

**Architectural Survey of  
Isle of Wight County  
and the  
Town of Windsor  
in Virginia**

**RFP No. 2004/2005-0001**

**FINAL REPORT**



by:

Kimble A. David  
Architectural Historian

P O Box 7638  
Norfolk, VA 23509  
757 / 623 . 3456

for:

Commonwealth of Virginia  
Department of Historic Resources

2801 Kensington Avenue  
Richmond, VA 23221  
804 / 367 . 2323

February 2007

**Architectural Survey of  
Isle of Wight County  
and the  
Town of Windsor  
in Virginia**

**RFP No. 2004/2005-0001**

**FINAL REPORT**



by:

Kimble A. David  
Architectural Historian

P O Box 7638  
Norfolk, VA 23509  
757 / 623 . 3456

for:

Commonwealth of Virginia  
Department of Historic Resources

2801 Kensington Avenue  
Richmond, VA 23221  
804 / 367 . 2323

February 2007

## **Abstract**

The following Architectural Survey of Isle of Wight County and Town of Windsor in Virginia illustrates one hundred and sixty historic architectural resources. One hundred and fifty architectural resources were surveyed in Isle of Wight County and ten architectural resources were surveyed in the Town of Windsor. The Town of Smithfield was not included as a part of this architectural survey effort. Within Isle of Wight County, one hundred and thirty-five properties were surveyed at the Reconnaissance level, and within the Town of Windsor, eight properties were surveyed at the Reconnaissance level. Of the properties surveyed sixteen properties were surveyed at the Intensive level in Isle of Wight County and two properties were surveyed at the Intensive level in the Town of Windsor.

The project commenced in 2004 and the architectural survey was undertaken in 2005. The architectural survey was completed in consultation with the Commonwealth of Virginia Department of Historic Resources (VDHR), Isle of Wight County government, and Town of Windsor government. A committee of interested parties was appointed by Isle of Wight County and the Town of Windsor to assist in the selection of architectural resources for the project as well as assist with historical and location information for the selected architectural resources.

Upon the completion of the architectural survey, the information compiled during the architectural survey and historic research was placed within the VDHR Data Sharing System, an inventory of documented architectural and archeological resources in Virginia. This information is filed with both VDHR and the Isle of Wight County government. In addition, this survey report was completed to illustrate the surveyed architectural resources and present them within Historic Themes and Historic Time Periods of Isle of Wight County and the Town of Windsor. A slide presentation summarizing the findings of the survey was presented to the Isle of Wight County and Town of Windsor governments and citizens of the two localities.

The surveyed architectural properties represent a period of construction from 1650 to 1957. More than half of the properties surveyed served a domestic function and the remaining reflect the government, community planning, religion, transportation, communication, education, industry, social, and recreational Historic Themes. Agriculture was also reflected within the surveyed resources as many of the domestic properties have an agricultural component.

This project builds upon the existing architectural survey archived at VDHR and creates contexts for the built environment within Isle of Wight County and the Town of Windsor. The report also suggests the implementation of additional historic architectural survey and the promotion of heritage tourism through the awareness of the history of the existing built environment. The information presented in this report should also be used for future preservation planning.

## **Acknowledgements**

Acknowledgement should firstly be given to Isle of Wight County and the Town of Windsor government officials who deem their architectural heritage important and worthy of documentation. Additional thanks are extended the committee members appointed to assist in identifying significant architectural resources within the County. The committee was comprised of Dorothy Somerset, Hardy District; Albert Burckard, Newport District; Harry Dashiell, Smithfield District; Marjorie Keeling, Windsor District; Jane March, Carrsville District; and Tom Finderson, At Large. Additional thanks are extended to Isle of Wight County government officials, Debbie Sivertson, Assistant to the County Administrator; Jonathan W. Hartley, Planning and Zoning Director; and Dinah Everett, Isle of Wight County Museum Curator. Thanks are also extended to the representatives from the Town of Windsor, Kurt Falkenstein, Town Manager, and James P. O'Briant, III of the Windsor Town Council.

From the Commonwealth of Virginia Department of Historic Resources, thanks are extended to Susan Smead, Cost-Share Manager, Richmond Office; E. Randolph Turner, Director, Tidewater Regional Office; Camille Bowman, Architectural Historian and CLG Manager, Tidewater Regional Office; Quatro Hubbard, Archivist, Richmond Office; and Ariel Lambert, DSS Manager, Richmond Office.

Additional thanks are offered to the citizens of Isle of Wight County who opened their historic architectural resources for tours and documentation, and assisted with historic information. Thanks are also extended to citizens who attended public meetings and expressed their interest in preserving Isle of Wight County's long and honorable history.

## Table of Contents

Abstract .....	ii
Acknowledgements .....	iii
List of Maps, Figures, and Tables .....	vi
Introduction/Description of Survey .....	1
Historic Contexts .....	7
European Settlement to Society (1607 – 1750).....	7
Colony to Nation (1750 – 1789).....	9
Early National Period (1789 – 1830).....	9
Antebellum Period (1830 – 1860).....	10
Civil War (1861 – 1865).....	11
Reconstruction and Growth (1865 – 1917).....	14
World War I to World War II (1917 – 1945) .....	18
The New Dominion (1945 – Present) .....	19
Research Design: Objectives, Methods, and Expected Results .....	21
Objectives .....	21
Methods .....	21
Expected Results.....	23
Survey Findings .....	25
Previously Identified Architectural Resources .....	25
Architectural Survey Findings .....	26
European Settlement to Society (1607 – 1750) .....	29
Colony to Nation (1750 – 1789) .....	32
Early National Period (1789 – 1830).....	36
Antebellum Period (1830 – 1860) .....	51
Civil War (1861 – 1865) .....	67
Reconstruction and Growth (1865 – 1917) .....	67
World War I to World War II (1917 – 1945).....	95
The New Dominion (1945 – Present).....	113
Evaluation .....	120

Isle of Wight County Intensive-level Architectural Survey and Historic District Preliminary Information Form Properties .....	122
Town of Windsor Intensive-level Architectural Survey and Historic District Preliminary Information Form Properties .....	142
Recommendations .....	145
Bibliography .....	149
Appendices .....	154
Appendix A: List of Previously Surveyed Architectural Resources in Isle of Wight County and the Town of Windsor by VDHR Number.....	A-1
Appendix B: List of Properties Surveyed by VDHR Number including Property Name and Address .....	B-1
Appendix C: Address Report – List of Properties Surveyed by Street Address including VDHR Number and Property Name .....	C-1
Appendix D: USGS Quadrangle Map Report – List of Properties Surveyed by United States Geological Survey Quadrangle Map and VDHR Number including Property Name .....	D-1
Appendix E: Chronological Report – List of Properties Surveyed by Year/Date of Construction, and VDHR Number including Property Name .....	E-1
Appendix F: Architectural Style Report – List of Properties Surveyed by Architectural Style, Year/Date of Construction, VDHR Number including Property Name .....	F-1
Appendix G: Intensive Properties Report – List of Properties Surveyed at the Intensive Level by VDHR Number including Property Name.....	G-1
Appendix H: Preliminary Information Form – Courthouse Historic District.....	H-1
Appendix I: Preliminary Information Form – Battery Park Historic District.....	I-1
Appendix J: Preliminary Information Form – Rescue Historic District .....	J-1
Appendix K: Preliminary Information Form – Walters Historic District .....	K-1
Appendix L: Preliminary Information Form – Windsor Historic District .....	L-1

## List of Maps, Figures and Tables

### Maps

Map 1: Map of Virginia, 1994. Isle of Wight County denoted. ....	4
Map 2: Map of Isle of Wight County. ....	5
Map 3: Isle of Wight County Map, companion to “Historic Isle of Wight County” by Helen Haverty King, 1983.....	6
Map 4: South Side of the James River, VA, portion. 1864. (from “The Official Military Atlas of the Civil War,” plate 93.).....	13
Map 5: Portion of Rand McNally and Company Map of Virginia. 1890. (from “Virginia in Maps: Four Centuries of Settlement, Growth, and Development,” 2000, p. 269.) .....	17
Map 6: Portion of Smithfield USGS Quadrangle Map showing the Road Trace at the end of Bethel Church Lane (046-5211) crossing Blair’s Creek. ....	50
Map 7: Boundaries of Courthouse Complex Historic District (046-0005). ....	123
Map 8: Boundaries of Rescue Historic District (046-5213).....	132
Map 9: Boundaries of Battery Park Historic District (046-5214). ....	134
Map 10: Boundaries of Walters Historic District (046-5215).....	136
Map 11: Boundaries of Windsor Historic District (328-5010).....	144

### Figures

Figure 1: Customs House (046-0087). ....	30
Figure 2: Detail of northwest corner of Customs House (046-0087).....	30
Figure 3: View north along inlet (now wetlands) toward Customs House (046-0087) on Brewer’s Creek. ....	31
Figure 4: Customs House/Todd House (046-0093). ....	32
Figure 5: William Gray House (046-5234). ....	35
Figure 6: Jacob H. Duck House (046-5201). ....	36
Figure 7: Marshall-Edwards House (046-5236).....	39
Figure 8: Marshall-Edwards House (046-5236), view of side elevation with chimney. ....	40
Figure 9: Henry Pruden House (046-5229). ....	41
Figure 10: View of Butler House near Carrsville (046-5127). Clerestory portion at north end. ....	42
Figure 11: House, Foursquare Road (046-5207).....	43
Figure 12: Kitchen at Strawberry Plains (046-5233). ....	44
Figure 13: Smokehouse at Strawberry Plains (046-5233). ....	45
Figure 14: Ice House foundation at Strawberry Plains (046-5233). ....	45
Figure 15: Animal Pen at Strawberry Plains (046-5233).....	46
Figure 16: Barn at Strawberry Plains (046-5233). ....	46
Figure 17: Barn detail at Strawberry Plains (046-5233).....	47
Figure 18: View west toward Courthouse Complex Historic District (046-0005). ....	48

Figure 19:	View along Road trace at end of Bethel Church Lane (046-5211).	49
Figure 20:	Rowland Edwards House (046-5205).	54
Figure 21:	Ashburn, Alexander H. House (328-5004).	55
Figure 22:	Farmhouse, 5339 Duck Town Road (046-5223).	55
Figure 23:	James Purvis House (046-5204).	56
Figure 24:	Ned Bunkley House (046-5179).	58
Figure 25:	Elmwood (046-0052).	59
Figure 26:	Gray Carroll House (046-0064).	59
Figure 27:	Butler House near Carrsville (046-5127).	60
Figure 28:	Young House (046-5243).	61
Figure 29:	Smokehouse at Homestead (046-5240).	63
Figure 30:	Smokehouse at Young House (046-5243).	63
Figure 31:	Barn at Marshall-Edwards House (046-5236).	64
Figure 32:	Kitchen at Vaughan House at Carrsville (046-5203).	65
Figure 33:	Kitchen at Farmhouse, 16472 Stallings Lane (046-5187).	65
Figure 34:	Slave Quarters at Farmhouse, 8122 Whispering Pines Trail (046-5237).	66
Figure 35:	Antioch Independent Church (046-5154).	67
Figure 36:	House, 23 Bank Street (328-5003).	71
Figure 37:	House, 14 East N&W Street (328-5006).	71
Figure 38:	House, 14219 Tyler's Beach Road (046-5136).	72
Figure 39:	Farmhouse, 27202 Spivey Town Road (046-5194).	72
Figure 40:	House, 8 Church Street (328-5007).	73
Figure 41:	Edwards House (046-5209).	74
Figure 42:	Strawberry Plains (046-5233).	74
Figure 43:	Pitt-Blackwell-Turner House (046-5238).	75
Figure 44:	Agricultural Outbuildings at Farmhouse, 25640 Bows and Arrows Road (046-5224).	76
Figure 45:	Barn at Edwards House (046-5209).	77
Figure 46:	Barn at Vaughan House at Carrsville (046-5203).	77
Figure 47:	Barn at Farmhouse, 14200 Raynor Road (046-5235).	78
Figure 48:	Corncrib at Latimer House (046-5162).	78
Figure 49:	Potato House at Darden, Julius Caesar House (046-5188).	79
Figure 50:	School at Young House (046-5243).	80
Figure 51:	Bay View School (046-5138).	81
Figure 52:	Christian Bethany Church (046-5159).	82
Figure 53:	Uzzell United Methodist Church (046-5228).	83
Figure 54:	Isle of Wight Christian Church (046-5212).	83
Figure 55:	Shiloh Baptist Church (046-5232).	84
Figure 56:	Central Hill Baptist Church (046-5153).	85
Figure 57:	Woodland United Methodist Church (046-5158).	85
Figure 58:	Battery Park Baptist Church (046-5183).	86
Figure 59:	Walters Farmers Union (046-5119).	87
Figure 60:	Virginian Railroad Bed (046-5163).	88
Figure 61:	Store, 21155 Reynolds Drive (046-5172).	90
Figure 62:	Store, Intersection Mill Swamp Road and Sycamore Cross Drive (046-5149).	90



Figure 63:	Store, 5500 Old Stage Highway (046-5137).....	91
Figure 64:	Store, 5 East N&W Street (328-5001). ....	92
Figure 65:	Store, West N&W Street (328-5002). ....	92
Figure 66:	Daughtrey's Store (046-5131). ....	93
Figure 67:	Happy Days Soap Factory (046-5221). ....	94
Figure 68:	House, 314 Washington Avenue (046-5124). ....	97
Figure 69:	Farmhouse, 24430 Ennis Mill Road (046-5155). ....	98
Figure 70:	Farmhouse, 14200 Raynor Road (046-5235). ....	98
Figure 71:	Farmhouse, 6389 Barlow Lane (046-5141). ....	99
Figure 72:	Rescue School (046-5176). ....	100
Figure 73:	Carrsville Elementary School Gymnasium (046-5200). ....	101
Figure 74:	Holly Grove School (046-5156). ....	102
Figure 75:	Friends Church (046-5182). ....	103
Figure 76:	Bethany Presbyterian Church (046-5216). ....	104
Figure 77:	Benns Church (046-5246). ....	104
Figure 78:	Boaz Presbyterian Church (046-5249). ....	105
Figure 79:	Morgart's Beach Hotel Site (046-5241). ....	106
Figure 80:	American Telephone and Telegraph Building (046-5164). ....	107
Figure 81:	Store, Walters Highway in Walters (046-5123). ....	108
Figure 82:	Bank, 5299 Zuni Circle (046-5219). ....	108
Figure 83:	Store, 5352 Windsor Boulevard (046-5222). ....	109
Figure 84:	C. T. Chapman Store (046-5157). ....	110
Figure 85:	Store, Intersection Mill Swamp Road and Moonlight Road (046-5144). ....	110
Figure 86:	Gas Station, 17087 Courthouse Highway (046-5166). ....	111
Figure 87:	Indika Farms—Walters Buying Plant (046-5120). ....	112
Figure 88:	Silo, Silo Lane (046-5218) in Zuni. ....	113
Figure 89:	House, 27217 Spivey Town Road (046-5225). ....	115
Figure 90:	Walters Prison Camp (046-5242). ....	116
Figure 91:	Christian Home Baptist Church (046-5247). ....	117
Figure 92:	Windsor Baptist Church (328-5008). ....	117
Figure 93:	Beaverdam Baptist Church (046-5128). ....	118
Figure 94:	Pulaski Baptist Church (046-5125). ....	119
Figure 95:	Courthouse Complex Historic District (046-0005). ....	122
Figure 96:	Mills Daughtrey House (046-0014). ....	124
Figure 97:	Elmwood (046-0052). ....	125
Figure 98:	Gray Carroll House (046-0064). ....	126
Figure 99:	Customs House (046-0087). ....	127
Figure 100:	Darden, Julius Caesar House (046-5188). ....	128
Figure 101:	Randolph House (046-5206). ....	129
Figure 102:	Long Nancy Tynes House (046-5210). ....	130
Figure 103:	View west on Rescue Road in the Rescue Historic District (046-5213). ..	131
Figure 104:	View north on Park Street in the Battery Park Historic District (046-5214). ....	133
Figure 105:	View north on Cox Street in the Walters Historic District (046-5215). ....	135
Figure 106:	Pitt-Blackwell-Turner House (046-5238). ....	137
Figure 107:	Oliver Store and Farm (046-5239). ....	138

Figure 108: Homestead (046-5240)..... 139  
Figure 109: Walters Prison Camp (046-5242). .... 140  
Figure 110: Young House (046-5243). .... 141  
Figure 111: Windsor Baptist Church (328-5008). .... 142  
Figure 112: View west on Bank Street in the Windsor Historic District (328-5010). .... 143

Tables

Table 1: National Register of Historic Places-Listed Architectural Properties ..... 25  
Table 2: National Register of Historic Places-Eligible Architectural Properties ..... 26  
Table 3: Architectural Resources Surveyed in the European Settlement to Society  
(1607-1750) Historic Time Period..... 29  
Table 4: Architectural Resources Surveyed in the Colony to Nation (1750-1789) Historic  
Time Period ..... 32  
Table 5: Architectural Resources Surveyed in the Early National Period (1789-1830)  
Historic Time Period ..... 36  
Table 6: Architectural Resources Surveyed in the Antebellum Period (1830-1861)  
Historic Time Period ..... 51  
Table 7: Architectural Resources Surveyed in the Reconstruction and Growth Period  
(1861-1917) Historic Time Period..... 68  
Table 8: Architectural Resources Surveyed in the World War I to World War II (1917-  
1945) Historic Time Period ..... 95  
Table 9: Architectural Resources Surveyed in The New Dominion (1945-Present)  
Historic Time Period ..... 114

## **Introduction/Description of Survey**

In December 2003, officials from the Virginia Department of Historic Resources (VDHR) met with the Isle of Wight County Board of Supervisors to plan for undertaking cultural resources surveys for archeological and architectural resources. The archeological assessment was the first project funded by VDHR and Isle of Wight County through the Cost-Share Program, which shares between the state and locality the cost of cultural resources management surveys and preservation activities. The archeological assessment began in January 2004 and was completed in the summer of 2005. In the spring of 2004, VDHR identified funding for the undertaking of an architectural survey. In consultation with Isle of Wight County, VDHR prepared a scope of work for the completion of a countywide architectural survey. In July 2004, the Town of Windsor expressed interest in participating in the architectural survey. A final scope of work was completed to include the Town of Windsor within the initial scope created for Isle of Wight County. In August 2004, a request for proposals was released by VDHR for the completion of the Isle of Wight and Town of Windsor architectural survey. In November 2004, through a competitive process, the contract was awarded to Kimble A. David, Architectural Historian of Norfolk, Virginia.

