

VLR-12/1/99 NRHP-1/28/00

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

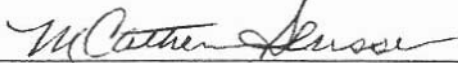
historic name Luray Norfolk & Western Passenger Station
other names/site number VDHR file no. 159-0024

2. Location

street & number Jct. Campbell St. and Norfolk Southern Railway not for publication N/A
city or town Luray vicinity N/A
state Virginia code VA county Page code 139 zip code 22835

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

 12/8/99
Signature of certifying official/Title Date
VIRGINIA DEPARTMENT OF HISTORIC RESOURCES
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official/Title Date
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register.
 See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other (explain):

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Category	Subcategory
TRANSPORTATION	rail-related (train depot)

Current Functions

(Enter categories from instructions)

Category	Subcategory
WORK IN PROGRESS	

7. Description

Architectural Classification

(Enter categories from instructions)

Queen Anne
Tudor Revival

Materials

(Enter categories from instructions)

foundation Stone
walls Brick

roof Metal
other Wood
 Stucco

Narrative Description

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

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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Significant Person

(Complete if Criterion B is marked above)

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Criteria Considerations

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

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past fifty years.

Period of Significance

1906-1949

Significant Dates

1906

1908

Cultural Affiliation

N/A

Architect/Builder

Churchill, Charles S.

Primary location of additional data:

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

Name of repository:

10. Geographical Data

Acreage of Property approximately 0.7 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
	1	17	720960	4282330	3	17
	2	17			4	17

___ See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title	<u>J. Daniel Pezzoni</u>	date	<u>September 20, 1999</u>
organization	<u>Landmark Preservation Associates</u>	telephone	<u>(540) 464-5315</u>
street & number	<u>6 Houston St.</u>	zip code	<u>24450</u>
city or town	<u>Lexington</u> state <u>VA</u>		

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name	<u>Ralph H. Dean, Mayor, Town of Luray</u>		
street & number	<u>45 E. Main St.</u>	telephone	<u>(540) 743-5511</u>
city or town	<u>Luray</u> state <u>VA</u>	zip code	<u>22835</u>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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**Luray Norfolk & Western Passenger Station
Page Co., Va.**

Section number 7 Page 1

NARRATIVE DESCRIPTION

Summary

The Luray Norfolk & Western Passenger Station stands near the Norfolk Southern Railway crossing of Campbell Street in downtown Luray, Virginia. The one-story hip-roofed brick building was built in 1906 according to plans prepared by or under Norfolk & Western Railway Chief Engineer Charles S. Churchill. Partially burned in 1908, the building was remodelled in accordance with the original design. Despite conversion to freight use about 1960 and associated alterations, the station retains many of the characteristics of its type and period, including a long rectangular form aligned with the railroad tracks and deep overhanging eaves. Other features include five-course American-bond brickwork painted gray, standing-seam metal roofing (in place of slate shingles called for in the construction drawings), and cross gables with false half-timbering. A brick pavement with granite curbs originally surrounded the building on all sides. Much of this pavement survives under later asphalt, although some pavers--stamped with the inscription "Pebbles Block/Port's Ohio"--have been taken up and placed in storage to protect them from theft.

Most of the remainder of the 0.7-acre nominated parcel is covered with gravel, and a low bank three to four feet in height rises to Virginia Avenue on the northwest side. This bank represents a regrading of a landscaped terrace--identified as a "park" on old Sanborn maps--that once extended on a level with Virginia Avenue. The single track of the Norfolk Southern Railway (successor to the Norfolk & Western) passes on the southeast side. Off the north corner of the parcel at the head of Broad Street--a short thoroughfare that historically linked the depot area to Luray's Main Street--stands a ca. 1910 Confederate memorial in a diminutive park. Across Virginia Avenue stands the Mt. Carmel Baptist Church, a porticoed brick building from the early twentieth century. Inn Lawn Park, a vestige of the Luray Inn railroad hotel and its grounds, extends to the south across the railroad and beyond a historic schoolhouse and other monuments assembled by the Page County Heritage Association as a small heritage park.

