Showcasing the rich historical and cultural heritage of our town of Ashland, Virginia

May 30, 2017

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Cultural Resource Identification – Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Kerri,

On behalf of the Ashland Museum, as consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeastern High Speed Rail corridor (DC2RVA), we would like to submit the following comments in response to your letter of April 14, 2017.

We have reviewed the package of information you provided containing a synthesis of identification-level (Phase I) cultural resource studies for above and below ground resources conducted to date.

Phase IA Studies of the Bypass Alternative around Ashland

We understand that the Phase IA technical studies were based on preliminary engineering and reconnaissance fieldwork rather than a full identification level study of the potential bypass to contain historic properties. While we have not studied this alignment to the level of our review of the developed area of the Town, there are significant historic and architectural features which may be overlooked given the time constraints of this part of your study.

Phase IB Survey of Remaining Ashland Alternatives noted as Segment 13

We understand the studies of the project Area of Potential Effects (APE) are determined by project Limits of Disturbance (through August 2016 Plans). These surveys included "standard recordation of buildings, districts, structures, objects and sites within the APE per DHR (Department of Historic Resources) standards." We would like to comment as follows:

- The 1982 DHR Survey of Ashland for the nomination of the Ashland Historic District was flawed and incomplete in its identification of historic resources.
    - There were addresses that did not exist (110 S. Railroad Ave. is perhaps 210 S. Railroad Ave.), some misspelled street names (St. James Street is really James Street), and some mistakes in the dates of some of the buildings. And, in the

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architectural history world at that time, there was almost no interest in garages, barns, and other secondary buildings. Since then, the members of the Ashland Museum have researched some of the houses, found interesting facts about the owners, and corrected the dates. Some of those buildings might even be eligible for individual listing under criteria A or B of the DHR's standards when DHR can evaluate our research.

- In the spring of 2017, we are going to have an updated survey of the original district, which will allow us to include more buildings in the district for three reasons. First, the dates of the contributing members in the original survey were mid-19th century to 1932—50 years from 1982. Now the dates are going to be up to 1967. Second, while we will not necessarily accept any building that is 50 years old, we will look at the best examples of unmodified Craftsman bungalows and other Craftsman style buildings, ranch or rambler style homes, and Art Deco architecture. Ashland Theatre (1948) and McArdle Insurance Building (1940s) are two that might be included. Third, there are a number of barns, garages or carriage houses, and other service buildings that will be considered for inclusion in the updated survey, where we can verify age and if the construction has not been substantially modified.

- In 2018, the Town in cooperation with the Ashland Museum will be expanding the district boundaries to include some structures on Thompson, Henry Clay, Howard, Racecourse, Berkley, Henry and other areas of town that contain significant buildings relating to the town history or that have interesting architecture. That would allow us to include Craftsmen commercial buildings such as Bryant's grocery, Jake Speer's gas station, and the Craftsmen bungalows on Thompson Street, for example. It might also include the Sears House on Berkeley Street and the Colman Hotel, now called the Elks Home on Henry Street and the Gandy School, a fine example of Prairie Style architecture. They tell part of our African-American story.

- **The Area of Potential Effects (APE) does not fully reflect the devastating impacts the acquisition of expanded right of way and the construction of a third rail would have on the Ashland Historic District which is intended by the Virginia Department of Historic Resources and the National Department of Historic Places to be protected.**

  - The Town of Ashland community and the Randolph-Macon College campus would be irreparably split up the middle by the construction of a third rail destroying the integrity of both as viable entities.

  - In the business district, a substantial number of historic and architecturally significant buildings along Railroad Avenue/Center Street would be significantly damaged. The business buildings are only about 30 or 40 feet from the center line of the railroad right of way. If a third rail is put through Ashland, the facades would have to be sheared off on whichever side of the street the third rail comes. At the very least the sidewalks that are extensions of the restaurants and shops today, would be reduced to 3 feet wide, barely enough room to walk single file. Ashland would lose its turn of the century business district.

  - In the residential area, the homes on Center Street, while not so close to the road, would have no way to access the fronts of their properties. Ashland would lose the streetscapes that show our best antebellum and High Victorian architecture, which happen to be some of the best examples in Virginia and the nation.

- As Nancy Hugo states, the mature trees along Center Street are in many cases as old as the historic homes that they shade and their loss would irreparably change the streetscape and the ecological balance of the town.

We appreciate the opportunity to review the package of reports and information you provided. And we very much appreciate your efforts to discuss the resources identified and the process for their review. We hope that you will agree with our assessment that the construction of a third rail through the heart of the Ashland Historic District will have a devastating impact on the landscape and the historic and archeological resources of state and national significance.

