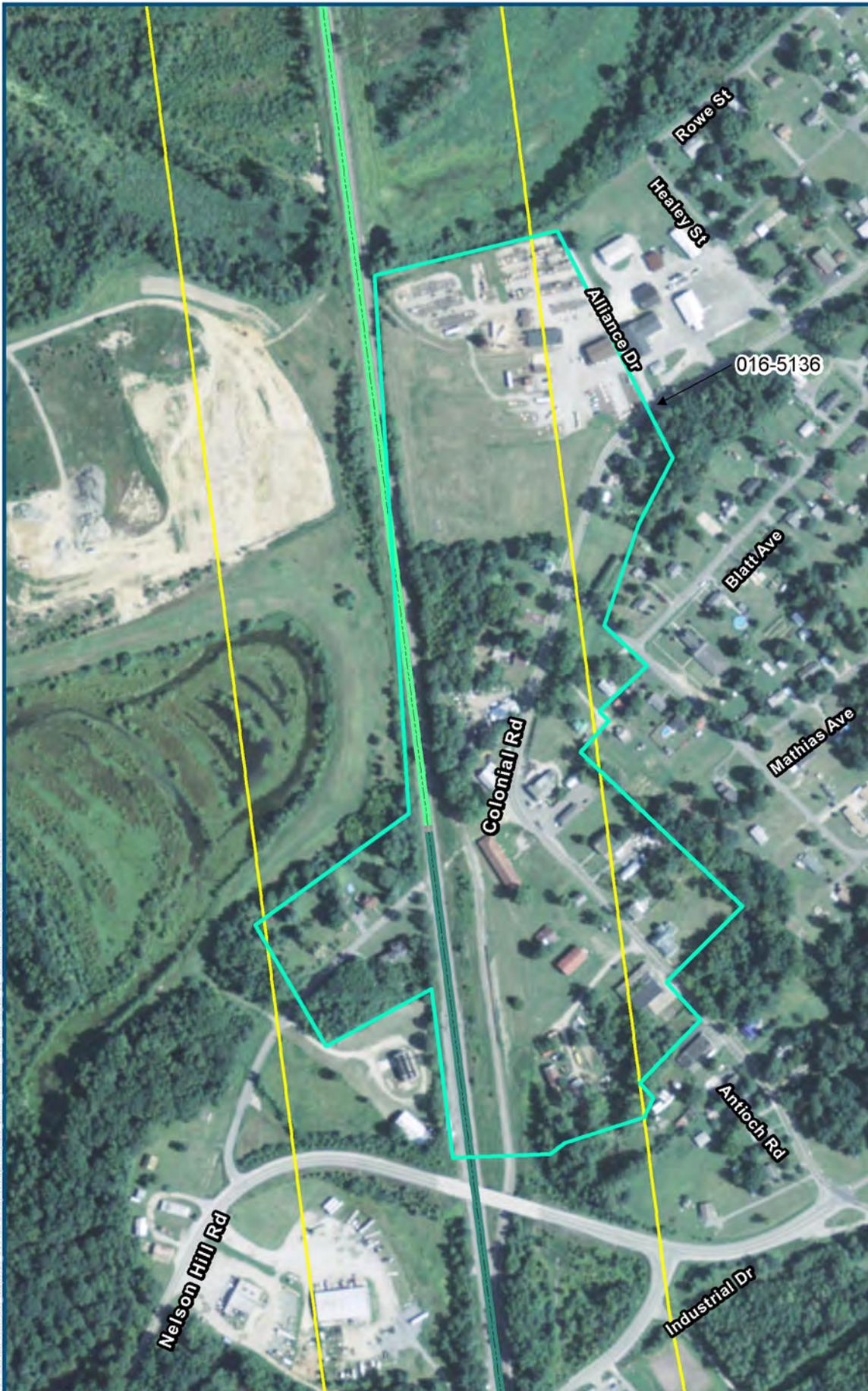
RESULTS

TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5163	House, 11435 Railroad Lane	Caroline County	ca. 1920	MDND	Not Eligible
016-5164	Little Rock Farm, 26389 Jefferson Davis Highway	Caroline County	ca. 1900	MDND	Not Eligible
016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1896–ca. 1950	GUMD & MDND	Potentially Eligible Under Criteria A and C
088-5481	House, 3116 Summit Crossing Road	Fredericksburg, Spotsylvania County	1948	XRGU	Not Eligible

Source: Dovetail, 2016.

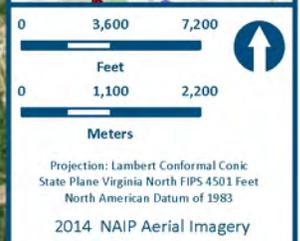
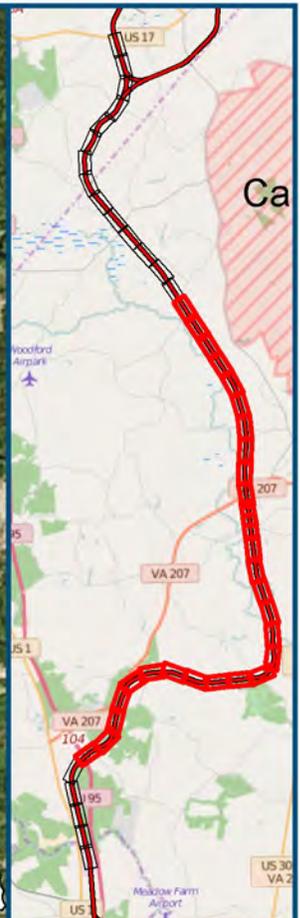
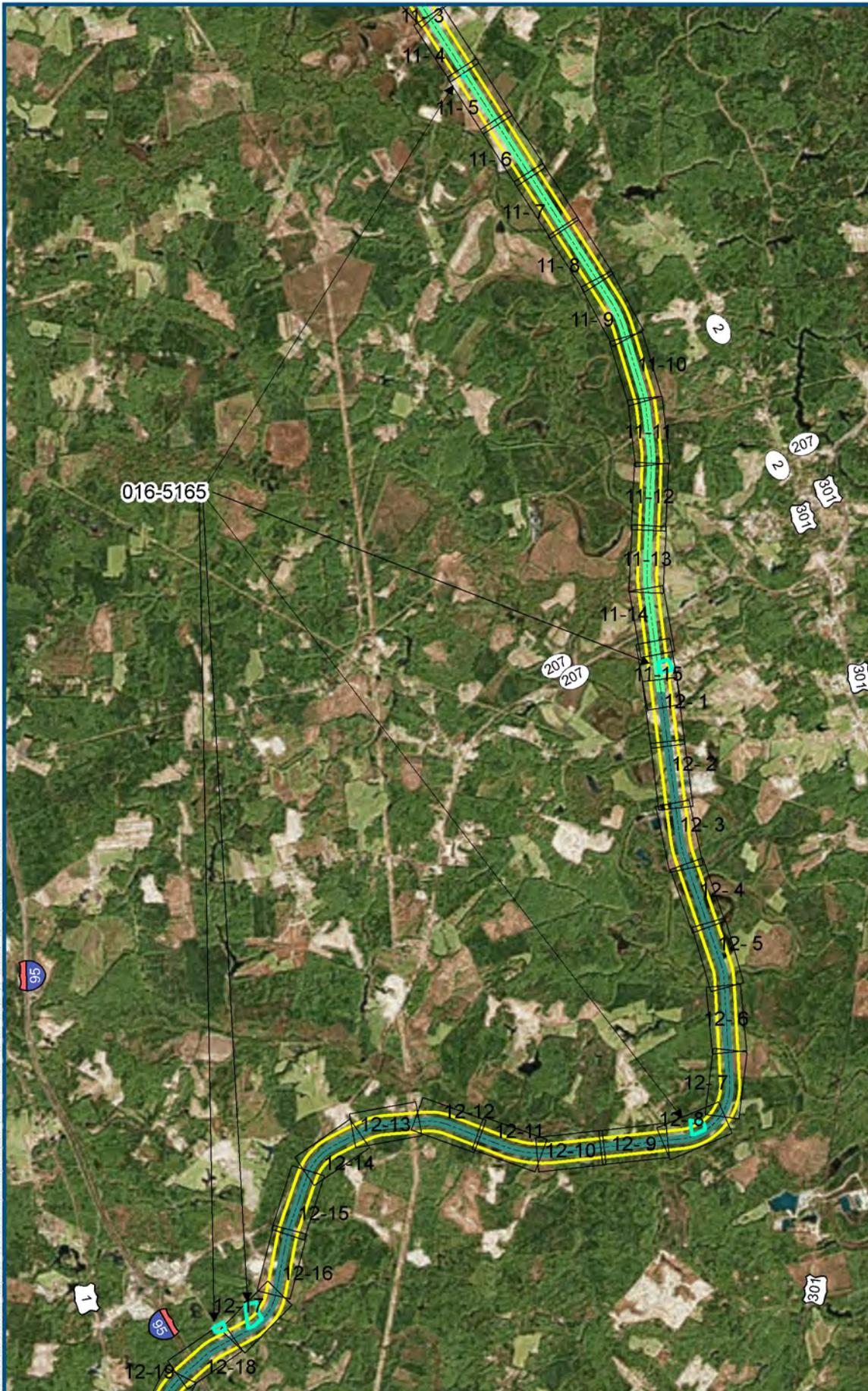
Table Notes: 1. Cells highlighted in blue denote resources recommended potentially eligible for the NRHP as a part of the current survey.



- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - DC2RVA Project Segments
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)

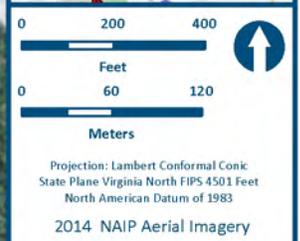
Figure 5-24
Newly Recorded Resources
Milford Historic District
(016-5136)

03/2016



- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - DC2RVA Project Segments**
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)

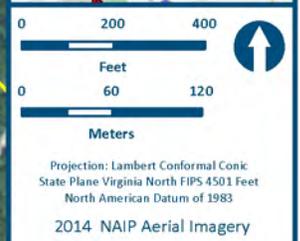
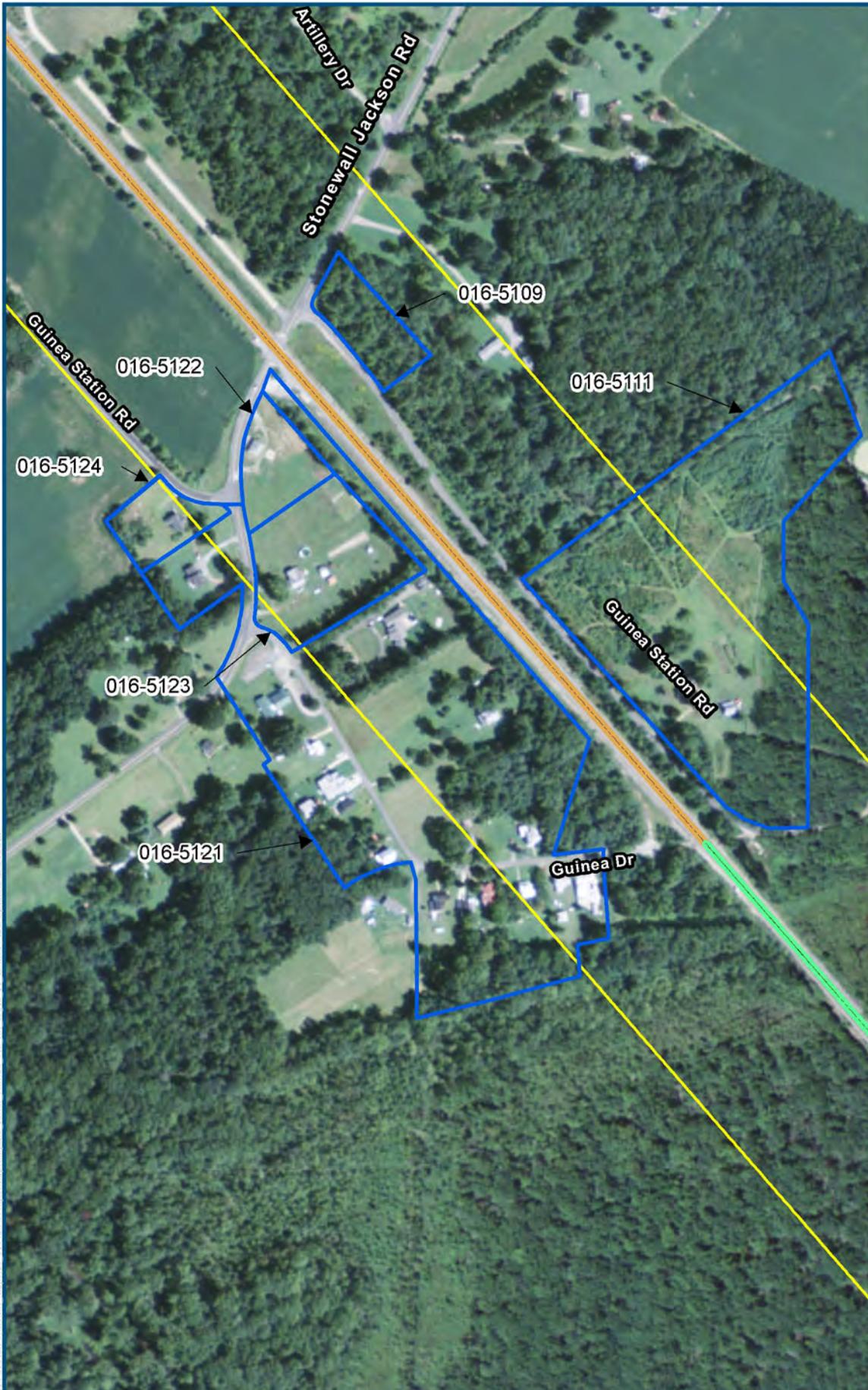
Figure 5-25
Newly Recorded
Resources
Excelsior County of
Caroline County MPD
(016-5165)



- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 10 Crossroads to Guinea (XRGU)

**Figure 5-26
Newly Recorded
Resources**

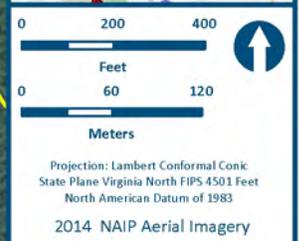
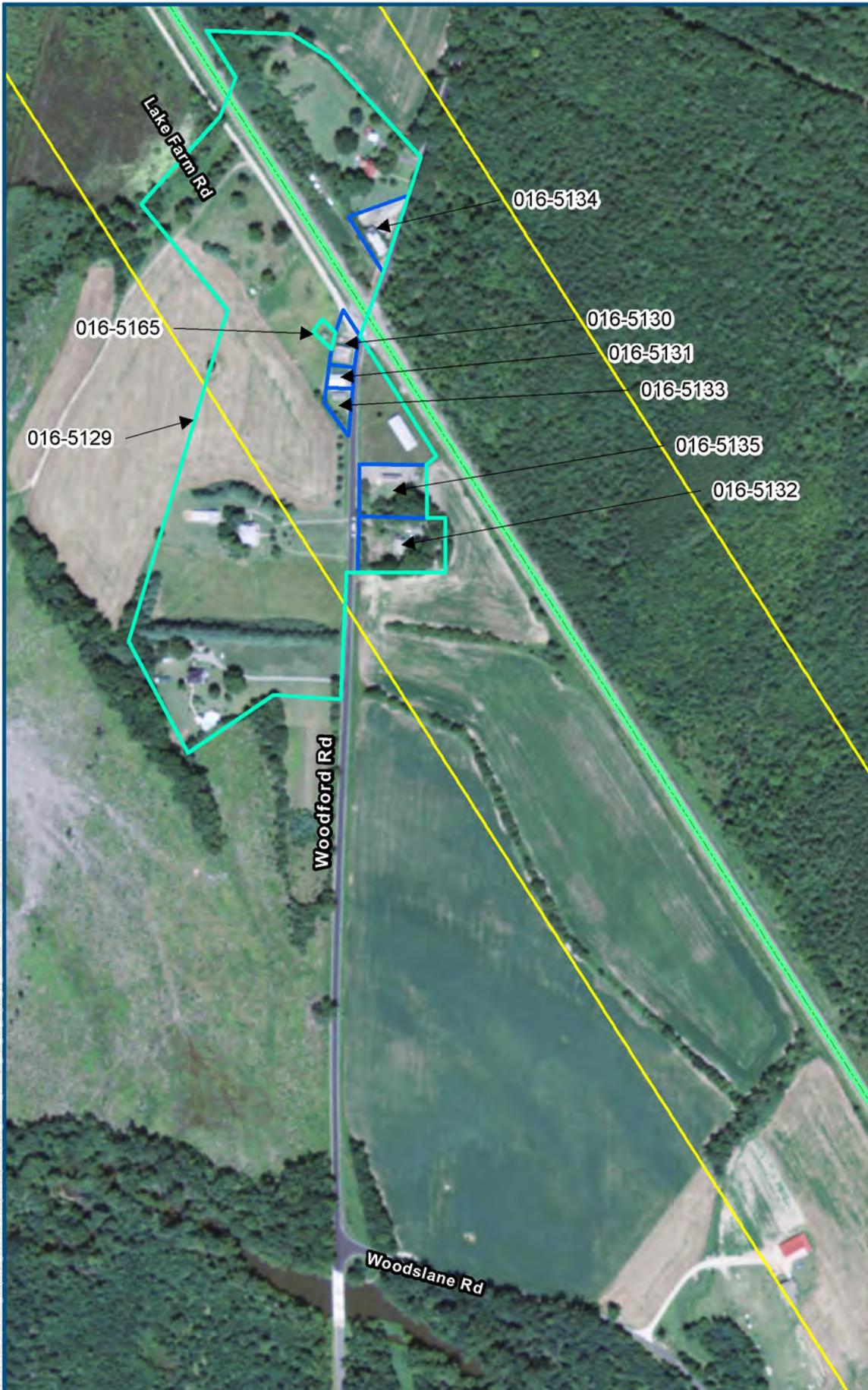
03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)

**Figure 5-28
Newly Recorded
Resources**

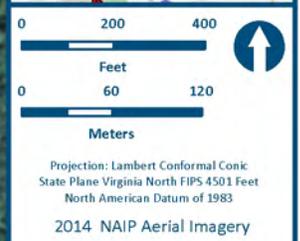
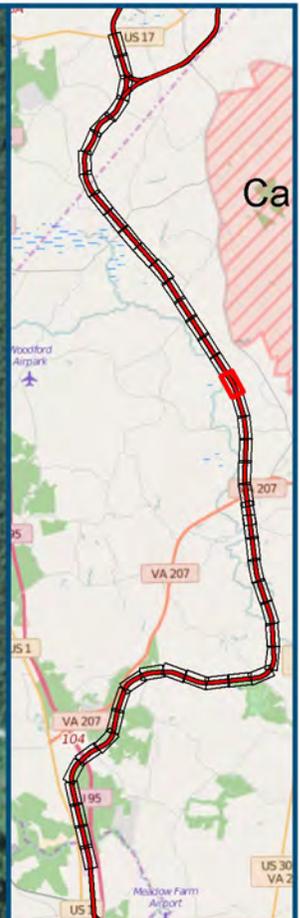
03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 11 Guinea to Milford (GUMD)

**Figure 5-30
Newly Recorded
Resources**

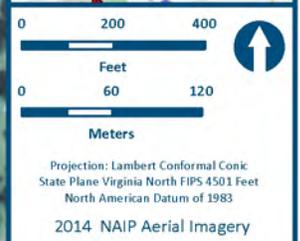
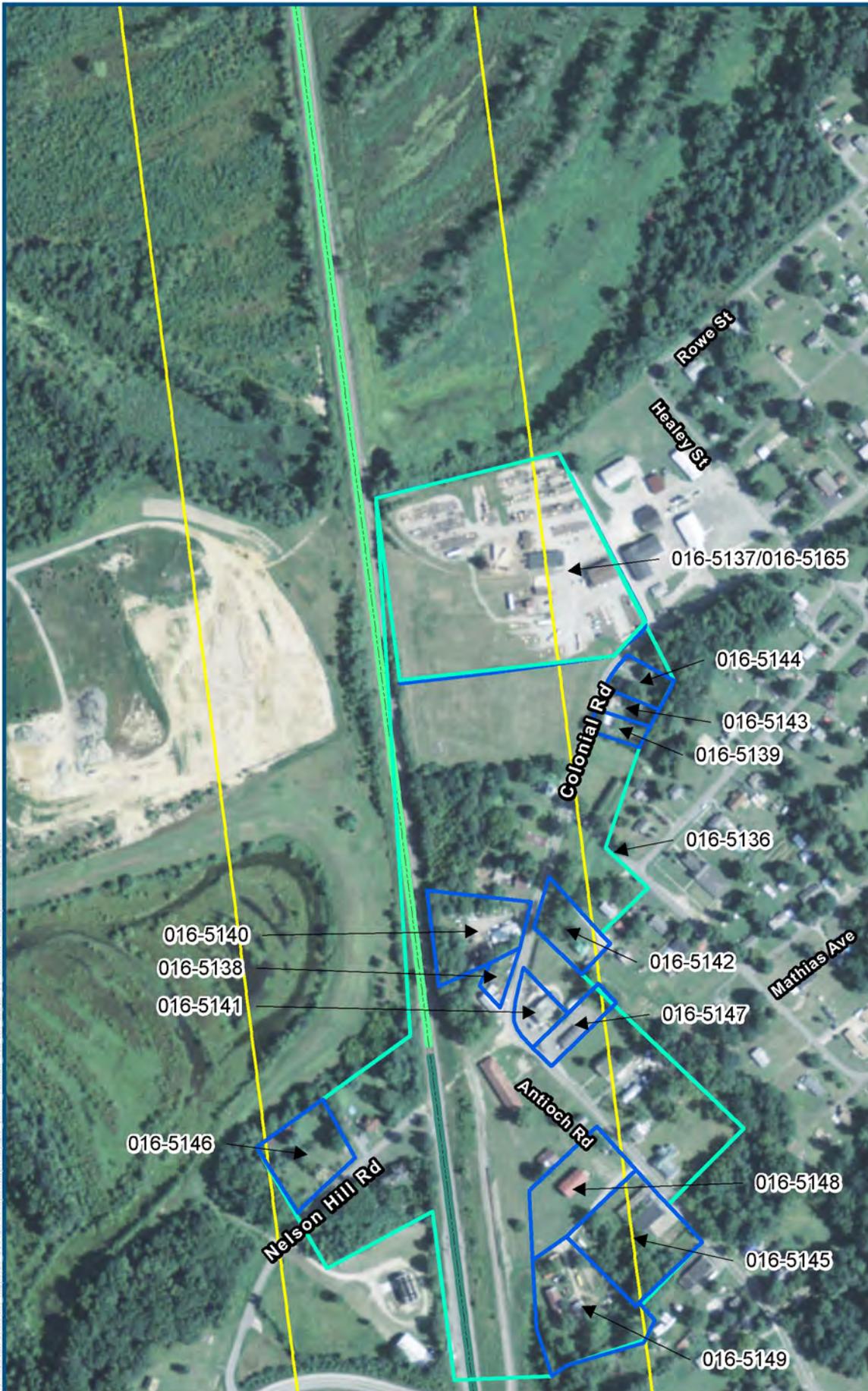
03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 11 Guinea to Milford (GUMD)