The survey of architectural resources in Isle of Wight County and the Town of Windsor was defined in the Request for Proposals 2004/2005-0001. The survey project outlined the completion of Reconnaissance architectural survey for one hundred and thirty-five architectural resources within Isle of Wight County and eight architectural properties in the Town of Windsor. In addition, the contract provided for the survey of fifteen architectural resources at the Intensive level in Isle of Wight County and the survey of two architectural properties at the Intensive level in the Town of Windsor. The Town of Smithfield was not included as a part of the survey and lands encompassed within its boundaries were excluded.

Isle of Wight County is located in southeastern Virginia in what is called the Tidewater Region (Map 1). The County comprises 360 square miles of land, which is roughly 230,400 acres. The County is approximately 50% agricultural and timber.<sup>1</sup> Representative buildings date from the Colonial period shortly after the settlement at Jamestown to the present day. The County extends from the James River southward along the east side of the Blackwater River terminating near the North Carolina-Virginia border. Communities are clustered around transportation routes dating between the 18<sup>th</sup> and early 20<sup>th</sup> centuries. Smithfield is the largest town in Isle of Wight County and the north end of the County is heavily populated. The central and southern areas of the County are dominated by transecting railroad routes with small villages lining their paths. The Town of Windsor is situated on the Norfolk Southern (formerly Norfolk & Western) Railroad line near the center of the County. The town is also situated along Windsor

---

<sup>1</sup> King, Helen Haverty, "Historical Notes on Isle of Wight County, Virginia," (Isle of Wight County, VA: Isle of Wight County Board of Supervisors, 1993), 189.

Boulevard (US Route 460) a major highway connecting the city of Suffolk with Petersburg, Virginia (Map 2).

Numerous properties dating to the 17<sup>th</sup>, 18<sup>th</sup> and early 19<sup>th</sup> centuries have been documented within the County. Those records are housed at VDHR within their archives. Since numerous resources dating to this period have been recorded, an effort was made to document remaining examples of resources dating to these periods and to document resources post-dating the Civil War. It was felt that numerous resources dating to the post-Civil War period had not been recorded and that the documentation of these resources will help understand the development of Isle of Wight County. Within the Town of Windsor there was one resource surveyed, which since has been demolished. It was felt that survey should include the historic core of the Town of Windsor to reflect its development and the impact of the railroad and road installation.

In addition to reviewing previously surveyed resources, the County's Comprehensive Plan was consulted to determine areas of development potential and where historic architectural resources would be threatened. The County's northern end is currently vulnerable to development, and the historic architectural resources within this area were documented in an effort to raise awareness of resources located within this high risk area.

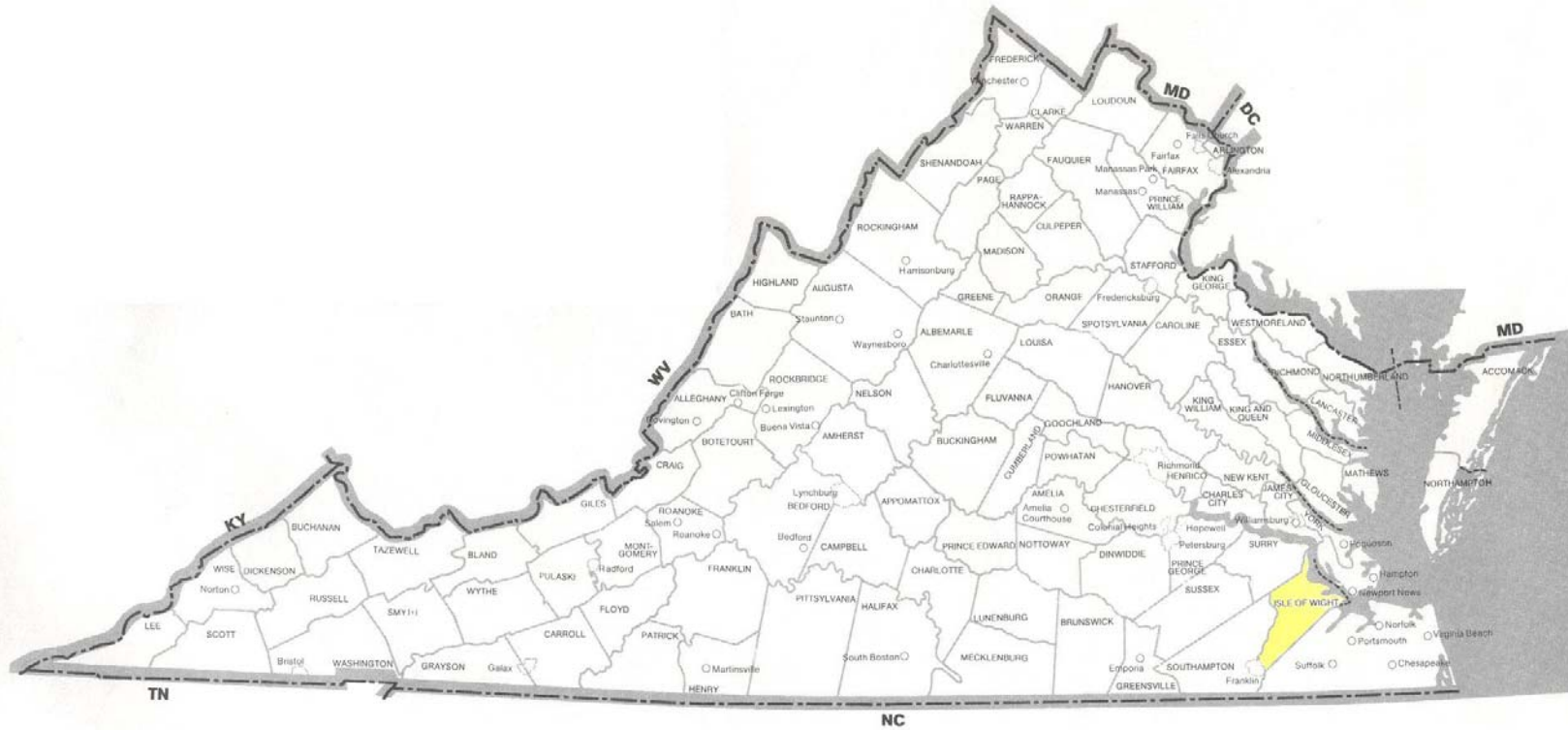
In initial meetings with the committee of citizens appointed by the Isle of Wight County and Town of Windsor governments, who gave input and provided information on historic architectural properties, it was determined that the best course of action to follow to begin the project was to collect a list of properties considered significant to Isle of Wight County and the Town of Windsor. In 1983, Helen Haverty King published a booklet, "Historic Isle of Wight," with corresponding map (Map 3) on the significant buildings in Isle of Wight County and the Town of Windsor. The committee felt these resources should be surveyed along with resources outlined in the Comprehensive Plan of Isle of Wight County. In addition to these resources, the committee compiled a list of significant buildings throughout Isle of Wight County and in the Town of Windsor that should be included in the survey. Guidelines for the list were provided by VDHR and the project consultant to ensure that properties met general guidelines established by VDHR and survey methodology set by the National Park Service. This guidance also called for an adequate representation of the Historic Time Periods and Historic Themes as a part of the list, to ensure that various types of architecture were included within the survey to adequately represent building types and development patterns.

During the individual architectural survey process, it was discovered that some architectural resources from the lists compiled, outlined in the Comprehensive Plan and included in Helen Haverty King's 1983 book, "Historic Isle of Wight", were previously surveyed. The information housed in VDHR's archives for the previously surveyed resources was reviewed to determine if additional survey was warranted. In those cases where survey information included in the archives was determined to be sufficient, no additional survey was conducted. If photographs were taken of previously surveyed resources during this project, they were presented to VDHR for inclusion in their files.

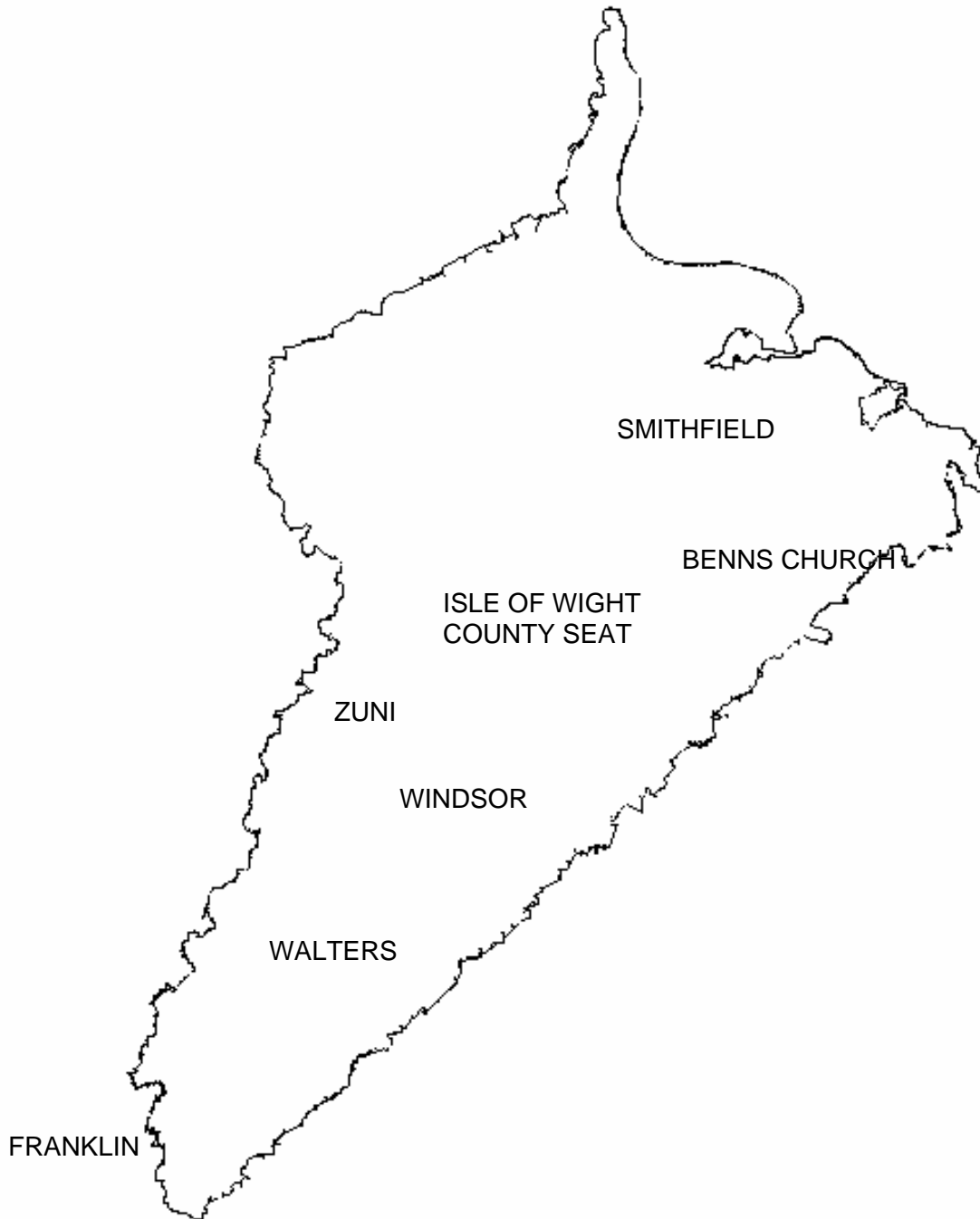
After two meetings with the committee, the consultant presented, in conference with Isle of Wight and Town of Windsor government officials, and VDHR staff, a proposed revision of the contract to eliminate four Intensive surveys in Isle of Wight County and one Intensive survey in the Town of Windsor, and replace them with Preliminary Information Forms (PIFs) for five potential historic districts. The consultant felt that certain areas within the County could be found eligible for listing in the National Register of Historic Places as historic districts. Pursuant to concurrence by the committee and government officials, five PIFs were substituted for five Intensive architectural surveys (Appendices H through L).

Upon completion of the architectural survey of properties, the architectural field information was analyzed and compiled for entry in VDHR's Data Sharing System, which is a web-based archive of architectural and archeological survey housed in their archives. The information was then used for the completion of this report and the slide show presented as a part of this project.

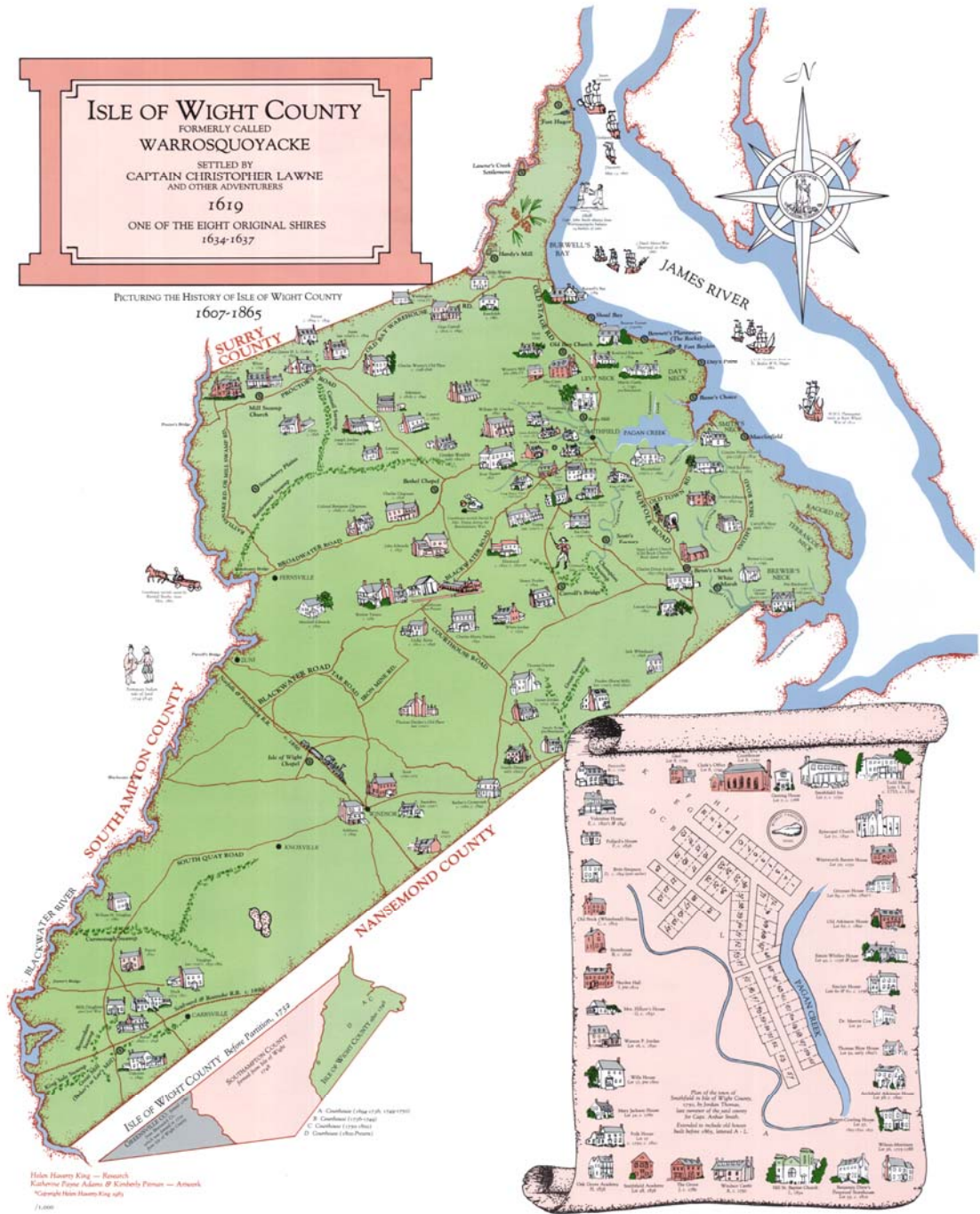
Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001



Map 1: Map of Virginia, 1994. Isle of Wight County denoted.



**Map 2: Map of Isle of Wight County.**



Map 3: Isle of Wight County Map, companion to “Historic Isle of Wight County” by Helen Haverty King, 1983.



## **Historic Contexts**

This section summarizes the history of Isle of Wight County from the period 1607 to the present day. Isle of Wight County's history is divided into eight periods of time illustrating major developments in history called Historic Time Periods. These periods were established by the Virginia Department of Historic Resources (VDHR) to illustrate trends common to Virginia's history or those that are especially important to the County's history. Each section discusses general history focusing on development of the County over time.

Each history included within each Historic Time Period subheading is brief, covering major historic events and trends. For further or more in depth information, the bibliography should be consulted for sources on the topics included in this report. The major resources consulted were E. M. Morrison's "Isle of Wight County 1608-1907" and Helen Haverty King's "Historical Notes on Isle of Wight County."

### ***European Settlement to Society (1607 – 1750)***

This period of time in Virginia's history is subdivided into three sub-contexts that reflect the evolution of the initial settlement to the rise of the plantation system and the expansion of the western portion of the Commonwealth.

