

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Crewe Commercial Historic DistrictOther names/site number: DHR #203-0048

Name of related multiple property listing:

N/A

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

## 2. Location

Street & number: Carolina Avenue, Carter Street, Powell Street, Tyler Street, Virginia AvenueCity or town: Crewe State: VA County: NottowayNot For Publication:  Vicinity: 

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     statewide X local

Applicable National Register Criteria:

X A     B X C     D

Signature of certifying official/Title:

Date

Virginia Department of Historic Resources

State or Federal agency/bureau or Tribal Government

In my opinion, the property     meets     does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau  
or Tribal Government

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#### 4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register  
☐ determined eligible for the National Register  
☐ determined not eligible for the National Register  
☐ removed from the National Register  
☐ other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

##### Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| <u>64</u>    | <u>8</u>        | buildings  |
| <u>1</u>     | <u>0</u>        | sites      |
| <u>8</u>     | <u>5</u>        | structures |
| <u>0</u>     | <u>10</u>       | objects    |
| <u>73</u>    | <u>23</u>       | Total      |

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC: single dwelling

COMMERCIAL/TRADE: financial institution, specialty store, restaurant

SOCIAL: meeting hall

GOVERNMENT: city hall, fire station, post office

FUNERARY: mortuary

RECREATION AND CULTURE: theater, sports facility, outdoor recreation

AGRICULTURE/SUBSISTENCE: storage

INDUSTRY/PROCESSING/EXTRACTION: energy facility

HEALTH CARE: medical business/office

LANDSCAPE: park

TRANSPORTATION: rail-related

**Current Functions**

(Enter categories from instructions.)

DOMESTIC: single dwelling

COMMERCIAL/TRADE: financial institution, specialty store, restaurant

SOCIAL: meeting hall

GOVERNMENT: city hall, fire station, post office

RELIGION: religious facility

FUNERARY: mortuary

RECREATION AND CULTURE: theater, sports facility, outdoor recreation

AGRICULTURE/SUBSISTENCE: storage

INDUSTRY/PROCESSING/EXTRACTION: energy facility

HEALTH CARE: medical business/office

LANDSCAPE: park

TRANSPORTATION: rail-related

VACANT/NOT IN USE

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MID-19<sup>th</sup> CENTURY: Greek Revival

LATE VICTORIAN: Romanesque, Folk Victorian

LATE 19<sup>th</sup> AND EARLY 20<sup>th</sup> CENTURY AMERICAN MOVEMENTS: Commercial Style

LATE 19<sup>th</sup> CENTURY AND 20<sup>TH</sup> CENTURY REVIVALS: Classical Revival, Colonial Revival,

MODERN MOVEMENT: Contemporary, Other

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK, STONE, METAL, CONCRETE, GLASS

### Narrative Description

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

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#### Summary Paragraph

The Crewe Commercial Historic District is located along US Route 460, towards the western end of Nottoway County, approximately 40 miles west of Petersburg. The district captures the commercial core of Crewe, including portions of Virginia Avenue (US Route 460) and Carolina Avenue between Lee Street and Russell Street. Also included is the former Norfolk and Western Railway Company (N&W) railroad yard which defines the southwestern border of the district. The remainder of the boundary is defined by the residential portion of the town to the northwest, northeast, and southeast, as well as by non-contributing commercial resources along the perimeter of the district. The resources in the district are almost entirely commercial in nature and represent styles typical of late nineteenth through mid-twentieth century main street construction, most notably including the Commercial Style. Also included in the district are examples of Greek Revival, Late Victorian (Romanesque), Folk Victorian, as well as resources typical of American revivals in architecture of the period: Classical Revival and Colonial Revival. The historic uses of the contributing resources include municipal government, commercial, and transportation, which were generally larger in size and located on larger parcels. Overall, the district consists of 73 contributing resources, and 23 non-contributing resources that together retain a high degree of architectural integrity associated with the district's periods and areas of significance.

This material is based upon work assisted by a grant from the Department of the Interior, National Park Service. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the view of the Department of the Interior of the National Park Service.

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## Narrative Description

### SETTING:

The Crewe Commercial Historic District consists of approximately 54 acres of historic commercial development located at the southwestern end of the Town of Crewe in Nottoway County. The district is a long, relatively narrow area running southeast to northwest along the current Norfolk Southern railroad lines to the southwest. The boundaries to the northwest, northeast, and southeast consist of the residential portion of the town. The majority of the acreage of the district consists of the former Norfolk & Western Railroad railyard and a large town park at the western end of the district. The smaller downtown of the district is a densely built out commercial core focused on the two primary arteries of Virginia Avenue and Carolina Avenue, which run southeast to northwest. The district includes all of the land which formed the original commercial core of the town constructed beginning in 1888, except for parcels along the boundary which are now occupied by non-contributing resources. Historic uses of the contributing resources were commercial, recreational, and institutional, and these remain the uses today. The district is largely flat and organized in a grid plan. Concrete sidewalks line the streets, and unpaved alleys split each block in half. There are parking lots interspersed throughout the district. The resources located along Virginia Avenue have a greater setback from the street to accommodate vehicular traffic, while Carolina Avenue caters more toward pedestrian traffic. There is minimal vegetation throughout the district.

### NARRATIVE DESCRIPTION OF HISTORIC RESOURCES:

Developed in an extremely short time frame beginning in 1888, the Crewe Commercial Historic District includes all of the areas originally platted and laid out by the Norfolk & Western Railway Company (N&W) engineers, except for parcels which hold non-contributing resources. The Crewe commercial district was intended to feature a group of businesses to support both the N&W railyard as well as the employees who lived in the adjoining residential neighborhood. The site was naturally flat and was completely graded and platted before any buildings were constructed. Virginia Avenue was designed to be the main thoroughfare, but after the fire of 1899, most businesses located one block northeast to Carolina Avenue, which now reads as the primary historic business street in the district. While some business locations and buildings changed slowly over time (mostly as a result of several fires) the overall grid plan and development pattern matches the town as laid out in 1888.

Today the two-block section of Carolina Avenue between Powell Street and Tyler Street is the densest area of historic buildings and serves as the core of the historic district. A majority of the contributing resources for the entire district are located within these two blocks. Beyond that, the northeast side of Virginia Avenue, running from Lee Street to Tyler Street for approximately four blocks, retains the majority of the remaining historic resources. Most of the buildings along Virginia Avenue are contributing, but represent a later phase of construction because of the 1899 fire which destroyed the commercial buildings there and resulted in most businesses moving to Carolina Avenue. The remaining historic resources lie southwest of Virginia Avenue, scattered in and around the former N&W railyard.

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Carolina Avenue and Virginia Avenue are lined with commercial buildings displaying architectural styles that represent the span of Crewe's development from its creation in 1888, through several fires and into the mid-twentieth century. The district is composed of 73 contributing primary and secondary resources dating from the late 19th century through 1970. The buildings are typically 1- and 2-story commercial masonry buildings along Carolina Avenue and concrete masonry unit (CMU) buildings along Virginia Avenue. There also are three residences located within the district boundary.

While most of the rail-related buildings have been demolished, a few important resources related to N&W operations remain. The former N&W Power House (203-0048-0063; 203-0040) is an impressive Richardsonian Romanesque brick masonry building built in the late nineteenth or very early twentieth century. Additionally, the 1952 "new" Division Office Building (203-0048-0054) remains and is a rare mid-twentieth-century Modern style resource within the district, characterized by a flat roof, horizontal massing, cast concrete belt courses, and symmetrical fenestration composed of 1/1 window sash and entries with double-leaf doors and flat-roofed overhangs. Although the railroad corridor is no longer operable, the railroad tracks also remain in place in several locations. Abutting the former N&W railyard at 215 West Virginia Avenue (203-0048-0057) is the Crewe Railroad Museum, located on land now owned by the Town of Crewe. On the site with the museum are eight noncontributing railroad cars collected from various locations and moved to the museum property: two locomotives, a coal tender, a hopper car, two box cars, a caboose and a passenger car.

Within the commercial core of Crewe there are many impressive commercial and institutional buildings which have high architectural integrity and demonstrate the variety of architectural styles present in the district, as well as the evolution of redevelopment after each fire. The Hotel Crewe (203-0048-0059; 203-0021) is an early twentieth century (1927) Classical Revival building located at 100 Carter Street. The longstanding Jennings-McMillian Funeral Home (203-0048-0060; 203-0025) located at 200 West Carolina Avenue, is a brick 1939 Commercial Style building. The First National Bank of Crewe (203-0048-0007) at 114 West Carolina Avenue was constructed ca. 1910 and is a notable building with eclectic use of Italianate and Classical Revival features. At the eastern end of the district are the Crewe City Hall and Fire Station Buildings (203-0048-0058/203-0020) at 125 East Carolina Avenue. The town hall and fire station were constructed in 1939 and are excellent examples of Colonial Revival institutional buildings with strong integrity, both designed by a well-known regional architect, Edward Francis Sinnott, Sr. The A.B Nichols Building (203-0048-0022) at 115 West Carolina Avenue is a rare "Mesker" building constructed ca. 1890 with a character-defining, ornamental, cast iron façade with a high degree of integrity. Iron storefronts such as these were manufactured by the Mesker Brothers Iron Works of St. Louis from the 1880s through the early twentieth century. The former T.B. Oliver Tobacco Warehouse (203-0048-0062; 203-0027) at 200 West Tennessee Street is a ca. 1898 frame building which retains its nineteenth century form and an early window fenestration pattern. The former Crewe Power Plant (203-0048-0066; 203-0046) at 105 Custis Street is an early twentieth century brick masonry gabled building with Romanesque elements. At the far western end of the district is the former N&W Hospital which was run by Dr. Bryant. The early twentieth century former hospital, located at 306 West Virginia Avenue, is a Classical Revival building which is now a private residence.

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## INTEGRITY ANALYSIS:

The Crewe Commercial Historic District retains a high degree of the seven aspects of integrity. The overall *location, setting, and design* of the district reflect the original plan laid out by N&W engineers in 1888 as a town to support its new divisional headquarters. The commercial section of Crewe, Virginia, today conveys this same grid plan and design with commercial buildings lining streets that parallel the railroad corridor's southeast to northwest orientation. Despite the occurrence of several fires over time, many of the buildings date to the early period of the town's history. Most buildings are constructed to the lot lines and to the front of the parcel, retaining the overall historic relationship of the buildings to the streets. Individual buildings in the district also retain a high degree of integrity of *materials* and *workmanship*. Few alterations have occurred that have resulted in the removal of character-defining features. Most buildings retain their historic cladding, predominantly brick, with some stucco and weatherboard siding. A few buildings do have modern siding in some areas, such as wood board or vinyl, but these are visually unobtrusive alterations. Many buildings retain historic doors and window sash, though there are examples of replacements throughout the district. Fine examples of workmanship have been retained which convey the early period of development as well as the periods of development after each of several major fires, the most significant being in 1899. These elements preserve the district's historic sense of *feeling* as an historic, small commercial district which was built to support the neighboring railyard and its workers. The district also retains integrity of *association* with its period of significance ranging from 1888 to 1970 and areas of significance, including Architecture, Community Planning and Development, Commerce and Transportation.

## INVENTORY

The inventory below is the result of reconnaissance-level survey of 75 properties conducted in February 2022. Surveyors field verified the conditions of previously documented resources located within the district boundary, as well as documenting resources not previously surveyed and all significant secondary resources. The survey resulted in the identification of 73 contributing resources, including 64 buildings 8 structures and 1 site. In addition, the survey resulted in 23 non-contributing resources, including 8 buildings, 5 structures, and 10 objects.

Each entry in the attached inventory identifies the primary resource, any secondary resources (where applicable), resource type (building, site, structure, or object), number of stories, architectural style, approximate construction date, and contributing or non-contributing status. Resources within the district are considered contributing if they were constructed during the district's period of significance (1888-1970), are associated with one or more of the district's areas of significance, and retain architectural integrity sufficient to convey historic associations. Alterations to contributing resources were evaluated based on the overall impact to the character-defining features of the building. A detailed architectural description and surveyor assessment for each resource has also been prepared in conjunction with this nomination. These can be accessed via the Virginia Department of Historic Resources architectural survey archives and/or the Virginia Cultural Resource Information System (V-CRIS). Resources are keyed to the Sketch Map

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by the last four digits of the resource's 11-digit historic district identification number (e.g., -0001, -0002, etc.).