Inventory

1. Passenger Station. 1906; 1908; ca. 1960. Contributing building.

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Description (continued)

Exterior

The building's dominant stylistic features are its Tudor Revival cross gables, which project over shallow wings from both sides of the building about halfway down its length. The gables have false half-timbering with an infill of pebble-dash stucco on metal mesh, kicked eaves, and decorative vergeboards. The gable on the southeast side, over the bay window of the ticket office, retains a sixteen-light window and has novelty weatherboard siding in place of the lowest tier of half-timbering. The northwest gable has all its half-timbering but it lacks its sixteen-light window. Other roof features include a stretcher-bond brick flue with a concrete coping that projects from the northwest gable ridge, and, next to the flue, an added skylight with louvered and weatherboarded sides. The roof currently lacks gutters, but the bases of cast-iron downspouts project from the paving around the perimeter of the building.

The overhanging eaves are supported by large curved brackets formed of six boards nailed or otherwise joined together to create the requisite thickness and milled to shape. The brackets rest on cantilevered blocks (identified as stone in construction drawings) of quarter-round form, and above them the beaded matchboard soffit is divided into panels edged with molding strips. The brackets are missing from the north end of the northwest elevation; these brackets, plus a portion of the eaves, were probably removed about 1960 because they interfered with activities on a raised creosoted wood loading dock that runs along the building at this location. The four brackets on the building's southwest end--which is an addition--are subtly different in form from the others, with sharp edges rather than rounded.

Door and window openings are varied. Doorways at the northeast end of the station, which was altered about 1960 to accommodate freight, are wide and are mostly hung with braced matchboard doors on metal tracks, except for one doorway with double panel doors on hinges. This end of the building shows considerable evidence of reworking with bricked-up door and window openings. Elsewhere on the exterior original openings include doorways with two-light transoms and three-light sidelights, one-light single-sash windows with nine-light transoms in groups of three, and the windows of the ticket office bay featuring a center one-light window with a twenty-eight-light transom flanked by one-light windows with sixteen-light transoms. The south end addition has high windows and a track door constructed of beaded matchboard. The northwest side projection once had two pair of doors and windows that were bricked up when the space inside was converted to storage. Other exterior features include a flight of concrete steps with pipe railing leading down to the boiler room under the northwest projection; a poured-concrete water trough with a metal lid next to the ticket office bay window; and a wooden sign

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Description (continued)

with traces of the painted inscription "Luray" that hangs from the southwest eaves.

Interior

Many early features and finishes survive on the interior, mixed in with later fabric. As originally constructed, the station had a baggage and express room at its northeast end followed by a "colored waiting room" (as labeled on early plans); a central element with projecting gabled wings containing the ticket office on the southeast side, lavatories on the northwest side, and a passage between them; and a white waiting room at the southwest end. Elements of all these historic spaces survive, although the interior was modified when the station was converted to freight handling around 1960. (The following description proceeds from northeast to southwest.)

A partition between the baggage and express room and the black waiting room was removed about 1960 and the two spaces combined to create a freight handling area. A raised poured-concrete floor was inserted into the space to provide a working surface that is level with the loading dock on the northwest side, which in turn is at the door level of the freight cars that formerly used a spur track alongside the station. The walls are painted brick and the ceiling is sheathed with beaded matchboard at the north end and sheetrock at the south end. A cast-iron Fairbanks scale stands against the northwest wall. Calibrated up to 8,000 pounds, the scale stands on twin fluted Doric columns and has a below-floor-level mechanism visible from an iron-lidded service hatch. The scale may be original to the space--one appears in construction drawings but at a different spot in the room--or it may have been moved to the building about 1960 from another context, perhaps a freight station that once stood nearby.