**Figure 5-31
Newly Recorded
Resources**

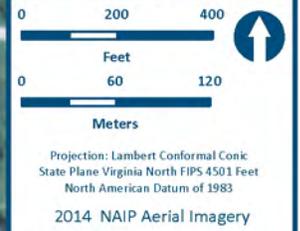
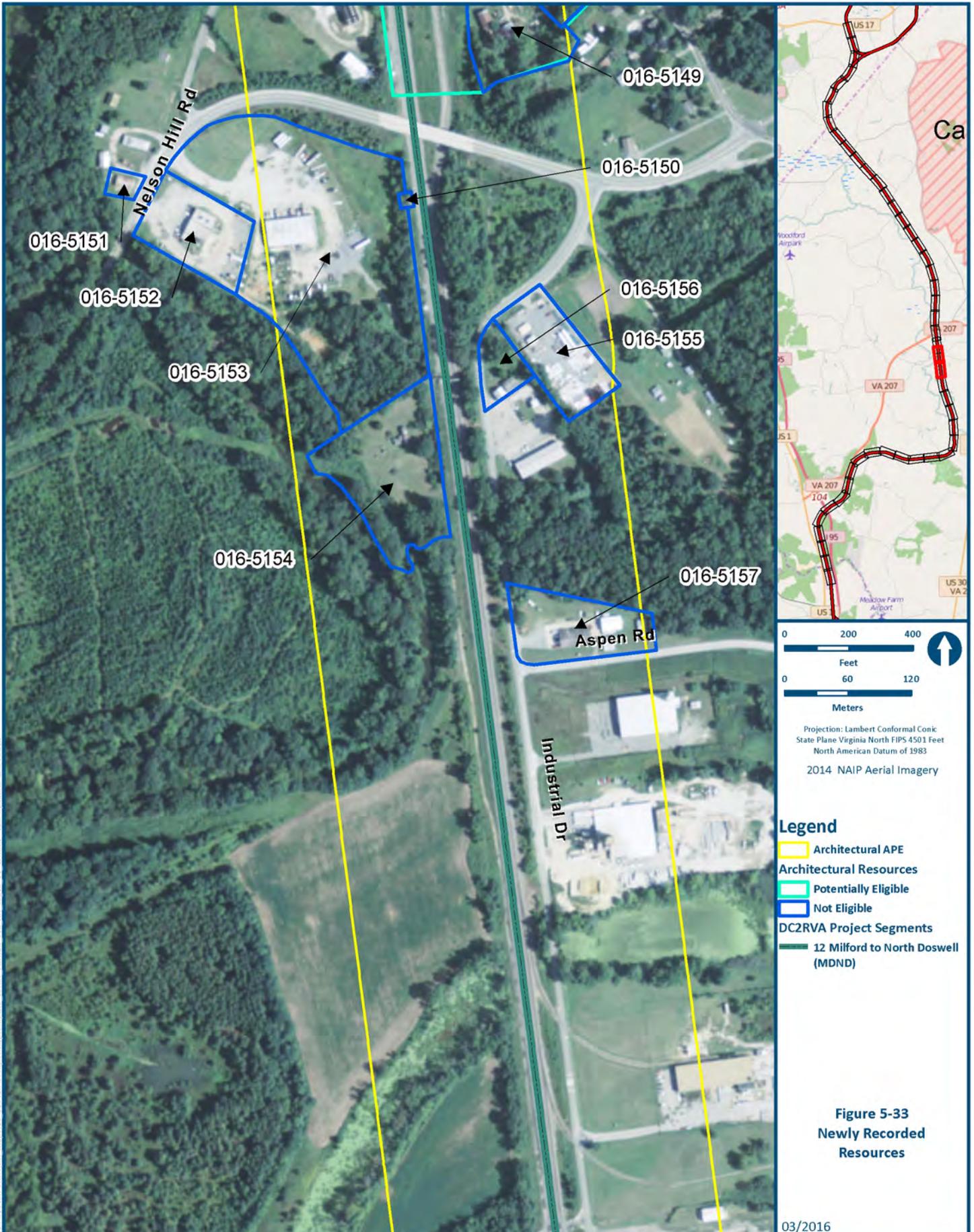
03/2016



- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)

Figure 5-32
Newly Recorded
Resources

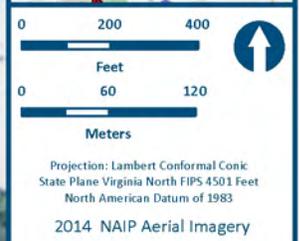
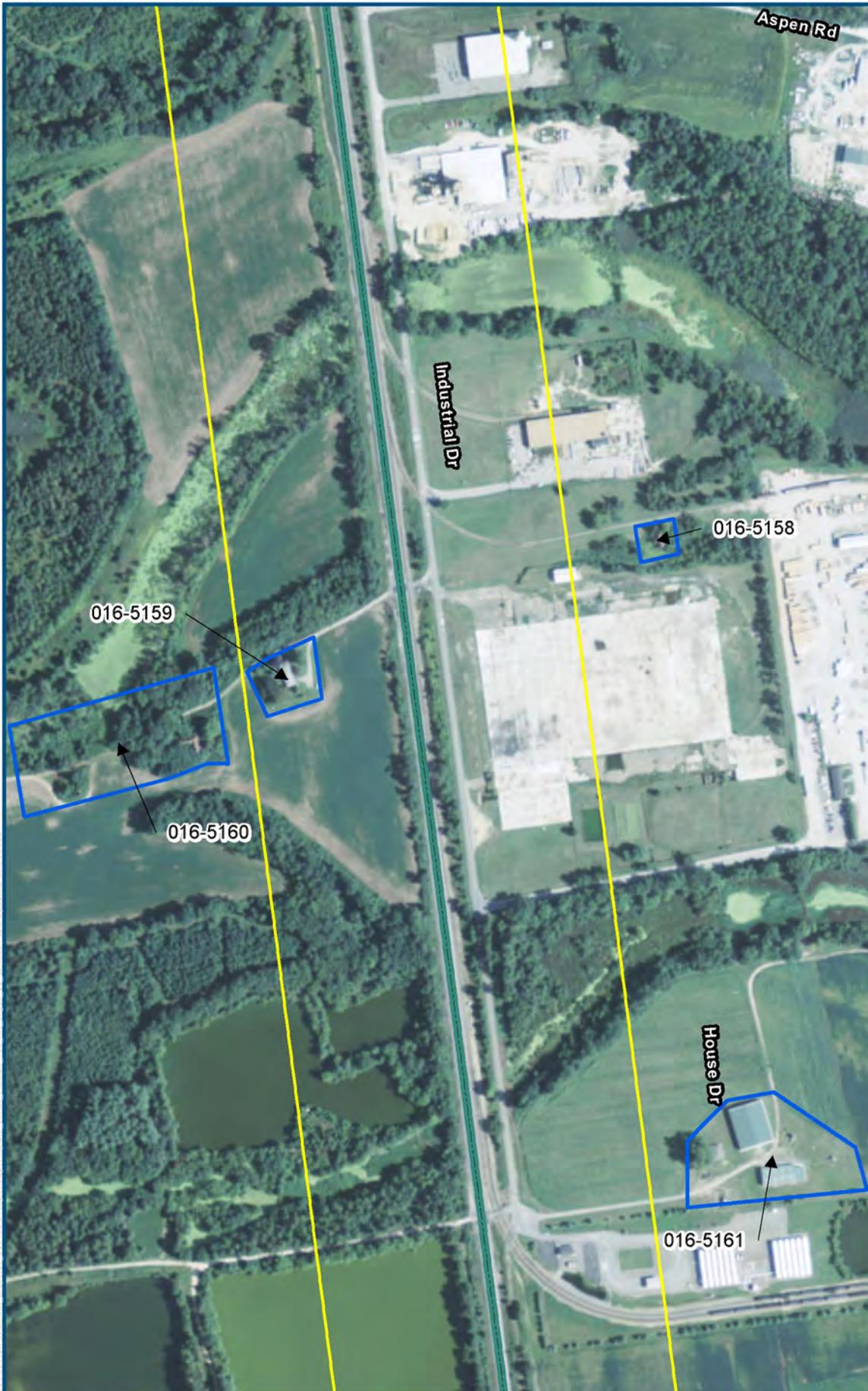
03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 12 Milford to North Doswell (MDND)

**Figure 5-33
Newly Recorded
Resources**

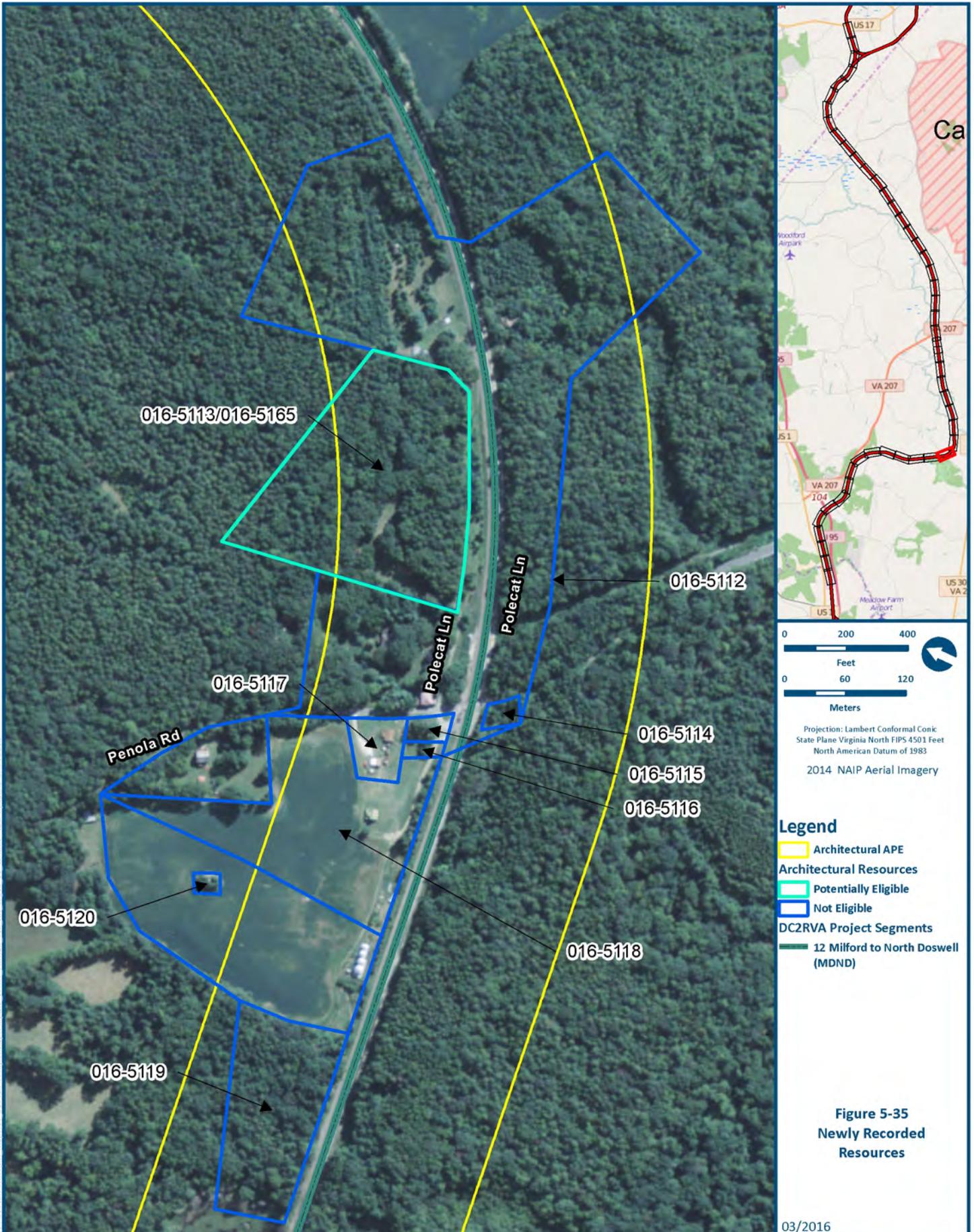
03/2016



- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 12 Milford to North Doswell (MDND)