**Crewe Commercial Historic District**

**Carolina Avenue**

- |                                                                                                       |                      |                         |                 |
|-------------------------------------------------------------------------------------------------------|----------------------|-------------------------|-----------------|
| <b>100 East Carolina Avenue</b>                                                                       | <b>203-0048-0026</b> |                         |                 |
| <i>Primary Resource: Store (Building), Stories 2, Style: No discernible style, Ca 1900</i>            |                      |                         |                 |
|                                                                                                       |                      | <b>Non-contributing</b> | <i>Total: 1</i> |
| <b>200 Carter Street</b>                                                                              | <b>203-0048-0010</b> |                         |                 |
| <i>Primary Resource: Meeting/Fellowship Hall (Building), Stories 2, Style: Commercial Style, 1965</i> |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>102 East Carolina Avenue</b>                                                                       | <b>203-0048-0027</b> |                         |                 |
| <i>Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1915</i>                |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>104 East Carolina Avenue</b>                                                                       | <b>203-0048-0028</b> |                         |                 |
| <i>Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1925</i>                |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>105 East Carolina Avenue</b>                                                                       | <b>203-0048-0011</b> |                         |                 |
| <i>Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1930</i>                |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>107 East Carolina Avenue</b>                                                                       | <b>203-0048-0012</b> |                         |                 |
| <i>Primary Resource: Store (Building), Stories 1, Style: Commercial Style, 1950</i>                   |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>109 East Carolina Avenue</b>                                                                       | <b>203-0048-0013</b> |                         |                 |
| <i>Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1965</i>     |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>110 East Carolina Avenue</b>                                                                       | <b>203-0048-0029</b> |                         |                 |
| <i>Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1925</i>                |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |
| <b>111 East Carolina Avenue</b>                                                                       | <b>203-0048-0014</b> |                         |                 |
| <i>Primary Resource: Restaurant (Building), Stories 1, Style: Commercial Style, Ca 1950</i>           |                      |                         |                 |
|                                                                                                       |                      | <b>Contributing</b>     | <i>Total: 1</i> |



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**114 East Carolina Avenue 203-0048-0030**

*Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1940*

**Contributing Total: 1**

**115 East Carolina Avenue 203-0048-0015**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960*

**Contributing Total: 1**

**120 East Carolina Avenue 203-0048-0031**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950*

**Contributing Total: 1**

**124 East Carolina Avenue 203-0048-0032**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1930*

**Contributing Total: 1**

**125 East Carolina Avenue 203-0048-0058**

*Other DHR Id#: 203-0020*

*Primary Resource: City/Town Hall (Building), Stories 2, Style: Colonial Revival, 1939*

**Contributing Total: 1**

*Secondary Resource: Fire Station (Building)*

**Contributing Total: 1**

**126 East Carolina Avenue 203-0048-0033**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1930*

**Contributing Total: 1**

**132-134 East Carolina Avenue 203-0048-0034**

*Primary Resource: Theater (Building), Stories 2, Style: Commercial Style, Ca 1930*

**Contributing Total: 1**

**100 West Carolina Avenue 203-0048-0059**

*Other DHR Id#: 203-0021*

*Primary Resource: Hotel/Inn (Building), Stories 3, Style: Classical Revival, 1927*

**Contributing Total: 1**

**102 West Carolina Avenue 203-0048-0008**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960*

**Contributing Total: 1**

**103 West Carolina Avenue 203-0048-0025**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935*

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**Contributing** *Total: 1*

**107 West Carolina Avenue 203-0048-0024**

*Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1945*

**Contributing** *Total: 1*

**111 West Carolina Avenue 203-0048-0023**

*Primary Resource: Store (Building), Stories 2, Style: Commercial Style, Ca 1900*

**Contributing** *Total: 1*

**114 West Carolina Avenue 203-0048-0007**

*Primary Resource: Bank (Building), Stories 2, Style: Greek Revival, 1910*

**Contributing** *Total: 1*

**115 West Carolina Avenue 203-0048-0022**

*Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1890*

**Contributing** *Total: 1*

**116 West Carolina Avenue 203-0048-0006**

*Primary Resource: Bank (Building), Stories 2, Style: Commercial Style, Ca 1900*

**Contributing** *Total: 1*

**118-120 West Carolina Avenue 203-0048-0005**

*Primary Resource: Store/Market (Building), Stories 2, Style: Commercial Style, Ca 1905*

**Contributing** *Total: 1*

**121 West Carolina Avenue 203-0048-0021**

*Primary Resource: Store (Building), Stories 2, Style: Commercial Style, Ca 1915*

**Contributing** *Total: 1*

**123-125 West Carolina Avenue 203-0048-0020**

*Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1930*

**Contributing** *Total: 1*

**128 West Carolina Avenue 203-0048-0061**

*Other DHR Id#: 203-0026*

*Primary Resource: Boiler House (Building), Stories 1, Style: Other, Ca 1910*

**Contributing** *Total: 1*

**129 West Carolina Avenue 203-0048-0019**

*Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1930*

**Contributing** *Total: 1*

**131 West Carolina Avenue 203-0048-0018**

*Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style,*

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**Ca 1930**

**Contributing** *Total: 1*

**133 West Carolina Avenue 203-0048-0017**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style,  
Ca 1930*

**Contributing** *Total: 1*

**135 West Carolina Avenue 203-0048-0016**

*Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style,  
Ca 1950*

**Contributing** *Total: 1*

**138 West Carolina Avenue 203-0048-0004**

*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Folk Victorian, Ca 1910*

**Contributing** *Total: 1*

**200 West Carolina Avenue 203-0048-0060**

*Other DHR Id#: 203-0025*

*Primary Resource: Funeral Home/Mortuary (Building), Stories 2, Style: Commercial  
Style, Ca 1939*

**Contributing** *Total: 1*

**202 West Carolina Avenue 203-0048-0003**

*Primary Resource: Garage (Building), Stories 1, Style: No discernible style, Ca 1940*

**Contributing** *Total: 1*

**Carter Street**

**106 Carter Street 203-0048-0045**

*Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style,  
Ca 1950*

**Contributing** *Total: 1*

**108 Carter Street 203-0048-0046**

*Primary Resource: Store (Building), Stories 2, Style: Commercial Style, Ca 1950*

**Contributing** *Total: 1*

**109 Carter Street 203-0048-0043**

*Primary Resource: Automobile Showroom (Building), Stories 1, Style: Commercial  
Style, Ca 1930*

**Contributing** *Total: 1*

**110 Carter Street 203-0048-0047**

*Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1950*

**Contributing** *Total: 1*

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**111 Carter Street 203-0048-0044**

*Primary Resource:* **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1925**

**Contributing** *Total:* 1

**211 Carter Street 203-0048-0009**

*Primary Resource:* **Store (Building), Stories 1, Style: Commercial Style, Ca 1930**

**Contributing** *Total:* 1

**Custis Street**

**105 Custis Street 203-0048-0066**

*Other DHR Id#:* 203-0046

*Primary Resource:* **Power Plant (Structure), Stories: N/A, Style: Other, 1914**

**Contributing** *Total:* 1

*Secondary Resource:* **Shed (Building)** **Contributing** *Total:* 1

**Tennessee Avenue**

**101 East Tennessee Avenue 203-0048-0002**

*Primary Resource:* **Post Office (Building), Stories 1, Style: Contemporary, Ca 1960**

**Contributing** *Total:* 1

**200 West Tennessee Avenue 203-0048-0062**

*Other DHR Id#:* 203-0027

*Primary Resource:* **Warehouse (Building), Stories 1, Style: No discernible style, Ca 1895**

**Contributing** *Total:* 1

**201 West Tennessee Avenue 203-0048-0001**

*Primary Resource:* **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1900**

**Contributing** *Total:* 1

*Secondary Resource:* **Garage (Building)** **Non-contributing** *Total:* 1

**Tyler Street**

**101 Tyler Street 203-0048-0052**

*Primary Resource:* **Service Station (Building), Stories 1, Style: No discernible style, Ca 1960**

**Contributing** *Total:* 1

**138 Tyler Street 203-0048-0063**

*Other DHR Id#:* 203-0040

*Primary Resource:* **Engine Shops (Structure), Stories: N/A, Style: Romanesque Revival/Richardsonian, Ca 1900**

**Contributing** *Total:* 1

*Secondary Resource:* **Water Tower (Structure)** **Contributing** *Total:* 1

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*Secondary Resource:* **Office (Building)**

**Non-contributing**

*Total:* 1

### Virginia Avenue

**101 East Virginia Avenue 203-0048-0048**

*Primary Resource:* **Service Station (Building), Stories 1, Style: No discernible style, Ca 1955**

**Contributing**

*Total:* 1

*Secondary Resource:* **Gas Pump Island (Structure)**

**Contributing**

*Total:* 2

**105 East Virginia Avenue 203-0048-0049**

*Primary Resource:* **Service Station (Building), Stories 1, Style: No discernible style, Ca 1970**

**Contributing**

*Total:* 1

**111 East Virginia Avenue 203-0048-0050**

*Primary Resource:* **Store/Market (Building), Stories 1, Style: Commercial Style, Ca 1970**

**Contributing**

*Total:* 1

**115 East Virginia Avenue 203-0048-0051**

*Primary Resource:* **Gas Pump Well (Structure), Stories 1, Style: No discernible style, ca. 1950**

**Contributing**

*Total:* 1

*Secondary Resource:* **Service Station (Building), Stories 1, Style: Commercial Style, Ca 1950**

**Non-contributing**

*Total:* 1

**203 East Virginia Avenue 203-0048-0053**

*Primary Resource:* **Automobile Showroom (Building), Stories 1, Style: Commercial Style, Ca 1960**

**Contributing**

*Total:* 1

**104 West Virginia Avenue 203-0048-0042**

*Primary Resource:* **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950**

**Contributing**

*Total:* 1

**108 West Virginia Avenue 203-0048-0041**

*Primary Resource:* **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960**

**Contributing**

*Total:* 1

**112 West Virginia Avenue 203-0048-0040**

*Primary Resource:* **Service Station (Building), Stories 1, Style: Commercial Style, Ca 1950**

**Contributing**

*Total:* 1

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|                                                                                                                    |  |                                |                 |
|--------------------------------------------------------------------------------------------------------------------|--|--------------------------------|-----------------|
| <i>Secondary Resource:</i> <b>Service Station (Building)</b>                                                       |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <b>114 West Virginia Avenue 203-0048-0039</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Service Station (Building), Stories 1, Style: Commercial Style, Ca 1945</b>            |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <b>206 West Virginia Avenue 203-0048-0038</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Warehouse (Building), Stories 1, Style: No discernible style, Ca 2005</b>              |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <b>214 West Virginia Avenue 203-0048-0037</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Warehouse (Building), Stories 1, Style: No discernible style, Ca 1940</b>              |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <b>215 West Virginia Avenue 203-0048-0057</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Museum (Building), Stories 1, Style: No discernible style, Ca 1995</b>                 |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Railroad Cars (Objects)</b>                                                          |  | <b>Non-contributing</b>        | <i>Total:</i> 8 |
| <b>216 West Virginia Avenue 203-0048-0036</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Warehouse (Building), Stories 1, Style: No discernible style, Ca 1940</b>              |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <b>302 West Virginia Avenue 203-0048-0035</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Communications Facility (Structure), Stories: N/A, Style: Commercial Style, Ca1980</b> |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <b>306 West Virginia Avenue 203-0048-0064</b>                                                                      |  | <i>Other DHR Id#: 203-0042</i> |                 |
| <i>Primary Resource:</i> <b>Hospital (Building), Stories 2, Style: Vernacular, Ca 1900</b>                         |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Barbecue Pit (Object)</b>                                                            |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Garage (Building)</b>                                                                |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Shed (Building)</b>                                                                  |  | <b>Contributing</b>            | <i>Total:</i> 2 |
| <i>Secondary Resource:</i> <b>Workshop (Building)</b>                                                              |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <b>307 West Virginia Avenue 203-0048-0055</b>                                                                      |  |                                |                 |
| <i>Primary Resource:</i> <b>Park (Site), Stories: N/A, Style: No discernible style, Ca 1965</b>                    |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Athletic Field/Court (Structure)</b>                                                 |  | <b>Contributing</b>            | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Gazebo (Structure)</b>                                                               |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Monument/Marker (Object)</b>                                                         |  | <b>Non-contributing</b>        | <i>Total:</i> 1 |
| <i>Secondary Resource:</i> <b>Park/Camp Shelter (Building)</b>                                                     |  | <b>Contributing</b>            | <i>Total:</i> 1 |

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**501 West Virginia Avenue      203-0048-0056**