Sincerely,

Rosanne Groat Shalf Betsy Hodges

Attachments: Letter from Nancy Hugo
Letter from Theodore Sheckels
Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

cc: Garet Prior, Town of Asland
Nora Amos, Town of Ashland
Ellen Wulf, Ashland Museum
Alphine Jefferson, Hanover County Black Heritage Society
Robert Lindgren, Randolph-Macon College
Paul Davies, Randolph-Macon College

NANCY ROSS HUGO

11208 GWATHMEY CHURCH RD., ASHLAND, VA 23005
(804) 798-6364 nhugo@earthlink.net

May 22, 2017

Dr. Kerri Barile, PhD
DC to Richmond Souitheast High Speed Rail
801 East Main Street, Suite 1000
Richmond, Virginia 23219

Re: Phase 1 A Cultural Resources Survey for SEHSR, Washington D. C. to Richmond, Virginia,
Ashland Bypass (Segment 22)
VDHR File No. 2014-0666

Dear Dr. Barile:

As an early (1982) member of Ashland, Virginia's streetscape committee, a resident of the Ashland community for over 40 years, and an advocate for trees in my professional and personal life, I would like to add information to what you may have already gathered regarding the impact of a third railway line along Center Street through the town of Ashland. I feel sure you have already collected, or will collect, information about our historic homes, thriving businesses, and college campus, which would all be negatively affected by such a project, but you may not have received information about the mature trees that line Center Street and of their value to our town.

Our entire town is rich in mature trees, but those along Center Street are particularly important in shading the sidewalks that run along our central thoroughfare and in anchoring the plantings that define our streetscape. Many of them—mature white oaks, red oaks, and willow oaks—are as old as the historic homes they shade (some are probably older), and their loss would irreparably change not only the way visitors and residents experience our town but the ecological balance of our town. As I am sure you know, towns and cities all over Virginia are striving to achieve the kind of tree canopy Ashland already has, and it would be a tragedy to deliberately destroy something Ashland has worked so hard to achieve. Please take a ride through Ashland to see not only these old trees, but new ones coming on in promise (evidence of our community's continuing commitment to trees). Please note, too, that in some areas Ashland has used expensive paving materials for sidewalks and parking areas in an effort to protect tree roots and better distribute water. We have spent tax dollars to protect these resources. A third rail through Ashland would destroy a significant percentage of these living landmarks. Please don't let that happen.

Sincerely,

Nancy Ross Hugo

Nancy Ross Hugo

Randolph-Macon
College
Ashland, Virginia

May 30, 2017

To Whom It May Concern:

As a faculty member at Randolph-Macon College for thirty-six years, I find the prospect of high-speed rail service through the campus a cause for considerable concern. There are many ways in which such service could have a deleterious effect on the College. I wish, in this letter, to focus on one: the effect on both the oldest building on our campus and the many events that are staged there.

The building is Washington-Franklin Hall. It was built by students back in the 1870s under the leadership of Jordan Wheat Lambert. His great granddaughter, Mrs. Paul Mellon, gave the College a generous gift in the 1980s to restore the building. In its restored state, it is a gem sitting within a stone's throw (literally) of the CSX tracks running through town.

Mrs. Mellon did not want the building to be "a museum," so it now houses an academic department, and classes are held throughout the day on both of its floors. The first floor rooms possess a nineteenth-century elegance; thus, they are the sites of many College special events. Our social and service Greek-letter organizations, for example, often use these rooms for ceremonies. Those rooms also possess a formality, which has made them a frequent site for judicial hearings focused on student academic or social behavior.

The building was built by the College's rival "literary" societies, Washington and Franklin. Back then, colleges and universities frequently had one or more such societies, and their usual role was to host intramural and intercollegiate debating. The University of Virginia, for example, had the Jefferson and the Washington, and they met in the University's rotunda. At R-MC, the Washington Society eventually became a true literary society, frequently sponsoring readings by nationally-renown writers and lectures on literature and culture. When possible, these events have been held in Washington-Franklin Hall. The Franklin Society remained a debating society. Since 1980, I have directed its activities. We compete intercollegiately, but we also host events on campus. Washington-Franklin Hall is always involved when we host, for it is one of the grandest examples of an old debating hall in the nation.

We host an annual intercollegiate tournament, we host the touring British and Japanese debaters, and we now host the Virginia High School League's debate championship (originally hosted by U.Va.'s two societies). The rumble of train traffic already is heard in the debating hall when we stage these events. Closer train traffic or faster train traffic would turn a rumble into a genuine disturbance.

I'm not a civil engineer: I don't know what effect the traffic might have on the historic building, but I do fear that the traffic would bring everything inside to a halt.