The raised concrete floor does not fill the entire space; the original lower level is preserved at the south end with wood flooring, wooden steps, and a railing along the edge of the raised floor formed of pipe sections and detachable cable. It is at this end of the space that features associated with the black waiting room survive. The lower part of the southwest wall has board-and-batten sheathing with molded battens (a typical early wall treatment elsewhere in the building) and the narrower upper portion has beaded matchboard sheathing set vertically. At one end of this wall is a ticket window with a round-arched opening and a shelf supported by a curved bracket (a second bracket is missing). Under the window is a section of wainscot with a low chair rail (similar wainscots appear throughout the remainder of the building). Centered on the wall above a frieze is the ghost impression on the matchboard sheathing of decorative woodwork in the form of a scrolled pediment with a central finial. (This ornament is depicted in construction drawings.)

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Description (continued)

A doorway in a plainly detailed frame links the former black waiting room area with the center section of the station. A change in the direction of the beaded matchboards of the ceiling marks the location of a passageway that formerly connected the black and white waiting rooms. The south side of this passage was removed to enlarge the ticket office. In the ticket office is a built-in desk, wall-mounted electrical boxes associated with railroad functions, a heater, and a radiator (the latter of a form, presumably original, that appears throughout the remainder of the building). Behind the ticket office, extending into the northwest elevation projection, is a room for the storage of freight records and (formerly) a safe, but originally divided into lavatories. The room is positioned under the beaded matchboard shaft of the skylight, and it has wall shelving, an old desk, and the decorative casing of the boiler flue.

From the ticket office a doorway with a Georgian-inspired lugged architrave and a six-panel door leads to the south section of the station. Originally a single large room--the white waiting room--this area has been partitioned into two store rooms, a small office area, and a much reduced waiting area. The walls of the two store rooms do not rise so high as to touch the canted ceiling, which is formed of beaded matchboard panels divided by molded wooden ribbing. One store room (or perhaps a waiting room) has board-and-batten walls with an upper plywood extension. The other room, perhaps added in the 1970s or 1980s, has plywood partitions and a steep stair leading up to a storage loft. An L-shaped section of original slatted bench seating survives in the west corner of the room. The seating is supported by metal brackets and, at one end, by a turned wooden leg, and it has intermittent metal arm rests with decorative attachments to the seat backs.

The south end of the building was added before 1953 and served originally as lavatories. Later a portion of this addition was converted into a garage and maintenance area for motor cars. The garage has a concrete floor, a plaster or sheetrock ceiling, and crude shelving, some of it built over a doorway leading to the vestibule of the remaining lavatory. At least two motor cars were stored here, wheeled to and from the garage through an opening with a beaded matchboard sliding door and short wooden tracks over the threshold.

Integrity Statement

The Luray Passenger Station possesses sufficient architectural integrity from the period of significance, 1906 to 1950. Outwardly the overall form of the building has changed little since the early twentieth century. Character-defining features such as the false half-timbering and most of the original eaves brackets survive, although the original slate roof and associated flashings and dormers have been lost. Other losses include the umbrella shed and the gradual

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Description (continued)

disappearance of the station's original park-like curtilage, although most of the brick paving around the building appears to survive under later asphalt. The interiors too show a mix of early and later features, although changes here are more considerable than on the exterior. The best preserved interior space is the white waiting room, which retains its decorative ceiling and wall finishes and a fragment of its original seating. Flimsy partitions added after the late 1950s partially obscure this space. The ticket office remains relatively intact, but the passage next to it and all but one wall and the ticket counter of the black waiting room are gone. The black waiting room and the baggage and express area were absorbed about 1960 into a freight room. The station's general surroundings preserve a historic mix of residential, commercial, and industrial uses, with a number of prominent historic industrial buildings and structures visible from the nominated parcel. The Norfolk Southern tracks in front of the building remain in frequent use.

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NARRATIVE STATEMENT OF SIGNIFICANCE

Summary

The coming of the railroad in 1881 transformed the economies of Page County and its county seat, Luray. Today, the Luray Norfolk & Western Passenger Station represents an important reminder of Luray's prosperous railroad era. Built in 1906 to replace an earlier depot, the present building was damaged by fire in June 1908 but it was remodeled and returned to service in September 1908. The hip-roofed brick building with Queen Anne and Tudor Revival accents is credited to N&W Chief Engineer Charles S. Churchill and is similar in form and detail to depots built throughout the N&W system during the period. From the date of its construction until it was converted to freight handling about 1960, the station served as a focus of community life in Luray.