**Figure 5-34
Newly Recorded
Resources**

03/2016



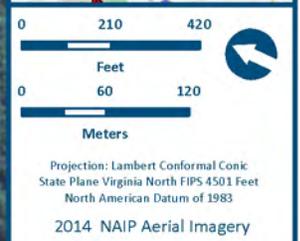
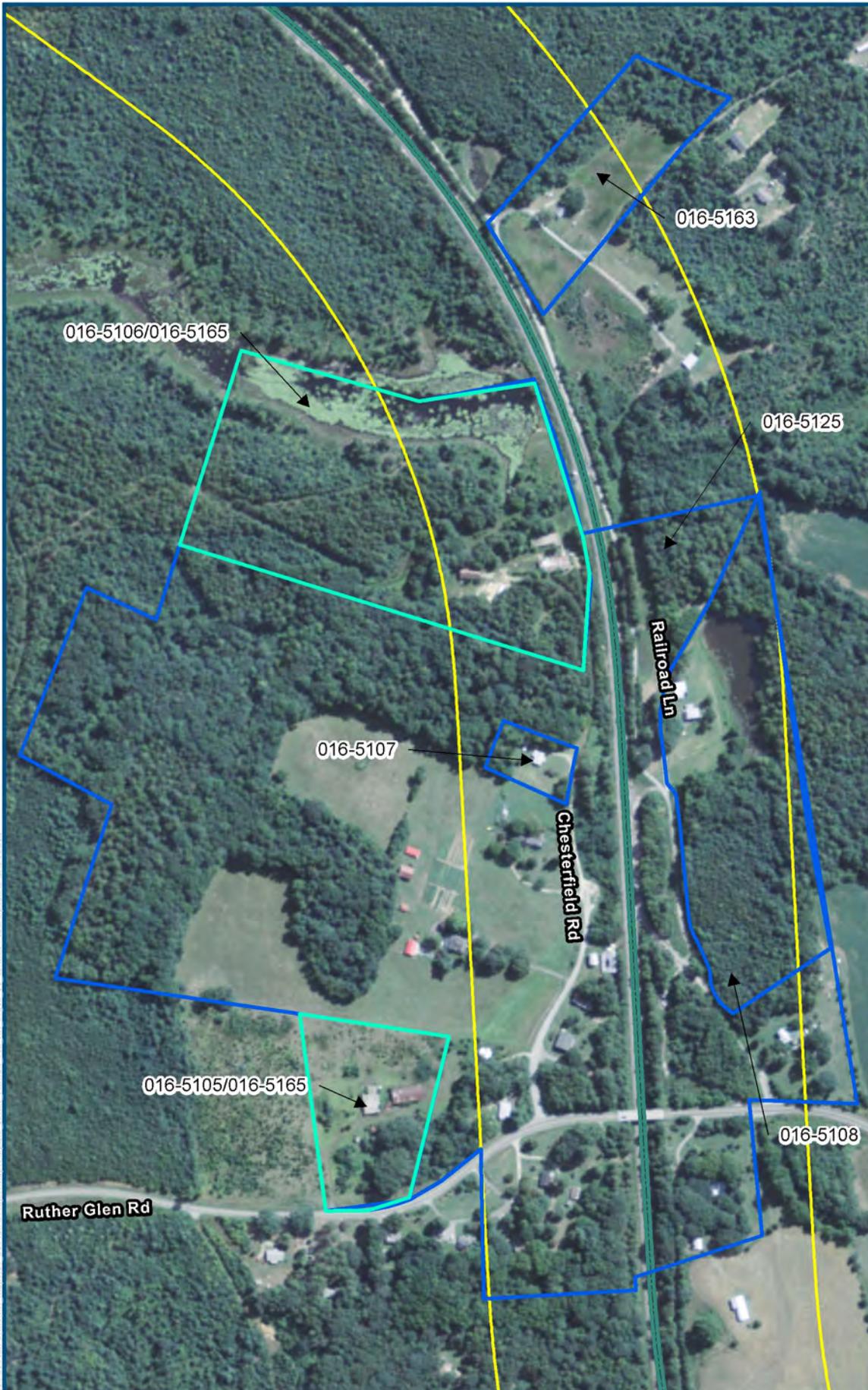
0 200 400
 Feet
 0 60 120
 Meters

Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 2014 NAIP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments
 - 12 Milford to North Doswell (MDND)

**Figure 5-35
 Newly Recorded
 Resources**

03/2016



**Figure 5-37
Newly Recorded
Resources**

03/2016

5.2.1 Newly Recorded Resources Recommended Potentially Eligible

Of the 62 newly recorded resources within the architectural APE of the XRGU, GUMD, and MDND segments, Dovetail recommended that three should be considered potentially eligible for the NRHP. A brief description of each is listed below. The remaining 59 resources are recommended not individually eligible for the NRHP; these resources are summarized at the end of this section.

The **Woodford Historic District (016-5129)** is a partially abandoned community in rural Caroline County (Figure 5-39). The village is centered along the RF&P, which was constructed through the area in 1836, and was one of five original stations in Caroline County along that route. Despite the presence of the railroad, the community never experienced any real development through most of the nineteenth century. In fact, Woodford seldom appears on historic maps from that period. It wasn't until a local merchant established an excelsior mill at Woodford around 1896, launching what would eventually become Caroline County's largest industry, that the community saw any real growth (Fisher and Sparenborg 2011:198). The excelsior plant created much-needed jobs for local residents, and Woodford's population increased more than threefold by the end of the first quarter of the twentieth century.

A 1942 topographic map—the first to show Woodford in any real detail—reveals that the community is largely unchanged from its early-twentieth-century configuration. Five previously surveyed resources and six newly surveyed resources are contributing to the Woodford Historic District. The Woodford Freight and Passenger Depot (016-0222) still stands at the center of town and is one of only two RF&P depots remaining in the county and the only combined-function depot. Although the original excelsior mill burned down in the early 1950s, a small frame building that once served as the Woodford Excelsior Company Office (016-0223) still remains. In addition to the depot and the excelsior office, the proposed historic district encompasses the current and former post offices (016-5133 and 016-5135), two circa-1920 commercial buildings (016-5130 and 016-5131), a circa-1940 shipping warehouse immediately adjacent to the tracks (016-5134), and four single-family dwellings dating between circa 1900 and 1953 (016-0220, 016-0224, 016-0225, and 016-5132). One additional property, the previously surveyed circa-1860 Woodford House (016-0221), is no longer extant and is considered a non-contributing resource.

Woodford is an example of a small rural community created by the construction of the railroad that brought economic expansion to the region in the nineteenth century, as well as a company town that benefited from Caroline County's excelsior industry in the early-twentieth-century. Woodford has largely avoided modern development and still retains its rural character and other character-defining features. The district retains a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association and possesses a wide range of contributing resources that reflect the small communities that once dotted the rural county in the late-nineteenth and early-twentieth centuries. For these reasons, this resource is **recommended potentially eligible under Criteria A and C. It has no known association with any significant person and therefore is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.** The district's recommended period of significance is circa 1890 to circa 1969, spanning from the establishment of the excelsior mill to the date of construction of the current post office, which continues to serve the surrounding rural community.



FIGURE 5-39: THE WOODFORD HISTORIC DISTRICT (016-5129), LOOKING SOUTHWEST

The **Milford Historic District (016-5136)** is a partially abandoned community in rural Caroline County that was originally established in the late-eighteenth century as a tobacco trading center (Figure 5-40). In 1836, the RF&P Railroad was constructed through the area and Milford was one of five original stations in Caroline County along that route. Milford soon became the largest of the small communities in the county situated along the railroad, evolving into an important commercial, manufacturing, and transportation center for the local region.

Ten previously surveyed resources and 13 newly surveyed resources are contributing to the Milford Historic District. Although Milford has lost some of its buildings from the late-nineteenth and early-twentieth centuries, it has nonetheless retained several important buildings, most notably the Milford Freight Depot (016-0266), which still stands at the center of town and is one of only two village depots remaining in the county. The circa-1940 DeJarnette Lumber Company (016-5137), the site of an earlier excelsior mill located immediately adjacent to the tracks, is still in operation and retains its prominent teepee waste burner, which has become a local landmark. Other contributing properties in the Milford Historic District include the former Milford Presbyterian Church (016-0264), the former Milford Hotel (016-0262), the circa-1910 Milford State Bank (016-0270), the circa-1890 Blatt's Store (016-0272), a circa-1950 Chevrolet dealership (016-5145), seven additional commercial buildings and warehouse complexes, the 1960 Milford Post Office (016-5147), and eight single-family dwellings ranging in date from circa 1880 to 1942 and reflecting the Queen Anne, Craftsman, and vernacular styles. One additional property, the previously surveyed circa-1890 Gray Campbell Inn/Schalls Furniture Refinishing and Repair (016-0263), is no longer extant and is considered a non-contributing resource.

RESULTS

Milford is an example of a small rural community originally established as a tobacco trading center in the late-eighteenth century, which experienced substantial growth during the nineteenth century with the coming of the railroad. Milford was the largest of the small communities in Caroline County situated along the RF&P, evolving into an important commercial, manufacturing, and transportation center for the local region. Although it appears to have lost some of its historic buildings, as indicated by vacant lots, it has largely avoided modern development and still retains its rural character and other character-defining features such as the freight depot (one of only two surviving village depots in the county), late-nineteenth and early-twentieth-century commercial buildings, shipping warehouses, a former excelsior mill (now a lumber company), a former church, and several notable dwellings. Overall, the district retains a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association and possesses a wide range of contributing resources that reflect the small communities that once dotted the rural county in the nineteenth and early-twentieth centuries. For these reasons, this resource is **recommended potentially eligible under Criteria A and C. It has no known association with any significant person and therefore is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.** The district's recommended period of significance is circa 1880 to 1960, when the current post office was constructed to serve the still-viable community.



FIGURE 5-40: THE MILFORD HISTORIC DISTRICT (016-5136), LOOKING NORTH

The **Excelsior Industry of Caroline County Multiple Property Determination (MPD) (016-5165)** is a thematic collection of resources constructed between circa 1896 and circa 1950 that are associated with the manufacture of excelsior, Caroline County's largest industry in the early-twentieth century (Figure 5-41). This MPD includes five properties: the Woodford Excelsior Company Office (016-0223), the Dejarnette Lumber Co. (016-5137), two Excelsior Mills in the village of Ruther Glen (016-5105 and 016-5106), and the Jeter House and Excelsior Mill (016-

RESULTS

5113). These resources represent three excelsior mills with extant teepee burners ranging in height from 25 to 50 feet, an excelsior mill with small cylindrical burner, and a frame office building associated with Caroline County's first excelsior mill. Several of these facilities remained active into the 1950s or 1960s, producing excelsior or converting to lumber manufacturing. Although many of the buildings associated with these properties are in various states of neglect and/or are generally unremarkable in and of themselves, the extant waste burners are significant resources that embody the distinctive characteristics of a type. Additionally, these five properties are associated with events that have made a significant contribution to the broad patterns of history, notably, the excelsior industry of rural Caroline County. Therefore, it is recommended that the **Excelsior Industry of Caroline County Multiple Property Determination is potentially eligible for the NRHP under Criteria A and C. The resource has no known association with a significant person and is therefore not recommended eligible under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.**



FIGURE 5-41: THE EXCELSIOR INDUSTRY OF CAROLINE COUNTY MULTIPLE PROPERTY DETERMINATION (016-5165), LOOKING NORTH TOWARDS THE TEEPEE BURNER ASSOCIATED WITH THE DEJARNETTE LUMBER COMPANY (016-5137)

5.2.2 Newly Recorded Resources Recommended Not Eligible

The remaining 59 newly surveyed resources within the architectural APE of the XRGU, GUMD, and MDND segments are recommended not eligible for the NRHP. A majority (n=25) of these resources are single-family dwellings and small farms that range in date from circa 1890 (House and Outbuildings, Industrial Drive, 016-5160) to 1958 (House, 16209 Industrial Drive, 016-5159). These houses are representative of architectural trends that were popular throughout the nineteenth and twentieth centuries, including the Queen Anne, Colonial Revival, Craftsman, and Ranch styles and forms. In addition, many dwellings lack high-style attributes; instead, they were constructed in a vernacular form that is common throughout the region. Most of these buildings are one- to two-and-a-half story dwellings with frame or masonry structural systems.

Other newly surveyed resources within the architectural APE that are recommended not eligible include a former school (016-5124), three post offices (016-5133, 016-5135, and 016-5147), a gas station (016-5122), a mill pond (016-5162), a circa-1949 railroad signal tower (016-5150), a private freight depot and warehouse (016-5156), five industrial/manufacturing sites (016-5105, 016-5106, 016-5113, 016-5119, and 016-5137), a propane storage facility (016-5155), 13 commercial buildings and warehouses, and four outbuildings, storage buildings, and unidentified ruins. All of these resources have undergone significant modifications that have negatively affected their architectural integrity and/or lack remarkable architectural attributes.

Three newly surveyed historic districts were also identified during the current project: Penola Historic District (016-5112), Guinea Station Historic District (016-5121), and Ruther Glen-Chesterfield Historic District (016-5125). Although these three resources are not recommended potentially eligible at this time, they reflect historic communities that provide context for individually eligible resources, and thus their boundaries have been delineated to aid future survey efforts.