Wash-Frank Hall, let me stress, is not just an historic building. It is a building that functions both daily and on special occasions. High-speed rail could well have a pronounced negative effect on this structure and its use. It is unfortunate that CSX tracks pass through the middle of a town—and a college campus, but they do. The railroad was central to both the town's and the college's development; thus, structures are close to it, not back thousands of feet. I would hope that those planning high-speed rail would recognize both the proximity of structures and the commercial, residential, and educational uses to which they are put in making plans.

Sincerely,

Theodore F. Sheckels, Ph.D.
Professor of English & Communication Studies
Chair, Department of Communication Studies

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0007	Hanover Bank Building, 104 N. Railroad Avenue	Ashland	c. 1919	Not Eligible, Contributes to Ashland Historic District

GIS # 7870-71-2693

DC2RVA: Not eligible, but it does contribute to the district.

Ashland Museum Comments: The former Hanover Bank Building was built in 1919 to replace the Bank's small frame structure at the same location. The style is the only Beaux Arts Structure in the town. The National Register nomination form states: "Its two-story temple front has paired columns, frieze, and pediment, while brick pilasters with cast-concrete capitals define the ends of the structure." *Because it is an example of a small town version of Beaux Arts in Virginia, we ask that you evaluate it as potentially eligible under Criteria A & C.*

166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Ashland	c. 1923	Potentially Eligible Under A & C; Contributes to Ashland Historic District

GIS # 7870-71-4742

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Museum Comments: This information is to bolster criterion A and C. Built by W. Duncan Lee, Ashland native son and Richmond architect, *the Ashland Station is significant nationally under Criterion A because it is an example of segregated and "separate but equal" architecture.* It was featured in the Smithsonian 1980s exhibit "Field to Factory: the Black Migration North from 1915 to 1940," so *it should be considered as potentially eligible under Criterion A.* Ashland Station is also an exceptional example regionally of Dutch Colonial Revival public architecture, so it should be considered potentially eligible under Criterion C.

166-0001-0011	House, 206 N. Center Street	Ashland	c. 1870	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-73-2227

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Museum Comments: 206 N. Center Street was built during or shortly after the Civil War. William James was a "Strong Republican"—a Southern Union Sympathizer—lived there beginning about 1867. After the Civil War, James was appointed Collector of the Revenue for the Richmond area. In 1867, James and former slave and African-American church leader Burwell Toler were elected delegates for District 5, which included Hanover County, to the 1867 Virginia Constitutional Convention that eventually extended the vote to all males citizens. It also established a state school system. James' daughter Jennie James and her new husband Ira Ayers Jr. moved to Ashland to join her parents when Ayers was appointed to head the Ashland office of the Freedmen's Bureau during Reconstruction about 1867. Ayers proved to be a sympathetic administrator for the poor black and white families in the area, helping to feed and clothe many and also encouraging blacks to register for election and to establish schools, which they did. The school at Ashland's Shiloh Baptist Church was the first. *This house should be considered potentially eligible under Criterion A.* We believe the house was renovated, or updated around the turn of the century to include Colonial Revival columns. The interior grand center staircase has statuettes holding lights. The interior is largely original. *It may be eligible under Criterion C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0015	Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street	Ashland	c. 1895	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS #

DC2RVA: Potentially Eligible Under A & C; Contributes to Ashland Historic District.

Ashland Museum Comments: This was built in the 1880s, and it was the home of Robert Emory Blackwell, when he was president of Randolph-Macon College (R-MC). Blackwell was an R-MC student, an R-MC Professor, and finally president of R-MC from 1902 to 1938. During that time he was an early advocate of racial integration in the schools of the South. In 1919 he founded the Virginia Commission on Interracial Cooperation. In one address, he publicly predicted, "There are people in this audience who will live to see the day when Southern state universities will admit colored students for graduate work."[1] *The house is a good example of Queen Anne style architecture. It should be marked potentially eligible under Criteria A & C.*

[1] Russa Moton, "Evaluations of President Blackwell," Randolph-Macon College *Bulletin,* vol 10 (April 1939): p. 27.

166-0001-0027 to 166-0001-0042 Historic Downtown Business District Overall Significance

DC2RVA: All but one of the buildings in the downtown business district are contributing but none are potentially eligible for individual listing.