**Primary Resource: Playing Field (Structure), Stories: N/A, Style: No discernible style, Ca 1960**

|                                                             |                         |                 |
|-------------------------------------------------------------|-------------------------|-----------------|
|                                                             | <b>Contributing</b>     | <i>Total: 1</i> |
| <i>Secondary Resource: Athletic Field/Court (Structure)</i> | <b>Non-contributing</b> | <i>Total: 1</i> |
| <i>Secondary Resource: Clubhouse (Building)</i>             | <b>Contributing</b>     | <i>Total: 1</i> |
| <i>Secondary Resource: Playing Field (Structure)</i>        | <b>Non-contributing</b> | <i>Total: 2</i> |
| <i>Secondary Resource: Restroom Facility (Building)</i>     | <b>Contributing</b>     | <i>Total: 1</i> |

**601 West Virginia Avenue      203-0048-0054**

**Primary Resource: Office/Office Building (Building), Stories 2, Style: Commercial Style, Ca 1930**

|                     |                 |
|---------------------|-----------------|
| <b>Contributing</b> | <i>Total: 1</i> |
|---------------------|-----------------|

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

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



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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

COMMERCE

TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1888-1970

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1888

1899

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Oliver, Thomas Barrett (builder)

Norfolk & Western Railway Company (builder)

Edward F. Sinnott (architect)

Nuckols, C. E. (builder)

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

The Crewe Commercial Historic District is locally significant under Criterion A in the areas of Commerce, Community Planning and Development, and Transportation as a late-nineteenth to mid-twentieth century planned railroad town for the Norfolk & Western Railway Company (N&W). The Town of Crewe was planned and laid out by the engineers of the N&W in 1888 and the commercial core was largely complete in less than a decade. An 1899 fire was a significant historic event as it resulted in the primary commercial corridor shifting from Virginia Avenue to Carolina Avenue. The commercial district was created to directly support the efforts of the railroad through its new divisional headquarters and railyard, as well as to support the several hundred newly arrived railroad workers and their families. As such, the district served as the commercial core of the larger town and featured a wide variety of businesses seen in most small towns, as well as some businesses linked to a railroad town. The Crewe Commercial Historic District is also locally significant under Criterion C in the area of Architecture for the wide range of styles and building types representing the district from its late nineteenth century creation through the mid-twentieth century and the several periods of redevelopment which occurred after several severe fires. Notable styles include Colonial Revival, Romanesque, Greek Revival, Classical Revival, and various iterations of late-nineteenth through mid-twentieth century Commercial Styles. There are also a handful of Modern Movement infill buildings. The Crewe Commercial Historic District has a period of significance beginning in 1888, when the streets were laid out by N&W, and ending in 1970, the date of the most recent contributing resource. The year 1888 is a significant date for several reasons. First, the N&W completely reorganized with four operating divisions with equal track mileage located at Crewe, Roanoke, Radford and Bluefield. Second, on October 18, 1888 the Bank of Crewe opened on Virginia Avenue, across from the railroad roundhouse. Third, Thomas Barrett Oliver (T.B. Oliver) moved his existing store from the falls on Big Nottoway River to Crewe even before the town was created in order to capitalize on the new commercial opportunities here.

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

Crewe, Virginia, is located in Nottoway County, which was originally part of a larger Amelia County before 1788. The county remained rural and largely undeveloped until the mid-to-late nineteenth century with the arrival of the railroad. The Southside Railroad Company brought rail service from Petersburg to the Revolutionary era crossroads settlements of Blackstone (1851) and Burkeville (1852) which led to significant improvement in the ability of communities to get their goods to market and began a period of expansion. Rail service was established at Robertson's Switch (also known as Robertson's Siding), which was the precursor to the town of Crewe, in 1879.<sup>1</sup> After the Civil War a period of retrenchment and consolidation in the railroad industry led to the creation of the Norfolk & Western Railway Company (N&W) in 1881. The

<sup>1</sup> When trains ran on wood fires and steam power they required regular stops to take on more wood and water. Robertson's Siding served that purpose before being chosen as the site of the N&W divisional headquarters.

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renewed railroad industry led to the three significant towns of Burkeville, Crewe and Blackstone all being incorporated between 1877 and 1888 along the Norfolk & Western Railway. Burkeville and Blackstone were expanded from existing communities, while Crewe was newly created as a result of the expansion of the railroad.<sup>2</sup> Even today, these small towns constitute the extent of development within the county, with no large urban areas.

The creation of the Town of Crewe, Virginia was directly tied to the dramatic late nineteenth century expansion of the N&W and its coal shipping business focused in the southwest part of Virginia, namely the Pocahontas Coalfield. Mining at the Pocahontas site began in 1883 and the effect on N&W shipping was immediate. Tonnage carried by the company increased from 797,255 to 2,208,688 in just four years, from 1883 to 1887. Before this expansion, the N&W had operated two divisions (west and east) totaling 428 miles of track, with Lynchburg being the dividing line between the two divisions, in regards to miles of track. With almost all of this increased tonnage focused on the western division, a complete reorganization of the company structure was required in 1888. The new organizational structure consisted of four operating divisions with equal track mileage and the new divisional points were Crewe, Roanoke, Radford and Bluefield. The requirements for the new easternmost division headquarters were that it was a level site, there was a good water supply, and that it was the midpoint between Roanoke and Norfolk. Burkeville was also considered, but Crewe was determined to have the overall best location and was selected. Most of the land for the new railyard was purchased from the Robertson family (137 acres; \$12 per acre), namesakes of the existing rail stop. Plats show the Robertsons owning land in the area since at least the mid-eighteenth century. Along with land for the railyard, enough land was purchased to allow for the immediate establishment and construction of the town. N&W officials understood that to be successful, the new divisional headquarters would need a town to support its operations and its workers. The land for most of the town of Crewe came from three other family farms owned by the Wards, Bowlings and LaNeaves. The name of the new town was inspired by Crewe, England, one of that country's most important railroad towns.<sup>3</sup>

Crewe, a town which did not exist when the Pocahontas Coalfield was first mined in 1883, was soon the site of a central office, new railyards, engine houses, repair shops, store houses and a roundhouse. Almost in lockstep with the planning for the new rail terminal, the town of Crewe was laid out as well in a grid pattern, seen on the "Map of Lots of Crewe."<sup>4</sup> Surveyors and civil engineers laid out much of the existing town at the outset including streets, building lots and parks. The two primary streets were laid out parallel to the railroad tracks, and were labeled "avenues", while cross streets were so named. Running along the full length of the railyard, the town was designed for easy access for the workers to the railyard, local businesses and their homes. The initial town was planned to be four streets wide and twelve blocks long, with a small

<sup>2</sup> A.B. Cummins, *Nottoway County Virginia, Founding and Development with Biographical Sketches* (Richmond, VA: W.M. Brown & Son, Inc., 1970), 84; Wirt Corrie, *A History of Crewe, Virginia* (Crewe, Virginia: Wirt Corrie, 2006), 16, 19-23.

<sup>3</sup> Harold B. Johnson, *75 Years with Crewe: A Brief History of Crewe*, (Crewe, Virginia: *The Crewe-Burkeville Journal*, 1963), 3-4; History Committee for the Crewe Centennial, *Crewe, Virginia One Hundred Years, 1888-1988* (Crewe, Virginia, 1988), 1; E.F. Pat Striplin, *The Norfolk & Southern, a history* (Roanoke, Virginia: The Norfolk and Western Railway Company, 1981), 96-97; A.B. Cummins, *Nottoway County Virginia*, 86-87; Corrie, *A History of Crewe*, 23-24; 26-27.

<sup>4</sup> Nottoway County, DB 2, p. 261-62.

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pie shaped section incorporating an existing hill. The main avenue adjacent to the railroad was designed to be eighty feet wide, with all other streets being sixty feet wide. The town boundary was the center of what became Virginia Avenue, which excluded the railyard from the town and exempt from local taxation. The other boundaries were Custis Street, Russell Street, Maryland Avenue and Archer Street.<sup>5</sup>

Crewe was incorporated in 1888, but the N&W subsidiary Virginia Land Company was already selling lots to workers and erecting houses, many of which still stand in the residential section of town. By June 27, 1890 the Crewe Land and Improvement Company was chartered with the goal of buying, selling and developing real estate. That company was not dissolved until August 10, 1939, when Crewe was fully established.<sup>6</sup> Though just a simple railroad town, Crewe does represent a rare example of an early town completely planned and laid out in advance, and constructed almost immediately and entirely, without an evolved pattern of development.

Accompanying the arrival of several hundred workers, and in many cases their families, was the opening of a variety of new businesses in a highly compacted time frame. These new businesses were created in anticipation of the needs and demands of so many people moving into the town in such a short period of time. Perhaps the first example was a sawmill opened in 1887 by H.L. Harper, before the railyards were even finished and before any workers had arrived. With such a tight schedule for creating the town to support the immediate needs of N&W, nearly all of the initial town buildings and houses were wood frame construction. While the housing was built several blocks away from the railyards, the commercial businesses were established along the main street, Virginia Avenue, from roughly the 300 west block to the 300 east block. Part of this initial development was also the installation of boardwalks along all of the major streets; a feature for which the town was apparently known.<sup>7</sup> Two of the streets in the district have their origins from the earlier rural roads before Crewe was created: Tyler Street and Custis Street.<sup>8</sup>

James Laurence opened the first store at the corner of Carolina Avenue and Carter Street. On October 18, 1888 the Bank of Crewe opened on Virginia Avenue, across from the railroad roundhouse. The J.I. Moore grocery store, George B. Oliver Insurance Agency and the Hancock Hotel all opened on Virginia Avenue establishing that street as the initial focal point of the commercial district. In the early years the district had no running water, and for many years most residents dug their own wells. The first newspaper opened in 1890, *The Crewe Headlight*.<sup>9</sup> By 1897 the main newspaper was *The Nottoway Journal*.<sup>10</sup>

The Bank of Crewe, the first in the town, opened with \$20,000 in capital and became the leading bank of the community. It moved from Virginia Avenue to Carolina Avenue, along with most businesses, after the 1899 fire destroyed its first office. In 1933 the bank took over the Farmers and Merchants Bank of Burkeville. In 1963, the Bank of Crewe merged with the Citizens Bank

<sup>5</sup> Corrie, *A History of Crewe*, 26-28; A.B. Cummins, *Nottoway County Virginia*, 86-87; Nottoway County, DB 2, p. 261-62.

<sup>6</sup> Corrie, *A History of Crewe*, 30; A.B. Cummins, *Nottoway County Virginia*, 86-87.

<sup>7</sup> Johnson, *75 Years with Crewe*, 2; Corrie, *A History of Crewe*, 31; *Crewe, Virginia One Hundred Years*,

<sup>8</sup> Johnson, *75 Years with Crewe*, 10.

<sup>9</sup> Corrie, *A History of Crewe*, 31, 32, 41.

<sup>10</sup> Corrie, *A History of Crewe*, 93.

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of Crewe, which had opened in 1903, continuing the growth of the town's leading bank. Finally, in August of 1966, the Bank of Crewe was absorbed by the Virginia National Bank, ending nearly seventy years of independence for the small-town bank.<sup>11</sup>

In 1912, the first electric plant was constructed for the Town of Crewe by W.L. Willis, Stanley E. Moore and C.E. Wilson. The plant soon had to be expanded and was named the Nottoway Light and Power Co. This plant supplied power not only to Crewe, but also to Burkeville, Blackstone and much of Nottoway County. Eventually the company was taken over by the Virginia Public Service Co.<sup>12</sup>

One of the most significant factors in the development of Crewe, and the evolution of its buildings, was a series of fires over many years. The first and most disastrous fire for the Town of Crewe was in 1899 when most of the buildings on Virginia Avenue, the commercial hub at that time, were destroyed. Buildings lost included the town hall, jail, Beville's store and separate millinery shop, the post office and the first Bank of Crewe building. The result was a complete rebuilding of the commercial district on Carolina Avenue, which remains the historic commercial "main street" today. A second fire occurred in 1916, destroying most of a block on Carolina Avenue. In 1928 the Oliver and Wilson automobile dealership and several other businesses were destroyed by another fire. Finally, on January 2, 1963 an explosion and resulting fire destroyed the northeast side of the 100 block of East Carolina Avenue. As a result, this block contains the most recent contributing resources in the district.<sup>13</sup> The most significant long-term result of these fires for Crewe was the replacement of most frame buildings with masonry buildings after each fire.