Applicable Criteria

The Luray Norfolk & Western Passenger Station is eligible for the National Register of Historic Places under Criterion A in the area of transportation as a key resource associated with the transportation history of Luray and surrounding Page County. The period of significance extends from the date of construction in 1906 until 1949, embracing most of the building's half-century service as the town's passenger station. The Luray Norfolk & Western Passenger Station is eligible at the local level of significance. Information in support of designation appears throughout the historic context.

Acknowledgments

A number of organizations assisted in the preparation of this report. Foremost among these were the Town of Luray--the owner of the property--and the Page County Heritage Association, the nomination's sponsor. Individuals who provided assistance included Chester D. (Chet) Taylor Jr. and Clarence W. (Bud) Martin of the Page County Heritage Association; Luray Town Manager Matthew Brock; architects Rachel Preston and David Puckett, AIA, of FPW Architects, P.C., Charlottesville; V. A. Hawkins, Newport News; Charles E. Roach, Luray; Charles McCrory, Front Royal; Robert Anderson, Page Co.; Roy F. Butler, Page Co.; Joyce Nester and Tamara Kennelly, Special Collections librarians, Newman Library, Virginia Tech; the staff of the Page Public Library; and Scott Brooks-Miller, David Edwards, June Ellis, and Marc Wagner of the Virginia Department of Historic Resources. This project is an outgrowth of the 1997-1998 Page County Historic Resources Survey, sponsored by the Virginia Department of Historic Resources, Page County, and the Page County Heritage Association, and conducted by Landmark Preservation Associates.

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Statement of Significance (continued)

Historic Context

In 1881 the Shenandoah Valley Railroad completed a line through Page County, linking the county to national rail networks and, the following year, to the newly organized Norfolk & Western Railway at Roanoke. Construction of the line stimulated urbanization in the county, and the town of Luray, since 1831 the county seat, experienced rapid growth. In Luray the railroad led to the establishment of the large Deford & Company tannery at the east end of town in 1882 and to the construction of the Luray Inn, a sprawling Queen Anne railroad hotel surrounded by a landscaped park that served as a staging area for excursions to the Luray Caverns, a popular tourist destination. An 1885 map of the town shows these developments as well as the platting of large residential additions that filled with houses over the following decades. The map also shows the Shenandoah Valley Railroad's original passenger depot, which was located near the site of the present station and connected to a long covered concourse or "umbrella shed" paralleling the tracks. A railroad restaurant stood near the south end of the umbrella shed; a complex of buildings for the handling of freight stood between the passenger depot and Main Street; and a system of curving carriage drives ascended the hill from the depot to the Luray Inn.¹

The Shenandoah Valley Railroad was absorbed into the Norfolk & Western system in 1890 as the latter's Shenandoah Valley Line (or Shenandoah Division), and in the early years of the next century N&W management began to entertain plans for a new passenger station at Luray, apparently at the prodding of local business interests. In February 1906 the N&W's General Manager N. D. Maher met with a committee of Luray citizens to discuss a station and on February 12 the railroad's president, L. E. Johnson, authorized Maher to have plans and cost estimates prepared for a new depot and grounds at Luray. The N&W's Office of Chief Engineer, headed by Charles S. Churchill, adapted its 1905 design for the Christiansburg passenger station to serve for Luray, and on February 5, 1907 the new Luray station was placed in service.²

¹ Giles and Pezzoni, "Page County Historic Resources Survey Report," 39, 41, 43; White, *Roanoke, 1740-1982*, 59-61; Cooper, *Norfolk & Western's Shenandoah Valley Line*, 54; Cooper, "Historical Railroad Events in Page County," 3-4; and Lake.