Contact Period

Rise of the Plantation System and the Peculiar Institution of Slavery

Pioneer Era of Western Virginia

After the arrival of English settlers at Jamestown in 1607, John Smith set foot in Isle of Wight County to explore for food, which had become low at the Jamestown settlement. He encountered the Warraskoyack Indians who provided approximately thirty bushels of corn. He returned in 1608 with twenty-eight men to the south side of the James River in Isle of Wight County and stayed overnight in one of the Warraskoyack villages. As a goodwill gesture one of the English settlers, Samuel Collier, remained with the Warraskoyack Indians to learn their language. He is considered the first English settler in Isle of Wight County.<sup>2</sup>

The first settlement in the County followed in 1619 when Captain Christopher Lawne, Sir Richard Worsley, Nathaniel Basse and other Englishmen chose to settle at Lawne's Creek on the south side of the James River. Situated near the Surry and Isle of Wight County north boundary, the plantation was short lived as most of the plantation's population died of malaria in 1620.<sup>3</sup> Additional efforts were made by the English crown to populate the south side of the James River in Isle of Wight County including land grants given to Edward Bennett and Nathaniel Basse in 1622. The Indian chief,

---

<sup>2</sup> Ibid., 1.

<sup>3</sup> Ibid., 2-3.

Powhatan, thwarted the expanded English settlement with an attack, which killed all seven inhabitants of Basse's Choice, Nathaniel Basse's plantation, and fifty people at Bennett's Plantation.<sup>4</sup> In retaliation, Captain Christopher Argoll assaulted the Warraskoyack Indians, who participated in the massacre at Basse's Choice and Bennett's Plantation, driving them out of the area. A fort was built at the site of Bennett's Plantation to secure the James River shipping lanes on the south side of the James River.<sup>5</sup>

The area known as Warraskoyack was made an English county in 1634 and was named Isle of Wight County in 1637. The area included today's Southampton County and was bounded by Elizabeth City Shire (later Nansemond County, now the City of Suffolk) on the east. Additional land grants were made in the first twenty-five years of settlement in Isle of Wight County. Land grants were primarily situated along the waterways permeating into the County from the James River and throughout the 17<sup>th</sup> and 18<sup>th</sup> centuries, inland areas were also granted. The lands were primarily used for the cultivation of tobacco, which was England's cash crop.

During the 17<sup>th</sup> century, Isle of Wight County was primarily agricultural with fields cultivated with tobacco. In 1680, the House of Burgesses passed an Act so that each county exported its harvested tobacco and other crops through a central point. The Act dictated that towns be planned with storehouses and a customs house to collect taxes for exported goods. The first town in the County resulting from this Act was located at Patesfield on the James River, which is presently the community of Battery Park. The Act directed that the town be divided into lots for sale. In 1691 another Act was passed by the General Assembly of Virginia establishing ports, though at this time Patesfield was not selected as a location of a port. In the early 18<sup>th</sup> century a customs house was erected on the site—though there is no direct notation of the erection of the building, it is referenced in a 1736 deed. Lots had been sold in the 18<sup>th</sup> century, and a few houses were erected in the area. The development of the town during the 17<sup>th</sup> and 18<sup>th</sup> century was minimal and by 1776, the town was dissolved by the General Assembly of Virginia who had passed an Act to dissolve towns that had not been developed. Other names of the town found during the 18<sup>th</sup> century are Newport Town and Old Town.<sup>6</sup>

The first courthouse site established during this period was situated near present day Smithfield. The residents of the southern and western ends of the County were forced to travel long distances to attend court and advocated for the relocation of the courthouse to a more centralized location. In 1749 Southampton County was formed from Isle of Wight County dividing it along the Blackwater River. The courthouse was relocated to the Glebe Farm, situated on the north side of Waterworks Road (Route 709). In 1750, the courthouse relocated to the town of Smithfield where the building remains today as a museum.

---

<sup>4</sup> Morrison, E. M., "Isle of Wight County 1608-1907," (Jamestown Tercentenary Pamphlet, 1907), 6.

<sup>5</sup> King, 299-302.

<sup>6</sup> Ibid., 13-15.

### ***Colony to Nation (1750 – 1789)***

This period reflects the emergence of the town of Smithfield as an important port along the James River. Platted and incorporated in 1752, the town boasted the courthouse and adjacent tavern along with a few dwellings. While Smithfield was steadily growing, the County was reaping the benefits of vast agricultural lands and timber. The sandy soils were not conducive for growing tobacco and by the late 18<sup>th</sup> century most tobacco farming was waning. To substitute for the tobacco crop farmers began to diversify their crops to include corn, other grains, and orchards for the production of liquors.<sup>7</sup>

Most of Isle of Wight County remained rural with fairly large farmsteads of 500 to 1700 acres.<sup>8</sup> By 1789, only Smithfield remained as a planned town in Isle of Wight County. Patesfield had been dissolved in 1776 leaving Smithfield as the main hub of activity. The lots at Patesfield were sold to John R. Todd in 1822, and the customs house was used as a residence by Todd.

The ferry service connecting Smithfield to other towns along the James River was begun in 1748. Though transportation from Smithfield was readily accessible, travel to the inland farms was made over land routes. The two major routes within the County were Courthouse Highway (US Route 258), which connects Smithfield to the south end of the County along its approximate midpoint, and the Old Stage Road (Route 10), which connects Smithfield to Surry County along the James River to the west and Portsmouth and Norfolk to the east.

The American Revolution did not impact Isle of Wight County as it did nearby port towns, such as Norfolk and Portsmouth. Residents participated in the war by providing relief vessels and financing privateering vessels.<sup>9</sup> At the commencement of the war, a 17<sup>th</sup> century fort called the “Castle” was fortified and renamed Fort Boykin. The County was raided by the British cavalry who looted the countryside and confiscated livestock and slaves.<sup>10</sup>

### ***Early National Period (1789 – 1830)***

Agriculture continued to be an important sustainable occupation in the County during this period. While the population remained steady at around 9,000, the population distribution within the County was shifting in a southerly direction. This was facilitated by the open lands and access to the southern region along inland roadways. Transportation along the Blackwater River to Franklin contributed to the development along the western boundary of the County. By 1818, there was a post office in

---

<sup>7</sup> Ibid., 196.

<sup>8</sup> Ibid., 192-193.

<sup>9</sup> Morrison, 49.

<sup>10</sup> King, 63.

Corrowaugh, at the approximate location of present day Town of Windsor, which had been the location of a former Indian village and later a small white settlement.<sup>11</sup>

In 1800, the courthouse was relocated to its final site at the approximate midpoint of the County. Once the original county was divided along the Blackwater River, the courthouse had been relocated to Smithfield situated at the north end of the County along the Pagan River. Numerous county residents in the southern region of the County felt isolated from the courthouse and pressured for a more central location. The new site was located on a stagecoach road, Courthouse Highway (US Route 258), that connected Smithfield with Franklin.

Smithfield still remained the most important town in the County after the relocation of the courthouse due to its proximity to the James River. Other villages appeared within the County such as Corrowaugh at the approximate location of the Town of Windsor and Mayfield west of the courthouse near the Blackwater River. These villages had become growing centers of activity with post offices and small commercial centers.<sup>12</sup>

Additional changes were underway in Isle of Wight County among its population. Timothy Tynes, a large landowner and prominent figure in 18<sup>th</sup>-century Isle of Wight County history died in 1802 freeing his 81 slaves. As a part of his will he left 2,600 acres of land ranging from 500 to 1,200 acre parcels. Settlements such as Rushmere along the Old Stage Road (Route 10) were established by descendents of the freed Tynes slaves.<sup>13</sup>

The population of the County grew from approximately 9,028 to 10,517 inhabitants between 1790 and 1830. The growth of the County is also reflected in the increase in post offices and commercial centers, and the increase in population precipitated additional farmsteads leading up to the Civil War. The County was becoming more prosperous and development of the inland areas assisted in its growth.

### ***Antebellum Period (1830 – 1860)***

Most tobacco production was phased out by the mid-19<sup>th</sup> century, as the cotton trade had become more profitable. By 1834 there were two cotton factories and a cotton gin situated between the courthouse and Smithfield.<sup>14</sup> The 1850 census reflected that over 90% of the population was involved in agriculture and classified themselves as farmers.<sup>15</sup> It was also during this period that peanut farming began to gain significance

---

<sup>11</sup> Axelson, Edith F., "Virginia Postmasters and Post Offices, 1789-1832," (Athens, GA: Iberian Publishing Co., 1991), 96.

<sup>12</sup> Ibid.

<sup>13</sup> King, 135-137.

<sup>14</sup> Ibid., 196.

<sup>15</sup> Ibid.

and was included as a crop in the County's farmland. The first export of peanuts was in 1849.<sup>16</sup>

Railroads in Isle of Wight County appeared just prior to the Civil War and influenced the development of the middle and southern ends of the County. The first, which has been in continual use, is the Norfolk and Petersburg Railroad, later the Norfolk & Western Railroad and now Norfolk Southern Railroad. In 1853 a plan for the construction of the railroad through the central region of Isle of Wight County was made and acquisition of lands began in 1854. In the current Town of Windsor the tracks were laid immediately north of Alexander H. Ashburn's house, which he had constructed just prior to the land sale. The line was oriented northwest-southeast connecting the city of Suffolk to Petersburg. Names for planned stations along the line were given by William Mahone, chief engineer of the Norfolk and Petersburg Railroad. The development of this line precipitated the growth of towns along the line near the border of Isle of Wight County and Southampton County. The village of Zuni, situated seven miles west of Windsor, grew around the depot erected on the line.<sup>17</sup>

Another railroad developed during this period is the Petersburg and Weldon Railroad, later the Seaboard and Roanoke Railroad. Situated at the south end of the County a community developed in 1830 around the railroad.<sup>18</sup> A post office was established there in 1830 and the community was named Carrsville for the postmaster Nathan Carr.<sup>19</sup> Within the County, there were ten post offices in the antebellum period through the 1840s. Carrsville and Corrowaugh (later Windsor) were situated at railroad stops, though the Corrowaugh post office predated the railroad. Most of the County post offices were inland at roadway intersections or at locations where communities would congregate, such as the courthouse. In the 1850s, the distribution of post offices shifted and a few were consolidated. Along the Norfolk & Western Railroad, Zuni opened a post office in 1858 and Corrowaugh was renamed Windsor for the railroad station.<sup>20</sup>

### ***Civil War (1861 – 1865)***

During the Civil War, Fort Boykin, located at Burwell's Bay and initially constructed in 1622, was manned and expanded, and the earthwork Fort Huger was constructed near Lawne's Creek. Fort Boykin was attacked in 1862 by Union ironclad ships, but was unable to effectively return fire as their guns did not have the range to reach the ships in the river. The fort was evacuated and destroyed by the Confederates to avoid capture. A battery was also erected on the bluff overlooking the James River named Todd's Battery at the Patesfield site. The Todd family who was occupying the former customs house moved to Smithfield in 1862 after the death of John Todd for safety. The most notable battle during the war occurred in Smithfield in January 1864. Union troops

---

<sup>16</sup> Ibid.

<sup>17</sup> Ibid., 241-242.

<sup>18</sup> Ibid., 244.

<sup>19</sup> Ibid., 245.

<sup>20</sup> United States Post Office Records, 1832 to present. Microfilm.

arrived at Smithfield in response to purported fire on a Union steamer. A skirmish ensued near Scott's Factory between the Union troops and Confederate troops led by Major Sturtevant. The Confederates were able to push the Union forces back into Smithfield before their surrender.<sup>21</sup>

Union forces infiltrated the County and in July 1862 reached the courthouse. There was a small skirmish in the area of Walters and Union forces were also pushed back at a skirmish near Carrollton. The effects on the local population primarily were comprised of Union raids in the north half of the County. The raids served to gain food and supplies. There were instances in which Union forces burned houses and confiscated household goods. The Town of Windsor was the site of a raid in which the Windsor Station tannery was damaged by Union forces causing the business to discontinue. The mail was affected by the Civil War and trains ran intermittently along the Norfolk & Western line throughout the Civil War as opposed to their regular daily schedule.<sup>22</sup>

Shortages were common during the Civil War and Isle of Wight County made provisions to supply necessities such as cotton cord, cloth and yarn. Bonds were issued to purchase items and to provide for disabled War veterans. Other concerns included the escape of slaves using boats on the waterways within the County. All boats were checked for runaway slaves on order the County court, and boats were destroyed or removed if used by escaping slaves. At the conclusion of the Civil War in 1865, the fear of armed former slaves led to a resolution to disarm them. The resolution included a provision that former slaves be available to cultivate the land, which would also enable them to support themselves. The thought that the former slaves should continue to work in the field was perceived as a public service.<sup>23</sup>

---

<sup>21</sup> Morrison, 55-56, and King, 167-170.

<sup>22</sup> King, 175.

<sup>23</sup> King, 178-181.

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001



Map 4: South Side of the James River, VA, portion. 1864. (from "The Official Military Atlas of the Civil War," plate 93.)

### ***Reconstruction and Growth (1865 – 1917)***

In the immediate post-Civil War period the County faced an economic depression. Fields lay fallow and crop production was low. Tenant farming became common during this period in addition to the subdivision of farms. Numerous African Americans who had been freed flocked to the urban centers such as Suffolk, Portsmouth, and Norfolk seeking employment. Though faced with such an economic depression, the 1870s would see a shift with the creation of villages and towns and new industry to support the agricultural life of the County.

Peanut production steadily increased within the County after the Civil War nearly quadrupling between 1870 and 1890.<sup>24</sup> P. D. Gwaltney and Company was created in 1870 for the shipping of ham and peanuts. The company grew dramatically in the late 19<sup>th</sup> century and by 1898 became the largest peanut company in the world. Timbering also prospered in the Reconstruction period with the creation of Camp Manufacturing Company at the south end of the County on the Blackwater River. Other lumber companies in Isle of Wight County, such as Watkins Lumber Company and Cumberland Lumber Company, as well as Kirk Lumber Company located in Suffolk at the Isle of Wight County boundary, were established and used Isle of Wight County resources.

The telephone appeared in Smithfield in 1886 and by 1898 communication was expanded to the rural areas of the County. The two independent companies serving Smithfield and the County merged in 1901 forming a single company. Expansion of the telephone communication system occurred through the mid-20<sup>th</sup> century.<sup>25</sup>

Fishing and oystering were the earliest waterfront activities along the shores of Isle of Wight County's numerous waterways. The tidal natures of the waterways that permeated the County were a fertile breeding ground for indigenous fish and oysters. Early settlers harvested oysters and fish for their diets during the Colonial period. As towns and villages appeared within the County and the population grew, a market was developed for the harvesting of fish and oysters for shipping to inland ports. Acts were passed in the House of Burgesses as early as 1705 requiring licenses for fishing and oystering. There was no control over oyster harvesting during the Colonial period as the waterways were open for general harvesting. By the mid-19<sup>th</sup> century, conflicts over harvesting led to the creation of regulations for oyster harvesting grounds along private property. Oyster harvesting rights could be sold and bought by watermen for their growing trade. By this period, the occupation of oysterman had become profitable and areas along the waterways were inspected by appointed oyster inspectors.

Work in the seafood industry had become a profession in Isle of Wight county and commercial businesses along the James River and navigable tidal waterways appeared. The commercial aspect of the oystering business included the harvest of oysters and the processing of oysters for shipping to northern markets. The height of oyster production

---

<sup>24</sup> King, 200.

<sup>25</sup> Ibid., 246-247.



and harvesting was during the decades of the 1920s and 1930s. In addition to providing processed oysters, watermen also provided seed oysters for the reseeded of oyster beds.

The oystering business was profitable during the 20<sup>th</sup> century but began to wane toward the end with the consolidation of oyster processing by larger companies. Prices also were not sufficient to support the smaller oystering concerns within the small villages along the waterways. These businesses closed along the waterfront giving way to larger corporate production facilities. The waterfront lay vacant and in many cases the buildings associated with the industry were abandoned or demolished. The small villages that supported the oystering industry survive and became prime real estate for waterfront development.<sup>26</sup>

Oystering towns such as Rescue and Battery Park were developed along the James River. These two villages became hubs of shipping of oyster products and developed in tandem with the prosperity of the oystering business. In the case of Battery Park, Eliza D. Todd Southall, daughter of John Todd, purchased 465-1/2 acres of land on Todd's Battery in 1877, the former site of Patesfield. She sold it in 1890 to Virginus Wrenn who sold it to the Battery Park Improvement Company in 1891. The company platted a small community, which developed around the oystering business.<sup>27</sup>

Commerce also developed during the Reconstruction period at intersections inland from waterways. With the improved land transportation and increase in population in the late 19th century, many small merchants took advantage of the expanding postal system by including post offices within their existing stores. After the Civil War only the post offices situated along the railroads survived. New entrepreneurs opened post offices covering most of the County. The system of opening a new post office was based upon the need for a new post office depending upon the number of people residing within a five to ten mile radius around the proposed site. The location of the post office and the post office name were selected by the proposed postmaster who was assured by a nearby postmaster. Post offices were approved by the United States government. New villages sprouted around the post offices and developed commercial centers, such as Orbit, Comet and Pons. Other post offices were opened along the newly constructed Virginian Railroad line at Boaz, Colosse, and Walters in the early 20<sup>th</sup> century. Between the years 1865 and 1900 the number of post offices increased dramatically, and the postal service, which had 28,882 post offices nationwide, grew to its pinnacle of 76,688 post offices in 1900.<sup>28</sup>

In the post-Civil War era a public school system was adopted as a part of the 1869 Constitution of the General Assembly of Virginia. Private schools existed in Isle of Wight County in the form of church schools and small private institutions in the antebellum

---

<sup>26</sup> Ibid., 351-354.

<sup>27</sup> Ibid., 17-20.

<sup>28</sup> "The United States Postal Service: An American History 1775-2002." (Washington, DC: United States Postal Service. n.d.), 52.

period. Initially there was a shortage of funding and some public resistance to the formation of a public school system, but this did not hamper the creation of a small system. By 1871, there were schools for both Caucasian and African American children in three regions of the County. Most buildings were one-room schoolhouses offering instruction in basic studies of spelling, reading, writing and arithmetic. The schools were situated on private lands and in some cases within a private house. The schools were overseen by the school administration that noted condition and amenities. Initially there were four districts that managed their own school districts overseen by a county Superintendent. During the first two decades of the 20<sup>th</sup> century, smaller schools were consolidated and lots were purchased for the erection of school buildings.<sup>29</sup>

This period also represents a growth in the religious communities of Isle of Wight County. In the immediate post-Civil War period, African Americans founded churches; many first met in brush arbors or within private houses. As the congregations grew, they acquired small tracts of land for the erection of permanent church buildings. In addition to African American congregations, white congregations also grew during the Reconstruction period. Many small communities founded a church in this period and many churches, in conjunction with small commercial centers, became the community focus.