On March 3, 1894, the Town of Crewe was incorporated by the General Assembly, which allowed the town to begin to operate in a more traditional manner, instead of simply as a subsidiary of N&W. This included taxation, establishing a police force, and issuing local regulations. One of the first acts was to begin installing street lamps for the commercial district. By this time representative business types (as determined by those who bought a street light and those who acquired a business license) were a jeweler, dry goods, liquor, clothing, dentist, multiple boarding houses, butcher, billiard parlor, blacksmith, attorney, multiple "stores."<sup>14</sup> After the 1899 fire, new businesses included a photographer, insurance, livery stable, hotel (as opposed to a boarding house), barber shop, several boarding houses and drayages. Also, the town made the decision to purchase fire equipment to be better prepared for the next fire.<sup>15</sup>

One of the leading citizens during the early development of Crewe was Thomas Barrett Oliver (T.B. Oliver). Upon hearing about the planned N&W divisional headquarters and new town, Oliver moved his existing store from the falls on Big Nottoway River to Robertson Switch in 1888, even before Crewe was officially created. His new location was on West Carolina Avenue and he was one of the first merchants to arrive in Crewe. He also constructed the Oliver Hotel

<sup>11</sup> A.B. Cummins, *Nottoway County Virginia*, 99-100; Johnson, *75 Years with Crewe*, 12-13; Corrie, *A History of Crewe*, 31-32.

<sup>12</sup> Johnson, *75 Years with Crewe*, 9.

<sup>13</sup> A.B. Cummins, *Nottoway County Virginia*, 188-89; Corrie, *A History of Crewe*, 95.

<sup>14</sup> Corrie, *A History of Crewe*, 49-51, 55.

<sup>15</sup> Corrie, *A History of Crewe*, 96, 99.

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(now demolished), a separate brick building housing a theater, and two additional brick commercial buildings in 1922 in the same two blocks as his other holdings, which were collectively known as “Oliver Block.” He was also a founding member of the Bank of Crewe. Seeing a need for improved drinking water in 1915, Oliver dug deep wells at 204 East Tennessee Avenue (highest elevation in Crewe) and was known as the person who brought pure drinking water to Crewe. He followed this with the construction of the only tobacco warehouse in Crewe, but this business failed. However, the warehouse building now serves as the town Community Center. Towards the end of his career Oliver created an entire residential development called North Park, but everyone else called it Olivertown. Considering the cumulative effect of his efforts towards improving Crewe, he is sometimes referred to as the “town father.”<sup>16</sup>

Charles Everett Wilson, Sr. (C.E. Wilson) was the other well-known early businessman in Crewe who, along with T.B. Oliver, helped in many of Crewe’s early successes. Wilson arrived in Crewe about the same time as Oliver and was also a founding member of the Bank of Crewe. Wilson, along with local judge William Hodges Mann, took the lead in raising the \$20,000 to provide the new bank with capital. Wilson, with several partners, also took the lead in creating the Crewe Electric Company which built the town’s first power plant. The plant served the surrounding communities as well as Crewe. The coal-powered, steam operated plant was housed in a brick building which is still located at 105 Custis Street. Finally, Wilson also invested in several mining operations leading to his becoming the town’s “first millionaire.” In addition to his successful business career, Wilson also served as a council member, the town treasurer and mayor in 1916.<sup>17</sup>

For several decades life in Crewe remained largely unchanged other than businesses coming and going and the N&W railyard operating continuously. Beginning around 1914 automobiles started becoming more common and concrete sidewalks started replacing wooden walkways. However, the town still hadn’t developed an effective indoor plumbing system revealing an uneven pattern of growth and improvement. Many of the new businesses were related to construction or “real estate.” By 1920, the population of Crewe had reached 2,097. In 1922 the N&W workers held a strike which reached a level of conflict that required the National Guard to be called. Finally, in 1926 Crewe adopted a town manager form of government, following a trend in the state.<sup>18</sup>

The late 1920s brought several improvements to Crewe, beginning with the approval by the state in 1927 to pave Virginia Avenue with concrete and incorporate it into the state highway system. The new Crewe Hotel was constructed as was the Crewe Theater, and the first chain store arrived in town: Southern Chain Store Corporation. Crewe also finally established a water and sewer system and the town’s primary roads were paved. By 1920 the population had reached 2,097; Crewe’s population was fairly stable for decades. Home delivery of mail also arrived in town as did the town’s first radio station: WSVS.<sup>19</sup> As with most of the country, the Great Depression

<sup>16</sup> Wirt H. Corrie, “T.B. Oliver Called ‘Father of Crewe,’” *The Crewe Burkeville Journal*, August 31, 1989.

<sup>17</sup> Wirt Corrie, “Crewe’s First Millionaire,” *Crewe-Burkeville Journal*, December 14, 1989.

<sup>18</sup> Corrie, *A History of Crewe*, 112-23.

<sup>19</sup> Corrie, *A History of Crewe*, 125-33.

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brought economic development nearly to a halt. This led to drastically reduced coal shipments, which resulted in massive layoffs at the N&W railyard at Crewe.<sup>20</sup>

In 1936 the newspaper offered an accounting of the business community in Crewe: thirty-one stores, two dry cleaners, four insurance agencies, four auto repair businesses, one hotel, three shoe stores, a radio shop and a produce market. The empty tobacco warehouse, which would later house the Community Center, was the location for a new sewing factory in 1937. Construction also began on the new town hall and fire station and the next year saw the installation of a new set of sidewalks for the town. By 1940 the new town hall and fire station were complete and the population was 2,049. The new town hall also housed a new town library.<sup>21</sup>

In the post-World War II era Crewe maintained a relatively steady population ranging from 2,030 to 2,326. The biggest change for the local economy and population was the gradual decline of the N&W railyard. The railyard had been the defining feature of the Town of Crewe since its creation; the railyard was the reason Crewe existed and was the leading employer from 1888 until well after World War II. By 1970 the employment at the railyard was already in decline and this process continued until today when the railyard is mostly shuttered and only a handful of resources remain. The commercial areas of Crewe today host a variety of retail and service focused businesses which occupy the many extant and impressive historic resources.

Abutting the former N&W railroad yard is the previously mentioned Crewe Railroad Museum which houses a small collection of railroad related artifacts including a model of the original Crewe Roundhouse. Outside the museum is a small collection of historic railroad cars collected over time and moved to the museum property. Just to the north, on land still owned by Norfolk Southern along the railroad tracks, but now given over to use by the Town of Crewe, is the Crewe Veterans' Memorial Park which includes a trail, gazebo, picnic tables and barbecue pits. The Beamer Field (baseball) and Hackney Field (softball) are also located along the railroad tracks on land still owned by Norfolk Southern, abutting the Veterans' Memorial Park to the north.

### **Norfolk & Western Railway Company, Crewe, Virginia**

The first business in the Crewe Commercial Historic District was, of course, the N&W railyard and divisional headquarters. At its height there were a myriad of buildings and structures supporting the operations of the railroad and as a primary location for the repair and maintenance of the steam locomotives. While not a comprehensive list, the Crewe N&W railyard eventually included a roundhouse, water tank, Oil and Waste House multiple workshops, a Power House, Coal Wharf, Passenger and Freight Station, a Yard Office and even a N&W sponsored Y.M.C.A.<sup>22</sup> The power plant for the roundhouse also had a whistle which sounded for all shift changes and major daily events; for many years the N&W whistle served as the daily schedule

<sup>20</sup> Corrie, *A History of Crewe*, 136-39.

<sup>21</sup> Corrie, *A History of Crewe*, 143-47.

<sup>22</sup> *Crewe, Virginia One Hundred Years*, 5-7;

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for the citizens of Crewe.<sup>23</sup> Eventually the switch to diesel-electric engines in the 1950s led to the demise of the repair facilities in Crewe because the electric trains required much less maintenance. With the need for the N&W Crewe location in decline, the employment at the site, along with the buildings on site, also faded. Today, the Power House, the 1952 divisional headquarters office building, and the water tower are the three notable historic resources left from the massive N&W railyard which was once larger than the entire initial commercial district. The railyard is still operational on a basic level for trains passing through to Hampton Roads. One other N&W related building which still stands is the former N&W hospital at 306 West Virginia Avenue. This Classical Revival house was run by N&W assigned Doctor Bryant who worked there from the creation of Crewe until well into the twentieth century.<sup>24</sup>

### Criterion A: Commerce

The Crewe Commercial Historic District is locally significant under Criterion A in the area of Commerce as a purpose-built commercial district to serve the N&W railroad and its workers. The district has evolved over more than a century as several fires have required that multiple blocks be rebuilt and as the direct role of the railroad declined through the second half of the twentieth century. The commercial buildings have served as hotels, banks, stores, a funeral home, and other typical functions for a small town. The types of businesses have changed or evolved as the town has seen its identity change over time; however, Crewe's significance as a local commercial center has been maintained throughout its history. Railroad construction during the late-nineteenth to early-twentieth century was a harbinger for commercial opportunities that benefitted local farmers, whose products were more easily shipped to regional markets, as well as business owners who sold goods and services to the railroad company, its employees, and other local residents. This commercial activity began in large part due to the railroad's construction but continued to be significant even after the traditional passenger and freight railroad activity gradually declined during the mid-twentieth century. In rural areas, commercial nodes such as Crewe provided essential services and wares during the late nineteenth century, when surface roads were limited, during the early twentieth century, when automobile ownership was rare, and during the mid-twentieth century when rapidly evolving commercial opportunities, infrastructure construction, and population growth began to transform rural life by connecting people to towns and cities more easily than ever before. Crewe's ongoing commercial viability demonstrates that even in an age of widespread connectivity, rural residents still rely on their local communities for everyday needs.

### Criterion A: Community Planning and Development

The district is locally significant under Criterion A in the area of Community Planning and Development as a late-nineteenth-century, planned N&W railroad town. The development of the Town of Crewe occurred entirely under the stewardship of the N&W railroad in support of the new divisional headquarters and railyard that were constructed here in 1888. The streets and parcels for the entire town were platted and the ground leveled to make way for construction of

<sup>23</sup> Corrie, *A History of Crewe*, 41.

<sup>24</sup> Johnson, *75 Years with Crewe*, 5; Wirt Corrie, "Bryant Spring Called Crewe's 'Beauty Spot,'" *Crewe-Burkeville Journal*, May 2, 1991, Vol.32, No.23, 4; A.B. Cummins, *Nottoway County Virginia*, 94.



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rail-related resources, commercial buildings that served the railroad company and its employees as well as local residents, and housing for railroad employees. The town's grid layout as designed by N&W engineers, with the commercial district paralleling the railroad line, is one of the most often-used methods for planned railroad towns. Another popular method was to place a commercial district perpendicular to the railroad tracks. With either plan, the railroad tracks and depot were the focal point around which all other development revolved. That railroad town plans continue to be identifiable even if the community's depot, railyard, roundhouse, or other facilities have been demolished, contributes to their significance because they illustrate the lasting imprints of railroad companies in building communities across rural Virginia. Additionally, Virginia's economy still was recovering from the Civil War during the late-nineteenth and early-twentieth century, and the planned towns built by railroad companies contributed to this recovery in ways that continue to be visible in Virginia's small towns and rural landscapes. The vitality of railroad towns owed in part to the financial investments of railroad companies as well as entrepreneurs who quickly capitalized on the new opportunities that became available. Typifying this trend, Crewe was established in 1888 and largely built out in less than a decade. Although an 1899 fire drastically affected the original commercial strip alongside the railroad tracks, the town's rapid recovery was due in large part to the N&W's profound influence on the town's commercial viability. With most new commercial activity focused along Carolina Avenue, Crewe's original plan was still maintained because rebuilding also occurred along Virginia Avenue, which is closest to the N&W tracks.

### **Criterion A: Transportation**

The district is locally significant under Criterion A in the area of Transportation as the commercial component of a purpose-built railroad town which was planned and executed by the Norfolk & Western Railway Company, at the time a regionally important railroad company. The district also contains the site of the former divisional railyard and several historic railroad resources, including the Power House and the 1952 Divisional Headquarters building. The Town of Crewe has been called the "town that N&W built" because of its century-plus ties to the railroad industry.