As a whole, these 59 newly surveyed resources have no outstanding architectural elements and are not the works of a master. Furthermore, many have undergone alterations such as siding and window replacement and the construction of additions. For these reasons, these 59 resources are **recommended not eligible for the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties are not eligible under Criterion D, but they were not evaluated under that criterion as archaeological resources.** Several of the 59 newly surveyed resources that are recommended not individually eligible for the NRHP are located within the boundaries of one of two newly surveyed historic districts and one newly surveyed multiple property determination. It is **recommended that six newly surveyed resources (016-5130 through 016-5135) should be considered contributing elements to the Woodford Historic District (016-5129) and 12 newly surveyed resources (016-5136 through 016-5149) should be considered contributing to the Milford Historic District (016-5136).** Additionally, four newly surveyed resources are recommended as contributing to the Excelsior Industry of Caroline County MPD (016-5165): two Excelsior Mills located in the village of Ruther Glen (016-5105 and 016-5106), the Jeter House and Excelsior Mill (016-5113) at Penola, and the DeJarnette Lumber Company (016-5137) in Milford. And finally, two newly surveyed resources (016-5150 and 016-5156) are recommended contributing to the RF&P Railroad Historic District (500-0001), which will be discussed in a later report.

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SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the XRGU, GUMD, and MDND segments of the DC2RVA corridor. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, the DC2RVA Project Team surveyed 112 historic architectural resources within the architectural APE within the XRGU, GUMD, and MDND segments (Table 6-1). Of these, 50 previously recorded and 62 newly recorded historic resources were identified. Of the 112 total properties, it is recommended that the majority (n=100) are not eligible for individual listing in the NRHP. One resource, North Anna Battlefield (042-0123), was previously determined potentially eligible/eligible for, or listed in, the NRHP. The DC2RVA Project Team **recommends that it should retain its previous eligibility status.**

In addition, as a result of the current survey, **11 resources are recommended potentially eligible for the NRHP under Criteria A, B, and/or C. These include two historic districts (016-5129 and 016-5136), one multiple property determination (016-5165), the Fairfield Plantation Office at Jackson Shrine (016-0092), the Woodford Freight and Passenger Depot (016-0222), three commercial buildings (016-0223, 016-0270, and 016-0286), and three single-family dwellings (016-0208, 016-0222, and 016-0224).**

In addition to their individual eligibility recommendation, several resources within the XRGU, GUMD, and MDND segments are located within the boundaries of one of two potentially eligible historic districts: the Woodford Historic District (016-5129) and the Milford Historic District (016-5136). As a result, it is **recommended that 11 properties (five previously surveyed and six newly surveyed) are contributing resources to the Woodford Historic District and 23 properties (ten previously surveyed and 13 newly surveyed) are contributing resources to the Milford Historic District.** Furthermore, **five resources (one previously surveyed and four newly surveyed) are included in and recommended contributing to the Excelsior Industry of Caroline County Multiple Property Determination (016-5165):** the Woodford Excelsior Company Office (016-0223), two Excelsior Mills located in the village of Ruther Glen (016-5105 and 016-5106), the Jeter House and Excelsior Mill (016-5113) at Penola, and the Dejarnette Lumber Company (016-5137) in Milford. And finally, **six resources (four previously surveyed and two newly surveyed) are recommended contributing to the RF&P Railroad Historic District,** which will be discussed in a later report.

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	XRGU	Potentially Eligible Under Criteria A, B, and C
016-0137	Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery	Caroline County	ca. 1853	MDND	Not Eligible
016-0201	Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive	Caroline County	ca. 1867	XRGU	Not Eligible
016-0205	House, 12110 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0206	House, 12113 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0207	House, 12124 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	XRGU	Potentially Eligible Under Criterion C
016-0209	Hopewell Methodist Church Parsonage, 12093 Guinea Drive	Caroline County	ca. 1921	XRGU	Not Eligible
016-0212	House, 12053 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0217	St. Mary's Catholic Church, 14500 Woodslane Road	Caroline County	1914	GUMD	Not Eligible
016-0218	House, 14321 Woodslane Road	Caroline County	ca. 1911	GUMD	Not Eligible
016-0219	Evans House, 14271 Woodslane Road	Caroline County	ca. 1913	GUMD	Not Eligible
016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0221	Woodford House, Lake Farm Road	Caroline County	ca. 1860	GUMD	Not Eligible; Non-contributing to the Woodford Historic District

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District; Contributing to the RF&P Railroad HD
016-0223	Woodford Excelsior Company Office, Lake Farm Road	Caroline County	ca. 1896	GUMD	Potentially Eligible Under Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-0224	Glenwood House, 11102 Woodford Road	Caroline County	ca. 1925	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0225	House and Outbuildings, 11000 Woodford Road	Caroline County	ca. 1919	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-0262	Old Milford Hotel, 15619 Colonial Road	Caroline County	ca. 1910	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0263	Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road	Caroline County	ca. 1890	GUMD	Not Eligible; Non-contributing to the Milford Historic District
016-0264	Milford Presbyterian Church (Old Church), 15460 Church Street	Caroline County	ca. 1890	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0265	Apartment/Restaurant, 15589 Colonial Road	Caroline County	ca. 1900	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0266	Milford Freight Depot, 15424 Antioch Road	Caroline County	ca. 1891	MDND	Not Eligible; Contributing to the Milford Historic District; Contributing to the RF&P Railroad HD

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0267	House, 15510 Nelson Hill Road	Caroline County	ca. 1885	MDND	Not Eligible; Contributing to the Milford Historic District
016-0268	House, 15503 Nelson Hill Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0269	House, 15429-15441 Antioch Road	Caroline County	ca. 1880	MDND	Not Eligible; Contributing to the Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	MDND	Potentially Eligible Under Criterion C; Contributing to the Milford Historic District
016-0271	Clark's Store & Warehouse, 15450 Antioch Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0272	Blatt's Store, 15471 Antioch Road	Caroline County	ca. 1890	MDND	Not Eligible; Contributing to the Milford Historic District
016-0286	Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	ca. 1900	MDND	Potentially Eligible Under Criterion C
016-0296	House, 22196 Penola Road	Caroline County	ca. 1890	MDND	Not Eligible
016-0297	R.F.& P. Railroad Housing, 22285 Penola Road	Caroline County	ca. 1870	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-0298	R.F.& P. Railroad Housing, 16181 Polecat Lane	Caroline County	ca. 1870	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-0329	Whitley House, 11136 Railroad Lane	Caroline County	ca. 1890	MDND	Not Eligible
016-0330	Hepler Farm, 24462 Ruther Glen Road	Caroline County	ca. 1900	MDND	Not Eligible
016-0332	House, 11519 Chesterfield Road	Caroline County	1968	MDND	Not Eligible
016-0333	Commercial Building, Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0334	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0335	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0336	House, 11456 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0337	Mize House, 11498 Chesterfield Road	Caroline County	ca. 1920	MDND	Not Eligible
016-0338	Taylor House, 11524 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-0339	Bullock House, 24397 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-5001	Warehouse, Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5002	Allen's Store, 15401 Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5003	House, 15409 Nelson Hill Road	Caroline County	1929	MDND	Not Eligible
016-5103	House, 2118 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-5105	Excelsior Mill, Chesterfield Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5106	Excelsior Mill, Chesterfield Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5107	House, 11434 Chesterfield Road	Caroline County	1956	MDND	Not Eligible
016-5108	House, 11238 Railroad Lane	Caroline County	1905	MDND	Not Eligible
016-5109	Outbuilding, 4121 Stonewall Jackson Road	Caroline County	ca. 1940	XRGU	Not Eligible
016-5110	House, 8523 Guinea Station Road	Caroline County	1870	XRGU	Not Eligible
016-5111	House, 9135 Guinea Station Road	Caroline County	1882	XRGU	Not Eligible
016-5112	Penola Historic District	Caroline County	ca. 1860	MDND	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane	Caroline County	ca. 1920	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5114	Flour Mill, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5115	Storage Building, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5116	Building Ruins, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5117	House, 22260 Penola Road	Caroline County	1929	MDND	Not Eligible
016-5118	House, 22266 Penola Road	Caroline County	1850	MDND	Not Eligible
016-5119	Industrial Site, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5120	House, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5121	Guinea Station Historic District	Caroline County	1867–ca. 1961	XRGU	Not Eligible
016-5122	Gas Station, 11764 Stonewall Jackson Road	Caroline County	pre-1961	XRGU	Not Eligible
016-5123	House, 11720 Stonewall Jackson Road	Caroline County	1937	XRGU	Not Eligible
016-5124	School Building, 8902 Guinea Station Road	Caroline County	1932	XRGU	Not Eligible
016-5125	Ruther Glen-Chesterfield Historic District	Caroline County	ca. 1853-1956	MDND	Not Eligible
016-5126	House, 10400 Lake Farm Road	Caroline County	ca. 1906	GUMD	Not Eligible
016-5127	House, 15125 Rixey Road	Caroline County	ca. 1900	GUMD	Not Eligible
016-5128	House, Rixey Road	Caroline County	pre-1942	GUMD	Not Eligible
016-5129	Woodford Historic District	Caroline County	ca. 1890 to ca. 1969	GUMD	Potentially Eligible Under Criteria A and C

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5130	Farmer Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5131	H. Washington Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5132	House, 11107 Woodford Road	Caroline County	1953	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5133	Old Woodford Post Office, 11064 Woodford Road	Caroline County	1936	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5134	Warehouse, Woodford Road	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5135	Woodford Post Office, 11087 Woodford Road	Caroline County	1969	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5136	Milford Historic District	Caroline County	ca. 1880–1960	GUMD & MDND	Potentially Eligible Under Criteria A and C
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Milford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-5138	Dhillon's Auto Sales, 15583 Colonial Road	Caroline County	ca. 1941	GUMD	Not Eligible; Contributing to the Milford HD
016-5139	House, 15642 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford HD
016-5140	Commercial Building, 15577 Colonial Road	Caroline County	ca. 1936	GUMD	Not Eligible; Contributing to the Milford HD

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5141	Dhillon's Grocery, 15421 Antioch Road	Caroline County	ca. 1950	GUMD	Not Eligible; Contributing to the Milford HD
016-5142	House, 15584 Colonial Road	Caroline County	ca. 1922	GUMD	Not Eligible; Contributing to the Milford HD
016-5143	House, 15646 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford HD
016-5144	House, 15652 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford HD
016-5145	Blatt Chevrolet, 15478 Antioch Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Milford HD
016-5146	House, 15483 Nelson Hill Road	Caroline County	1942	MDND	Not Eligible; Contributing to the Milford HD
016-5147	Milford Post Office, 15429 Antioch Road	Caroline County	1960	MDND	Not Eligible; Contributing to the Milford HD
016-5148	Warehouse, 15458 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford HD
016-5149	Warehouses, 15480 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford HD
016-5150	RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road	Caroline County	ca. 1949	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-5151	Warehouse, 15389 Nelson Hill Road	Caroline County	pre-1966	MDND	Not Eligible
016-5152	Drainfield Solutions, 15384 Nelson Hill Road	Caroline County	1952	MDND	Not Eligible
016-5153	Hanover Truck Repair, 15402 Nelson Hill Road	Caroline County	1965	MDND	Not Eligible
016-5154	House, 15398 Nelson Hill Road	Caroline County	1920	MDND	Not Eligible
016-5155	Amerigas Propane, 16492 Industrial Drive	Caroline County	pre-1966	MDND	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5156	Freight Depot and Warehouse, 16462 Industrial Drive	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the RF&P Railroad HD
016-5157	Commercial Building, 16388 Industrial Drive	Caroline County	1966	MDND	Not Eligible
016-5158	House, Industrial Drive	Caroline County	ca. 1930	MDND	Not Eligible
016-5159	House, 16209 Industrial Drive	Caroline County	1958	MDND	Not Eligible
016-5160	House and Outbuildings, Industrial Drive	Caroline County	ca. 1890	MDND	Not Eligible
016-5161	House, 16022 Industrial Drive	Caroline County	1944	MDND	Not Eligible
016-5162	Coleman's Mill Pond and Ruins, Colemans Mill Road	Caroline County	ca. 1850	MDND	Not Eligible
016-5163	House, 11435 Railroad Lane	Caroline County	ca. 1920	MDND	Not Eligible
016-5164	Little Rock Farm, 26389 Jefferson Davis Highway	Caroline County	ca. 1900	MDND	Not Eligible
016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1896–ca. 1950	GUMD & MDND	Potentially Eligible Under Criteria A and C
042-0123	North Anna Battlefield	Hanover County	1864	MDND	Remains Eligible Under Criterion A
088-5481	House, 3116 Summit Crossing Road	Fredericksburg, Spotsylvania County	1948	XRGU	Not Eligible
088-0271	House, 3041 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1913	XRGU	Not Eligible
088-0280	Summit Station Farm, 3033 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1840	XRGU	Not Eligible