Agriculture was still the main occupation of Isle of Wight County's population. While advancements were made in infrastructure and commercial centers were developed, the end of this period began to see the largest impact in improvement in agriculture with the cessation of World War I.

---

<sup>29</sup> King, 252-268.



Map 5: Portion of Rand McNally and Company Map of Virginia. 1890. (from "Virginia in Maps: Four Centuries of Settlement, Growth, and Development," 2000, p. 269.)

### ***World War I to World War II (1917 – 1945)***

The number of farms in Isle of Wight County steadily increased in the early 20<sup>th</sup> century. While the Great Depression affected urban areas by devastating businesses, the agricultural production of rural counties did not experience as much of an impact. Between 1930 and 1935, the number of farms increased by 6% and the size of farms also topped 100 acres up from 93.4 in the 1920s.<sup>30</sup> Peanut farming was affected in 1921, when P. D. Gwaltney's peanut cleaning factories were destroyed by fire. Though peanut processing ceased in Smithfield, neighboring Suffolk was a major hub of peanut processing with the growth of Planters Peanuts in the early 20<sup>th</sup> century and farmers could rely on other sources to purchase their product.<sup>31</sup>

Agriculture was still the primary focus of the majority of the population during this period. Commercial centers provided processing facilities for agricultural products and access to shipping points for the export of goods. Improved agricultural facilities were constructed at Zuni and Windsor along the Norfolk & Western Railroad. This promoted additional building construction for residences and commercial buildings. The growth of these commercial centers reached their pinnacle during the 1920s and 1930s.

Electricity was installed in the rural parts of Isle of Wight County in the 1930s.<sup>32</sup> In addition telephone service was expanded into the more rural areas of the County. Roads were also improved under an Act by the Virginia General Assembly in 1918. Isle of Wight County requested funding from the state government for the improvement of bridges and main roadways within the County.<sup>33</sup> Major roads were paved and road-widening projects were undertaken by the Commonwealth of Virginia to improve transportation. Between 1936 and 1939, lands were acquired for the construction of Windsor Boulevard (US Route 460) between Suffolk and Petersburg parallel to the Norfolk & Western Railroad tracks.

In addition to infrastructure improvement, the County saw additional building. The prosperity of the 1920s brought the construction of new churches, in many cases to replace earlier church buildings. Dwellings were constructed on subdivided farms or on existing farms to replace earlier buildings.

Schools were constructed during the interwar period culminating in the 1920s. Nearly every village had a school and regional high schools were erected. Funding for the erection of the schools came from the federal government as well as state and local sources.

---

<sup>30</sup> Ibid., 205.

<sup>31</sup> Ibid., 390-392.

<sup>32</sup> Ibid., 215.

<sup>33</sup> Ibid., 227.

Additional funding for the erection of schools was provided by the Rosenwald Fund, a private matching grant for the construction of African American schools. The Rosenwald Fund was founded by Julius Rosenwald, Manager of the Sears and Roebuck Company, the largest mail-order house in the United States. The Rosenwald Fund was specific to the construction of school buildings in 15 southern states, focusing on rural school construction.<sup>34</sup> The fund was formally established October 30, 1917 in Washington, DC. It had five primary goals, which included the appointment of a state agent who would monitor African-American education, and the creation of modern and well-designed school building plans.<sup>35</sup> The fund also required that matching funds be raised by communities to assist with the construction of the school buildings. The major share of the cost burden would still fall on the locality and the state, but the Rosenwald Fund and private donations usually contributed an average of 15.36% of the building costs.<sup>36</sup>

By the end of this period, small one- and two-room schools were consolidated creating a more centralized educational program. In many cases the smaller schools were only in operation for ten to twenty years before their consolidation. The buildings were sold by the County School Administration and many were converted to residences.<sup>37</sup>

### ***The New Dominion (1945 – Present)***

In the years after World War II the population of Isle of Wight County jumped from the pre-war number of 13,381 to 14,906. This trend of increasing population would continue through the end of the 20<sup>th</sup> century. In the post World War II period a building boom of single-family dwellings along roadways changed the character of earlier farmsteads. The once vast open fields were shielded from the roadways by house lots of one or two acres. Many people occupying the County commuted to city centers in Newport News, Portsmouth, Suffolk, and Norfolk, outside of the County. Others commuted to employment centers such as Windsor, Smithfield and the Camp Manufacturing Plant near Carrsville.

The Town of Smithfield and areas in north Isle of Wight County became bedroom communities for Newport News, Portsmouth and Norfolk. Though development in Isle of Wight County remained average for a rural area after World War II, the increased need for housing in the surrounding cities and the attraction of the open space of Isle of Wight County placed development pressure on many farmsteads. With improved transportation routes such as the James River Bridge connecting Isle of Wight County with the City of Newport News, suburban development along major transportation routes mostly at the north end of the County adversely impacted much of the farmland. The recession of the early 1980s gave way to the economic growth of the 1990s, and numerous planned unit developments were constructed on former farmsteads;

---

<sup>34</sup> Ibid., 140-141.

<sup>35</sup> Green, Bryan Clark, "Rosenwald Schools in Virginia (012-5041) Multiple Property Document," (Richmond, VA: Virginia Department of Historic Resources, 2003).

<sup>36</sup> Ibid.

<sup>37</sup> King, 271.

development increased dramatically during the 1990s. Much of Isle of Wight County's land area remains agricultural, but with improved transportation of the late 20<sup>th</sup> century, the County continues to feel development pressure.

## **Research Design: Objectives, Methods, and Expected Results**

### ***Objectives***

The objective of the survey is to document representative architectural property types according to the Historic Themes and Historic Time Periods established by the Virginia Department of Historic Resources (VDHR). The survey function serves to create historic contexts for the built environment to reflect the developmental history of the County. The goals of the survey were outlined in the Request for Proposal for the contract including the documentation of architectural resources reflecting various Historic Themes and functions. Upon a review of previously documented architectural resources, it was felt that resources reflecting Historic Themes other than the domestic theme should be documented since a great majority of the resources previously surveyed reflected that theme. In addition, many of the previously surveyed architectural resources reflected architectural development during the pre-Civil War period and it was felt that the survey should focus on architectural resources dating to the post-Civil War period. The survey goals also included a balanced study of architectural types within the County in an effort to reflect the architectural style and development of various building types.

### ***Methods***

Initial meetings with the committee appointed by local government officials identified properties felt to be significant to the various geographic regions of Isle of Wight County and the Town of Windsor. An inventory of properties was compiled by committee members for survey comprising approximately one hundred fifty properties. In addition, it was felt by the committee members and local government representatives that properties identified in the Helen Haverty King booklet entitled, "Historic Isle of Wight," should also be surveyed as a part of this survey effort. As a part of the initial list of buildings considered important to the County's history, the Isle of Wight County Comprehensive Plan, Chapter 10, Historic and Cultural Preservation, Table 10-1, pp. 10-4 - 10-5 was also referenced. From these property lists a base inventory of significant properties was made as a guide for the field survey of the County.

It was also determined after a review of the lists of significant properties that survey was required of all areas of the County. To accomplish this task, the contractor traveled on each road within the County to identify architectural resources that retained sufficient integrity and reflected various functions within the County. Resources were selected based upon representative type, rarity of resource, architectural integrity, threat to the resource, and representative architectural styles.

Surveyed properties were also evaluated for their significance using the National Register of Historic Places (NRHP) Criteria and Criteria Considerations. The evaluation

of properties during the field survey was made using the seven aspects of integrity used in the evaluation of a property's eligibility for listing in the NRHP. The aspects of integrity provided for analysis of a property's historic and architectural significance.

Location	Location is the place where the historic property was constructed or the place where the historic event occurred.
Design	Design is the combination of elements that create the form, plan, space, structure, and style of a property.
Setting	Setting is the physical environment of a historic property.
Materials	Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
Workmanship	Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
Feeling	Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
Association	Association is the direct link between an important historic event or person and a historic property.

During the field survey of the County, it was determined that the architectural resources surveyed retained sufficient integrity to warrant Reconnaissance level survey. After the properties were assessed for their architectural integrity, they were considered for their significance using the NRHP Criteria and Criteria Considerations. Each building was not evaluated for potential eligibility for the NRHP. The Criteria and Criteria Considerations were used as guidelines for potential significance of properties to ensure that resources reflected important historic events, people, architectural styles or forms, and their ability to yield important information in the development of contexts for building typology.

The NRHP Criteria and Criteria Considerations used for evaluation follow:

NRHP Criteria:

- 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.

#### NRHP Criteria Considerations

- 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 50 years.

During the field survey the architectural resources were primarily assessed under Criterion C for their overall appearance and architectural integrity. Those resources surveyed from lists or documents were also considered under Criterion A for their historic significance. Of the properties surveyed only those surveyed at the Intensive level were considered for their eligibility under the NRHP Criteria and Criteria Considerations (see Evaluation section). It was felt that other resources surveyed retained sufficient integrity for survey and were examples of representative types of architectural or styles of architecture. These resources were not evaluated under the NRHP Criteria and Criteria Considerations, since the level of effort associated with the Reconnaissance level survey did not warrant evaluation.

#### ***Expected Results***

While a great number of early remaining architectural resources had been previously surveyed, and resulting documentation is housed at the VDHR, it was anticipated that some of these resources may be eligible for listing in the NRHP and that additional resources that could be potentially eligible for the NRHP would be found in the field survey. From written documentation and manuscripts available on the history of Isle of Wight County, there were a great number of architectural resources that had not been surveyed as a part of previous survey efforts. From the review of the architectural data available at the VDHR it was noted that few resources other than those providing a domestic function had been surveyed. In addition, there were few resources surveyed

from the late 19<sup>th</sup> and early to mid-20<sup>th</sup> centuries. With the growth of the population in the late 19<sup>th</sup> century, subdivision of larger farmsteads in the post-Civil War period, and the development of internal roadways and intersection villages, it was probable that architectural resources reflecting the growth of Isle of Wight County during the late 19<sup>th</sup> and early to mid-20<sup>th</sup> centuries were abundant.

Among the functions of the resources, there were most likely intersection villages, transportation routes, commercial buildings, schools, churches, and domestic buildings that had not been surveyed. In addition, domestic buildings well known within the County illustrated in written histories would most likely have been documented. It was felt that there would be numerous resources dating to the Reconstruction period that had not been surveyed and would have the potential to be surveyed. In addition, there were a number of community centers reflected on maps that could be considered as potential historic districts due to their plans and collections of remaining buildings.

## Survey Findings

### ***Previously Identified Architectural Resources***

The survey of architectural resources in Isle of Wight County and the Town of Windsor first entailed the review of previously surveyed resources inventoried in the Archives of the Virginia Department of Historic Resources (VDHR). Two hundred and forty resources have been previously surveyed of which two hundred and thirty-nine are found in Isle of Wight County and one in the Town of Windsor. Previous survey data dates from the 1970s to 2004 and is comprised of surveys completed by VDHR staff, private individuals, and Virginia Department of Transportation survey for compliance with Section 106 of the National Historic Preservation Act of 1966. (Appendix A)

Of the resources previously surveyed, twelve are listed in the Virginia Landmarks Register (VLR) and National Register of Historic Places (NRHP). In addition, Saint Luke's Church (046-0024) is a National Historic Landmark so designated for its early date of construction and significance as an early religious building (Table 1).

**Table 1**  
National Register of Historic Places-Listed  
Architectural Properties

<u>VDHR No.</u>	<u>Property Name</u>
046-0006	Henry Saunders House
046-0019	Oak Crest (Cutchin House; Holland-Cutchin)
046-0024	Saint Luke's Church
046-0026	Foursquare
046-0027	Boykin Tavern
046-0070	Wolftrap Farm
046-0082	Joseph Jordan House
046-0086	Roberts House (William Scott Farmstead)
046-0094	Basses Choice (Days Point Archeological District)
046-0095	Fort Boykin Archeological Site
046-0096	Poplar Hill
046-5049	Macklesfield on the James/Colonel Josiah Parker's Grave

In addition to those listed in the VLR and NRHP, there are five that have been determined eligible for listing in the VLR and NRHP (Table 2).

**Table 2**  
National Register of Historic Places-Eligible  
Architectural Properties

<u>VDHR No.</u>	<u>Property Name</u>
046-0002	Tynes House
046-0075	Bill Sykes House
046-0093	Customs house (at Patesfield)
046-5033	Arthur Stott House Ruins/Plank Building (Thomas Farm)
046-5034	Benjamin Chapman Farm, Shed (Crocker Farm)
046-5052	Nike-Ajax Missile Launch Site N-75

### ***Architectural Survey Findings***

The survey of architectural resources identified one hundred and sixty architectural resources within Isle of Wight County and the Town of Windsor. One hundred and fifty resources are situated within Isle of Wight County and ten resources are located within the Town of Windsor. An effort was made during the survey to adequately represent architectural resource types within each Historic Time Period and Historic Theme. Since earlier survey comprised a large number of resources that reflect the Domestic Historic Theme from the Historic Time Periods predating the Civil War, the survey focused on documenting resources within the other Historic Themes and those that were constructed during the post-Civil War period. In addition, the survey documented resources from the antebellum period that were not previously inventoried.

The survey also served to document buildings identified as significant to Isle of Wight County in Chapter 10 of its Comprehensive Plan and architectural resources documented in a book by Helen Haverty King of 1983 entitled, "Historic Isle of Wight." The accompanying map illustrated the general location of the buildings listed within the book with small graphics (Map 3).

The survey was also limited by the number of previously surveyed architectural resources that could be resurveyed as a part of this project. Of previously surveyed architectural resources, there were eight resources that were resurveyed during this survey effort. Five were resurveyed to determine their eligibility for listing in the VLR and NRHP, two were resurveyed due to limited survey information available from the previous survey and one was surveyed to document its relocation and undergoing restoration.

Within each of the Historic Time Periods discussed in the Historic Contexts section of this report, discussion of architectural resources is divided by the VDHR Historic Themes. The Historic Themes reflect various functions of the built environment within Isle of Wight County and the Town of Windsor. The Historic Themes are listed below with examples of types of architectural resources.

- Historic Theme: Domestic  
Associated Property Types: single-family dwellings; multiple-family dwellings; secondary domestic structures; hotels, motels or way stations; institutional housing; camps; temporary habitation sites.
- Historic Theme: Subsistence/Agriculture  
Associated Property Types: farmsteads; agri-businesses; food processing sites; storage facilities, agricultural fields; animal facilities; fishing facilities; horticultural facilities; irrigation facilities.
- Historic Theme: Government/Law/Political  
Associated Property Types: public administrative and service buildings; public works buildings; sites associated with important governmental events.
- Historic Theme: Health Care/Medicine  
Associated Property Types: hospitals; clinics; sanitariums; medical businesses.
- Historic Theme: Education  
Associated Property Types: schools; colleges; libraries; research facilities.
- Historic Theme: Military/Defense  
Associated Property Types: fortifications; arms production facilities; military facilities; coast guard facilities; naval facilities; air facilities.
- Historic Theme: Religion  
Associated Property Types: places of worship; ceremonial sites; church schools; church-related residences.
- Historic Theme: Social  
Associated Property Types: meeting halls; community centers; clubhouse; civic facilities.
- Historic Theme: Recreation/Arts  
Associated Property Types: theaters; museums; music facilities; sports facilities; outdoor recreation facilities; monuments/markers; works of art.
- Historic Theme: Transportation/Communication  
Associated Property Types: rail-related; water-related; air-related; road-related, and pedestrian-related resources.

Historic Theme:	Commerce/Trade
Associated Property Types:	professional, organizational and financial institutions; specialty stores.
Historic Theme:	Industry/Processing/Extraction
Associated Property Types:	quarries; mills; factories; distilleries; shipyards; mines; forges; power plants; laboratories; dams; tanneries.
Historic Theme:	Landscape
Associated Property Types:	designed landscapes; unoccupied land; underwater sites; natural features.
Historic Theme:	Funerary
Associated Property Types:	cemeteries; graves and burials; mortuaries.
Historic Theme:	Ethnicity/Immigration
Associated Property Types:	properties that exemplify the ethos of immigrant or ethnic groups.
Historic Theme:	Settlement Patterns
Associated Property Types:	house types; village and town plans.
Historic Theme:	Technology/Engineering
Associated Property Types:	bridges; highways; dams; canals; railroads; transportation-related works; engines and machinery.

The Funerary Historic Theme was included in this survey effort as a part of resources such as churches and farmsteads. Currently there is an effort underway to document cemeteries within Isle of Wight County by the "Isle of Wight County Gravesite Survey Task Force" (GSSTF). The GSSTF was organized by the Isle of Wight County Historical Society to record all grave markers within cemeteries throughout the County. The group is in the process of creating a database of markers with locations of all cemeteries. The data includes photographs of the cemeteries and markers, written marker inscriptions, plans of cemeteries and condition of cemeteries. The documentation will be made available to the public and will be presented to VDHR for their archives. Since such an in-depth documentation standard has been established for this project and all data will be made public, the Funerary Historic Theme will not be illustrated within this report.

Examples of specific architectural resources will be used to illustrate architectural trends and building types. There are additional architectural resources that were previously surveyed that could also illustrate architecture from each Historic Time Period, but are not included as a part of this survey effort. These resources were consulted to assist with common building forms and types from each period, but are not discussed. In some cases properties reflect multiple themes and are discussed within their primary theme with reference to a secondary theme.