Railroad transportation in Virginia during the late-nineteenth century was a critical component to the Commonwealth's economic recovery after the Civil War and to facilitating rapid industrialization in urban centers such as Roanoke, Norfolk, and Richmond. Virginia's industrial development at this time relied heavily on extraction of natural resources, notably coal and timber. The establishment of Crewe as a railroad company town was directly tied to the dramatic late-nineteenth-century expansion of the N&W and its coal shipping business that was focused in southwestern Virginia and the Pocahontas Coalfield. By the early twentieth century, Virginia's maturing industrial base was manufacturing a variety of goods that included furniture, textiles, industrial tools and machinery, and farming equipment. Railroads also transported finished products that were delivered at each depot along their lines. The advent of mail-order catalogs, such as those published by Sears, Roebuck & Company, brought a huge assortment of goods to rural areas where, during earlier periods, residents had no way to access these items. Mail-ordered products, ranging from coal stoves to ready-made clothing to farming equipment and furniture, typically were delivered to the nearest available depot, after which the buyer had to

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arrange for transportation to their place of business or home. Even so, this short-distance transport task was a far simpler proposition for ordinary rural residents than traveling to an urban center to acquire goods and then hauling them back home over many miles over often poorly maintained roads. Perhaps representative of the pinnacle of railroad transportation bringing consumer goods to rural residents were mail-order kit houses sold by national companies such as Sears, Montgomery Ward, and Aladdin, as well as smaller regional firms.

Equally important to the history of transportation in Virginia was the widespread network of passenger rail travel options. Railroads connected all of Virginia's urban centers and provided routes to far flung places across the United States. For people living in rural places such as Nottoway County, trains offered a level of mobility that was then unparalleled in terms of their flexibility, year-round availability, and relatively modest cost. From the 1890s through the mid-twentieth century, in many places, including all of Virginia, passenger rail transportation was racially segregated. Although Black, Virginia Indian, and other persons of color could not occupy railcars reserved for White people, the railroads still offered more options for seeking opportunities away from the places where Jim Crow segregation reigned. The early-twentieth-century Great Migration of African Americans from southern states to the industrial north and rapidly developing western states likely would not have been possible without railroad transportation. Although, by the 1950s, automobile transportation eventually supplanted passenger rail as the transportation mode of choice for individuals, freight transportation continued to be integral to commercial and industrial growth in Virginia. A combination of rail and truck transport continues to be vital to these economic sectors.

### **Criterion C: Architecture**

The district is locally significant under Criterion C in the area of Architecture. Architectural styles and types depict over a century of commercial development in this former railroad town. Styles include Greek Revival, Classical Revival, Colonial Revival, Romanesque, and Commercial Style, as well as several buildings from the mid-twentieth century Modern Movement. Individually notable examples include the Hotel Crewe (203-0048-0059; 203-0021), built in 1927 in the Classical Revival style, the Jennings-McMillian Funeral Home (203-0048-0060; 203-0025), built in 1939 in the Commercial Style building, and the First National Bank of Crewe (203-0048-0007), built ca. 1910 and combining influences of Italianate and Classical Revival ornamentation.

The A.B Nichols Building (203-0048-0022) at 115 West Carolina Avenue is a rare "Mesker" building constructed ca. 1890 with a character-defining, ornamental, cast-iron façade. Iron storefronts such as these were manufactured by the Mesker Brothers Iron Works of St. Louis from the 1880s through the early twentieth century. Such facades were transported to remote places such as Crewe via railroad, thus linking the town's architectural significance to its history as a railroad town. The Power House and the N&W Railroad divisional headquarters building also represent Crewe's continued association with the railroad company that planned the town's layout. The former Crewe Power Plant (203-0048-0066) is an early-twentieth-century, brick building with Romanesque elements. The N&W's 1952 "new" Division Office Building (203-0048-0054) is a Modern style resource within the district, with character-defining features that include a flat roof, horizontal massing, cast concrete belt courses, and symmetrical fenestration composed of 1/1

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window sash and entries with double-leaf doors and flat-roofed overhangs. At the far western end of the district is the former N&W Hospital, built during the early twentieth century in the Classical Revival style; the building is now a private residence. A spurt of construction from 1960-1965 resulted in construction of 9 buildings in the Commercial Style. The resources are not concentrated in one area of the district, but instead are interspersed among older buildings along Virginia Avenue, Carolina Avenue, Tyler Street, and Carter Street. They are distinguished by their relatively simple forms, usually one story in height, with large display windows dominating the façade and an entry with glass doors that is either centered on the façade or placed at one end. Flat roofs, brick veneer walls over concrete block, and very simple cornices are typical of these later resources. Among the original uses of these buildings are an automobile showroom, three service stations, retail shops, and one fellowship hall. The auto-related resources are illustrative of Crewe's evolution from a railroad town to a local commercial node where residents could acquire a variety of goods and services. The two most recent contributing buildings, a service station (203-0048-0049) and a store (203-0048-0050) demonstrate the continuity of this trend through the early 1970s and the end of the district's period of significance.

Local businessman T. B. Oliver was responsible for construction of several important buildings in Crewe. In addition to his store on Carolina Avenue, he built the former T.B. Oliver Tobacco Warehouse (203-0048-0062), a ca. 1898 frame building that is associated with the local agricultural economy. Tobacco at this time was a principal cash crop for farmers in southern Virginia. Warehouses were necessary for storing the crop during the auctioning and shipping processes. Oliver also constructed the Oliver Hotel (now demolished), a separate brick building housing a theater, and two additional brick commercial buildings in 1922 in the same two blocks as his other holdings, which were collectively known as the "Oliver Block" and solidified the imprint that Oliver made on Crewe's early development.

Finally, at the eastern end of the district are the Crewe City Hall and Fire Station (203-0048-0058/203-0020). These resources were built in 1939 and are excellent examples of the Colonial Revival style as executed for institutional buildings by well-known regional architect Edward Francis Sinnott, Sr. (1890-1974). Sinnott was born in Philadelphia, Pennsylvania, but grew up in Richmond, Virginia, and lived there the rest of his life. He graduated from St. Patrick's High School in 1912 and began work as a draftsman with the locally significant Noland & Baskervill firm. Established in 1897, this firm was the partnership of architect William Churchill Noland (1865-1951) and electrical engineer Henry Baskervill (1867-1930). They established themselves quickly in the Richmond area by taking on several prominent residential projects such as Baskervill's own dwelling and several houses on the then-newly established Monument Avenue. In 1903, even though the firm was not yet six years old, it received a prestigious commission to design an addition for Thomas Jefferson's Virginia State Capitol Building. Sinnott's tenure at Noland & Baskervill was followed by apprenticeships with architects Marcellus Wright, Charles M. Robinson and W. Duncan Lee, all of whom were well-respected and well-known among Richmond's elite; each architect has several projects that have been listed in the NRHP. After serving in World War I, Sinnott joined the firm of Luther P. Hartsook. Although never formally educated as an architect, Sinnott became a registered architect in 1925 and rose to be an associate

Crewe Commercial Historic District

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with Hartsook's firm at that time.<sup>25</sup> Sinnott opened his own firm in Richmond in 1934 at 112 East Cary Street and completed many Art Deco-inspired designs while also working on the Historic American Buildings Survey for the National Park Service. With business slower during World War II, Sinnott closed his firm and joined J.P. Ferguson and Company until 1946 when he reopened his firm. His son, Edward Jr., joined his father's company in 1956 after earning a degree in architecture from Virginia Polytechnic Institute, resulting in the firm becoming Edward F. Sinnott & Son. The father-son partners completed many apartment complexes and office buildings in the Richmond area before Edward Sinnott Sr. died in 1974.<sup>26</sup> The elder Sinnott's execution of the Crewe City Hall and Fire Station demonstrates his firm command of the Colonial Revival style, which has been widely popular in Virginia since the 1890s. Featuring a combination of the idioms of several historic styles, including Greek Revival, Georgian, and Neo-Classical, the Colonial Revival style requires considerable depth of understanding of each style in terms of proportion, fenestration, massing, and ornamental flourishes. Less-skilled designers could easily succumb to an incoherent conglomeration of random elements of each historical derivation, rather than arriving at a unified design that artfully drew from the earlier styles in a way that met twentieth-century needs and utilized twentieth-century building materials to their best effect. Located at 125 E. Carolina Avenue, the Crewe City Hall is notable for its use of character-defining Colonial Revival attributes, including rectangular massing with symmetrical fenestration, red brick walls, white trim, a steeply pitched, hipped roof, a louvered cupola, 9/9 window sash, brick quoins, and dentiled cornice. While built for a twentieth-century need to house large firetrucks, the Fire Station is harmoniously designed with a matching dentiled cornice, side-gable roof with dormers, and multiple-light sash. Although postdating many neighboring buildings, the City Hall and Fire Station are stylistically complementary to the earlier architecturally significant, commercial buildings that characterize Carolina Avenue.

<sup>25</sup> A Guide to the Papers of Edward F. Sinnott, Jr., 1920–1998. Virginia Museum of History and Culture. Available at <https://virginiahistory.org/research/research-resources/finding-aids/edward-f-sinnott-jr#Bio>.

<sup>26</sup> A Guide to the Papers of Edward F. Sinnott, Jr., 1920–1998. Virginia Museum of History and Culture. Available at <https://virginiahistory.org/research/research-resources/finding-aids/edward-f-sinnott-jr#Bio>.

Crewe Commercial Historic District  
Name of Property

Nottoway County, VA  
County and State

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## 9. Major Bibliographical References

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

A.B. Cummins. *Nottoway County Virginia, Founding and development with Biographical Sketches*. Richmond, Virginia: W.M. Brown & Son, Inc., 1970.

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Harold B. Johnson. *75 Years with Crewe: A Brief History of Crewe*. Crewe, Virginia: The Crewe-Burkeville Journal, 1963.

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McCann, Herman E. "Pie." *Memories of the Golden Days of Crewe, Virginia*. Farmville, Virginia: Farmville Printing, 2013.

Nottoway County Deed Book 2, p.261-62.

Sanborn Fire Insurance Maps: 1894, 1899, 1904, 1909, 1918, 1925, 1931, 1939.

Town of Crewe. *Preliminary Information Form: Crewe Commercial Historic District*, Crewe, Virginia, 2020.

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### Previous documentation on file (NPS):

\_\_\_\_\_ preliminary determination of individual listing (36 CFR 67) has been requested

Crewe Commercial Historic District  
Name of Property

Nottoway County, VA  
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- ☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey #                       
☐ recorded by Historic American Engineering Record #                       
☐ recorded by Historic American Landscape Survey #

**Primary location of additional data:**

- ☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other

Name of repository: Virginia Department of Historic Resources, Richmond, Virginia

**Historic Resources Survey Number (if assigned):** DHR# 203-0048

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**10. Geographical Data**

**Acreage of Property** 53.9

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84:                     

(enter coordinates to 6 decimal places)

- |                          |                        |
|--------------------------|------------------------|
| 1. Latitude: 37.18131°N  | Longitude: 78.136913°W |
| 2. Latitude: 37.18131°N  | Longitude: 78.11884°W  |
| 3. Latitude: 37.171442°N | Longitude: 78.11884°W  |
| 4. Latitude: 37.171442°N | Longitude: 78.136913°W |

**Or**

**UTM References**

Datum (indicated on USGS map):

☐ NAD 1927    or    ☐ NAD 1983

Crewe Commercial Historic District

Name of Property

Nottoway County, VA

County and State

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

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

The Crewe Commercial Historic District is bound by the Norfolk Southern Railroad tracks along its entire southwest side. The boundary along the northwest, northeast and southeast is coterminous with the perimeter parcel lines of contributing resources. These begin at the northwest along W. Virginia Avenue, then proceed northeast along Powell Street, then southeast along two blocks of Carolina Avenue, then southwest along three blocks of Tyler Street, before proceeding a short distance along Custis Street. The true and correct historic boundary is shown on the attached Sketch Maps, which have a scale of 1"=200".

**Boundary Justification** (Explain why the boundaries were selected.)

The Crewe Commercial Historic District boundaries include the properties which are historically associated with and which contribute to the district's historic period of significance and areas of significance. The Crewe Commercial Historic District has seen little change in its boundaries since they were first laid out in 1888. The boundary of the district follows this historic development pattern as it quickly developed in the late nineteenth century. The property's historic setting and all known associated historic resources have been included within the historic boundary.