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey

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APPENDIX A: BACKGROUND REVIEW TABLE

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Segment	Evaluation Status	Date of Evaluation
016-0007	Bridge, Route 684	post-1900	MDND	Not Evaluated	
016-0073; 002-1354	Milford Depot	None given	MDND	Not Evaluated	
016-0087	The Pines/Wayland Farm House	ca. 1850	XRGU	Not Evaluated	
016-0092	Jackson Shrine, Fairfield	1828	XRGU	Not Evaluated	
016-0094	Spring Grove	ca. 1860	XRGU	Not Evaluated	
016-0116	Spring Hill	ca. 1840	GUMD	Not Evaluated	
016-0137	Fontaine Hill; Fontaine Hill Cemetery	ca. 1853	MDND	Not Evaluated	
016-0144	Holly Hill	ca. 1727	GUMD	Not Eligible	9/30/2010
016-0172	St. Margaret's Episcopal Church	ca. 1860	MDND	Not Evaluated	
016-0201	Hopewell United Methodist Church	ca. 1867	XRGU	Not Evaluated	
016-0202	House, Route 606	ca. 1900	XRGU	Not Evaluated	
016-0204	Fell Family Farm, Fellaway	ca. 1900	XRGU	Not Evaluated	
016-0205	House, Route 755	ca. 1910	XRGU	Not Evaluated	
016-0206	House, Route 755	ca. 1890	XRGU	Not Evaluated	
016-0207	House, Route 755	ca. 1890	XRGU	Not Evaluated	
016-0208	House, Route 755	ca. 1900	XRGU	Not Evaluated	
016-0209	Hopewell Methodist Church Parsonage	ca. 1921	XRGU	Not Evaluated	
016-0210	House, Route 755	ca. 1890	XRGU	Not Evaluated	
016-0211	E.C. Allen Store	ca. 1890	XRGU	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Segment	Evaluation Status	Date of Evaluation
016-0212	House, Route 755	ca. 1910	XRGU	Not Evaluated	
016-0213	House, Route 755	ca. 1900	XRGU	Not Evaluated	
016-0217	St. Mary's Catholic Church	ca. 1900	GUMD	Not Evaluated	
016-0218	House, Route 609	ca. 1905	GUMD	Not Evaluated	
016-0219	Evans House	ca. 1900	GUMD	Not Evaluated	
016-0220	Carolina Mansion	ca. 1895	GUMD	Not Evaluated	
016-0221	Woodford House	ca. 1860	GUMD	Not Evaluated	
016-0222	Woodford Freight Station	ca. 1900	GUMD	Not Evaluated	
016-0223	Woodford Excelsior Office	ca. 1890	GUMD	Not Evaluated	
016-0224	House, Route 609	ca. 1925	GUMD	Not Evaluated	
016-0225	House, Route 626	ca. 1910	GUMD	Not Evaluated	
016-0226	House, Route 626	ca. 1910	GUMD	Not Evaluated	
016-0262	Old Milford Hotel	ca. 1900	GUMD	Not Evaluated	
016-0263	Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Route 722	ca. 1890	GUMD	Not Evaluated	
016-0264	Milford Presbyterian Church	ca. 1890	GUMD	Not Evaluated	
016-0265	Apt./Restaurant, Route 722	ca. 1900	GUMD	Not Evaluated	
016-0266	Milford Freight Station	ca. 1891	MDND	Not Evaluated	
016-0267	House, Route 722	ca. 1885	MDND	Not Evaluated	
016-0268	Shildroth's Station	ca. 1900	MDND	Not Evaluated	
016-0269	House, Route 628	ca. 1880	MDND	Not Evaluated	
016-0270	Milford State Bank	ca. 1910	MDND	Not Evaluated	
016-0271	Clark's Store	ca. 1900	MDND	Not Evaluated	
016-0272	Blatt's Store	ca. 1890	MDND	Not Evaluated	
016-0273	House, Route 628	ca. 1890	MDND	Not Evaluated	
016-0274	Farm, Route 628	ca. 1890	MDND	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Segment	Evaluation Status	Date of Evaluation
016-0275	Ashlawn	1914	MDND	Not Evaluated	
016-0283	Sears Kit House	ca. 1900	GUMD	Not Evaluated	
016-0286	Store, Route 601	ca. 1900	MDND	Not Evaluated	
016-0288	Store, Route 601	ca. 1900	MDND	Not Evaluated	
016-0289	Rose Hill	ca. 1890	MDND	Not Evaluated	
016-0290	House, Route 601	ca. 1880	MDND	Not Evaluated	
016-0296	House, Route 601	ca. 1890	MDND	Not Evaluated	
016-0297	R.F. & P. Railroad building east	ca. 1870	MDND	Not Evaluated	
016-0298	R.F. & P. Railroad building west	ca. 1870	MDND	Not Evaluated	
016-0327	Floyd Harris House	ca. 1910	MDND	Not Evaluated	
016-0328	H.H. Smith House	ca. 1860	MDND	Not Evaluated	
016-0329	Whitley House	ca. 1890	MDND	Not Evaluated	
016-0330	House, Route 652	ca. 1900	MDND	Not Evaluated	
016-0331	Ruther Glen Bridge, Route 652 spanning RF&P RR tracks	1916	MDND	Not Eligible	7/28/1992
016-0332	House, Route 652	ca. 1950	MDND	Not Evaluated	
016-0333	Store, Route 652	ca. 1910	MDND	Not Evaluated	
016-0334	Commercial Building, Route 652	ca. 1910	MDND	Not Evaluated	
016-0335	Commercial/Storage Building, Route 652	ca. 1910	MDND	Not Evaluated	
016-0336	House, Route 652	ca. 1910	MDND	Not Evaluated	
016-0337	Mize House	ca. 1920	MDND	Not Evaluated	
016-0338	Taylor House	ca. 1918	MDND	Not Evaluated	
016-0339	Bullock House (Historic), Single dwelling, Chesterfield Road	ca. 1918	MDND	Not Evaluated	
016-0340	House, Route 652	ca. 1920	MDND	Not Evaluated	
016-0341	House, Route 652	ca. 1960	MDND	Not Evaluated	
016-0342	George Cemetery	ca. 1750	MDND	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Segment	Evaluation Status	Date of Evaluation
016-5001	Warehouse, Route 722	ca. 1930	MDND	Not Eligible	7/17/1997
016-5002	Allen's Store	ca. 1930	MDND	Not Eligible	7/17/1997
016-5003	Bungalow, Route 722	1929	MDND	Not Eligible	7/17/1997
016-5004	Capital Lunch Restaurant	ca. 1940	MDND	Not Eligible	7/17/1997
016-5005	George Toliver House	ca. 1930	MDND	Not Eligible	7/17/1997
016-5006	Grey-Harmon House	ca. 1930	MDND	Not Eligible	7/17/1997
016-5007	Pitts House	1928	MDND	Not Eligible	7/17/1997
016-5023	Thornberry	ca. 1840	MDND	Eligible	8/26/2004
016-5041	Bridge, Route 605 crossing Mattaponi River	1950	GUMD	Not Eligible	3/6/2009
016-5087	Bridge #1026, Route 207 (westbound), spanning CSX Railroad	ca. 1953	GUMD	Not Eligible	9/30/2010
016-5097	Ruther Glen School, Rosenwald	ca. 1920	MDND	Not Evaluated	
016-5103	House, 12118 Guinea Drive	ca. 1910	XRGU	Not Evaluated	
042-0123	North Anna Battlefield	1864	MDND	Eligible	1/24/2007
042-0400	Ellington, Fox House	ca. 1830	MDND	Not Evaluated	
042-0401	Fox Bridge #1936, Route 1, spanning Anna River	1926	MDND	Eligible	9/8/1994
042-0731	RF&P Railroad Crossing, North Anna	pre-1864	MDND	Not Evaluated	
042-0732	Cox Farm, Peet	ca. 1855	MDND	Not Evaluated	
088-0100	Nyland, Guinea Station Road	ca. 1843	XRGU	Eligible	12/5/1996
088-0271	House, 3041 Summit Crossing	ca. 1913	XRGU	Not Evaluated	
088-0280	Summit Station Farm	ca. 1840	XRGU	Not Evaluated	

Source: Dovetail, 2016.



801 E. Main Street, Suite 1000
Richmond, VA 23219

July 22, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segments 10 (Crossroads to Guinea), 11 (Guinea to Milford), and 12 (Milford to North Doswell), Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment, DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 10/ Crossroads to Guinea (XRGU), Segment 11/ Guinea to Milford (GUMD), and Segment 12/ Milford to North Doswell (MDND) of the larger Project initiative. Segments 10/XRGU, 11/GUMD, and 12/MDND include the span between just south of Route 17 on the north and just south of the Caroline/Hanover County line. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments, Spotsylvania, Caroline, and Hanover Counties*. The report was authored by M. Chris Manning and Michelle Salvato with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project



U.S. Department of Transportation
Federal Railroad Administration

Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 112 historic architectural resources within the architectural APE within these three project segments. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the 50 previously recorded resources, one was previously determined to be potentially eligible for the National Register of Historic Places (NRHP)—the North Anna Battlefield (042-0123). It is recommended that this resource remain potentially eligible under Criterion A for its contribution to the broad pattern of Civil War history.

The remaining 49 previously recorded resources had not been evaluated for NRHP potential. Based on the current study:

- The Fairfield Plantation Office at Jackson Shrine (016-0092) is recommended potentially eligible for the NRHP under Criterion A for its contribution to the broad pattern of Civil War history, under Criterion B for its association with General Stonewall Jackson, and Criterion C for its architectural merit;
- The House at 12096 Guinea Drive (016-0208) and Coleman's Store (016-0286) are recommended potentially eligible under Criterion C as good examples of vernacular buildings in this part of the county, pending additional research;
- Carolina Mansion (016-0220) and Woodford Freight and Passenger Depot (016-0222) are recommended potentially eligible under Criterion C for their architectural styling and also as contributing elements to the newly recorded Woodford Historic District (016-5129, see below);
- The Woodford Excelsior Company Office (016-0223) is recommended potentially eligible under Criterion A for its association with Caroline County economic history and as a contributing element to the newly recorded Woodford Historic District (016-5129) and Excelsior Industry of Caroline County Multiple Property Determination (016-5165, see below); and
- Glenwood House (016-0224) and the Milford State Bank (016-0270) are both recommended potentially eligible under Criterion C as good examples of their respective architectural styles and as contributing elements to the newly surveyed Milford Historic District (016-5136, see below).

The remaining 41 are recommended not individually eligible due to compromised integrity, commonality of style and form, or demolition since they were last recorded although several are recommended as contributing elements to their respective surrounding historic districts (see below and attached table).

Of the 62 newly recorded resources, three are recommended to be potentially eligible for the NRHP:

- The Woodford Historic District (016-5129) was established along the Richmond, Fredericksburg & Potomac Railway in Caroline County. The district is recommended potentially eligible under Criteria A and C;
- The Milford Historic District (016-5136) was founded as a tobacco-trading community. It is recommended potentially eligible under Criteria A and C; and
- The Excelsior Industry of Caroline County Multiple Property Determination (MPD) (016-5165) is a thematic collection of resources constructed between circa 1896 and circa 1950 that are associated with the manufacture of excelsior, Caroline County's largest industry in the early-twentieth century. It is recommended potentially eligible under Criteria A and C.

The 59 additional newly recorded resources are recommended not eligible for the NRHP as individual resources. As with the previously recorded resources, several are recommended as contributing elements to their respective surrounding historic districts (see below and attached table).