² N. D. Maher to L. E. Johnson, February 8, 1906 and February 8, 1907, and L. E. Johnson to N. D. Maher, February 12, 1906, in subject files # 2217, Norfolk & Western Railroad Collection; Herbert, "Norfolk & Western Depots," 15 and handout 5.

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Statement of Significance (continued)

The newly completed station met with disaster the night of June 9, 1908. Lightning during the afternoon was suspected of starting a slow-burning fire that spread rapidly through the building at midnight. Soon after the alarm was sounded, reported the *Page Courier*, "all of the interior about the ticket agent's office and the lavatory was a roaring furnace and beyond all control." The extent of devastation was apparent the following morning. "Luray's beautiful passenger depot, the pride of the town, is a mass of ruins!" lamented the *Courier*.³

In actuality, the loss was not as severe as first thought. The town paper reported hopefully: "[The station] will doubtless be rebuilt promptly, as the walls are not damaged, and the greatest portion of the long passenger shed stands intact." Local leaders wrote to the railroad's management to urge speedy reconstruction. E. C. Harnsberger, president of the Page Milling Company, described how the fire had "cast a gloom over the entire community" and urged the railroad to rebuild the depot "just as it was." The town council passed a resolution regretting the loss and thanking the railroad for everything it had done previously "to beautify and advance the interests" of Luray. N&W President L. E. Johnson wrote to assure the community that "it is our intention to rebuild the station along exactly the same lines as the former station." The form and architectural details of the present building indicate that the railroad did in fact rely on the original design for the reconstruction. The rebuilt passenger station was ready for occupancy by the end of September 1908.⁴

The Luray Passenger Station played an important role in the life of the Luray community over the following decades. Automobile use increased locally after World War I, but for much of the public rail passenger service remained a viable travel option until mid-century, and the station's express and telegraph offices provided a critical communication link to the outside. Luray Caverns, a prominent local tourist destination, relied on the station for out-of-town visitors. The station figured prominently in the local mobilizations for the two world wars, and memories of partings and homecomings associated with the Second World War are shared by many in the

³ *Page Courier*, June 11, 1908.

⁴ *Ibid.*; E. C. Harnsberger to L. E. Johnson, June 10, 1908, L. E. Johnson to E. C. Harnsberger, June 12, 1908, T. A. Smoot to L. E. Johnson, June 13, 1908, and L. E. Johnson to T. A. Smoot, June 15, 1908 in subject files # 2217, Norfolk & Western Railroad Collection.

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Statement of Significance (continued)

community.⁵

Nationwide trends in transportation forced the railroad industry to adapt after World War II. Increased automobile ownership and an expansion of bus service reduced the number of rail passengers, and trucks cut into the railroad express business. Passenger service on the Shenandoah Valley Line was reduced after the war and finally eliminated in 1962, and the smaller Page County stations were closed, Elgin (formerly Kimball) in 1951 and Rileyville in 1952. As a result of the contraction passenger service was eliminated at the Luray Passenger Station and the building was converted to freight use. V. A. Hawkins, whose father Carl Lee Hawkins worked at the station as a telegraph operator during the years 1928 to 1958, recalls that the change occurred after 1958, although plans for the conversion were drawn up in 1952-1953.⁶

The station entered a new phase with its conversion to freight use. Charles McCrory, who served as station agent from 1961 to 1973, recalls that Blue Bell Special overalls made in Luray were a major freight item shipped from the building. Motor cars housed in the south end of the building were used by signal maintainers and section men. One event from before 1961 that McCrory recalls hearing about was a shooting incident in the white waiting room that left bullet holes in the ceiling. During some of McCrory's time at Luray Roy Butler worked as the station clerk; his son, Roy F. Butler, recalls that delivery trucks picked up freight at the door on the northeast end of the building. In later years the station was used by maintenance and right-of-way employees. The Luray Passenger Station was sold by Norfolk Southern (successor to the Norfolk & Western) to the Town of Luray in 1999, and plans are underway to rehabilitate the building as a transportation museum and possibly other community uses.⁷

⁵ Chester D. Taylor Jr. and V. A. Hawkins personal communication; Giles and Pezzoni, "Page County Historic Resources Survey Report," 39. For much of this period, 1928 to 1958, Carl Lee Hawkins served as a telegraph officer in the station.