---

**11. Form Prepared By**

name/title: Marcus Pollard, Erica Howard; Ethan Halberg, Kayla Halberg  
organization: Commonwealth Preservation Group  
street & number: 536 W 35<sup>th</sup> Street  
city or town: Norfolk state: VA zip code: 23508  
e-mail: admin@commonwealthpreservationgroup.com  
telephone: 757-923-1900  
date: 10/12/2022

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

Crewe Commercial Historic District  
Name of Property

Nottoway County, VA  
County and State

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

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

### Photo Log

Name of Property: Crewe Commercial Historic District

City or Vicinity: Town of Crewe

County: Nottoway

State: VA

Photographer: Erica Howard, Ethan Halberg

Date Photographed: February 15-16, 2022

Description of Photographs and number, include description of view indicating direction of camera:

1 of 16: 601 West Virginia Avenue, facing NW

2 of 16: Beamer Fields, facing south

3 of 16: 306 West Virginia Avenue, facing NE

4 of 16: Carolina Avenue, facing SE

5 of 16: 118 West Carolina Avenue, facing east

6 of 16: 121 West Carolina Avenue, facing SW

7 of 16: 115 West Carolina Avenue, facing SW

8 of 16: 211 Carter Street, facing NW



Crewe Commercial Historic District

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9 of 16: 100 West Carolina Avenue, facing NE

10 of 16: 109 Carter Street, facing SW

11 of 16: West Carolina Avenue, facing NW

12 of 16: 125 East Carolina Avenue, facing SE

13 of 16: 132 East Carolina Avenue, facing SW

14 of 16: Carolina Avenue, facing NW

15 of 16: West Virginia Avenue, facing NW

16 of 16: 138 Tyler Street, facing NW

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

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

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





## Legend

 County Boundaries

## TOPOGRAPHIC MAP

Crewe Commercial Historic District

Nottoway County, VA

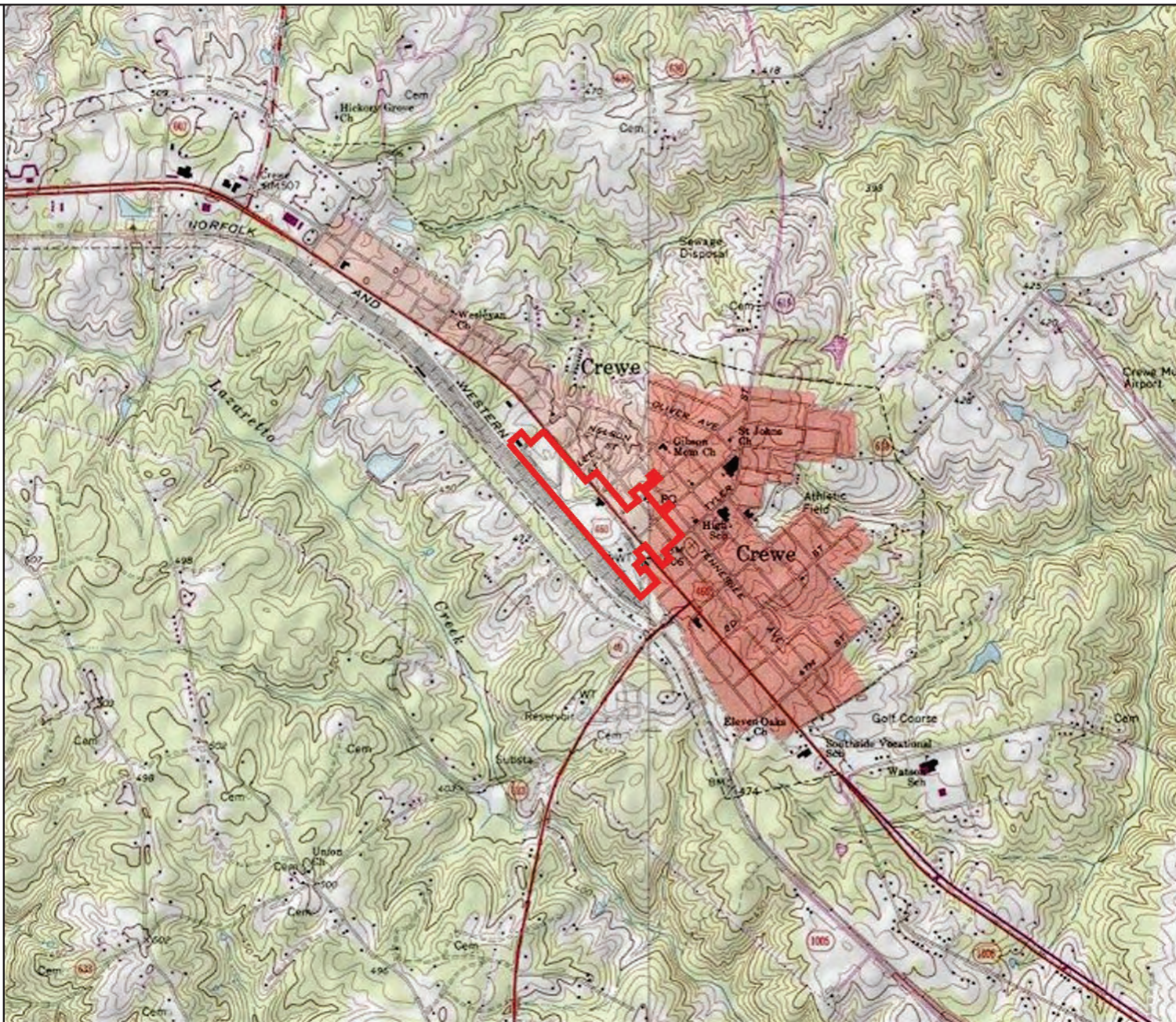
DHR No. 203-0048

 Historic Boundary



Feet

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**Title:**

**Date:** 4/6/2023

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

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





## Legend

County Boundaries

## ROAD MAP

Crewe Commercial Historic District

Nottoway County, VA

DHR No. 203-0048



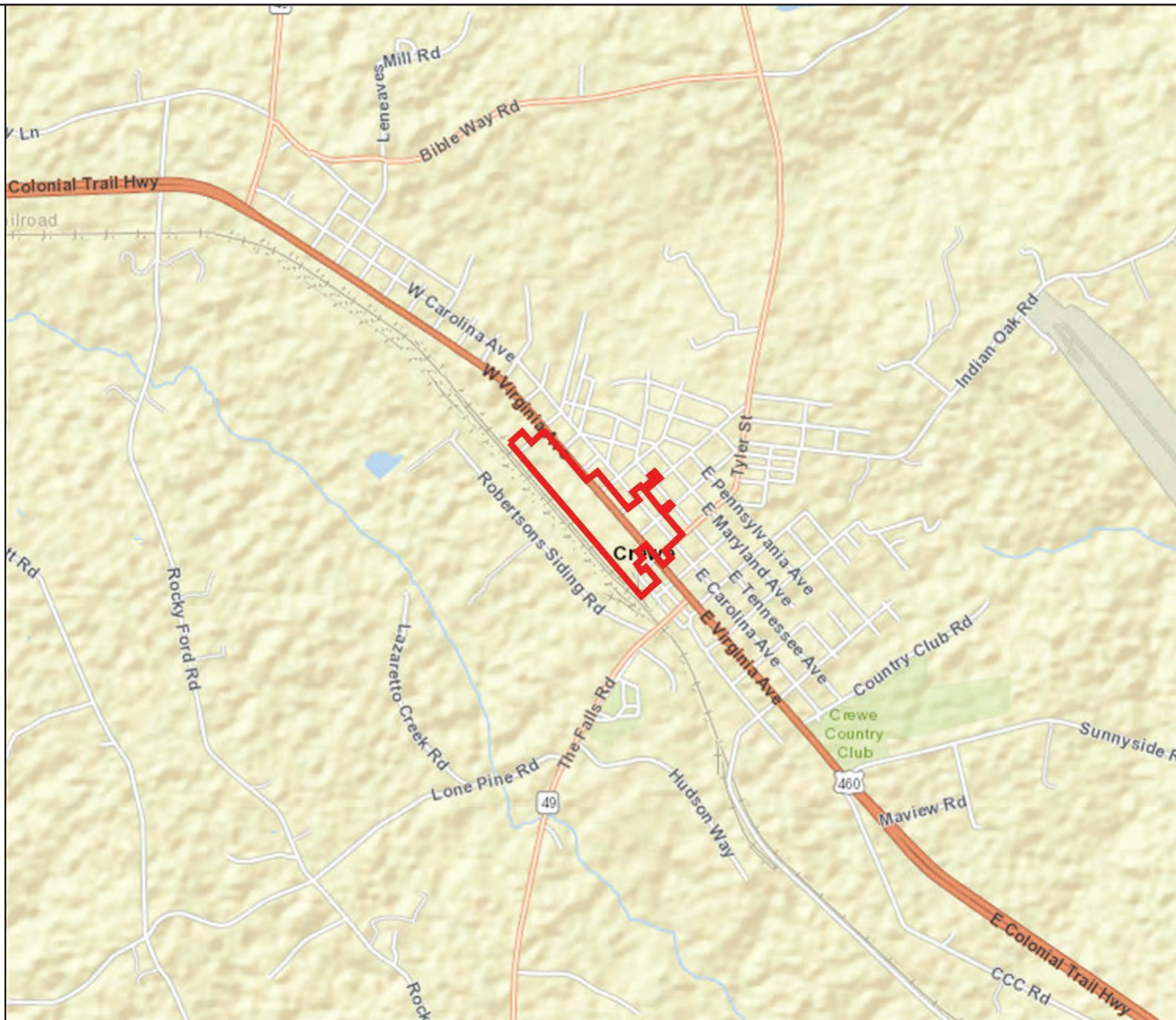
Historic Boundary



Feet

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**Title:**

**Date:** 4/6/2023

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

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## Legend

 County Boundaries

### **AERIAL VIEW - VICINITY**

Crewe Commercial Historic District

Nottoway County, VA

DHR No. 203-0048



**Historic Boundary**



Feet

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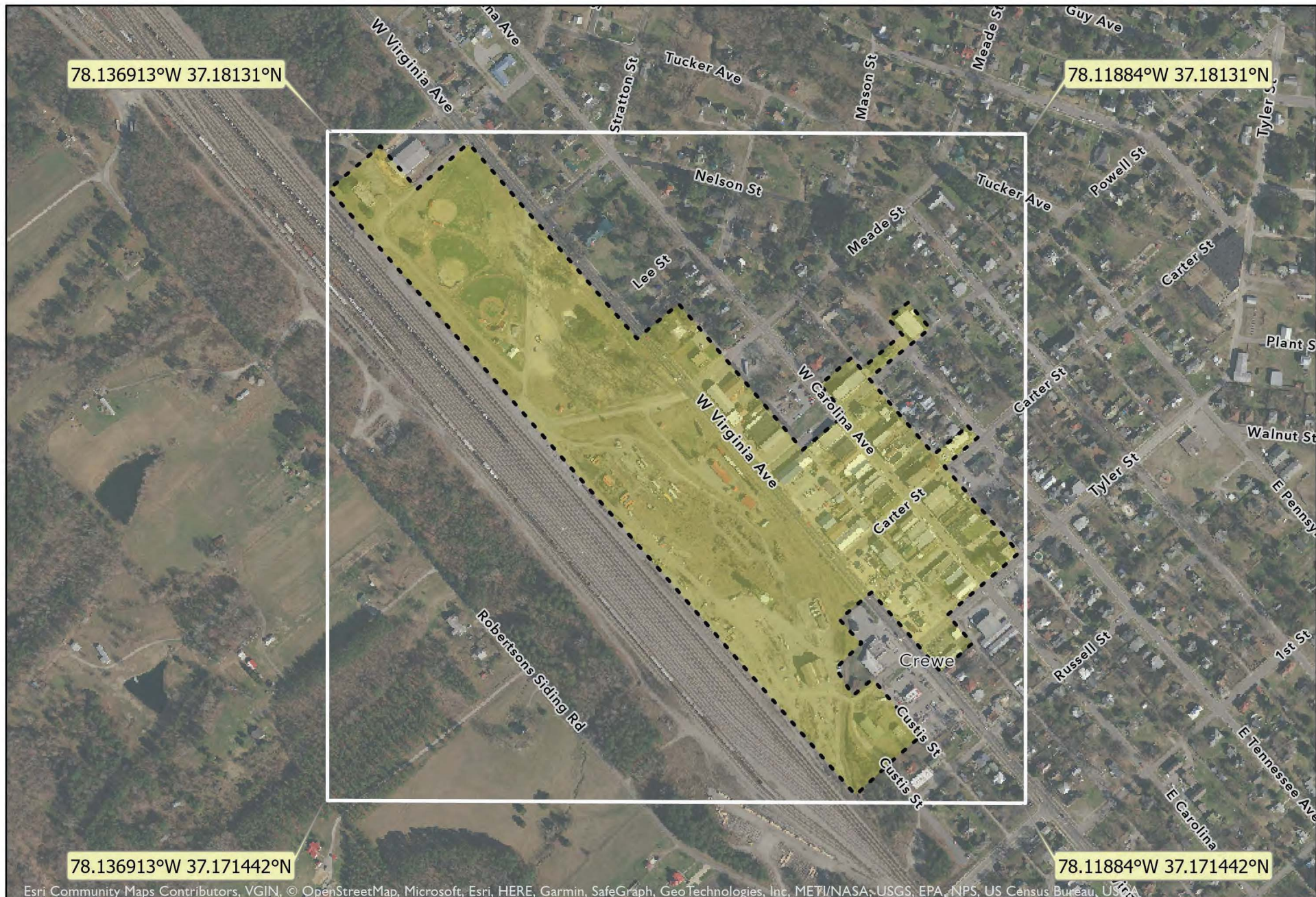
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**Date: 4/6/2023**