*European Settlement to Society (1607 – 1750)*

This Historic Time Period represents two architectural resources out of the one hundred sixty that were surveyed. The resources represent the development of towns in the Colonial period as well as government functions prior to the establishment of the United States government. Resources dating to this period are infrequent as many buildings were demolished to make way for modern facilities. The two resources surveyed illuminate the development of the earliest settlement of Isle of Wight County and are listed in Table 3.

**Table 3**  
Architectural Resources Surveyed in the  
European Settlement to Society (1607-1750)  
Historic Time Period

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-0087	Customs House	Government/Law/Political
046-5214	Battery Park Historic District	Settlement Patterns

Few architectural resources remain from Isle of Wight County and the Town of Windsor's early history. St. Luke's Church, often called the Old Brick Church (046-0024), is a fine example of early Colonial architecture in the United States. Listed in the VLR and NRHP, it is also a National Historic Landmark as a premier example of early Colonial architecture. Thoroughly documented, this building was not included in this survey.

Government/Law/Political

The only property surveyed from this Historic Theme during this architectural survey effort was the Customs House (046-0087), which is situated on the Pitt-Blackwell-Turner House property (046-5238). In 1732 warehouses or customs house were established in the Colonies for the inspection of tobacco. They were situated along heavily traveled waterways, such as the James River and Pagan Creek in Isle of Wight County. Though not documented, there was most likely a warehouse constructed on Brewer's Creek situated between Isle of Wight County and Nansemond County (presently the City of Suffolk). The Customs House (046-0087) is a one-story brick building laid in Flemish bond and is believed to have been constructed between 1650 and 1730. The land on which the Customs House is situated was part of a 550-acre parcel patented in 1637 by Colonel Robert Pitt on what was called New Haven River. Pitt was a wealthy 17<sup>th</sup>-century merchant who also patented other lands within Isle of Wight County. During the 17<sup>th</sup> century Pitt was also a mariner as were other members of his family. In 1663, his son, John, was rewarded by the General Assembly of Virginia for building a ship of twenty-three tons. The Customs House was allegedly constructed by Pitt on Brewer's Creek for the collection of taxes and inspection of tobacco products between 1650 and 1730. There are numerous sources citing a construction date between 1650 and 1675.

The building was constructed in two stages as evidenced by a seam on the north and south walls showing a change in the brickwork.



**Figure 1: Customs House (046-0087).**



**Figure 2: Detail of northwest corner of Customs House (046-0087).**





**Figure 3: View north along inlet (now wetlands) toward Customs House (046-0087) on Brewer's Creek.**

### Settlement Patterns

The Battery Park Historic District (046-5214) was initially planned in 1680 as the community of Patesfield. A Customs House (046-0093) was erected within the town circa 1680 and lots were directed for sale. The community did not succeed in the 17<sup>th</sup> century and was dissolved in 1776. For a more complete history of Battery Park, see Appendix I for the completed Preliminary Information Form.



**Figure 4: Customs House/Todd House (046-0093).**

*Colony to Nation (1750 – 1789)*

There are three buildings represented in this Historic Time Period. All of the buildings served a domestic function as illustrated in Table 4. Each exhibits some form of addition to the original building. In the case of the Pitt-Blackwell-Turner House (046-5238) and the William Gray House (046-5234), the additions were made with an effort to unify the dwelling's appearance. The Pitt-Blackwell-Turner House (046-5238) is discussed in the Reconstruction and Growth (1865-1917) section to illustrate the change in style and character of the dwelling from its original 1775 construction date. The William Gray House (046-5234) was expanded from a hall-and-parlor house incorporating additive construction trends discussed in the Antebellum Period (1830-1861). The Jacob Duck House (046-5201) is an example of a smaller dwelling with an added dwelling combining two building forms. In this case the "newer" portion becomes the formal space, while the earlier building is used in an ancillary form.

**Table 4**  
 Architectural Resources Surveyed in the  
 Colony to Nation (1750-1789)  
 Historic Time Period

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5201	Jacob H. Duck House	Domestic
046-5234	William Gray House	Domestic

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5238	Pitt-Blackwell-Turner House	Domestic

During the final years of the Colonial Period, Isle of Wight County remained primarily agricultural. Farmsteads were comprised of large landholdings and modest buildings. The earliest agricultural properties evaluated were plantations, which include remaining domestic buildings. The ancillary buildings associated with the properties have been replaced since the earlier ones were roughly erected. Early buildings were primarily constructed of timber and brick. The use of brick in building construction was reserved during the early periods for houses, chimneys, foundations, and major outbuildings. The manufacture of brick was rare and early brick was fired on site during these periods due to the lack of towns that supported brick manufacture.<sup>38</sup>

The use of timber for building construction is more common and is primarily seen in the wood-framed houses and outbuildings, and roughly constructed log buildings. English settlers did not commonly construct buildings of log, but other immigrants from Sweden and Germany, and then the Scots-Irish and Norwegians who immigrated later, constructed log buildings that are based in their homeland traditions.<sup>39</sup> Log buildings were easy to construct due to the access of the vast timberland of Isle of Wight County. The logs were cut, stripped of bark and notched at the ends for assembly and a tighter construction.

Wood framing was also common, where the timber was hewn into the form of square lumber and assembled with mortise and tenon joints. The building was clad in weatherboard or overlapping wood boards. Foundations were typically brick baked on site.

The earliest settlers constructed impermanent buildings for shelter with the intention of constructing a more permanent and fashionable house once the agricultural process began and enough money was earned to construct a more substantial house and agricultural outbuildings. Many of these earliest buildings were simple huts of earth and wood.<sup>40</sup> None of these buildings remain as they were replaced early by houses, barns and other agricultural buildings.

The buildings constructed after the initial rough shelter buildings in many cases were also impermanent. They were weatherproof but cheaply constructed. In many cases they were not set upon a foundation and rested directly on the ground. These were

---

<sup>38</sup> Noble, Allen G., "Wood, Brick and Stone: The North American Settlement Landscape: Volume I: Houses," (Amherst, MA: The University of Massachusetts Press, 1984), 18.

<sup>39</sup> Foster, Gerald, "American Houses: A Field Guide to the Architecture of the Home," (Boston, MA: Houghton Mifflin Company, 2004), 78.

<sup>40</sup> Carson, Cary, Norman F. Barka, William M. Kelso, Garry Wheeler Stone, and Dell Upton, "Impermanent Architecture in the Southern American Colonies," (Winterthur Portfolio: A Journal of American Culture 16 (Summer/Autumn)), 140.

impermanent buildings that served as temporary shelter until more money could be amassed to construct a more substantial and permanent house.<sup>41</sup>

In many cases the early house, of which many had a single room with a fireplace and loft, became the attached or detached kitchen for the new house. In some cases the early house had two rooms called a hall and parlor plan. The parlor served multiple uses such as a bedroom, guest chamber, and reception room and was the smaller of the two rooms. The hall served as the kitchen, dining room, work area, and living space. The hall contained the staircase to the loft story above and the main entrance from the exterior. Both rooms usually had a fireplace, which served as a heat source. Buildings of this form are typical of the Colonial period in the Tidewater region.<sup>42</sup>

### Domestic

The one-and-one-half-story and two-room hall-and-parlor dwelling is a common form found from the late 17<sup>th</sup>- and early 18<sup>th</sup>-century Tidewater region. This building form source was common in England from the 16<sup>th</sup> century. The Tidewater hall-and-parlor dwelling or Tidewater House had chimneys at each gable end and was the accepted vernacular house type in the region. The style was common among wealthy and modest planters and constructed of frame or brick and in some cases combinations of both. The house had modest dimensions not exceeding 20 feet deep by 40 feet wide. The asymmetrical plan comprised two rooms, which served as a hall, or main entry room and parlor, connected to the hall by a doorway. The hall served as a multiple purpose room for cooking and dining or as a workroom, while the parlor was smaller and served as a bedroom. The attic story was in some cases a single room accessed by a corner stair nestled in the corner adjacent to the hall fireplace. In other cases the attic was divided into two rooms with the same plan as the first story. The attic story was primarily used as storage or bedchambers. Interior finishes were simple and reflected the prosperity of the landowner. Ancillary buildings usually surrounded the dwelling and served as a separate kitchen, dairy, barn, servants' quarters, and other outbuildings.

Alterations to the hall-and-parlor plan house were developed during the period of the buildings' popularity. Alterations included the addition of a wall in the hall forming a center-passage plan, which comprised a central passage flanked by rooms. Other modifications made were the addition of a room or rooms to the rear of the dwelling capped by a shed roof extending from the main roof. In many cases the addition's roof overlapped the lower pitch of the roof creating a catslide form. In some cases additional chimneys were added adjacent to the original building chimneys to heat the room or rooms added to the rear. These chimneys are usually smaller in width and height than the original brick chimneys. Other alterations made to this form of dwelling were the addition of a porch to the façade replacing a simple wood stair. Porches usually were of a single bay sheltering the entrance or were full-width of multiple bays echoing the bays on the dwelling's façade. The porch roof featured similar construction methods to the

---

<sup>41</sup> Ibid., 146.

<sup>42</sup> Noble, 49.

addition added to the dwelling's rear elevation. It would have a shed roof mounted to the existing roof pitch. The porch roof would be supported by plain columns either resting on the porch floor or on the ground.

The William Gray House (046-5234) was constructed circa 1785. It was most likely originally constructed as a one-room house with a loft. At some point, it was expanded to its current appearance. This is evidenced by its interior chimney at one gable end and exterior chimney at the opposite gable end. Additive construction was most frequently seen in the Antebellum Period (1830-1860) with additions made to existing modest buildings.



**Figure 5: William Gray House (046-5234).**

The Jacob H. Duck House (046-5201) was constructed in a period of stages with the earliest portion comprised of the one-and-one-half-story building at the south (left) end. The central section was erected in 1831 and the north (right) section was erected circa 1914 to balance the house's appearance. The earlier portion is a typical three-bay one-and-one-half-story brick Tidewater House. It most likely had a hall-and-parlor plan and has typical dimensions of the period of thirty-six feet wide by twenty-four feet deep.



**Figure 6: Jacob H. Duck House (046-5201).**

*Early National Period (1789 – 1830)*

There are eleven architectural resources represented in this Historic Time Period. Nine served a domestic function as illustrated in Table 5. One resource also represents the Domestic and Ethnicity/Immigration Historic Themes. There is a resource representing the Government/Law/Political Historic Theme and one resource represents the Transportation/Communication and Technology/Engineering function.

**Table 5**  
Architectural Resources Surveyed in the  
Early National Period (1789-1830)  
Historic Time Period

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-0005	Courthouse Complex Historic District	Government/Law Political
046-0064	Gray Carroll House	Domestic
046-5127	Butler House near Carrsville	Domestic
046-5162	Latimer House	Domestic
046-5165	William C. Connor House	Domestic
046-5179	Ned Bunkley House	Domestic
046-5207	House, Foursquare Road	Domestic and Ethnicity/Immigration
046-5211	Road Trace at end of Bethel Church Lane	Transportation/Communication and Technology/Engineering

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5229	Henry Pruden House	Domestic
046-5236	Marshall-Edwards House	Domestic
046-5250	Farmhouse, 20041 Brewers Neck Blvd	Domestic

During the Early National Period, the population of Isle of Wight County grew and more inland farms were developed. Buildings constructed were still modest outside of the urban town of Smithfield. Planters continued building modest one-and-one-half story farmhouses with hall and parlor plans. Other forms of domestic architecture appeared reflecting more fashionable styles. In this period, Isle of Wight County saw an increase in building activity. Many of the impermanent buildings constructed in the previous time period were demolished to make way for new and more permanent buildings.

Classicism in Virginia reached its height between the 1770s and 1810s. The Early Classical Revival style is based in the forms of ancient Rome, which were elaborated by Andrea Palladio, the 16<sup>th</sup>-century Venetian architect. Palladio based his architectural designs on first century B.C. architect, Vitruvius's ten-volume treatise, "De Architectura." Palladio designed numerous buildings in Venice that echoed the lost tradition of the ancient world. In addition, he published his own treatise on architecture, "Quattro Libri." Classicism employed classical forms and proportions for buildings, which were simple and harmonious in design.<sup>43</sup> The interest in this style of architecture was adopted by statesman-architect, Thomas Jefferson, in his design of Monticello. A number of buildings in Virginia reflect Jefferson's sensibility of architectural style, which was adapted to plantation houses of the period.

Pattern books produced at the turn of the 19<sup>th</sup> century provided gentleman-architects with a model for building construction. Asher Benjamin's "American Builder's Companion" of 1806 was reprinted a number of times between its original printing and 1827. The book provided elevations and plans for buildings in addition to architectural details. Minard Lafever's "The Modern Builder's Guide" was also reprinted after its original printing in 1833. These two books had a wide reaching effect on architectural design and building during the early 19<sup>th</sup> century. Many high-style buildings were constructed based upon their designs. The pattern book provided a source for builders and builder-architects to construct high-style, fashionable buildings, which permeated the United States landscape.<sup>44</sup>

A more simplified style of architecture is the Federal style. This style of architecture defined this period and had its roots in the corresponding Regency style popular in England between 1780 and 1820. The style is a refined Georgian incorporating elements of the Palladian-Georgian style and more Classical architectural details. The

---

<sup>43</sup> Howe, Jeffery, ed., "The Houses We Live In: An Identification Guide to the History and Style of American Domestic Architecture," (San Diego, CA: Thunderbay Press, 2002), 180-183.

<sup>44</sup> Reiff, Daniel D., "Houses from Books: Treatises, Pattern Books and Catalogs in American Architecture, 1738-1950: A History and Guide," (University Park, PA: The Pennsylvania Press, 2000), 45-46.

Federal style was also considered a “national” style in American architecture during this period and was promulgated by Charles Bulfinch.<sup>45</sup> His designs included the original Capitol Building in Washington, DC and numerous buildings in Massachusetts. The Federal style is primarily an architectural style found in an urban setting employed by prosperous individuals. It is not typical of farmhouses, though farmhouses use proportions and roof forms adapted from this style.

### Domestic

This period saw a great change in domestic buildings on farmsteads throughout Isle of Wight County. Small urban centers were growing along the inland roadways and along the waterfront. These small hamlets provided places for area residents to congregate and were the first backbone of the mail system, and a place where information was collected from travelers. These small hamlets became community focal points.

Farming was still the primary means of livelihood outside the small hamlets. Prosperous farmhouses were replacing small one- and two-room houses dating to the Colonial period. The rough, small houses made way for more substantial two-story houses clad in weatherboard or constructed of brick. In some cases the earlier building remained and a new more fashionable dwelling was appended, though evidence of this is substantiated in the following Historic Time Period with the updating of earlier houses to modern styles.

The side-passage plan appeared in the mid-18<sup>th</sup> century and featured a side hall off one or two rooms. The passage contained the stair accessing the second or attic story and basement if the house had one. The stair was usually situated against the interior wall with the room(s) on the opposite side of the wall. This form of building is more common in urban areas and was infrequently built in rural areas until the post-Revolutionary War period. Most often the side-passage plan featured two rooms off the hall, which served as living and dining space. The room in the front of the dwelling served as a parlor, while the room in the back of the dwelling was used as a dining room. The kitchen was usually situated in the cellar, an ell off the rear of the dwelling, or in a separate building. The second-story rooms served most often as bedchambers, though in some cases the second story front rooms served as upstairs parlors. Other features of this building form contained a small unheated room over the entry, which was more common to the center-passage plan. The interior finishes of these dwellings varied depending on the function of the rooms within the dwelling. Those rooms serving as public spaces featured finishes with a higher degree of quality than rooms providing sleeping accommodations. The most prominent feature associated with these houses is the massive chimney(s) on the end walls. In some cases the chimneys are eight to ten feet in width and project three feet from the exterior wall. They are constructed of brick. This style was popular

---

<sup>45</sup> Howe, 169.



through the 19<sup>th</sup> century and began to lose popularity by the 1850s in rural areas as the center-passage plan gained favor.<sup>46</sup>

An example of a Federal-style dwelling is the Marshall-Edwards House (046-5236), which was expanded in the 19<sup>th</sup> century, but still retains the proportions of the original side-passage single-pile form. The original building dates to 1825. The chimney remains on the side elevation and the three-bay façade was retained. The building has a vertical emphasis and symmetry indicative of the Federal style.



**Figure 7: Marshall-Edwards House (046-5236).**

---

<sup>46</sup> Lanier, Gabrielle M. and Bernard L. Herman., "Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes," (Baltimore: Johns Hopkins University Press, 1997), 32-38.



**Figure 8: Marshall-Edwards House (046-5236), view of side elevation with chimney.**

Center-passage plans appeared in Virginia during the first part of the 18<sup>th</sup> century. The plan comprises a central hall flanked by rooms. Most often this form is one-and-one-half stories or two stories in height.<sup>47</sup> In some cases the area under the roof served as additional sleeping or storage space. The dwelling plan most often was one or two rooms deep. The façade of the building was symmetrical and comprised of three or five bays. The interior rooms on the first story served as living space while upper stories served as bedchambers. In single-pile dwellings of one room deep the rooms flanking the hall served as the dining room and parlor. In earlier examples the interior finishes varied depending on which room served as the best room or parlor. The hall contained the stair to the upper stories and basement, if constructed with an underground space. The upper stories featured the same floor plan as the first story. In some examples a small room would have been added in the hallway on the second story above the entrance. It served as a small unheated space for storage. Chimneys were situated at the ends of the dwelling. The center-passage single-pile plan was popular during the 1800s. The center-passage double-pile plan is seen as early as the Revolutionary War period. The front rooms off the first story hall served as the parlor and dining room, while the rear rooms served as workrooms and a first-story chamber. Most often the kitchen was located in the basement, in an ell off the rear or in a separate building. Most often chimneys were situated on the side elevations at the center of each equally planned room's wall. In a few cases, the chimneys were erected on the interior of the dwelling and one chimney served two fireplaces that were back-to-back. By the mid-19<sup>th</sup>

---

<sup>47</sup> Ibid., 28.

century the center-passage double-pile dwelling was erected as a symbol of prosperity among the agricultural society.<sup>48</sup>

An example of a center-passage plan dwelling dating to this period is the Henry Pruden House (046-5229) dating to 1824. The building has a brick foundation and wood frame construction. The hipped roof is a common form topping this type of building along with the gable form. The end chimneys are also characteristic of the dwelling type. The garage is a later addition along with the ell to the rear.