⁶ V. A. Hawkins and Rachel Preston personal communication; Cooper, "Historical Railroad Events in Page County," 5-6.

⁷ Charles McCrory and Roy F. Butler personal communication; FPW Architects, "Project Meeting # 1."

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Statement of Significance (continued)

Architectural Analysis

The present Luray Passenger Station belongs to a second generation of passenger stations on the Shenandoah Valley Line. The first generation was built beginning about 1880 when the division was operated as the Shenandoah Valley Railroad. These early buildings were representative of their type and period: long structures aligned with the tracks, mostly if not all of board-and-batten frame construction, with rectangular ticket office bay windows and mill-sawn Victorian ornament. Similar buildings were erected during the 1870s along the Atlantic, Mississippi, & Ohio line, a major carrier in the southern part of Virginia. Luray's first passenger station, built in the early 1880s, apparently shared the board-and-batten frame construction and other elements of the first generation.⁸

By the early twentieth century the successor to the Shenandoah Valley Line, the Norfolk & Western, introduced a more substantial masonry station type. These buildings generally featured broad overhanging hip roofs to shelter persons and luggage, ticket office bay windows with angled corners, and an eclectic range of architectural ornament borrowed from the Queen Anne style and other styles, some more exotic, that were popular during the turn of the twentieth century. The specific type used for the Luray station appears to have been developed for Christiansburg in 1905: a brick building with multi-light Queen Anne windows and Tudor-derived false half-timbering on the exterior and classically inspired interior treatments such as scrolled pediments and six-panel doors with lugged architraves. In addition to Luray and Christiansburg the type was built at Berryville in 1908 and presumably elsewhere in the Norfolk & Western system.⁹

Supervising architect for the station was Charles S. Churchill, who served as Norfolk & Western's Chief Engineer from 1903 to 1910. A notice in the March 22, 1906 issue of the *Manufacturers' Record* identifies Churchill as the architect, and the Christiansburg station construction drawings that were modified for Luray were labeled as originating from the Chief Engineer's office. Churchill worked as an engineer with the Norfolk & Western in 1890; he served as the line's superintendent for the Shenandoah Division in 1907, presumably in addition

⁸ Cooper, *Norfolk & Western's Shenandoah Valley Line*, 21; Lake.

⁹ Herbert, "Norfolk & Western Depots," 8, 15, handout 5; Cooper, *Norfolk & Western's Shenandoah Valley Line*, 88, 222.

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Statement of Significance (continued)

to his duties as Chief Engineer. It may be that an unnamed architect working under Churchill was more directly responsible for the design of the Luray building and other stations.¹⁰

The Luray station differed in certain respects from its original design, and it has changed through the years since its original construction. For example, the north end of the building is several feet longer than originally designed, and the plans call for a men's waiting room at the south end and a smaller women's waiting room between the ticket office and the baggage and express room; instead these were used as white and black waiting rooms. The railroad rebuilt the station on the same lines after the 1908 fire, but some minor changes were probably made. At some point before 1953 an addition was made to the south end to provide lavatories for the white waiting room; later a part of this addition was converted to use as a motor car garage.¹¹

The most significant changes appear to have occurred when the building was converted to freight use, apparently between 1958 and 1961 but possibly earlier in the 1950s. The entire northern end of the building was altered for freight handling: original door and window openings were bricked up, new doorways made, and an elevated concrete floor added. The passageway between waiting rooms was absorbed into the ticket office. At this time or later the lavatories next to the passageway were made into a store room, and the white waiting room was partitioned into a smaller waiting area or areas and a store room. The gabled wrought- and cast-iron umbrella shed that ran along the tracks lost its north end before 1958 as a result of a train derailment; the rest was removed prior to 1959. Despite these changes, the Luray Passenger Station retains its historic form and many of its character-defining features.¹²

¹⁰ Wells and Dalton, *Virginia Architects*, 85; Herbert, "Norfolk & Western Depots," handout 5.