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### Location Map

### Crewe Historic District

Crewe, Nottoway County, Virginia

203-0048

October 2022

0 1,500 Feet







## Legend

 County Boundaries

### **AERIAL VIEW**

Crewe Commercial Historic District

Nottoway County, VA

DHR No. 203-0048



**Historic Boundary**



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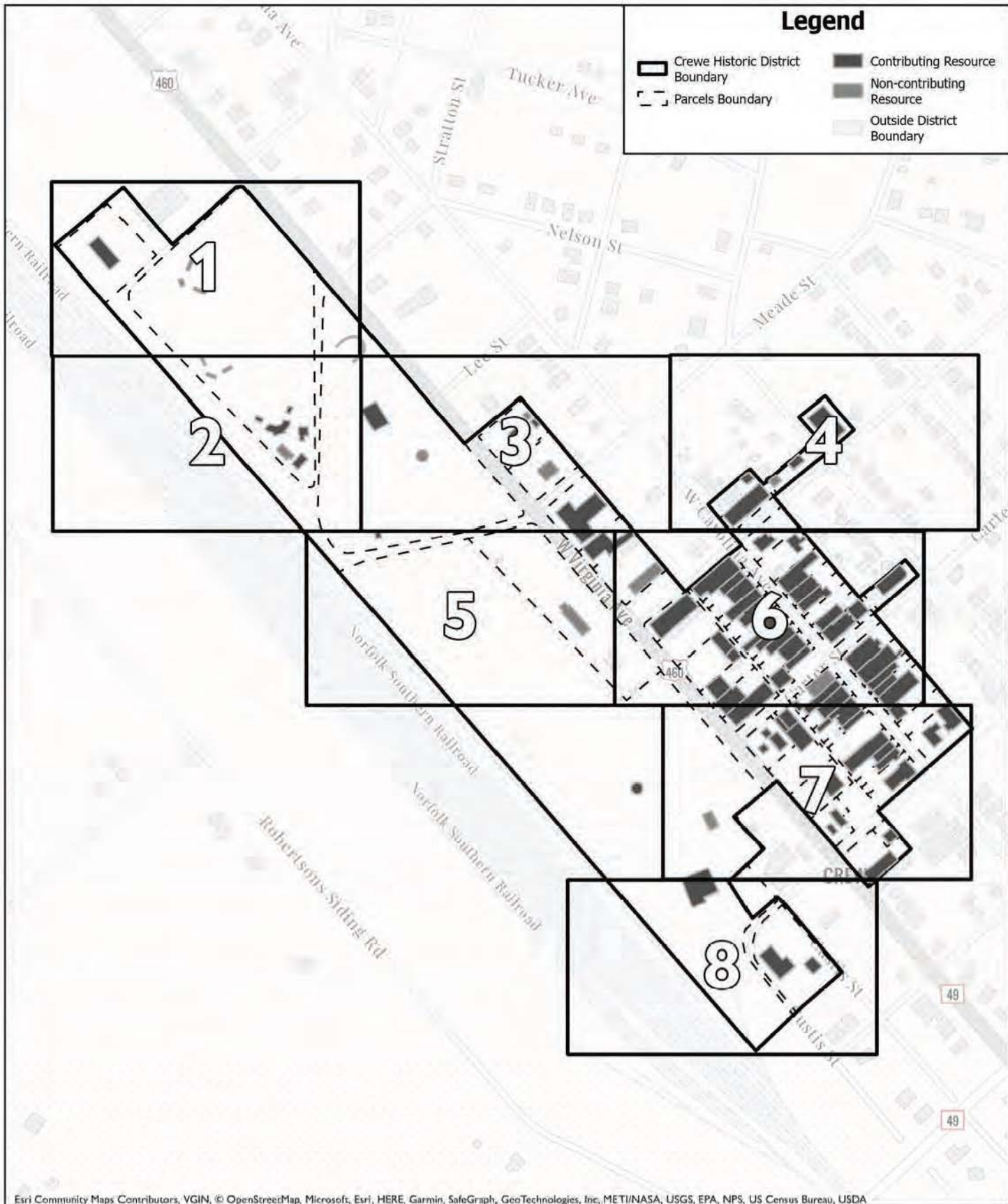
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Crewe Historic District Boundary

Parcels Boundary

Contributing Resource

Non-contributing Resource

Outside District Boundary

Sketch Map

Crewe Historic District

Crewe, Nottoway County, Virginia

203-0048

October 2022

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640

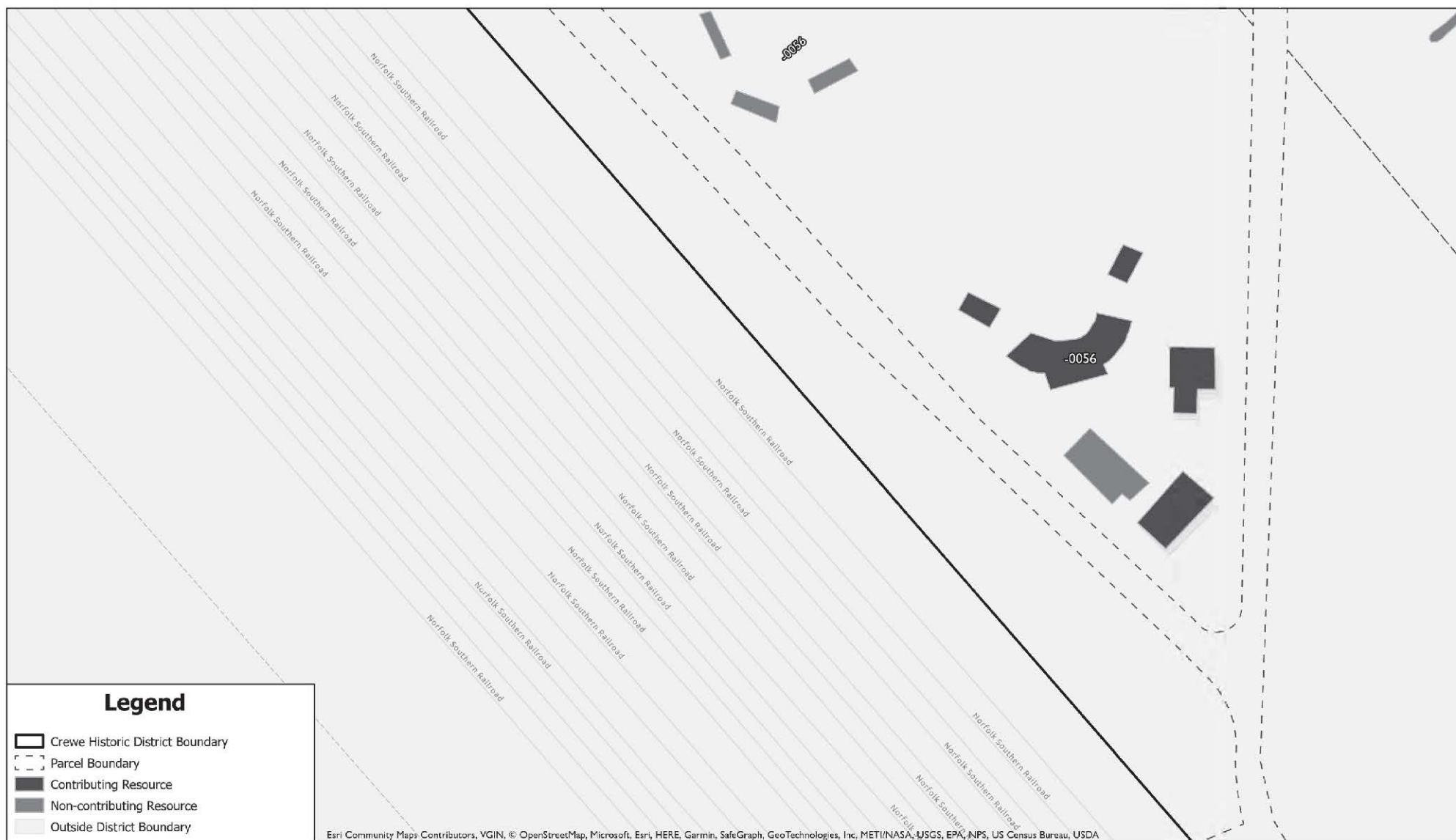
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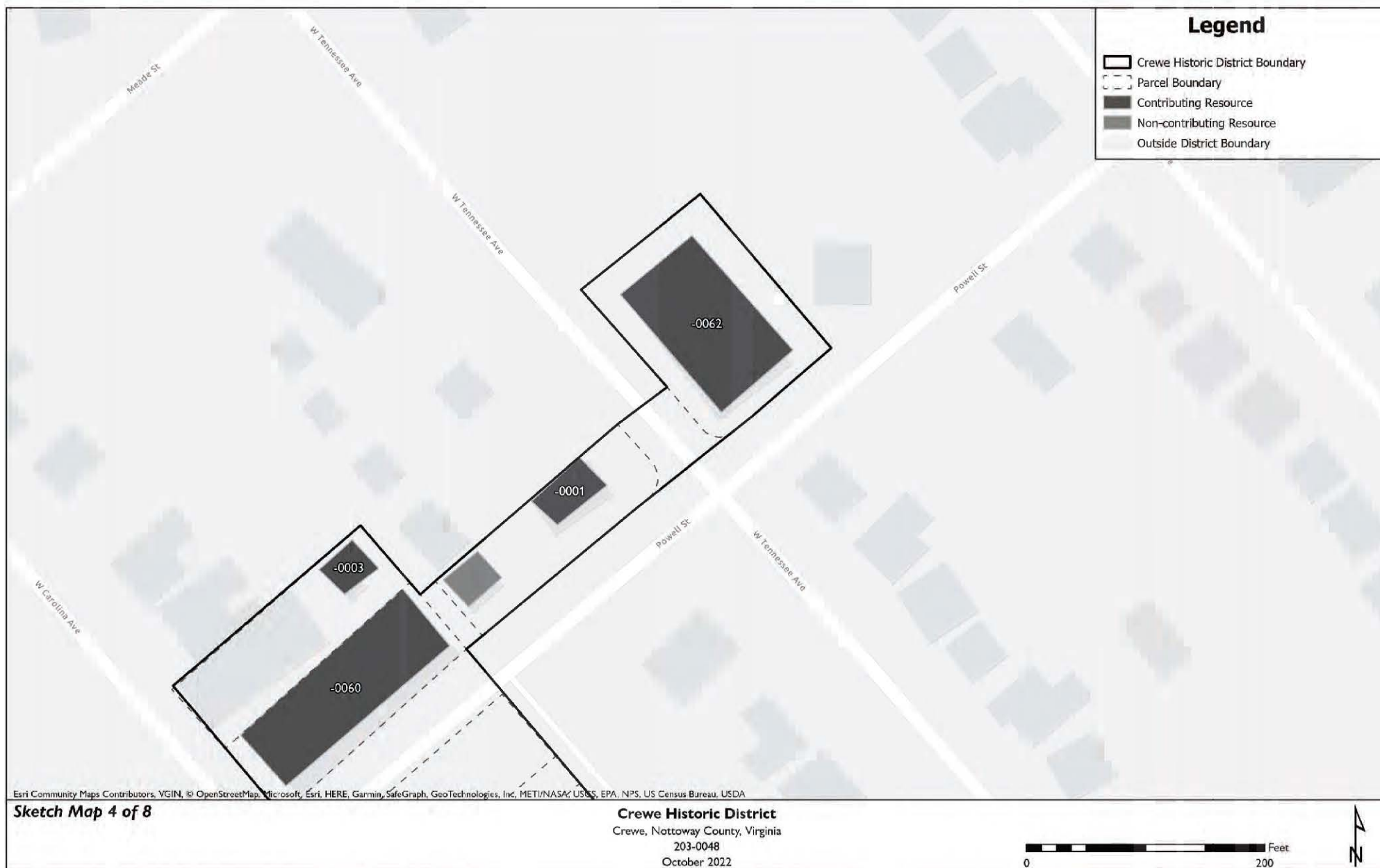
Sketch Map 2 of 8