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource remains potentially eligible for the NRHP, as recorded during the DC2RVA/Segments 10–12 study (DHR #2014-0666):

042-0123 North Anna Battlefield (042-0123) (Criterion A)

They further concur that the following 11 properties are potentially eligible for the NRHP:

016-0092 Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road (Criteria A, B, and C)

016-0208 House, 12096 Guinea Drive (Criterion C)

016-0220 Carolina Mansion, 11146 Woodford Road (Criterion C; Contributing to the Woodford Historic District)

016-0222 Woodford Freight & Passenger Depot, Woodford Road (Criterion C; Contributing to the Woodford Historic District)

016-0223 Woodford Excelsior Company Office, Lake Farm Road (Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD)

016-0224 Glenwood House, 11102 Woodford Road (Criterion C; Contributing to the Woodford Historic District)

016-0270 Milford State Bank, 15461 Antioch Road (Criterion C; Contributing to the Milford Historic District)

016-0286 Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane (Criterion C)

016-5129 Woodford Historic District (Criteria A and C)

016-5136 Milford Historic District (Criteria A and C)

016-5165 Excelsior Industry of Caroline County MPD (Criteria A and C)

Lastly, they concur that the following 100 resources are not eligible for the NRHP as individual resources (although some are contributing to associated historic districts as noted below):

016-0137 Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery

016-0201 Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive

016-0205 House, 12110 Guinea Drive

016-0206 House, 12113 Guinea Drive

016-0207 House, 12124 Guinea Drive

016-0209 Hopewell Methodist Church Parsonage, 12093 Guinea Drive

016-0212 House, 12053 Guinea Drive

016-0217 St. Mary's Catholic Church, 14500 Woodslane Road

- 016-0218 House, 14321 Woodslane Road
- 016-0219 Evans House, 14271 Woodslane Road
- 016-0221 Woodford House, Lake Farm Road (Non-contributing to Woodford HD)
- 016-0225 House and Outbuildings, 11000 Woodford Road (Contributing to Woodford HD)
- 016-0262 Old Milford Hotel, 15619 Colonial Road (Contributing to Milford HD)
- 016-0263 Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road (Non-contributing to Milford HD)
- 016-0264 Milford Presbyterian Church (Old Church), 15460 Church Street (Contributing to Milford HD)
- 016-0265 Apartment/Restaurant, 15589 Colonial Road (Contributing to Milford HD)
- 016-0266 Milford Freight Depot, 15424 Antioch Road (Contributing to Milford HD)
- 016-0267 House, 15510 Nelson Hill Road (Contributing to Milford HD)
- 016-0268 House, 15503 Nelson Hill Road (Contributing to Milford HD)
- 016-0269 House, 15429-15441 Antioch Road (Contributing to Milford HD)
- 016-0271 Clark's Store & Warehouse, 15450 Antioch Road (Contributing to Milford HD)
- 016-0272 Blatt's Store, 15471 Antioch Road (Contributing to Milford HD)
- 016-0296 House, 22196 Penola Road
- 016-0297 R.F.& P. Railroad Housing, 22285 Penola Road
- 016-0298 R.F.& P. Railroad Housing, 16181 Polecat Lane
- 016-0329 Whitley House, 11136 Railroad Lane
- 016-0330 Hepler Farm, 24462 Ruther Glen Road
- 016-0332 House, 11519 Chesterfield Road
- 016-0333 Commercial Building, Chesterfield Road
- 016-0334 Commercial Building, 11491 Chesterfield Road
- 016-0335 Commercial Building, 11491 Chesterfield Road
- 016-0336 House, 11456 Chesterfield Road
- 016-0337 Mize House, 11498 Chesterfield Road
- 016-0338 Taylor House, 11524 Chesterfield Road
- 016-0339 Bullock House, 24397 Chesterfield Road
- 016-5001 Warehouse, Nelson Hill Road
- 016-5002 Allen's Store, 15401 Nelson Hill Road
- 016-5003 House, 15409 Nelson Hill Road
- 016-5103 House, 2118 Guinea Drive
- 016-5105 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of Caroline County MPD)
- 016-5106 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of Caroline County MPD)

016-5107	House, 11434 Chesterfield Road
016-5108	House, 11238 Railroad Lane
016-5109	Outbuilding, 4121 Stonewall Jackson Road
016-5110	House, 8523 Guinea Station Road
016-5111	House, 9135 Guinea Station Road
016-5112	Penola Historic District
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane (Contributing to the Excelsior Industry of Caroline County MPD)
016-5114	Flour Mill, Penola Road
016-5115	Storage Building, Penola Road
016-5116	Building Ruins, Penola Road
016-5117	House, 22260 Penola Road
016-5118	House, 22266 Penola Road
016-5119	Industrial Site, Penola Road
016-5120	House, Penola Road
016-5121	Guinea Station Historic District
016-5122	Gas Station, 11764 Stonewall Jackson Road
016-5123	House, 11720 Stonewall Jackson Road
016-5124	School Building, 8902 Guinea Station Road
016-5125	Ruther Glen-Chesterfield Historic District
016-5126	House, 10400 Lake Farm Road
016-5127	House, 15125 Rixey Road
016-5128	House, Rixey Road
016-5130	Farmer Store, Woodford Road (Contributing to Woodford HD)
016-5131	H. Washington Store, Woodford Road (Contributing to Woodford HD)
016-5132	House, 11107 Woodford Road (Contributing to Woodford HD)
016-5133	Old Woodford Post Office, 11064 Woodford Road (Contributing to Woodford HD)
016-5134	Warehouse, Woodford Road (Contributing to Woodford HD)
016-5135	Woodford Post Office, 11087 Woodford Road (Contributing to Woodford HD)
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive (Contributing to the Milford HD; Contributing to the Excelsior Industry of Caroline County MPD)
016-5138	Dhillon's Auto Sales, 15583 Colonial Road (Contributing to the Milford HD)
016-5139	House, 15642 Colonial Road (Contributing to the Milford HD)
016-5140	Commercial Building, 15577 Colonial Road (Contributing to the Milford HD)
016-5141	Dhillon's Grocery, 15421 Antioch Road (Contributing to the Milford HD)
016-5142	House, 15584 Colonial Road (Contributing to the Milford HD)

- 016-5143 House, 15646 Colonial Road (Contributing to the Milford HD)
- 016-5144 House, 15652 Colonial Road (Contributing to the Milford HD)
- 016-5145 Blatt Chevrolet, 15478 Antioch Road (Contributing to the Milford HD)
- 016-5146 House, 15483 Nelson Hill Road (Contributing to the Milford HD)
- 016-5147 Milford Post Office, 15429 Antioch Road (Contributing to the Milford HD)
- 016-5148 Warehouse, 15458 Antioch Road (Contributing to the Milford HD)
- 016-5149 Warehouses, 15480 Antioch Road (Contributing to the Milford HD)
- 016-5150 RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road
- 016-5151 Warehouse, 15389 Nelson Hill Road
- 016-5152 Drainfield Solutions, 15384 Nelson Hill Road
- 016-5153 Hanover Truck Repair, 15402 Nelson Hill Road
- 016-5154 House, 15398 Nelson Hill Road
- 016-5155 Amerigas Propane, 16492 Industrial Drive
- 016-5156 Freight Depot and Warehouse, 16462 Industrial Drive
- 016-5157 Commercial Building, 16388 Industrial Drive
- 016-5158 House, Industrial Drive
- 016-5159 House, 16209 Industrial Drive
- 016-5160 House and Outbuildings, Industrial Drive
- 016-5161 House, 16022 Industrial Drive
- 016-5162 Coleman's Mill Pond and Ruins, Colemans Mill Road
- 016-5163 House, 11435 Railroad Lane
- 016-5164 Little Rock Farm, 26389 Jefferson Davis Highway
- 088-5481 House, 3116 Summit Crossing Road
- 088-0271 House, 3041 Summit Station Road
- 088-0280 Summit Station Farm, 3033 Summit Station Road

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	ca. 1820	XRGU	Potentially Eligible Under Criteria A, B, and C
016-0137	Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery	Caroline County	ca. 1853	MDND	Not Eligible
016-0201	Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive	Caroline County	ca. 1867	XRGU	Not Eligible
016-0205	House, 12110 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0206	House, 12113 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0207	House, 12124 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	XRGU	Potentially Eligible Under Criterion C
016-0209	Hopewell Methodist Church Parsonage, 12093 Guinea Drive	Caroline County	ca. 1921	XRGU	Not Eligible
016-0212	House, 12053 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0217	St. Mary's Catholic Church, 14500 Woodslane Road	Caroline County	1914	GUMD	Not Eligible
016-0218	House, 14321 Woodslane Road	Caroline County	ca. 1911	GUMD	Not Eligible
016-0219	Evans House, 14271 Woodslane Road	Caroline County	ca. 1913	GUMD	Not Eligible
016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0221	Woodford House, Lake Farm Road	Caroline County	ca. 1860	GUMD	Not Eligible; Non-contributing to the Woodford Historic District
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0223	Woodford Excelsior Company Office, Lake Farm Road	Caroline County	ca. 1896	GUMD	Potentially Eligible Under Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-0224	Glenwood House, 11102 Woodford Road	Caroline County	ca. 1925	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0225	House and Outbuildings, 11000 Woodford Road	Caroline County	ca. 1919	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-0262	Old Milford Hotel, 15619 Colonial Road	Caroline County	ca. 1910	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0263	Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road	Caroline County	ca. 1890	GUMD	Not Eligible; Non-contributing to the Milford Historic District
016-0264	Milford Presbyterian Church (Old Church), 15460 Church Street	Caroline County	ca. 1890	GUMD	Not Eligible; Contributing to the Milford Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0265	Apartment/Restaurant, 15589 Colonial Road	Caroline County	ca. 1900	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0266	Milford Freight Depot, 15424 Antioch Road	Caroline County	ca. 1891	MDND	Not Eligible; Contributing to the Milford Historic District
016-0267	House, 15510 Nelson Hill Road	Caroline County	ca. 1885	MDND	Not Eligible; Contributing to the Milford Historic District
016-0268	House, 15503 Nelson Hill Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0269	House, 15429-15441 Antioch Road	Caroline County	ca. 1880	MDND	Not Eligible; Contributing to the Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	MDND	Potentially Eligible Under Criterion C; Contributing to the Milford Historic District
016-0271	Clark's Store & Warehouse, 15450 Antioch Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0272	Blatt's Store, 15471 Antioch Road	Caroline County	ca. 1890	MDND	Not Eligible; Contributing to the Milford Historic District
016-0286	Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	ca. 1900	MDND	Potentially Eligible Under Criterion C
016-0296	House, 22196 Penola Road	Caroline County	ca. 1890	MDND	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0297	R.F.& P. Railroad Housing, 22285 Penola Road	Caroline County	ca. 1870	MDND	Not Eligible
016-0298	R.F.& P. Railroad Housing, 16181 Polecat Lane	Caroline County	ca. 1870	MDND	Not Eligible
016-0329	Whitley House, 11136 Railroad Lane	Caroline County	ca. 1890	MDND	Not Eligible
016-0330	Hepler Farm, 24462 Ruther Glen Road	Caroline County	ca. 1900	MDND	Not Eligible
016-0332	House, 11519 Chesterfield Road	Caroline County	1968	MDND	Not Eligible
016-0333	Commercial Building, Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0334	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0335	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0336	House, 11456 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0337	Mize House, 11498 Chesterfield Road	Caroline County	ca. 1920	MDND	Not Eligible
016-0338	Taylor House, 11524 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-0339	Bullock House, 24397 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-5001	Warehouse, Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5002	Allen's Store, 15401 Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5003	House, 15409 Nelson Hill Road	Caroline County	1929	MDND	Not Eligible
016-5103	House, 2118 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5105	Excelsior Mill, Chesterfield Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5106	Excelsior Mill, Chesterfield Road	Caroline County	pre-1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5107	House, 11434 Chesterfield Road	Caroline County	1956	MDND	Not Eligible
016-5108	House, 11238 Railroad Lane	Caroline County	1905	MDND	Not Eligible
016-5109	Outbuilding, 4121 Stonewall Jackson Road	Caroline County	ca. 1940	XRGU	Not Eligible
016-5110	House, 8523 Guinea Station Road	Caroline County	1870	XRGU	Not Eligible
016-5111	House, 9135 Guinea Station Road	Caroline County	1882	XRGU	Not Eligible
016-5112	Penola Historic District	Caroline County	1850–ca. 1950	MDND	Not Eligible
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane	Caroline County	ca. 1920	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5114	Flour Mill, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5115	Storage Building, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5116	Building Ruins, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5117	House, 22260 Penola Road	Caroline County	1929	MDND	Not Eligible
016-5118	House, 22266 Penola Road	Caroline County	1850	MDND	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5119	Industrial Site, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5120	House, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5121	Guinea Station Historic District	Caroline County	1867–ca. 1961	XRGU	Not Eligible
016-5122	Gas Station, 11764 Stonewall Jackson Road	Caroline County	pre-1961	XRGU	Not Eligible
016-5123	House, 11720 Stonewall Jackson Road	Caroline County	1937	XRGU	Not Eligible
016-5124	School Building, 8902 Guinea Station Road	Caroline County	1932	XRGU	Not Eligible
016-5125	Ruther Glen-Chesterfield Historic District	Caroline County	ca. 1853-1956	MDND	Not Eligible
016-5126	House, 10400 Lake Farm Road	Caroline County	ca. 1906	GUMD	Not Eligible
016-5127	House, 15125 Rixey Road	Caroline County	ca. 1900	GUMD	Not Eligible
016-5128	House, Rixey Road	Caroline County	pre-1942	GUMD	Not Eligible
016-5129	Woodford Historic District	Caroline County	ca. 1890 to ca. 1969	GUMD	Potentially Eligible Under Criteria A and C
016-5130	Farmer Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5131	H. Washington Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5132	House, 11107 Woodford Road	Caroline County	1953	GUMD	Not Eligible; Contributing to the Woodford Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5133	Old Woodford Post Office, 11064 Woodford Road	Caroline County	1936	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5134	Warehouse, Woodford Road	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5135	Woodford Post Office, 11087 Woodford Road	Caroline County	1969	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5136	Milford Historic District	Caroline County	ca. 1880–1960	GUMD & MDND	Potentially Eligible Under Criteria A and C
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Milford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-5138	Dhillon's Auto Sales, 15583 Colonial Road	Caroline County	ca. 1941	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5139	House, 15642 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5140	Commercial Building, 15577 Colonial Road	Caroline County	ca. 1936	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5141	Dhillon's Grocery, 15421 Antioch Road	Caroline County	ca. 1950	GUMD	Not Eligible; Contributing to the Milford Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5142	House, 15584 Colonial Road	Caroline County	ca. 1922	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5143	House, 15646 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5144	House, 15652 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5145	Blatt Chevrolet, 15478 Antioch Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Milford Historic District
016-5146	House, 15483 Nelson Hill Road	Caroline County	1942	MDND	Not Eligible; Contributing to the Milford Historic District
016-5147	Milford Post Office, 15429 Antioch Road	Caroline County	1960	MDND	Not Eligible; Contributing to the Milford Historic District
016-5148	Warehouse, 15458 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford Historic District
016-5149	Warehouses, 15480 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford Historic District
016-5150	RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road	Caroline County	ca. 1949	MDND	Not Eligible
016-5151	Warehouse, 15389 Nelson Hill Road	Caroline County	pre-1966	MDND	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5152	Drainfield Solutions, 15384 Nelson Hill Road	Caroline County	1952	MDND	Not Eligible
016-5153	Hanover Truck Repair, 15402 Nelson Hill Road	Caroline County	1965	MDND	Not Eligible
016-5154	House, 15398 Nelson Hill Road	Caroline County	1920	MDND	Not Eligible
016-5155	Amerigas Propane, 16492 Industrial Drive	Caroline County	pre-1966	MDND	Not Eligible
016-5156	Freight Depot and Warehouse, 16462 Industrial Drive	Caroline County	ca. 1940	MDND	Not Eligible
016-5157	Commercial Building, 16388 Industrial Drive	Caroline County	1966	MDND	Not Eligible
016-5158	House, Industrial Drive	Caroline County	ca. 1930	MDND	Not Eligible
016-5159	House, 16209 Industrial Drive	Caroline County	1958	MDND	Not Eligible
016-5160	House and Outbuildings, Industrial Drive	Caroline County	ca. 1890	MDND	Not Eligible
016-5161	House, 16022 Industrial Drive	Caroline County	1944	MDND	Not Eligible
016-5162	Coleman's Mill Pond and Ruins, Colemans Mill Road	Caroline County	pre-1860	MDND	Not Eligible
016-5163	House, 11435 Railroad Lane	Caroline County	ca. 1920	MDND	Not Eligible
016-5164	Little Rock Farm, 26389 Jefferson Davis Highway	Caroline County	ca. 1900	MDND	Not Eligible
016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1896–ca. 1950	GUMD & MDND	Potentially Eligible Under Criteria A and C
042-0123	North Anna Battlefield	Hanover County	1864	MDND	Remains Eligible Under Criterion A