**Figure 9: Henry Pruden House (046-5229).**

Clerestory houses were constructed between the period 1820 and 1850 in a four-county region in southeastern Virginia. The clerestory house form features a clerestory dormer window or a half-story constructed as a clerestory. This form of dwelling is confined to the counties of Isle of Wight, Surry, Nansemond (now city of Suffolk), and Southampton. The source of the style may have origins in New England. During this period cotton textile mills were erected featuring monitor roofs and clerestory windows. This region of Virginia provided high yields of cotton, which were shipped to New England. There was a close relationship between the growers of raw cotton and manufacturers of cotton and was most likely the source of the clerestory form found in southeastern Virginia. The period of 1820 to 1850 is supported by the high cotton production during this period in Isle of Wight County. By 1850 cotton production in Isle of Wight was waning and the

---

<sup>48</sup> Foster, 74.

states farther south were producing most cotton shipped north.<sup>49</sup> There are two main types of clerestory houses found in Isle of Wight County. In one type a clerestory dormer is applied to the front of a dwelling's saltbox roof and provides illumination into the half story under the roof. The other form is a side-gable roof with a clerestory on both sides of the dwelling. The clerestory illuminates the half-story on both elevations and provides cross-ventilation.<sup>50</sup> The dwelling type provides common features such as wood frame construction clad in weatherboard and exterior side chimneys. There are cases in which a clerestory was added to an earlier building. Modifications and enlargements of earlier buildings were commonplace during the 19<sup>th</sup> century in Isle of Wight County.

The Butler House at Carrsville (046-5127) is an example of a clerestory dwelling. The clerestory portion is situated at the north end of the dwelling and was used as an ell for a later dwelling at the south end, which now serves as the dwelling's main entrance. The clerestory portion dates to 1828 and features a two-sided clerestory. Later additions have been made to the original front and rear portions along with the new building erected on the side, which largely obscures the original building. The chimney is still visible as well as the general form.



**Figure 10:** View of Butler House near Carrsville (046-5127). Clerestory portion at north end.

---

<sup>49</sup> Hoge, Elizabeth P., "Architecture in Virginia: The Clerestory Dwellings of Southeastern Virginia," (Charlottesville, VA: School Architecture, University of Virginia, Spring 1992).

<sup>50</sup> Ibid.

### Domestic and Ethnicity/Immigration

This dwelling is an example of a simple one-room residential building that has been enlarged to accommodate a hall flanked by two rooms. The original portion of the dwelling (situated on the left side) exhibits hand hewn timbers and wide floor boards. This area was known as Tynes Corner and a store was operated to the east of this building by the Tynes family as early as the mid-18<sup>th</sup> century. In 1802 Timothy Tynes freed his eighty-one slaves bequeathing to them most of his over 4,000 acres of land. The land on which this house is situated was part of a tract willed to one of his former slaves. The dwelling most likely dates to the period after the 1802 manumission. Similar to one room houses constructed in the 18<sup>th</sup> century, it reflects vernacular domestic architecture traditions of this period and is an example of a dwelling constructed in the 19<sup>th</sup> century by former slaves.



**Figure 11: House, Foursquare Road (046-5207)**

### Subsistence/Agriculture

Outbuildings served various functions and were erected as needed on farms. Many have been replaced by later outbuildings, as early outbuildings were considered impermanent. The modest buildings constructed during the early period were replaced with larger buildings as farmsteads grew and additional space was needed for farming activities. The best collection of remaining outbuildings which reflect a higher style from this Historic Time Period are those on the Strawberry Plains (046-5233) plantation. The plantation dates to the early 19<sup>th</sup> century and was once a showplace in Isle of Wight County. The main Georgian plantation was destroyed by fire in 1905, but the two-story

kitchen, icehouse foundation, and smokehouse dating to the early 19<sup>th</sup> century remain. The kitchen initially had chimneys at each gable end, but the south chimney had to be removed due to its deterioration. Additional log outbuildings such as animal pens and a barn also remain. The animal pens feature strap hinges made on site at a blacksmith's shop that is no longer extant. This is a working farm and numerous buildings were replaced with modern additions as farming needs and methods changed.



**Figure 12: Kitchen at Strawberry Plains (046-5233).**



**Figure 13: Smokehouse at Strawberry Plains (046-5233).**



**Figure 14: Ice House foundation at Strawberry Plains (046-5233).**



**Figure 15: Animal Pen at Strawberry Plains (046-5233).**



**Figure 16: Barn at Strawberry Plains (046-5233).**





**Figure 17: Barn detail at Strawberry Plains (046-5233).**

Government/Law/Political

The Courthouse Complex Historic District (046-0005) was surveyed as the current and final location of the County seat of Isle of Wight County. The Isle of Wight County Courthouse Complex is an example of courthouse green construction during the Early National Historic Time Period. The period up to 1800 saw the development of courthouses using a similar plan of an arcaded block. An example of this can be seen in Smithfield at the earlier Isle of Wight County courthouse. Once the courthouse moved from the Smithfield location to the center of the County, a new style of building developed. Two-story courthouses were erected to provide additional courtrooms and administrative space to serve the growing population. In addition a standard design was not required by localities erecting courthouses. Additional buildings were added to house functions as needed including a Clerk's Office and Jail. The tavern, which predates the courthouse, was a way station for travelers along Courthouse Highway (US Route 258) that connected Smithfield, Windsor and Franklin. Additional information about the historic district can be reviewed in Appendix H, which contains the Preliminary Information Form.



**Figure 18: View west toward Courthouse Complex Historic District (046-0005).**

#### Transportation/Communication and Technology/Engineering

Roads were developed as land was granted and acquired within the County's interior. The system of roadways served to connect early villages to farmsteads that appeared on the landscape. With Isle of Wight County's waterways that infiltrated the interior, there was a need for bridges and dams. There are no early bridges and only portions of early dams remaining from this period. Dams that were erected served to cross bodies of water and to manipulate the flow of the waterways to power mills. There are histories of mills on many of the major waterways, including a mill at the Isle of Wight County courthouse site. The mills no longer exist but the manipulation of the land along creeks is evident along waterways within the County.

A dam was constructed over Blair's Creek east of Smithfield circa 1800. According to local residents, there is evidence that a building was situated near what appears to be a raceway for a mill on the south side of the creek east of the dam. The dam served as a roadway over the creek connecting residents on the north and south sides and providing a transportation route west of Smithfield. The potential mill site would support such an undertaking, as the dam is approximately twenty-five feet tall over the existing creek. According to additional local history, the dam was breached in 1933 during a hurricane that devastated coastal Virginia. All that remains today are a portion of the dam on each side of the creek, remnants of the former roadway, remnants of the raceway, and some brick fragments where a mill may have stood.



**Figure 19: View along Road trace at end of Bethel Church Lane (046-5211).**



Map 6: Portion of Smithfield USGS Quadrangle Map showing the Road Trace at the end of Bethel Church Lane (046-5211) crossing Blair's Creek.

*Antebellum Period (1830 – 1860)*

There are twenty-five architectural resources illustrated in this Historic Time Period (Table 6). Twenty-three reflect the Domestic Historic Theme and one represents both the Domestic and Ethnicity/Immigration Historic Themes. There is a resource representing Settlement Patterns Historic Theme and one representing both the Transportation/Communication and Technology/Engineering Historic Themes. This era is reflective of increased building in the early 19<sup>th</sup> century, which was a prosperous period. The agrarian nature of the County and the subdivision of farmland precipitated the construction of domestic buildings. In addition, new communities, such as Windsor were founded as a result of the construction of the railroad. Two railroads traversed the County at this point spurring development of villages along the lines. The free African American community grew during this period and a dwelling representing the manumission of slaves is reflected in the Long Nancy Tynes House (046-5210), which is also discussed in the Evaluation section of this report. All properties within this Historic Time Period are listed in Table 6.

**Table 6**  
Architectural Resources Surveyed in the  
Antebellum Period (1830-1861)  
Historic Time Period

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-0014	Mills Daughtrey House	Domestic
046-0052	Elmwood	Domestic
046-5121	Vaughan, William H. House	Domestic
046-5139	Gibbs-Warren House	Domestic
046-5140	Farmhouse, 13450 Burwell's Bay Road	Domestic
046-5147	Farmhouse, 14537 Rattlesnake Trail	Domestic
046-5154	Antioch Independent Church	Religion
046-5161	William M. Crocker House	Domestic
046-5174	Batten-Edwards House	Domestic
046-5185	Farmhouse, Scott's Factory Road and Turner Drive	Domestic
046-5188	Darden, Julius Cesar House	Domestic
046-5190	Farmhouse, 28351 Colosse Road	Domestic
046-5195	Farmhouse, 27199 Spivey Town Road	Domestic
046-5203	Vaughan House at Carrsville	Domestic
046-5204	James Purvis House	Domestic
046-5205	Rowland Edwards House	Domestic
046-5206	Randolph House	Domestic
046-5210	Long Nancy Tynes House	Domestic and Ethnicity/ Immigration
046-5223	Farmhouse, 5339 Duck Town Road	Domestic
046-5240	Homestead	Domestic

<b>DHR Number</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5243	Young House	Domestic
046-5254	Seaboard and Roanoke Railroad	Transportation/ Communication and Technology/ Engineering
046-5258	Pons House	Domestic
328-5004	Ashburn, Alexander H. House	Domestic
328-5010	Windsor Historic District	Settlement Patterns

The Historic Time Period just prior to the Civil War reflected the change in the agricultural business of area farmers and planters. Most farms had converted to mixed-grain crops by this period. Changes in farming were also more prevalent with the introduction of techniques to restore soil and improve production. The increase in yield led to additional prosperity for property owners. These changes led to the improvement of area plantations and the construction of new housing stock to replace earlier modest houses.

The life of Isle of Wight County was still largely agrarian. This is reflected in the census taken in 1860 just prior to the Civil War. Most heads of households were farmers who owned numerous slaves, though most families owned ten slaves or less. The 1860 census reflects that Isle of Wight County had a slave population of 41.4% of the entire population of the County.<sup>51</sup>

Architectural trends during this period had become more diverse and exhibited a more sophisticated sense of history. The early to mid-19<sup>th</sup> century is defined by the European Revival styles popularized in pattern books that were readily available in the United States. Though pattern books were made available as early as the mid-18<sup>th</sup> century, a boon in pattern book availability was marked by the European Revival styles. Greek Revival, Gothic Revival and Italianate styles dominated domestic architecture of the period. Though other styles such as Egyptian Revival, Swiss Chalet, and Octagon were also produced during this period, their popularity was overshadowed by the Classical styles of Greek Revival, Italianate and the highly ornate Gothic Revival.<sup>52</sup>

Pattern books provided easy access for gentlemen-builders of the period to emulate high styles and an accurate source for their reproduction. The earliest pattern book on the Greek orders was published by architect, John Haviland in 1818-1821. Earlier books produced by Asher Benjamin and Minard Lafever had a widespread impact in the early 19<sup>th</sup> century.<sup>53</sup>

---

<sup>51</sup> Salmon, Emily J. and Edward D. D. Campbell Jr., eds., "The Hornbook of Virginia History," (Richmond, VA: The Library of Virginia, 1994), 44.

<sup>52</sup> Howe, 184-219.

<sup>53</sup> Reiff, 45.

The Greek Revival style employed Greek proportions and Classical-inspired articulation, such as columns, cornices, and friezes. The Italianate style is similar to the Gothic Revival style in its focus on the vertical and featured an asymmetrical balance. It employs classical motifs and influences such as bracketed cornices and ornate window surrounds.<sup>54</sup>

The Gothic Revival house exhibits in many respects the opposite of the Greek Revival style. It is asymmetrical and focuses on the building's verticality. In addition to its massing, the building employs heavy ornament such as pendants, finials and vergeboards, which were cut with scroll saws. The style was popularized by architects, Andrew Jackson Downing and Alexander Jackson Davis. Downing produced pattern books, which were widely distributed throughout the United States at the time.<sup>55</sup>

The vernacular tradition in house construction was deeply rooted in Isle of Wight County. While urban areas saw an increase in fashionable styles popularized in the 19<sup>th</sup> century, Isle of Wight County's rural landscape was dominated by traditional American styles. The Tidewater House of one-and-one-half stories was still popular though yielding to an expanded version of two stories often termed an "I-house". This term is more recent and refers to tall, thinly profiled buildings with long, narrow floor plans. Floor plans ranged from hall and parlor, to center passage. The rooms contained within the I-house were primary and served as formal spaces such as sitting rooms and receiving rooms, on the first story, and informal rooms, such as bedrooms on the second story. Kitchens were usually housed in an ell off the rear of the house or in a dependency.<sup>56</sup> This is a very common vernacular house type found throughout Isle of Wight County and in Virginia's rural agricultural landscape.

### Domestic

Architectural styles and forms popular in the previous Historic Time Periods were constructed into the antebellum period. The clerestory, side-passage plan, center-passage plan, I-house and modest Tidewater Houses were constructed through this period. The Tidewater House was only constructed during the first decade of this period and was replaced with larger two-story dwellings by 1840. The clerestory house also was constructed only until 1850 and dominated the early decades of this Historic Time Period. Most dwellings constructed feature the side-passage plan and the center-passage plan. While there is overlapping among domestic architectural forms, the change in character of dwellings is mostly reflected in the size of the dwelling.

An example of a Tidewater House is the Rowland Edwards House (046-5205). It is a simple one-and-one-half-story dwelling with two end chimneys.

---

<sup>54</sup> Howe, 184.

<sup>55</sup> Ibid., 198-199.

<sup>56</sup> Foster, 74.



**Figure 20: Rowland Edwards House (046-5205).**

Fewer side-passage dwellings were erected during the antebellum period, making way for the center-passage dwellings. The side-passage plan was still popular in this period, and is found on dwellings with taller brick foundations. All the buildings are frame construction and have three-bay facades. The two best examples are the Ashburn, Alexander H. House (328-5004) situated in the Town of Windsor and the Farmhouse, 5339 Duck Town Road (046-5223). The Ashburn, Alexander H. House constructed in 1853-1854 predates the construction of the Norfolk & Western Railroad line, which is situated to its immediate north. The dwelling originally faced north to the roadway junctures, but was reoriented to the south due to the construction of the railroad line. A side-passage double-pile dwelling it has two massive chimneys on the west elevation. Similar to the Ashburn, Alexander H. House, the Farmhouse, 5339 Duck Town Road (046-5223) was constructed circa 1850 in the southern part of the County. Both dwellings have similar features.





**Figure 21: Ashburn, Alexander H. House (328-5004).**



**Figure 22: Farmhouse, 5339 Duck Town Road (046-5223).**

The center-passage plan dwelling is also adequately represented during this Historic Time Period with the construction of various types of center-passage plan dwellings.

The most common is the I-house, which is one room deep. There are also dwellings constructed exhibiting a higher style Mid-19<sup>th</sup> Century style, such as the Greek Revival style, with a double-pile plan and Classical ornamentation. Examples are found in the Randolph House (046-5206) and Homestead (046-5240), which are discussed in the Evaluation section of this report. An example of the center-passage plan is the James Purvis House (046-5204).



**Figure 23: James Purvis House (046-5204).**

Throughout American architectural history the enlargement of permanent dwellings has been common practice. The addition of rooms or wings to smaller houses is a tradition that carries forward to the present day. Early sources of additive construction are mostly found adjacent to the existing building's façade or to the rear. In many cases the early additions are made to the rear maintaining the building's façade and general appearance. The addition made to the side of the building in many cases maintained the scale and massing of the earlier building, serving as an added room or rooms and maintaining a unified façade appearance. Many regions of Virginia have varying characteristics of additions that are common to the region and are not featured in other areas of the Commonwealth.<sup>57</sup> For instance, additive construction common to the Eastern Shore of Virginia is unique to that area most likely due to the remote nature of its location.<sup>58</sup> In Isle of Wight County, there are varying types of additive construction that enlarged earlier dwellings. Most common in the 19<sup>th</sup> century is the addition of a

---

<sup>57</sup> Glassie, Henry, "Pattern in the Material Folk Culture of the Eastern United States," (Philadelphia, PA: University of Pennsylvania Press, 1968), 35-37.

<sup>58</sup> Lanier, 40-41.

large building adjacent to the earlier dwelling that does not maintain a consistent façade. In some cases the addition is placed so it projects from the earlier building's façade. The newer building usually has a side-passage plan and is linked to the earlier building by an added hallway with stair to the upper story or stories. The newer portion of the dwelling becomes the formal public space within the dwelling, while the older portion is used as chamber or private spaces. Another type of additive construction found in the County is the addition of a building adjacent to the early building where the newer portion could be a separate dwelling. The newer building may have a hall with adjoining rooms and will abut the earlier dwelling connected by doorways to rooms or hallways in the earlier building. In effect the dwelling becomes two independent yet attached dwellings in some cases with two halls, two stairs, and in some cases two separate levels, where one must step up or down into the adjacent building. Efforts to combine these types of buildings in a unified dwelling are in many cases not made, where two doors will be found on the façade, such as on the Mills Daughtrey House (046-0014) discussed in the Evaluation section.

This type of additive construction is common primarily in the 19<sup>th</sup> century. From most historical accounts of these dwellings, once a property owner achieved a certain financial status or if a property ownership changed, an addition was made. In these cases the addition becomes the primarily living space and the earlier building becomes secondary providing workspaces. In cases of the addition of rooms to the dwelling, the new portion became the formal living space with ornate mantels and wainscoting, for example. For those additions made where a dwelling with its own hall and stair were added, the newer addition became the formal reception area with ornate mantles. In many cases, the earlier building finishes were updated to the style of the later building construction. In effect the house was updated to the current fashion of the time. The interior configuration of the earlier portion was retained in almost all cases. The only changes noted are those with corner stairs adjacent to the fireplace in a one-room plan, which would have been removed in favor of a new hall and stair, added in the new portion.