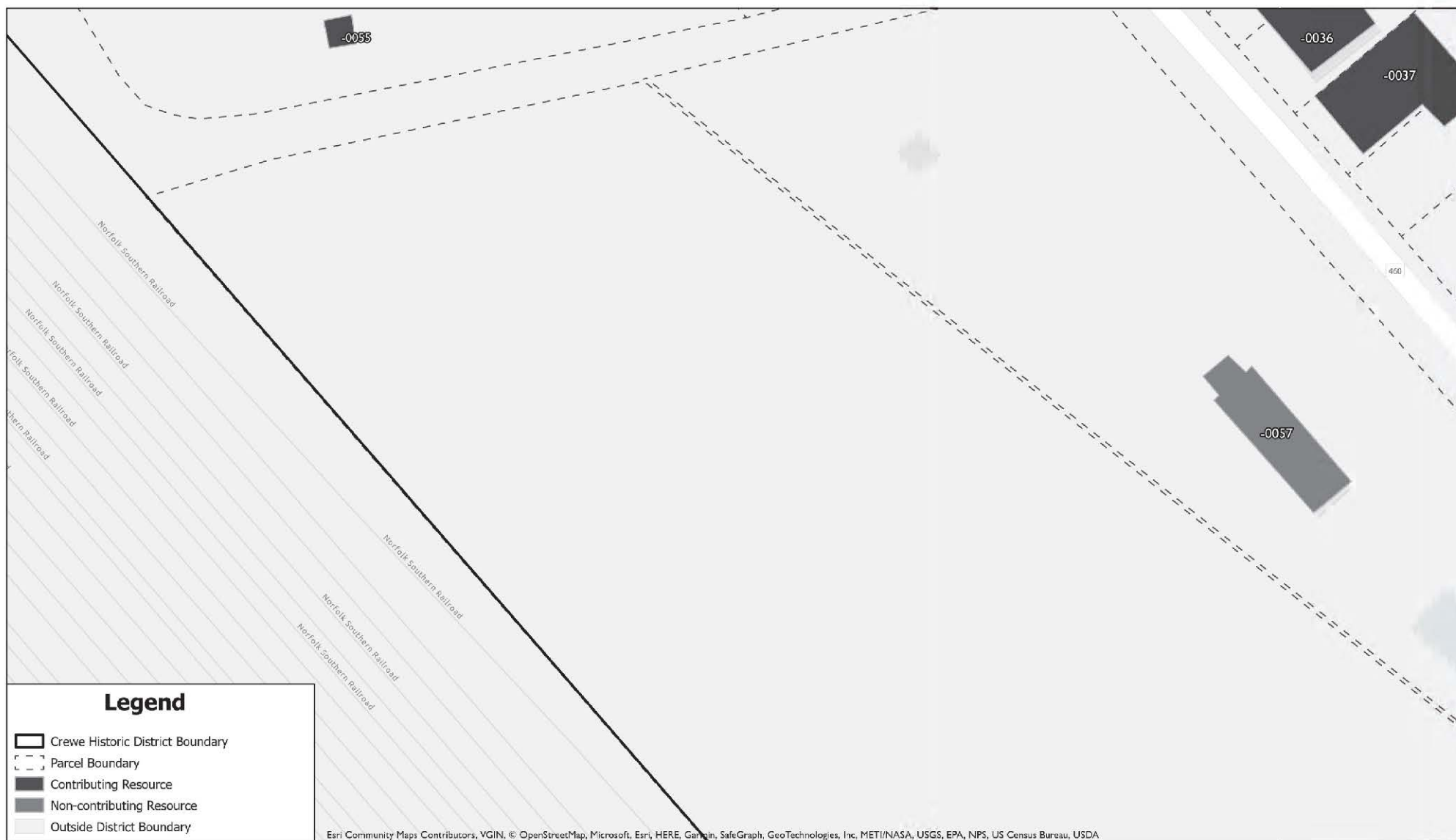
**Crewe Historic District**  
Crewe, Nottoway County, Virginia  
203-0048  
October 2022

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Sketch Map 5 of 8

**Crewe Historic District**

Crewe, Nottoway County, Virginia

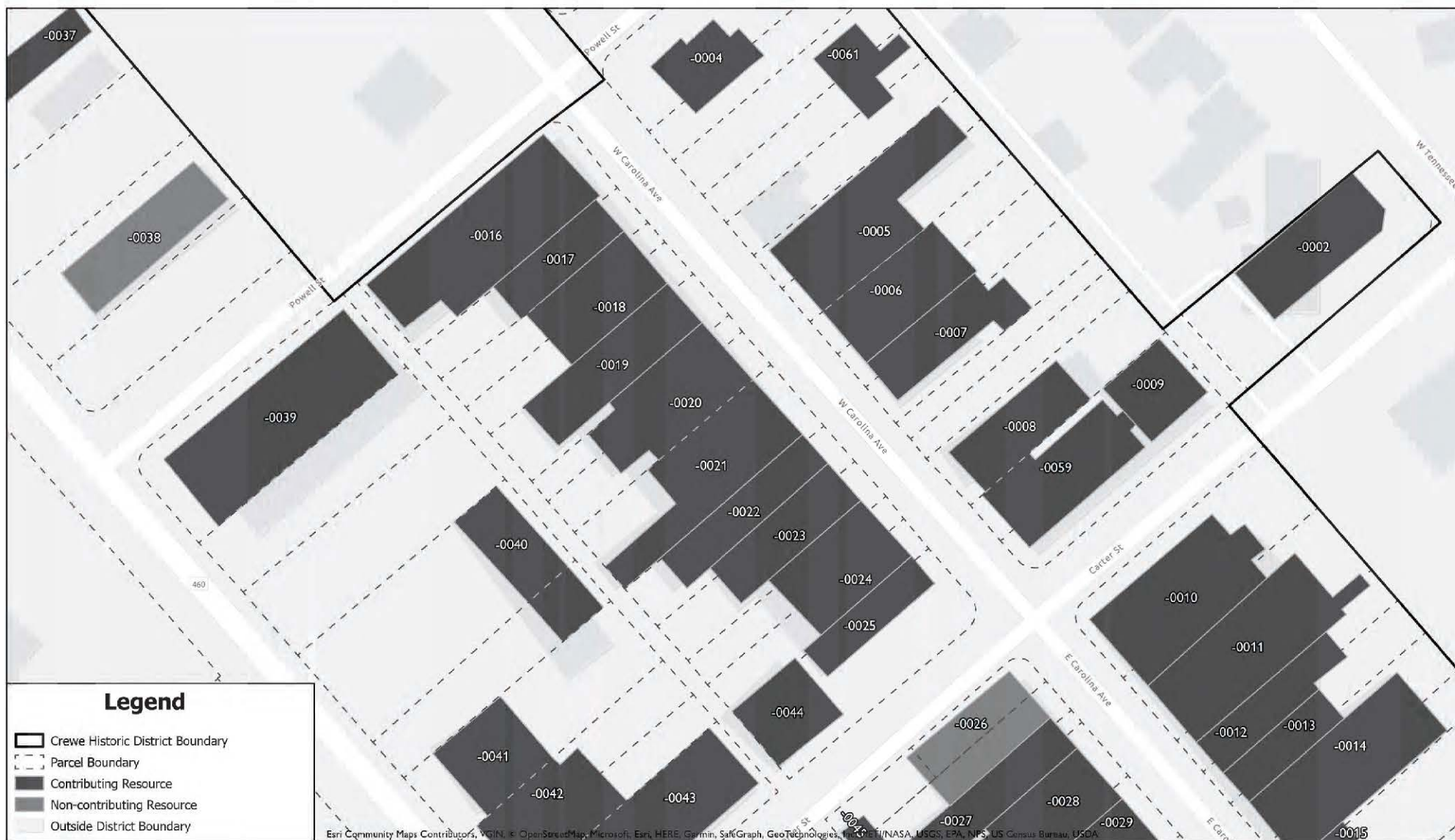
203-0048

October 2022

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Sketch Map 6 of 8

**Crewe Historic District**  
 Crewe, Nottoway County, Virginia  
 203-0048  
 October 2022

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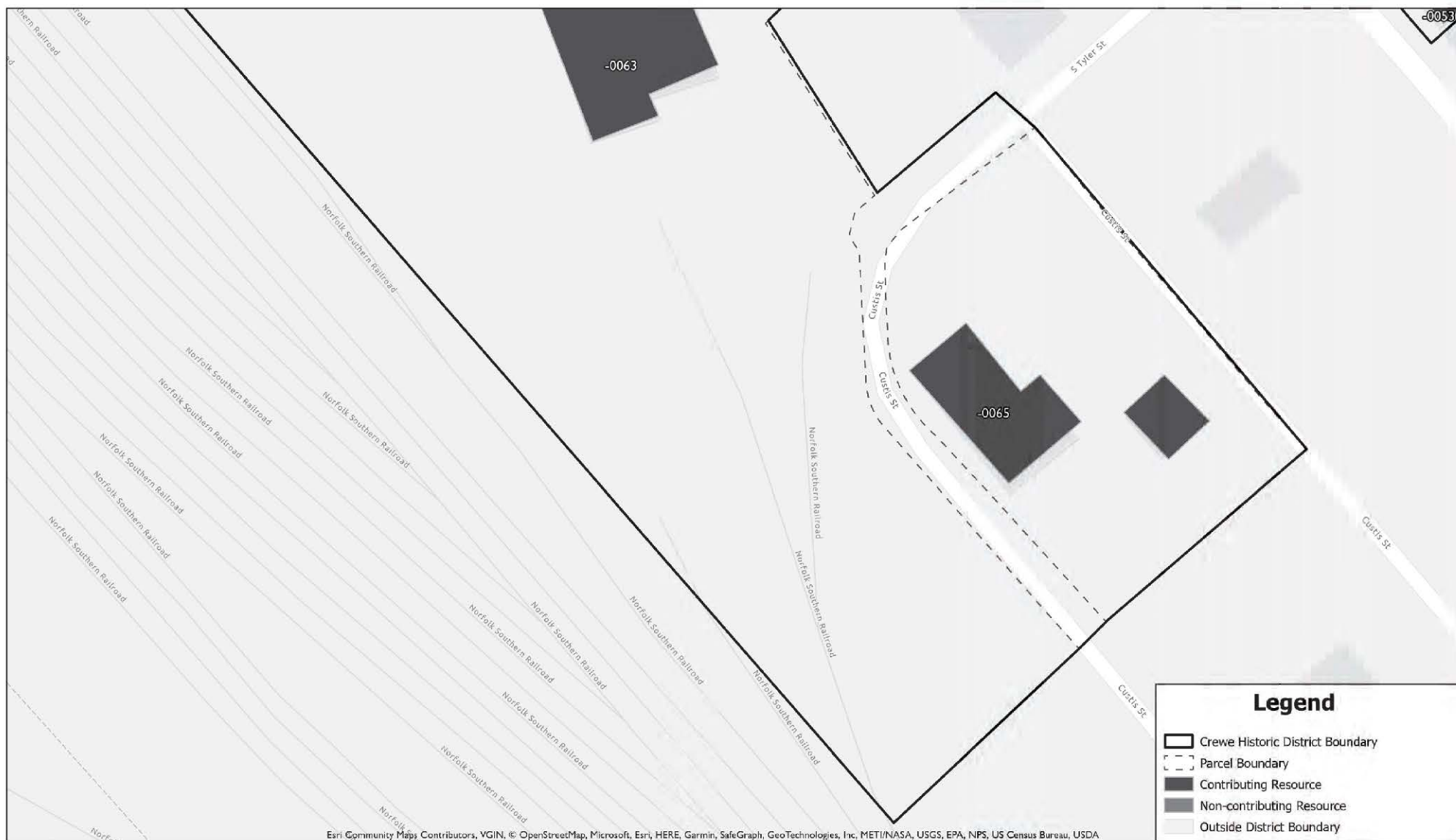


Sketch Map 7 of 8

**Crewe Historic District**  
Crewe, Nottoway County, Virginia  
203-0048  
October 2022

0 200 Feet





Sketch Map 8 of 8

**Crewe Historic District**  
 Crewe, Nottoway County, Virginia  
 203-0048  
 October 2022

0 200 Feet





**Photo Key**

**Crewe Historic District**  
Crewe, Nottoway County, Virginia  
203-0048  
October 2022

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Feet