Ashland Museum Comments: We will address the individual stores, but in addition, the entire group on both sides of the track in the 100 block of S. Railroad Avenue is essential to the integrity of the historic district as a whole. Depending upon which side of the tracks the proposed third rail would go, the fronts of the buildings may be sheared off, or at the very least the right-of-way (ROW) will come within three feet of the building facades and will give pedestrians a three-foot sidewalk to sidle down in order to enter a store. That would effectively kill commerce on that side of the street. It would also destroy the integrity of the business district's historical 1870s to 1920s streetscape. Most of the west side of the street was reconstructed after the Great Fire of 1893. It had developed in the decade after the Civil War as a business district with primarily frame buildings. The buildings after 1893 were all brick. The facades have not changed since 1900, except the last building constructed on the block. D.B. Cox Department Store (now the Iron Horse Restaurant)at 100 Railroad Ave. was built 1913. The sole survivor of the fire was the 1870 Puryear Grocery Store (now Caboose Wine and Cheese). The east side of Railroad Avenue contains a mix of styles of buildings, including the mid-20th century McArdle Art Deco building at 101 England St., the 1922 Cross Brothers building, and the late 1860s-70s building (now Shear Power Salon and Jezebel's). All of those buildings should be considered as contributing to the district, but *all of them together constitute an early-20th century example of a small-town business district that has changed little and should be considered potentially eligible under Criterion A.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0027	Commercial Building (Smile of Virginia), 105 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-71-5430

DC2RVA: Not eligible, but it does contribute to the district.

The address, date and current occupant above for DHR Number 166-0001-0027 is incorrect. For this DHR Number, the address is 101 England St. It is a commercial building, but it was built ca. 1925. Current occupant is McArdle & Associates Insurance.

Ashland Museum Comments: Agree.

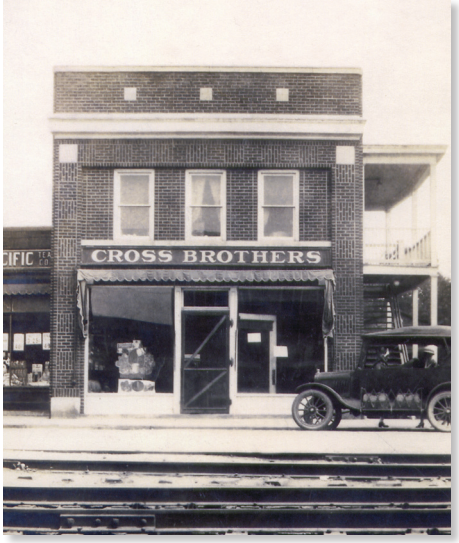
166-0001-0030	Cross Brothers Grocery, 107 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0033	Commercial Building (Cross Brothers Grocery), 109 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-71-5324

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: The building at 107 S. Railroad Ave. should be considered contributing.

Ashland Museum Comments: Cross Brothers occupied a smaller building here from 1912, when it was first founded, to 1922, when they rebuilt and enlarged. The new building was two-stories with an external stairway on the south side. You can see it on the 1922 photo and the 1929 Sanborn map. At some point there was an A&P Grocery Store to the north (seen in the 1922 picture, below left) and then later A&P moved to the south (1930s-40s picture, below right) of the Cross Brothers building. Cross Brothers bought the A&P building to the south and combined it with their own building, enclosing what used to be the stairs. That became the single story annex of the Cross Brothers Building. *Because of its age and that the original portion of the building has not been substantially altered, it should be considered contributing.*



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0035	Commercial Building (Hometown Realty), 111 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-71-5330

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: According to local histories, the core of this building was built ca. 1900 with a mid-20th century storefront alteration. This alteration dates to within the historic district's period of significance and does not damage the building's integrity of design. This building is *recommended as a contributing resource to the Ashland Historic District.*

Ashland Museum Comments: This building appears as part of the general store at 113 S. Railroad Ave. in the 1908 Sanborn Insurance Map. In the 1921 Sanborn map is a separate building, still adjacent 113 S. Railroad Ave. and is listed as a cobbler shop. It remained a separate store through the 1941 map. *Because of its age, it should be considered a contributing resource.*

166-0001-0036	Commercial Building, 113 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-71-4278

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: "As it reflects the history of this area and retains its integrity, it is recommended to remain a contributing resource within this district."

Ashland Museum Comments: The Louis Delarue family came to Ashland shortly after the Civil War and purchased a general store assessed at $1,500 on the corner of Robinson and Railroad Avenue in 1878. There had been a store there from at least 1863. The tax records for this period are spotty. It is hard to say whether this is the same building as the 1863 building because it was added to and subdivided several times. Regardless, it predates all of the buildings on either side of the tracks in the 100 block of S. Railroad Avenue. The 1908 Sanborn Insurance map shows it with a front porch. This building, with its arched windows and stucco trim has been a consistent part of the Historic Downtown Business District from at least 1878 and probably earlier. *Because of its distinctive architecture and age and continued use as a commercial building, this should be considered as contributing to the district and potentially eligible under Criterion C.*