¹¹ Herbert, "Norfolk & Western Depots," handout 5; Rachel Preston and V. A. Hawkins personal communication.

¹² V. A. Hawkins, Charles McCrory, and Rachel Preston personal communication; Sanborn map (revised to 1959).

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Verbal Boundary Description

The boundaries of the nominated parcel are portrayed on the 1:100 scale map that accompanies this nomination, adapted from Fred S. Price, "Plat: Portion of the Property of the Norfolk and Western Railway Company," September 20, 1997 (revised February 20, 1999).

Boundary Justification

The boundaries of the nominated parcel correspond to the present property lines of the 0.7-acre parcel on which the Luray Norfolk & Western Passenger Station stands.

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PHOTOGRAPHS

1. 1. Subject: Luray Norfolk & Western Passenger Station (same for all photos)
2. Location: Page Co., Va. (same for all photos)
3. Photographer: J. Daniel Pezzoni (same for all photos)
4. Photo date: May 1999
5. Original negative (VDHR # 17434) archived at the Virginia Department of Historic Resources, Richmond (same for all photos)
6. Description of view: Passenger station, northwest and southwest elevations.
View looking east.
7. Photograph number appears at beginning of entry (same for all photos)
2. 4. August 1999
6. Passenger station, southeast and northeast elevations. View looking west.
3. 4. August 1999
6. Ticket office bay window. View looking north.
4. 4. August 1999
6. Ticket window in former black waiting room.
5. 4. August 1999
6. Ceiling of former white waiting room.
6. 4. August 1999
6. Scales in baggage and express area.