Most of these modifications and additions occurred from the period of the early to late 19<sup>th</sup> century. In some cases additions were made within a twenty- to thirty-year period from the earlier building's construction. In those additions made in the post-Civil War period, more of an effort was made to create a unified façade appearance with the updating of the façade with a common roof, articulation and style. Even with the unification of the façade and style, it is still visually evident that an addition was made from asymmetrical facades and the retention of earlier chimneys. The evolution of the dwelling in the additive construction process seems to be an important element of the making of additions in Isle of Wight County. Though there is no established typology for additive construction, it may be rooted in long and important history of the County and the awareness of the age and history of its residents. Many communities share these methods of additive construction and in most cases the retention of the earlier built environment is quite common.

Numerous dwellings reflect additive construction where the original dwelling was retained and abutted by a later dwelling. In the mid-19<sup>th</sup> century the forms of the later dwellings vary from side-passage to center-passage. The two buildings are distinct and no effort is made to unify their appearance. In many cases, the two buildings have separate hallways and stairways. Rooms are connected within the interior from one building to another through doorways and rear porches are used to connect the rear of the dwellings. Examples are the Ned Bunkley House (046-5179) and Elmwood (046-0052), also discussed in the Evaluation section. Elmwood is also an example of a clerestory house. In the case of the Gray Carroll House (046-0064) the hallways of the two single-pile side-passage dwellings abut one another. The dwelling contains two sets of staircases and two parallel hallways. The Gray Carroll House (046-0064) is also discussed in the Evaluation section.



**Figure 24: Ned Bunkley House (046-5179).**



**Figure 25: Elmwood (046-0052).**



**Figure 26: Gray Carroll House (046-0064).**

The Butler House near Carrsville (046-5127) was originally constructed as a clerestory house in 1828. In 1848 a center-passage single-pile house was constructed to its south

forming the main house or primary dwelling and the clerestory portion was converted for use as an ell.



**Figure 27: Butler House near Carrsville (046-5127).**

An example of the expansion of a dwelling within a twenty-year period is the Young House (046-5243). The earliest circa 1830 portion is the side-passage two-story portion on the north (right) side of the dwelling. The larger center-passage single-pile portion on the south (left) was erected in 1848. The larger portion projects from the earlier dwelling's facade and is connected to it through a doorway between the south room in the larger portion and the hall of the earlier portion, and through what is now an enclosed porch on the rear elevation. This building is also discussed in the Evaluation section.



**Figure 28: Young House (046-5243).**

### Subsistence/Agriculture

During this period, the farms that dotted the landscape primarily along the numerous waterways that bound and infiltrated Isle of Wight County were comprised of a dwelling and outbuildings associated with farm production. Plans for farms were simple and placement of buildings usually followed three general forms; courtyard, linear and range. Each plan incorporated the house as the primary building, which faced the main road near the front of the property with the outbuildings placed behind it. Among the outbuildings, those relating to household functions were closest, such as the detached or summer kitchen, privy and carriage house. The agricultural buildings were set farther away from the house near the agricultural fields.

In the courtyard plan, the barn is located behind the house with the farmyard between the two buildings. Other smaller outbuildings are placed off to the sides of the farmyard in one or two lines forming an open work area or “courtyard”. There are variations to this plan, but the general configuration forms some sort of open space between the outbuildings located behind the house. The linear plan incorporates the barn and other outbuildings in line with the house. In some cases the outbuildings form their own separate lines in the farmyard. The range plan is similar to the linear plan except the roadway leading to the house turns to one side of the house and runs along the side of the house. It continues behind the house and the farm buildings are placed along the lane and usually face it.<sup>59</sup>

---

<sup>59</sup> Lanier, 223-225.

Aside from these three typical plans, there are farms that seem to incorporate no plan at all. In addition, there are farms that use elements of the three typical plans though they do not follow it in the placement of all buildings.

Agricultural outbuildings were roughly constructed similar to impermanent buildings. They exhibited simple forms and simple methods of construction. Outbuildings were constructed as need arose on the farmstead. The addition of buildings and replacement of buildings within the farmstead reflect the ever-changing means of their owners.<sup>60</sup> In addition, as farmers prospered in the 19<sup>th</sup> century, buildings were constructed to provide additional storage. In many cases, as farmers acquired more lands adjacent to their existing property, additional outbuildings were constructed to meet the needs of increased farming.

Barns took a variety of forms. In some cases barns were simple "pole" barns, constructed of unfinished young tree trunks that were stripped of their bark. These were nailed or pegged together forming a simple structure that was easily erected. Other barns included one- or two- story barns. Most are frame construction clad in vertical boards. The barns usually had gable roofs. Some had three bays with a center aisle flanked by pens in a dogtrot plan. Most southern barns were modest buildings. Within the southern farm, the reference to barn could imply the storage of any good or product associated with farm production.<sup>61</sup> The methods of barn construction are also seen in present day barns on modest farmsteads.

Corncribs were constructed as farmers began to change their crops to corn. The crib form did not change from earlier Historic Time Periods and still retained its general form of a rectangular plan with gable roof. Some corncribs were divided on the interior to separate types of produce. The crib was primarily constructed of logs notched at the building's corners. Illustrations of corn cribs are found within the Reconstruction and Growth Historic Time Period.

Smokehouses were common on the Isle of Wight County farmstead. The building served to cure ham products, which were a staple in the southern diet and eaten at virtually every meal.<sup>62</sup> Smokehouses were frame and usually constructed of rough-cut logs, but tightly sealed using weatherboard or beaded board. They usually reflected a square footprint and steeply-pitched, pyramidal or gable roof.<sup>63</sup> The smokehouse at Homestead (046-5240) has a brick foundation and is clad in weatherboard. Its pyramidal roof is more typical of earlier smokehouses in Virginia. The smokehouse at the Young House (046-5243) is a more typical form of smokehouse found in Isle of Wight County. This form will continue into the following Historic Time Period.

---

<sup>60</sup> Vlach, John Michael, "Back of the Big House: the architecture of plantation slavery," (Chapel Hill, NC: The University of North Carolina Press, 1993), 77.

<sup>61</sup> Ibid., 107-108.

<sup>62</sup> Ibid., 63.

<sup>63</sup> Ibid., 65.





**Figure 29: Smokehouse at Homestead (046-5240).**



**Figure 30: Smokehouse at Young House (046-5243).**

Log buildings are the most common type of agricultural building that remains from this period. Log buildings were constructed through the 19<sup>th</sup> century and served as cribs, barns, and storage buildings. There are examples of where log buildings have been clad in rough-cut horizontal and vertical boards. The log building at Marshall-Edwards House (046-5236) was constructed as a barn and is an example of a simple gable roof log building.



**Figure 31: Barn at Marshall-Edwards House (046-5236).**

Kitchens were constructed of log and frame, and may have served as early shelter. The kitchens at the Vaughan House at Carrsville (046-5203) and Farmhouse, 16472 Stallings Lane (046-5187) reflect the variety of types found within the County. The most typical is the form seen on Stallings Road. Other buildings with a similar form can be found at the Mills-Daughtrey House (046-0014) and Darden, Julius Caesar House (046-5188).



**Figure 32: Kitchen at Vaughan House at Carrsville (046-5203).**



**Figure 33: Kitchen at Farmhouse, 16472 Stallings Lane (046-5187).**

Slave quarters/servants quarters constructed prior to the Civil War were similar in form to kitchens. One remaining example is found at Farmhouse, 8122 Whispering Pines

Trail (046-5237). Though deteriorated and missing most of its chimney, it is a simple frame building situated near the dwelling and outbuildings. There are single-leaf door openings on its sides with small window openings. The chimney would have been used for cooking as well as heating the modest building.



**Figure 34: Slave Quarters at Farmhouse, 8122 Whispering Pines Trail (046-5237).**

### Religion

The Antioch Independent Church (046-5154) constructed circa 1850 is the earliest religious building surveyed as a part of this survey effort. It has a simple rectangular form with additions made to the north. It is a gable-front church which is a common form among early vernacular church architecture. The church building retains its general form and is very simplified with Gothic-arched window openings.



**Figure 35: Antioch Independent Church (046-5154).**

### Settlement Patterns

The community comprising the Windsor Historic District (328-5010) originated in 1853 with the construction of the Norfolk & Western Railroad line adjacent to the Ashburn, Alexander H. House (328-5004). The community developed around this dwelling and the juncture of roads nearby. For additional information on this historic district consult the Evaluation section and Appendix J.

#### *Civil War (1861 – 1865)*

Building ceased during the Civil War with the focus on wartime activities. There were no architectural resources surveyed dating to this period.

#### *Reconstruction and Growth (1865 – 1917)*

Half of the resources surveyed as a part of this effort were surveyed during the Reconstruction and Growth (1865-1917) Historic Time Period. This period saw growth of the County in terms of population and the number of farmsteads. With the increased population and the development of new railroads and improved land transportation routes just prior to the Civil War, numerous buildings were constructed during the post-Civil War period. These include commercial buildings in the town centers and at intersection villages that appeared in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, churches, and the development of communities and schools. Half of the resources surveyed in this time period have a domestic function and reflect architectural trends popularized in the

late 19<sup>th</sup> and early 20<sup>th</sup> centuries including the introduction of the Late Victorian styles and American styles. In addition to domestic buildings, the emergence of fraternal lodges, small industrial buildings at commercial centers, commercial buildings, and planned communities were documented within this Historic Time Period.

**Table 7**  
Architectural Resources Surveyed in the  
Reconstruction and Growth Period (1861-1917)  
Historic Time Period

<b>VDHR No. Property Name</b>	<b>Historic Theme(s)</b>
046-5096 Ashe Grove Baptist Church	Religion
046-5118 Farmhouse, 21323 Thomas Woods Trail	Domestic
046-5119 Walters Farmers Union	Social
046-5122 Farmhouse, 26585 River Run Trail	Domestic
046-5129 Farmhouse, 32242 Barretts Lane	Domestic
046-5130 House, 6201 Old Carrsville Road	Domestic
046-5131 Daughtrey's Store	Commerce
046-5132 House, 5412 Old Carrsville Road	Domestic
046-5134 House, 5434 Old Carrsville Road	Domestic
046-5136 House, 14219 Tyler's Beach Road	Domestic
046-5137 Store, 5500 Old Stage Highway	Commerce
046-5138 Bay View School	Education
046-5142 Bethany United Methodist Church	Religion
046-5143 Farmhouse, 13095 Mill Swamp Road	Domestic
046-5145 Farmhouse, 16094 Strawberry Plains Road	Domestic
046-5146 Mt. Sinai Baptist Church	Religion
046-5148 Farmhouse, 13407 Ramsey Road	Domestic
046-5149 Store, Intersection of Mill Swamp Road and Sycamore Cross Drive	Commerce
046-5150 Farmhouse, 11356 Mill Swamp Road	Domestic
046-5153 Central Hill Baptist Church	Religion
046-5158 Woodland United Methodist Church	Religion
046-5159 Christian Bethany Church	Religion
046-5163 Virginian Railroad Bed	Transportation/ Communication and Technology/ Engineering
046-5167 Oak Grove United Methodist Church Parish House	Religion
046-5168 Oak Grove United Methodist Church	Religion
046-5170 Farmhouse, 21398 Roff Lane	Domestic
046-5171 Farmhouse, Spady Lane	Domestic
046-5172 Store, 21155 Reynolds Drive	Commerce
046-5173 Farmhouse, 21377 Reynolds Drive	Domestic
046-5177 Store, 10361 Center Street	Commerce

<b>VDHR No.</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5178	George M. Watkins, Fresh Fish and General Merchandise	Commerce
046-5180	Farmhouse, 23381 Channell Way	Domestic
046-5181	Farmhouse, 23566 Yellow Rock Lane	Domestic
046-5183	Battery Park Baptist Church	Religion
046-5184	House, 20588 Warwick Street	Domestic
046-5186	Farmhouse, 14101 Great Springs Road	Domestic
046-5187	Farmhouse, 16472 Stallings Lane	Domestic
046-5189	Farmhouse, 7428 Clifton Lane	Domestic
046-5191	Colosse Baptist Church	Religion
046-5192	Farmhouse, 27021 Little Norfolk Road	Domestic
046-5193	Farmhouse, Little Norfolk Road	Domestic
046-5194	Farmhouse, 27202 Spivey Town Road	Domestic
046-5196	Store, 27605 Colosse Road	Commerce
046-5197	Store, Colosse Road and Virginian Railroad Bed	Commerce
046-5198	Carr House	Domestic
046-5208	House, 15279 Mill Swamp Road	Domestic
046-5209	Edwards House	Domestic
046-5212	Isle of Wight Christian Church	Religion
046-5213	Rescue Historic District	Settlement Patterns
046-5215	Walters Historic District	Settlement Patterns
046-5217	House, 5387 Zuni Circle	Domestic
046-5220	Boarding House, 5197 Peggy Lou Lane	Domestic
046-5221	Happy Days Soap Factory	Industry/Processing/ Extraction
046-5224	Farmhouse, 25640 Bows and Arrows Road	Domestic
046-5226	Store, Courthouse Highway	Commerce
046-5227	Store, Courthouse Highway	Commerce
046-5228	Uzzell United Methodist Church	Religion
046-5232	Shiloh Baptist Church	Religion
046-5233	Strawberry Plains	Domestic
046-5239	Oliver House and Store	Domestic and Commerce
046-5245	House, 27981 Walters Highway	Domestic
046-5247	Christian Home Baptist Church	Religion
046-5248	Holly Grove A.M.E. Church	Religion
046-5251	Macedonia A.M.E. Church	Religion
046-5252	Whitehead's Grove Baptist Church	Religion
046-5253	Store at Whitley	Commerce
046-5257	Comet School	Education
046-5260	Mill Swamp Baptist Church Parsonage	Religion
328-5001	Store, 5 East N&W Street	Commerce
328-5002	Store, West N&W Street	Commerce
328-5003	House, 23 Bank Street	Domestic

<b>VDHR No. Property Name</b>	<b>Historic Theme(s)</b>
328-5005 House, 12 East N&W Street	Domestic
328-5006 House, 14 East N&W Street	Domestic
328-5007 House, 8 Church Street	Domestic
328-5008 Windsor Baptist Church	Religion
328-5009 Deans Academy	Religion

### Domestic

During the Reconstruction and Growth period, architectural fashions for domestic buildings were adapted to rural architecture. Styles and forms more common to urban areas appeared with rare frequency within rural settings and more frequently in the towns along the railroad and waterfront.

For example, the Queen Anne style was increasingly seen in the growing Town of Windsor and in other villages that sprouted along the railroad lines. The Queen Anne style appeared in the United States in 1880 from England and became a predominant architectural style concurrently with the Colonial Revival style. Its origins are derived from Jacobean architecture and early medieval sources. Unlike the Colonial Revival, which emphasized simplicity and United States heritage, the Queen Anne style was highly ornate with asymmetrical proportions, varying material treatments and steeply pitched roofs. Towers were also common and the building style exhibited panels, shingling, varying window forms, varying articulated cornices and conical, octagonal or pyramidal roofs crowned by finials. Shingles of varying cuts and windows exhibiting stained glass and panes of varying forms and sizes were common. In addition, rounded and canted bays were common on wall planes allowing for asymmetrical roof forms and additional articulation on wall planes. Aside from the highly ornate exterior, the asymmetry of the style was continued on the interior. The plan of the style was open and the exterior bays figured prominently in the formal spaces of the house. In addition, fireplaces were not regulated to the center of a wall plane but appear in corners, and off-center on wall planes.<sup>64</sup>

Modest vernacular Queen Anne style buildings and larger-scale higher-style versions appear mostly within the Town of Windsor. There are few examples in the rural areas, but most are situated near village or town settings. Examples found in the Town of Windsor are at 23 Bank Street (046-5003) and 14 N&W Street (046-5006). These dwellings were constructed in the late 19<sup>th</sup> century and reflect the core development of the Town of Windsor around the railroad line and the intersection of roads that marks the center of Windsor's development. Examples of a rural Queen Anne dwelling are found at 27202 Spivey Town Road (046-5194) north of the village of Carrsville, and at 14219 Tyler's Beach Road (046-5136). These dwellings exhibit typical characteristics of the style with projecting bays and steep roof, but are much more restrained than high style examples of Queen Anne residential architecture.

---

<sup>64</sup> Lanier, 158-164.





**Figure 36: House, 23 Bank Street (328-5003).**



**Figure 37: House, 14 East N&W Street (328-5006).**



**Figure 38:** House, 14219 Tyler's Beach Road (046-5136).



**Figure 39:** Farmhouse, 27202 Spivey Town Road (046-5194).

The I-house was still a popular form constructed into the early 20th century. Its range of popularity is countywide and can be found in villages and towns along with rural areas.

Within the Town of Windsor the I-house building type was erected within the core town at 8 Church Street (328-5007). Within the rural countryside the I-house was more common. Examples are the Edwards House (046-5209) and Strawberry Plains (046-5233) dating to the turn of the 20<sup>th</sup> century.



**Figure 40:** House, 8 Church Street (328-5007).



**Figure 41: Edwards House (046-5209).**



**Figure 42: Strawberry Plains (046-5233).**

During the post-Civil War period additions were made primarily to the rear of existing dwellings. In the case of the Pitt-Blackwell-Turner House (046-5238), an earlier circa

1750 dwelling was expanded to a two-story center-passage plan building. The building was updated in 1880 to the current fashion with intersecting gables at each end and a gabled dormer above the central bay. The current form reflects a hybrid Queen Anne-Colonial Revival form. Evidence of the earlier building form can be seen on the east (left) end with two massive chimneys. This building is also disused in the Evaluation section.