166-0001-0040	Store, 307 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0041	House, 403 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-70-4807 *(307 S. RR)* 7870-70-3778 *(403 S. RR)*

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Museum Comments: Both 307 S. Railroad Ave. and 403 S. Center St. are examples of a home/business structure. The dwelling at 403 S. Center St. was built in 1858. Amos N. Lonsberry purchased it after the Civil War and he added the storefront in 1871 for his bakery. The structure at 307 Railroad Ave. could have been built as early as 1871 and as late as 1899. This kind of building was not uncommon in small towns before 1900, but it is uncommon now. *Both of these buildings should be considered potentially eligible under Criterion A as well.* While 307 S. Railroad Ave. is still used as both a commercial establishment and apartments, the entire 403 S. Center St. building is now a residence.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0055	House, 702 S. Center Street	Ashland	c. 1850	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # 7870-71-4278

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: Potentially Eligible Under C—"outstanding example of Second Empire-styled architecture."

Ashland Museum Comments: Should be eligible under C.

166-0001-0058	House, 706 S. Center Street	Ashland	c. 1868	Not Eligible; Contributes to Ashland Historic District

GIS # 7779-69-8956

DC2RVA: Not Eligible; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: "The resource is one of a few examples of Second Empire style in the Ashland Historic District; however, replacement windows and siding have negatively impacted its historic integrity *[This is wrong. See correction below.]* and better examples are found elsewhere in town. For these reasons it is recommended not eligible for individual listing in the NRHP under Criterion C. It has no known association with any events or individuals of historical significance and is therefore recommended not eligible for the NRHP under Criteria A and B."

Ashland Museum Comments: **The renovation did not add siding or put in replacement windows.** In a 2017 renovation, super low-profile storm windows were installed to protect the original window. Built in 1858, this house was modified with a mansard roof and other changes in 1870 by Sarah Elmira Royster Shelton. She was a widow when she bought it and moved there with her daughter and son-in-law. In early 2017 it was renovated. It retains original siding, windows, and window and door frame surrounds inside and out. Because it is one of the better examples of Second Empire architecture in the town, it should be considered as potentially eligible under Criterion C. It had been a boarding house when previously evaluated so it was not in good shape. Sarah Shelton herself has national and regional significance because she was the inspiration for "Tamerlane," Edgar Allen Poe's first major work. She and Poe were childhood sweethearts in Richmond. When Poe went away to UVA for his education, her parents intercepted their letters and both thought the other had forgotten their promises to each other. When Poe returned home and found that his Elmira had wed wealthy Alexander Shelton, he was heart-broken and he wrote "Tamerlane," about a lover who was abandoned by his sweetheart. After many years, both widowed, they came together again and considered marriage, but first Poe had to go on a business trip to Baltimore where he died. Because of this association, this house should be designated as potentially eligible under Criterion B.[2]

Date of construction is listed incorrectly. The house was built in 1858, not 1868.

[2] Agnes Bondurant, *Poe's Richmond* (Richmond: Poe Associates, 1978), pp 224-227; Kenneth Silverman, *Edgar A. Poe: Mournful and Never-ending Remembrance* (New York: Harper Collins Publishers, 1991), pp 30-40. "To One in Paradise" and "The Ballad" also may pertain to Sarah Elmira Shelton.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0060	House, 708 S. Center Street	Ashland	c. 1894	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # 7779-69-8842

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: "outstanding example of a Colonial Revival-styled dwelling with Free Classic elements in this historic community (VHLC 1982). Minor modifications appear to have been made to this resource since it was constructed, including a few small rear additions, but these alterations do not appear to have negatively impacted its historic integrity. As the best example of this style within the Ashland Historic District, this property is recommended potentially eligible for individually listing on the NRHP under Criterion C.

Ashland Museum Comments: Architect was Julian Powers Fox, a respected Richmond architect. He built this house for his brother Flemming Fox. *As an example of Dutch Colonial Revival architecture and one designed by Julian Powers Fox, it should be listed as potentially eligible under Criterion C.*

166-0001-0077	House, 1005 S. Center Street	Ashland	c. 1890	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # 7779-68-9418

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: "It is not known if this house was designed by an architect, but it possesses characteristics of the Queen Anne style while its form suggests an earlier construction date. Further, the property's spatial organization reflects more of a rural setting like that attributed to the town during its time as a mid- to late-19th-century resort community. Therefore, this property is recommended for further study and is potentially eligible for listing on the NRHP under Criterion C at the local level."