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
088-5481	House, 3116 Summit Crossing Road	Fredericksburg, Spotsylvania County	1948	XRGU	Not Eligible
088-0271	House, 3041 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1913	XRGU	Not Eligible
088-0280	Summit Station Farm, 3033 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1840	XRGU	Not Eligible

The Virginia SHPO concurs that the following resource remains potentially eligible for the NRHP, as recorded during the DC2RVA/Segments 10–12 study (DHR #2014-0666):

042-0123 North Anna Battlefield (042-0123) (Criterion A)

They further concur that the following 11 properties are potentially eligible for the NRHP:

016-0092 Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road (Criteria A, B, and C)
016-0208 House, 12096 Guinea Drive (Criterion C)
016-0220 Carolina Mansion, 11146 Woodford Road (Criterion C; Contributing to the Woodford Historic District)
016-0222 Woodford Freight & Passenger Depot, Woodford Road (Criterion C; Contributing to the Woodford Historic District)
016-0223 Woodford Excelsior Company Office, Lake Farm Road (Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD)
016-0224 Glenwood House, 11102 Woodford Road (Criterion C; Contributing to the Woodford Historic District)
016-0270 Milford State Bank, 15461 Antioch Road (Criterion C; Contributing to the Milford Historic District)
016-0286 Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane (Criterion C)
016-5129 Woodford Historic District (Criteria A and C)
016-5136 Milford Historic District (Criteria A and C)
016-5165 Excelsior Industry of Caroline County MPD (Criteria A and C)

Lastly, they concur that the following 100 resources are not eligible for the NRHP as individual resources (although some are contributing to associated historic districts as noted below):

016-0137 Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery
016-0201 Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive
016-0205 House, 12110 Guinea Drive
016-0206 House, 12113 Guinea Drive
016-0207 House, 12124 Guinea Drive
016-0209 Hopewell Methodist Church Parsonage, 12093 Guinea Drive
016-0212 House, 12053 Guinea Drive
016-0217 St. Mary's Catholic Church, 14500 Woodslane Road

016-0218 House, 14321 Woodslane Road
016-0219 Evans House, 14271 Woodslane Road
016-0221 Woodford House, Lake Farm Road (Non-contributing to Woodford HD)
016-0225 House and Outbuildings, 11000 Woodford Road (Contributing to Woodford HD)
016-0262 Old Milford Hotel, 15619 Colonial Road (Contributing to Milford HD)
016-0263 Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road
(Non-contributing to Milford HD)
016-0264 Milford Presbyterian Church (Old Church), 15460 Church Street (Contributing to
Milford HD)
016-0265 Apartment/Restaurant, 15589 Colonial Road (Contributing to Milford HD)
016-0266 Milford Freight Depot, 15424 Antioch Road (Contributing to Milford HD)
016-0267 House, 15510 Nelson Hill Road (Contributing to Milford HD)
016-0268 House, 15503 Nelson Hill Road (Contributing to Milford HD)
016-0269 House, 15429-15441 Antioch Road (Contributing to Milford HD)
016-0271 Clark's Store & Warehouse, 15450 Antioch Road (Contributing to Milford HD)
016-0272 Blatt's Store, 15471 Antioch Road (Contributing to Milford HD)
016-0296 House, 22196 Penola Road
016-0297 R.F.& P. Railroad Housing, 22285 Penola Road
016-0298 R.F.& P. Railroad Housing, 16181 Polecat Lane
016-0329 Whitley House, 11136 Railroad Lane
016-0330 Hepler Farm, 24462 Ruther Glen Road
016-0332 House, 11519 Chesterfield Road
016-0333 Commercial Building, Chesterfield Road
016-0334 Commercial Building, 11491 Chesterfield Road
016-0335 Commercial Building, 11491 Chesterfield Road
016-0336 House, 11456 Chesterfield Road
016-0337 Mize House, 11498 Chesterfield Road
016-0338 Taylor House, 11524 Chesterfield Road
016-0339 Bullock House, 24397 Chesterfield Road
016-5001 Warehouse, Nelson Hill Road
016-5002 Allen's Store, 15401 Nelson Hill Road
016-5003 House, 15409 Nelson Hill Road
016-5103 House, 2118 Guinea Drive
016-5105 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of
Caroline County MPD)
016-5106 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of
Caroline County MPD)

- 016-5107 House, 11434 Chesterfield Road
- 016-5108 House, 11238 Railroad Lane
- 016-5109 Outbuilding, 4121 Stonewall Jackson Road
- 016-5110 House, 8523 Guinea Station Road
- 016-5111 House, 9135 Guinea Station Road
- 016-5112 Penola Historic District
- 016-5113 Jeter House and Excelsior Mill, 16111 Polecat Lane (Contributing to the Excelsior Industry of Caroline County MPD)
- 016-5114 Flour Mill, Penola Road
- 016-5115 Storage Building, Penola Road
- 016-5116 Building Ruins, Penola Road
- 016-5117 House, 22260 Penola Road
- 016-5118 House, 22266 Penola Road
- 016-5119 Industrial Site, Penola Road
- 016-5120 House, Penola Road
- 016-5121 Guinea Station Historic District
- 016-5122 Gas Station, 11764 Stonewall Jackson Road
- 016-5123 House, 11720 Stonewall Jackson Road
- 016-5124 School Building, 8902 Guinea Station Road
- 016-5125 Ruther Glen-Chesterfield Historic District
- 016-5126 House, 10400 Lake Farm Road
- 016-5127 House, 15125 Rixey Road
- 016-5128 House, Rixey Road
- 016-5130 Farmer Store, Woodford Road (Contributing to Woodford HD)
- 016-5131 H. Washington Store, Woodford Road (Contributing to Woodford HD)
- 016-5132 House, 11107 Woodford Road (Contributing to Woodford HD)
- 016-5133 Old Woodford Post Office, 11064 Woodford Road (Contributing to Woodford HD)
- 016-5134 Warehouse, Woodford Road (Contributing to Woodford HD)
- 016-5135 Woodford Post Office, 11087 Woodford Road (Contributing to Woodford HD)
- 016-5137 Dejarnette Lumber Co., 17186 Alliance Drive (Contributing to the Milford HD; Contributing to the Excelsior Industry of Caroline County MPD)
- 016-5138 Dhillon's Auto Sales, 15583 Colonial Road (Contributing to the Milford HD)
- 016-5139 House, 15642 Colonial Road (Contributing to the Milford HD)
- 016-5140 Commercial Building, 15577 Colonial Road (Contributing to the Milford HD)
- 016-5141 Dhillon's Grocery, 15421 Antioch Road (Contributing to the Milford HD)
- 016-5142 House, 15584 Colonial Road (Contributing to the Milford HD)

016-5143 House, 15646 Colonial Road (Contributing to the Milford HD)
016-5144 House, 15652 Colonial Road (Contributing to the Milford HD)
016-5145 Blatt Chevrolet, 15478 Antioch Road (Contributing to the Milford HD)
016-5146 House, 15483 Nelson Hill Road (Contributing to the Milford HD)
016-5147 Milford Post Office, 15429 Antioch Road (Contributing to the Milford HD)
016-5148 Warehouse, 15458 Antioch Road (Contributing to the Milford HD)
016-5149 Warehouses, 15480 Antioch Road (Contributing to the Milford HD)
016-5150 RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road
016-5151 Warehouse, 15389 Nelson Hill Road
016-5152 Drainfield Solutions, 15384 Nelson Hill Road
016-5153 Hanover Truck Repair, 15402 Nelson Hill Road
016-5154 House, 15398 Nelson Hill Road
016-5155 Amerigas Propane, 16492 Industrial Drive
016-5156 Freight Depot and Warehouse, 16462 Industrial Drive
016-5157 Commercial Building, 16388 Industrial Drive
016-5158 House, Industrial Drive
016-5159 House, 16209 Industrial Drive
016-5160 House and Outbuildings, Industrial Drive
016-5161 House, 16022 Industrial Drive
016-5162 Coleman's Mill Pond and Ruins, Colemans Mill Road
016-5163 House, 11435 Railroad Lane
016-5164 Little Rock Farm, 26389 Jefferson Davis Highway
088-5481 House, 3116 Summit Crossing Road
088-0271 House, 3041 Summit Station Road
088-0280 Summit Station Farm, 3033 Summit Station Road


Julie Langan, Director

15 AUG 16
Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

2014-0666