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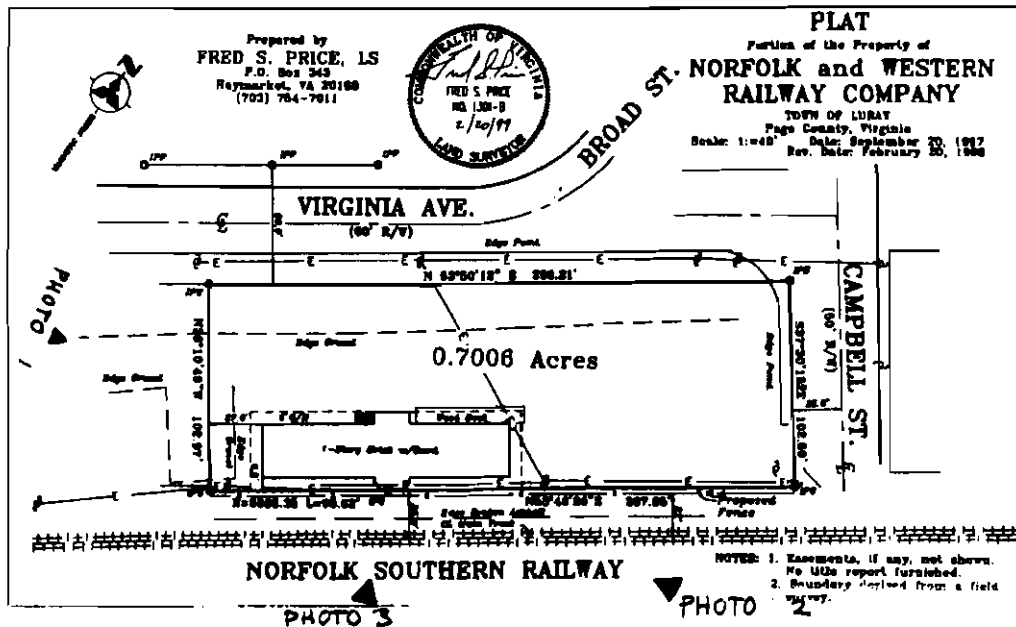
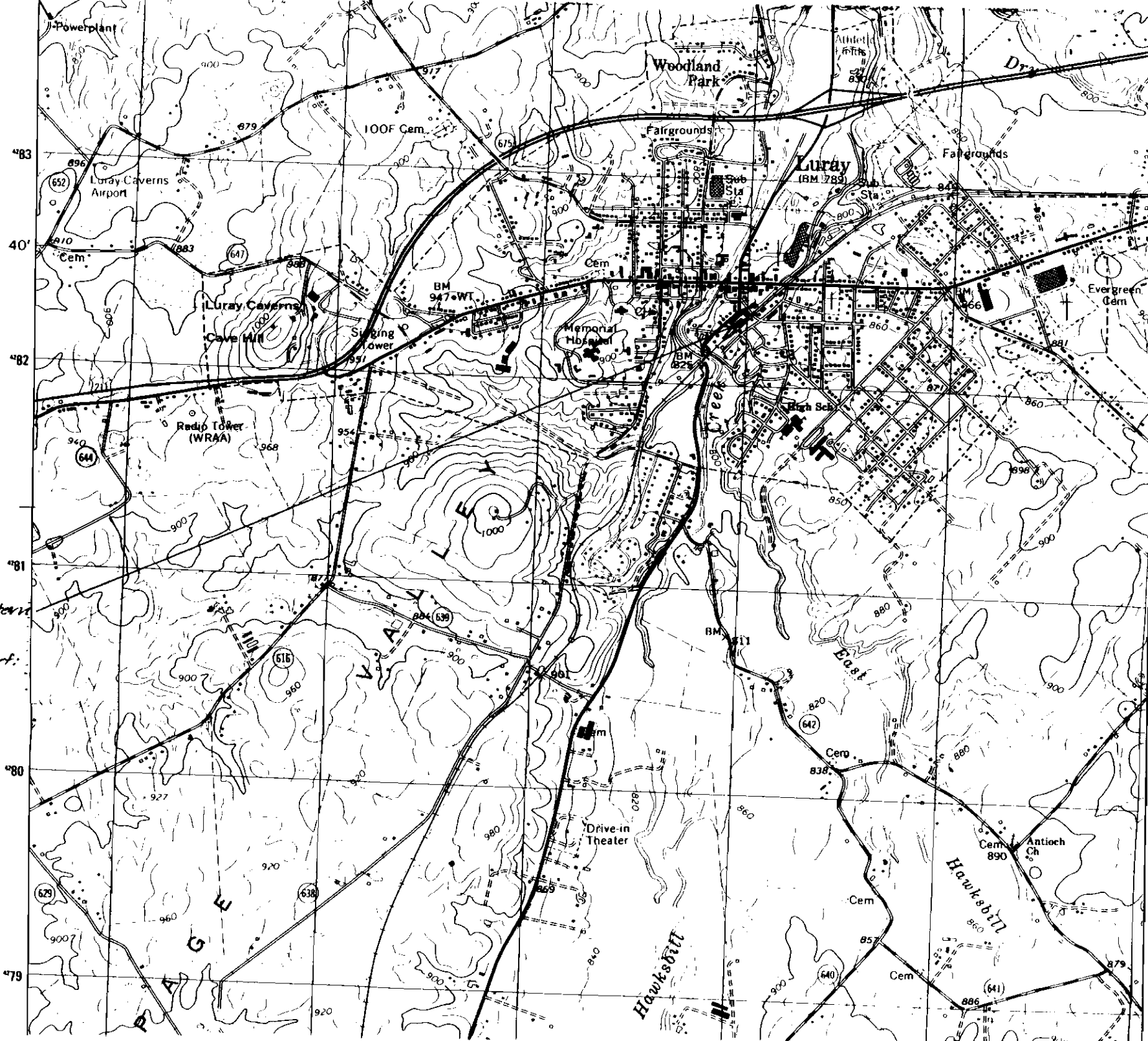


Exhibit A: Luray Norfolk & Western Passenger Station nominated parcel. Scale 1" = 100'. Map adapted from Fred S. Price, "Plat: Portion of the Property of the Norfolk and Western Railway Company," September 20, 1997 (revised February 20, 1999).



Luray Norfolk & Western
Passenger Station
Page Co VA UTM ref:
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