Ashland Museum Comments: Assessor says this house was built just after the Civil War in 1867. *Should be potentially eligible under Criterion C.*

166-0001-0232	Commercial Building, 103–109 England Street	Ashland	c. 1950	Not Eligible, Contributes to Ashland Historic District

GIS # 7870-71-5430 (103) 7870-71-5491 (107) 7870-71-6412 (109)

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: According to local histories, these commercial buildings were built in 1925. They are examples of early twentieth century Commercial Style with red tile false shed roofs. The storefronts have been altered, including the addition of Permastone to 103 England Street. This resource retains its integrity of form, design, location, setting, association, and feeling. This building is recommended as a contributing resource to the Ashland Historic District as an example of a vernacular mid-nineteenth century dwelling under Criterion C of the NRHP

Ashland Museum Comments: Agree.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0002	Randolph-Macon College Historic District	Ashland	late 19th c. - early 20th c.	Listed VLR & NRHP; Contributes to Ashland Historic District

GIS #

DC2RVA: Listed VLR & NRHP; Contributes to Ashland Historic District

Dates are listed above are incorrect. Correct dates are 1872-1879. The Randolph-Macon College Historic District continues to be a separate historic district.

Ashland Historic District 2017 Survey Update Evaluation: Potentially Eligible Under A & C; Contributes to R-MC Historic District

Ashland Museum Comments: This is additional information to bolster the criteria A&C. First, the lawn of the R-MC Historic District with very old oak and maple trees, reflects the ambiance of a mid-19th century college campus. Today it is used for college gatherings because it is shaded and can hold a large number of people. To cut into that lawn would damage the ambiance and curtail the use. As for the individual buildings, they are all contributing to their district, but because of their history and the people associated with them, they should be considered individually under Criteria A, B, and C to be potentially eligible.

Washington Franklin Literary Societies Hall, 1872, Italianate with Bonnet Roof. B.F. Price, Alexandria Architect. Significant under Criterion B because Jordan Wheat Lambert, who was president of the Franklin Literary Society, and leader in the construction of the building, went on to found Lambert Pharmaceuticals and along with Lister he created Listerine. Lambert's parents had employed Price to build their home in Alexandria. Significant under Criterion A to larger education history because it is an example of early to mid-19th century college literary society activity on many US college campuses. Most have dissolved, but Washington Franklin Literary Societies Hall is still used by the two societies for lectures and debates. In addition, it is also offices and lecture halls of the history department.

Duncan Memorial Chapel. William West, Richmond Architect. 1879. Ecclesiastic Gothic style.

Pace Lecture Hall. 1876. Italianate style. Originally one first floor room was dedicated to chemistry labs, unusual for small colleges at the time.

These properties should be considered potentially eligible under criterion A, B, and C.

166-0036; 166-0001-0063	MacMurdo House, 713 S. Center Street	Ashland	c. 1858	Potentially Eligible Under B and C; Contributes to Ashland Historic District

GIS # 7779-79-1601

DC2RVA: Potentially Eligible Under B and C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: Recommended under B & C "constructed for RF&P Treasurer, Waldrop Macmurdo, who also had his office built across the railroad for his convenience (Lancaster 1953). This house has been identified as one of very few Greek Revival-styled dwellings in the historic district (VHLC 1982). Therefore, this property is recommended for further study and is considered potentially eligible for listing on the NRHP under B&C."

Ashland Museum Comments: As the home of C. Waldrop Macmurdo, an early Treasurer of the RF&P, it should be potentially eligible under Criterion B. As a fine example of an un-modified Greek Revival-styled dwelling, it should be potentially eligible under Criterion C.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0037; 166-0001-0073	Hugo House , 904 S. Center Street	Ashland	c. 1886	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # 7779-68-6848

DC2RVA: Potentially Eligible Under A, B, and C; Contributes to Ashland Historic District

Ashland Museum Comments: Lila Vance Lefebvre, headmistress of Edgeworth French Finishing School in Baltimore, bought newly constructed 904 S. Center St. for her stepdaughter Mary's husband, William Isaacs, and his daughters after Mary had died. Her granddaughter, Lila Lefebvre Isaacs, was soon courted by John Skelton Williams, the creator and president of Seaboard Air Line Railway and later an undersecretary of the Treasury and Comptroller of the Currency under the Wilson administration. Their wedding took place in the S. Center Street house and in the midst of the festivities the couple walked across the lawn and boarded a train to Washington for their honeymoon.[3] *As the home of the wife of John Skelton Williams, this property should be eligible under Criterion A.* The tin house in the back yard is where acetylene gas was made and then piped into the house for lighting. A tank of calcium carbide was kept in the tin house along with a tank of water. The water was allowed to drip on the carbide to create the gas. Holes for the pipes are still visable.[4] The dwelling, as an extraordinary example of Queen Anne style architecture, and the gas house in the yard, as an example of an early domestic acetylene gas apparatus, should be potentially eligible under Criterion A and C.

[3] Interview with John Skelton Williams Jr. by Rosanne Groat Shalf.
[4] Interview with Clifford Fleet of Richmond by Rosanne Groat Shalf.

166-0039; 166-0001-0082	Blair House, 1014 S. Center Street	Ashland	c. 1888	Not Eligible; Contributes to Ashland Historic District

GIS # 7779-68-3016

DC2RVA: Not Eligible; Contributes to Ashland Historic District

Ashland Museum Comments: Built in 1890 in the Queen Anne or Eastlake style, this house has undergone changes and subsequent renovations that restored the changes. When the Hendrixsons purchased it in 2007, the previous owners had removed the southern wrap-around portion of the porch because it had rotted. Using a photo of the original house, they restored the wrap-around porch, adding a turret roof. There have been sensitive rear additions, but otherwise the original house is much the same. *Because it is such a fine example of Eastlake, this should be considered potentially eligible under Criterion C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0040; 166-0001-0044	Hanover Arts Center (Ashland Baptist Church), 500 S. Center Street	Ashland	c. 1858	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-60-9649 & 7870-70-0585

DC2RVA: Not Eligible; Contributes to Ashland Historic District

Ashland Museum Comments: he former Ashland Baptist Church, built in 1859, was the first of the protestant congregations to break free of the shared building called the Free Church or Union Church. It was the only congregation to build before the Civil War. It was a Greek Revival, board and batten church with a large cupola (sold after the war to pay the preacher) and very tall, stately windows. Remarkably, that portion of the church remains largely untouched inside and out. The turn-of-the-century additions include a columned porch to make it look Colonial Revival, two side wings and a room between for offices, and a 1957 Sunday School addition in the rear that does not affect the original building. During the Civil War, it was a major hospital for wounded soldiers. We know this from diaries, the R.T James' Burial Book from the 1860s, and oral histories passed down the generations. For those reasons, *it should be considered potentially eligible under Criterion A and C.* In 1967, the congregation outgrew the church and sold the building to a non-profit group to run as an arts and community center. The Hanover Arts and Activities Center (The Center) has faithfully cared for the building since that time. The long lawn in front of the building and the oaks and maples gracing it are integral to the property. It is used as a community gathering place that holds hundreds of people for the Ashland Railroad Run in April, the annual 4th of July celebration, Ashland Train Day in November, Beer Festival in the fall, and Light Up The Tracks celebration in December. To help keep The Center financially viable, the lawn and the former sanctuary are used on weekends for weddings and reunions. This is the Center's primary source of funds to run its programs in theatre and art. It would be wrong to cut into that landscape and remove a community gathering space and also terminating The Center's ability to finance its programs.

166-5041	Priddy House, 107 Stebbins Street	Ashland	c. 1926	Potentially Eligible Under C

GIS # 7870-60-6458

DC2RVA: Potentially Eligible Under C

Ashland Museum Comments: Built in the 1920s by town Mayor Newton Priddy, this is an unusually fine example of Craftsman Bungalow. The brick is rumored to be "silo brick." *Should be potentially eligible by criterion C.*

166-5072	Randolph-Macon College Historic District Expansion	Ashland	early 20th c. - mid-20th c.	Potentially Eligible Under Criteria A and C

GIS # 7870-60-6458

DC2RVA: Potentially Eligible Under Criteria A and C; [Contributes to Ashland Historic District]

Ashland Historic District 2017 Survey Update Evaluation: The large brick structures at Randolph-Macon College including Thomas Branch Hall, Mary Branch Dormitory, and Peele Hall (not located in the Randolph-Macon College Complex; National Register of Historic Places) are good examples of the institutional interpretation of the Georgian Revival.

Ashland Museum Comments: Agree.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5073	Berkleytown Historic District	Ashland	1900–1965	Potentially Eligible Under A

DC2RVA: Potentially Eligible Under A

166-5073-0010	House, Dabney Funeral Home, 600 B Street	Ashland	c. 1955	Potentially Eligible Under A; Contributes to Berkleytown Historic District

GIS # 7870-84-8796

DC2RVA: Potentially Eligible Under A; Contributes to Berkleytown Historic District

Ashland Museum Comments: In the 2018 expansion of the historic district this property will likely be included.

The Dabney family has a long history as funeral directors in the Ashland African-American community. F.E. Dabney founded this funeral home in the 1952 and after his death it passed on to his son F.E. Dabney Jr. As an example of the mid-century African American Funeral business, it should be considered potentially eligible under Criterion A.

166-5073-	**Commercial Building, 612 Henry Street Coleman Hotel**	**Ashland**	**1938-39**	**Not recognized by DC2RVA**

GIS # 7870-84-8796

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: In 1925-26, African-Americans Mildred and John Coleman built Coleman's Hotel, the only hotel available for African American travelers to the Ashland area. They operated it until 1938 until they sold it to the trustees of the South Anna Lodge No 874 of Improved Benevolent Protective Order of Elks of the World. It still carries the name of Elks Lodge locally, but today it is an apartment building. We believe that it *should be considered potentially eligible under Criteria A and C.*

Race Course Addition

Ashland Historic District 2017 Survey Update Evaluation: This neighborhood is known as the Race Course Addition because it was the location of the antebellum Ashland Race Course and was developed after 1870. According to the survey "The area located within the L-shaped area formed by Racecourse and … James Street includes a handsome grouping of late-19th century and early-20th century houses. Among these are some of the best examples of the Eastlake style found in Virginia. Set on large well-shaded yards, 316 St. James **[correct street name is James St., not St. James]**, 402 Duncan, and 207 Howard streets are among the exceptional examples of the Eastlake design. 402 displays decorative shingle siding, match-stick weather- boarding in the gable end, and a single-story porch with decorative brackets and spindle frieze."

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0111	House, 402 Duncan Street	Ashland	1891	Not recognized by DC2RVA

GIS # 7779-69-2300

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Historic District 2017 Survey Update Evaluation: "According to Hanover County property assessment records, this dwelling was built in 1891. It is an Eastlake style dwelling with complex plan and roofline, multiple exterior wall surfaces, decorative brackets in the gables, and porch with spindle frieze, and several projecting bays. It maintains its integrity of form, design, materials, location, setting, association, and feeling. This building is recommended as a contributing resource to the Ashland Historic District as an example of a late nineteenth century Eastlake house under Criterion C of the NRHP. It is not known to be associated with significant events or persons, and as an architectural resource is not recommended eligible under Criterion D."

Ashland Museum Comments: While this house is just outside the 500' border of the rail ROW, the high speed rail would certainly be in view. The James Chenery family rented the house and then purchased the house in 1902. They rented part of the house to the Moore family who then bought it when the Chenerys sold in 1925. Christopher and William L. Chenery grew up here. Chris Chenery was the owner of Triple Crown winner Secretariat, and William Chenery was the well-respected author and editor of *Collier's* magazine in New York from 1925-31. Will Chenery wrote *So It Seemed,* an autobiography that in the first chapters describes R-MC and Ashland at the turn of the century, talking about discrimination in the South. *It should be potentially eligible under Criteria A and B. It is a fine example of Eastlake Architecture and should be considered potentially eligible under Criterion C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation

Buildings in the Downtown Ashland Business District Missing from DC2RVA Table 6-1

166-0001-0239	**Commercial Building, 205-209 England St Ashland Theatre**	**Ashland**	**1947**	**Not recognized by DC2RVA**

GIS # 7870-71-9371

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: Ashland Theatre was built by the D.H. Covington. In segregated Virginia, it was a white-only theatre until the 1970s. It remained an active theatre until the 1980s and then was used sporadically until it was donated to the Town of Ashland. A board of citizens are now joining with the Town to renovate it. In the 1982 nomination of the district, the Theatre was considered non-contributing because it thought to be built in the 1950s. With the 2017 Survey Update, it will be considered contributing. The Art Deco Ashland Theatre is an icon of Ashland, with the tall neon "Ashland" sign and the marquee. Therefore it might be considered contributing under A and C.

166-0001-0240	**Commercial Building, 211 England Street U.S. Post Office**	**Ashland**	**1938-39**	**Not recognized by DC2RVA**

GIS # 7870-81-0352

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: In the original DHR 1982 Survey, this was assumed to be 1950s, but it was in fact built in 1938-39. So with the 2017 update, it will be considered contributing. It is an example of a WPA-era construction and design and should be also potentially eligible under Criteria A and C.

166-0001-0261	**Commercial Building, 203 England Street Loving Ford**	**Ashland**	**1929**	**Not recognized by DC2RVA**

GIS # 7870-71-8373

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: The original portion of the Loving Ford Building was built between 1921 and 1929. In the 1982 nomination of the district, this building was considered non-contributing because they thought it was built in the 1950s. The Ford building should have been considered contributing then, but with the 2017 Survey Update, it will be considered contributing.

Table Notes: Cells highlighted in red denote those recommended to remain listed, eligible, or potentially eligible for the NRHP, while those cells in blue denote resources recommended potentially eligible as part of the current survey.

Ashland Museum Notes: Cells highlighted in green are *additional* properties the Ashland Museum is recommending be listed, eligible or potentially eligible as part of the current DC2RVA survey.