**Figure 43: Pitt-Blackwell-Turner House (046-5238).**

### Subsistence/Agriculture

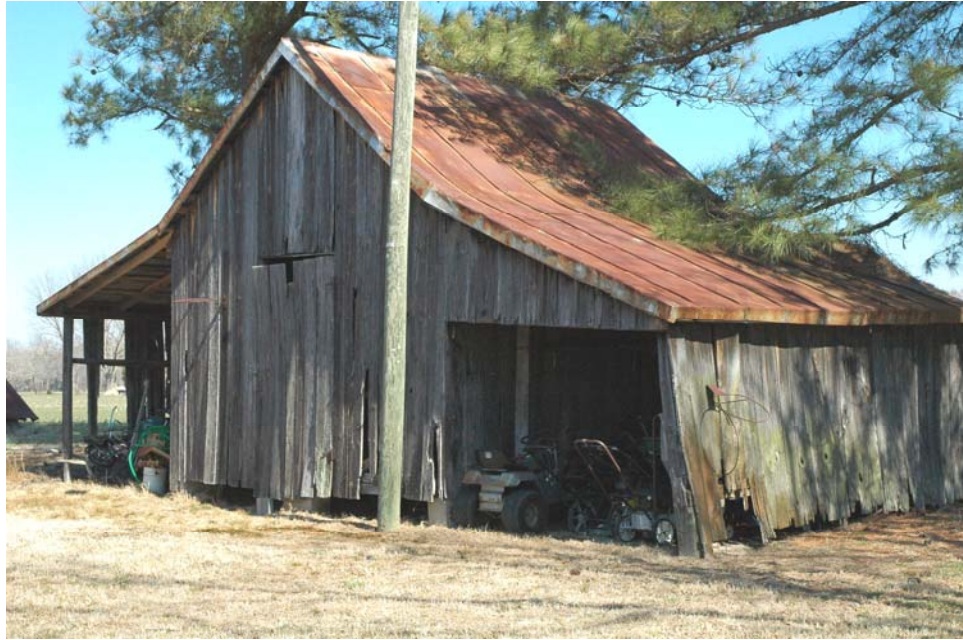
As in the previous Historic Time Periods, agricultural buildings were laid out in various plans and took on characteristics similar to earlier buildings. The temporary nature of the buildings from previous Historic Time Periods, as well as the development of new farmsteads in the Reconstruction era reflect a tradition in outbuilding construction that does not deviate from its historic predecessors.

For example, the outbuildings at Farmhouse, 25640 Bows and Arrows Road (046-5224) reflect various building forms including a log building, frame barns and other outbuildings.



**Figure 44: Agricultural Outbuildings at Farmhouse, 25640 Bows and Arrows Road (046-5224).**

During the Reconstruction and Growth Historic Time Period numerous agricultural outbuildings were constructed to replace earlier buildings. With advances and changes in farming new building forms were required to shelter larger farm equipment and store crops. Types of agricultural outbuildings are corn cribs, workshops, equipment sheds, animal shelters, and barns. While farm building design did not vary greatly from its earlier predecessors, barns had become larger and feature more of a common drive into or drive through plan. They retained wood frame construction and were clad most often in vertical board siding or horizontal board siding. Some examples can be found at the Edwards House (046-5209), the Vaughan House at Carrsville (046-5203), and Farmhouse, 14200 Raynor Road (046-5235).



**Figure 45: Barn at Edwards House (046-5209).**



**Figure 46: Barn at Vaughan House at Carrsville (046-5203).**



**Figure 47: Barn at Farmhouse, 14200 Raynor Road (046-5235).**

Surviving corncribs are rare but can be found at the Latimer House (046-5162). This corncrib has tapered walls and a gable roof.



**Figure 48: Corncrib at Latimer House (046-5162).**



Another form of agricultural outbuilding constructed during this Historic Time Period is the potato house. An enclosed building, it is characterized by small ventilators or monitors mounted to the roof. The potato house at the Darden, Julius Caesar House (046-5188) is an example of this type of building. This building also reflects characteristics of domestic architecture with its brackets under the roof at the gable ends.



**Figure 49: Potato House at Darden, Julius Caesar House (046-5188).**

### Education

Though educational facilities were constructed as early as the 1870s, few remain from the 19<sup>th</sup> century. There were no set design standards for schools during the 19<sup>th</sup> century. They could take on any general form, but were rooted in open sanctuary church plans. The buildings were usually one to two rooms with doors accessing the interior of each classroom. In addition, they may have been electrified and heating was served by a stove. Primary lighting came through windows, though in late 19<sup>th</sup>-century buildings there are fewer windows than in their early 20<sup>th</sup>-century counterparts.

School design came of age during the early 20<sup>th</sup> century with the supervision of school construction by the Commonwealth of Virginia School Board. Prior to the supervision of the school construction program, localities could erect schools of any fashion. Developments in school construction and design advanced at the turn of the 20<sup>th</sup> century and state governments began to provide template architectural drawings for school buildings. In Virginia, templates were available, but supervision of building construction

was not instituted until the 1920s.<sup>65</sup> The building forms comprised various plans for schools of varying sizes. For smaller schools, one-room designs provided an open classroom space and a closet, coatroom, and divider, in some cases. Two-room schools comprised a hall with adjoining classrooms or two large rooms abutting one another. Larger schools comprising three to six classrooms usually comprised of a corridor plan with rooms off the corridor. School buildings were also designed to accommodate adequate lighting and ventilation. Windows were large and the fenestration pattern on school buildings usually comprises paired or grouped double-hung windows.

In Isle of Wight County, early schools were situated on private property and teachers were most often a resident of the property. The school on the Young House (046-5243) property dating to circa 1890 remains though it is in deteriorated condition.



**Figure 50: School at Young House (046-5243).**

The Bay View School (046-5138) is an example of school design dating to the 1910s. Constructed in 1914, the building employs Colonial Revival details and characteristics. The plan comprises three classrooms with a central hall. The cross-shaped plan allowed for light to permeate the interior through oversized banks of windows. The fenestration pattern is common to architectural drawings provided by the Commonwealth of Virginia for school design.

---

<sup>65</sup> State Board of Education (Virginia), "Annual Report of the Superintendent of Public Instruction," (Richmond, VA), School Years 1910-1911 to 1960-1961.



**Figure 51: Bay View School (046-5138).**

### Religion

With the prosperous years from the 1870s through the turn of the 20<sup>th</sup> century, numerous churches were founded in areas around the County. Many of the congregations worshiped on private lands prior to the acquisition of a parcel and the construction of a permanent building. The churches relied on donations of land for the erection of their buildings and creation of cemeteries. Many churches originally conducted services in brush arbors or within private dwellings. The architectural styles of the churches range from Gothic Revival-inspired to Colonial Revival-inspired simple churches. Despite various denominations and architectural styles, the churches have common plans with open sanctuaries. Many churches did not have other divided spaces for classrooms, offices, a study or lavatories. During the mid-20<sup>th</sup> centuries, churches were expanded with additions to accommodate modern conveniences.

An example of a simple gable-front church is the Christian Bethany Church (046-5159), which was an African-American church. The simple building is wood frame clad in weatherboard with a central entrance on the gabled façade and large window openings on the side elevations. The church was updated in the 1930s with the addition of rolled asphalt sheets with a brick pattern, often called Bricktex siding, in an effort to give a more permanent appearance to the church. The brick appearance would have associated the congregation with a permanent brick building versus a wood building considered less lasting.



**Figure 52: Christian Bethany Church (046-5159)**

Center steeple churches are the most popular form found in Isle of Wight County among the Reconstruction-era churches. The steeple centrally situated on the gable front with a spire of mostly four sides. The spire usually tops a lantern and the base of the steeple comprises the church entrance. Like gable-front churches the center steeple churches had an open sanctuary and were constructed of wood frame. In the 1950s the application of brick to the frame churches became quite popular to reinforce the stability of the building. Examples of wood-frame steeple front churches that have not been clad in brick are Uzzell United Methodist Church (046-5228), Isle of Wight Christian Church (046-5212) and Shiloh Baptist Church (046-5232). These buildings date between 1886 and 1891 and reflect a variation on the form of the steeple. In the case of the Uzzell United Methodist Church (046-5228), the steeple is wide and slender exhibiting more of a Victorian vertical form. Conversely, the Isle of Wight Christian Church (046-5212) has a more horizontal feeling with its heavy low tower and steeple imbedded within the façade gable. The Shiloh Baptist Church (046-5232) employs characteristics of the Colonial Revival style with its closed façade gable.



**Figure 53: Uzzell United Methodist Church (046-5228).**



**Figure 54: Isle of Wight Christian Church (046-5212).**



**Figure 55: Shiloh Baptist Church (046-5232).**

Another common church form is called the steepled ell. This church form has bolder massing with wide gables and an emphasis on geometry. The Central Hill Baptist Church (046-5153) and the Woodland United Methodist Church (046-5158) are examples of rural steepled ell churches. They feature towers nestled into the cross-shaped plan, which appear to be separate yet are part of the building. The Central Hill Baptist Church (046-5153) features a crenellated tower with entrances on the exposed elevations of the tower. The Woodland United Methodist Church (046-5158) is a heavy building with a slender tower topped by a squat roof highlighting the horizontal emphasis of the building. Battery Park Baptist Church (046-5183) is a brick church constructed in 1900 with a steepled ell plan. It is situated at a prominent location in the community at the intersection of two major roadways through the community of Battery Park (046-5214).



**Figure 56: Central Hill Baptist Church (046-5153).**



**Figure 57: Woodland United Methodist Church (046-5158).**



**Figure 58: Battery Park Baptist Church (046-5183).**

### Social

The Walters Farmers Union Building (046-5119) was constructed in 1912 in the community of Walters, which was planned in 1909. The Walters Farmers Union was a fraternal organization for area farmers. This is a rare example of a remaining rural fraternal lodge. The building form is based upon school and church design with a general overall simplicity.<sup>66</sup>

---

<sup>66</sup> Lanier, 267.





**Figure 59: Walters Farmers Union (046-5119).**

Transportation/Communication and Technology/Engineering

The Virginian Railroad (046-5163) line was constructed in 1909 across the south end of Isle of Wight County between the Norfolk & Western Railroad and Seaboard and Roanoke Railroad lines. The creation of the Virginian Railroad line spawned the development of three villages within Isle of Wight along the line; Boaz, Collosse and Walters. The line was abandoned in the 1950s and taken up in the late 20<sup>th</sup> century. What remains today are a railroad bed and the small villages along the corridor.



**Figure 60: Virginia Railroad Bed (046-5163).**

### Commerce

Small commercial buildings arose at intersection villages to serve the local population and for travelers on rural roads at the turn of the 20<sup>th</sup> century. With the development of the automobile in the early 20<sup>th</sup> century and its appearance in rural environments, the need for services, such as gasoline, gave local existing commercial entrepreneurs an opportunity to add an additional service. While earlier commercial buildings added gasoline pumps in the front of their commercial buildings, a new architectural form of gas station appeared in the 1920s and 1930s. The gas station in rural areas took on the form of residential buildings of the period with a large canopy on the front to shelter gas station services. The buildings attempt to mimic patterns of larger corporations who had developed standard designs in more urban and heavily traveled areas. The rural environment in many early cases was untapped by the large corporations, which allowed local businesses to provide gas services to existing buildings or erect modest vernacular gas stations. In addition to providing fuel for automobiles, these small commercial buildings also provided modest goods and supplies. With the increase of the automobile on the landscape an additional function of the gas station appeared and a bay for the repair of vehicles as needed was added to many gas stations. The early automobiles were relatively sturdy and could be repaired by their owners and in many cases the gas station provided parts for their repair as well as the service of repair.<sup>67</sup>

---

<sup>67</sup> Jackle, John A. and Keith A. Sculle, "The Gas Station in America," (Baltimore, MD: Johns Hopkins University Press, 1994), 197-198.

Rural commercial buildings deviated in appearance from their urban counterparts of the turn of the 20<sup>th</sup> century. While most urban or town commercial buildings exhibited a parapeted front and were constructed of brick, stores dominating rural intersections and waterfront transportation points appeared like vernacular dwellings of the period. The gabled-fronted store is the most common with a gable roof surmounting a wood frame building. These buildings were mostly two-story, though more modest commercial buildings could be one story. The commercial buildings served as general stores, hardware stores, and groceries or feed stores. The ease and affordability of erecting such a building allowed small business owners to see the addition of a store to, in many cases, their own property as a viable financial venture. The addition of post offices in the late 19<sup>th</sup> and early 20<sup>th</sup> century, as well the addition of gasoline services in the 1920s and 1930s, guaranteed prosperity of the commercial building during these periods. The commercial building served as a social meeting place for area residents and was a hub of the community.

The characteristics of the building type were recognizable on the rural landscape. They were usually sited near the roadway and most often sited near an intersection of roadways. They had a dominant storefront on the first story with a central entrance flanked by oversized fixed storefront windows or grouped oversized double-hung sash windows. The second stories featured double-hung sash windows and contained additional commercial space or living space for an owner or operator. The roof was articulated with brackets in many cases or featured decorative cornices. With the addition of gas station services in the 1920s and 1930s, the area in front of the building featured gas pumps with light fixtures set upon a poured concrete foundation. An important feature of the commercial building, which has been lost among numerous buildings, was the signage advertising the gasoline brand or brands of goods available in the store.

The store at 21155 Reynolds Drive (046-5172) shows an example of a typical storefront with covered porch. Dating to the 1870s it sits close to the roadway and at an intersection. Similarly, the 1899 store at Mill Swamp Road and Sycamore Cross Drive (046-5149) also is situated at an intersection close to the roadways. This is also the case of the store at 5500 Old Stage Highway (046-5137) dating to circa 1900. Each of these buildings has a generally similar appearance and is two stories, topped by a gable roof and flanked by lower one-story wings. The entrance is situated on the two-story porch with oversized windows. This typical appearance can be found throughout the County. These commercial buildings no longer serve their original function and are reused as dwellings or businesses. Some are used as storage facilities and most are threatened with obsolescence.



**Figure 61: Store, 21155 Reynolds Drive (046-5172).**



**Figure 62: Store, Intersection Mill Swamp Road and Sycamore Cross Drive (046-5149).**



**Figure 63: Store, 5500 Old Stage Highway (046-5137).**

Modest commercial buildings were erected in towns near the railroad line along with agricultural processing plants and warehouses. These buildings typically reflect low-scale commercial architecture of brick construction with storefronts on the first story. They are most often one-part commercial block buildings containing a single storefront with a central entrance flanked by large storefront windows. Characteristic of urban turn-of-the-20<sup>th</sup>-century commercial buildings, the buildings feature simplified architectural elements of vernacular design and in some cases abut one another. They typically were inexpensive to erect, and the income produced by the businesses they housed defrayed the cost of building construction and land value while producing modest income. They also provided much needed services and goods within the community for the local population. The proximity to the railroad line and the concentration of the buildings within a small area provided a small shopping district and hub within the towns at the turn of the 20<sup>th</sup> century.

Brick examples of commercial buildings at community hubs are the stores in the Town of Windsor on East and West N&W Streets (328-5001 and 328-5002). These one-story brick buildings are situated across the street from the railroad line and two blocks east from the original train station site. The area is characterized by former building sites and other early commercial buildings. Though modified or covered, the buildings retain their simple façade with storefront window openings.



**Figure 64:** Store, 5 East N&W Street (328-5001).



**Figure 65:** Store, West N&W Street (328-5002).

Commercial buildings in Isle of Wight County and the Town of Windsor exemplify the American styles which developed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The Colonial

Revival style was an attempt to honor American history by emulating the styles popularized during the United States' settlement. The 1876 centennial of the independence of the United States made the Colonial style popular among architects as an effort to pay homage to the nation's heritage. The mid-19<sup>th</sup> century was defined by European sources, such as ornate Gothic Revival and Victorian styles. The more simplified Colonial styles and American sources were re-examined and employed to reflect America's heritage. Termed Colonial Revival, the style is symmetrical and uses many classical sources such as rounded-arch windows, pediments, cornices, and columns.<sup>68</sup> This style prevailed primarily from 1910 to 1929 and featured various interpretations of Colonial sources.<sup>69</sup> The style is most often found on commercial buildings dating to the 1910s.

Daughtrey's Store (046-5131) is situated in the village of Carrsville at the south end of the County along the Seaboard and Roanoke Railroad line. The building faces a lane parallel to the railroad. Dating to the late 19<sup>th</sup> century, this building is wood frame with Classical details on the storefront. The central entrance is flanked by oversized storefront windows. The interior has a typical open plan with an open space. This allowed for the placement of shelves and counters for the sale of goods.



**Figure 66: Daughtrey's Store (046-5131).**

---

<sup>68</sup> Baker, John Milnes, A.I.A., "American House Styles: A concise guide," (New York: W. W. Norton and Company, Inc., 1994), 120.

<sup>69</sup> Ibid., 117 and 122.

Industry/Processing/Extraction

Modest factories were constructed near town and urban centers along the railroad lines. Many no longer survive, but the Happy Days Soap Factory (046-5221) in Zuni is a rare example of this type of building. The factory is comprised of two portions and could be misinterpreted as a building combining residential and commercial functions. The rear portion was an open space for the manufacture of soap products. Loading doors on the side would have facilitated the shipping of goods manufactured on site. The building is frame clad in rolled asphalt siding with a brick pattern, also known as Bricktex siding. The building is currently vacant and deteriorating.



**Figure 67: Happy Days Soap Factory (046-5221).**

Settlement Patterns

The community of Walters (046-5215) was founded along the Virginian Railroad bed (046-5163) in 1909. A small grid-planned community it sought to take advantage of Walters Highway (US Route 258), which connects the north and south ends of the County from Smithfield to Franklin, respectively, and the newly constructed railroad line. The community grew mostly in the World War I to World War II period with the addition of a processing facility, farmers union, and commercial center around the railroad and roadway intersection. For detailed information on the historic district consult the Evaluation section and Appendix K.



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

The years between the two World Wars reflect prosperity and then depression. At the outset of this period numerous buildings were constructed including farmhouses, schools, and churches in the financial boom of the 1920s. Toward the end of the 1930s and into the 1940s less building construction occurred due to financially depressed years, the outbreak of World War II and the reallocation of resources. Technological advances in the processing and shipping of agricultural products and the development of infrastructure are reflected primarily during this period. Table 8 lists the resources surveyed during this Historic Time Period and reflects the widest range of types or architectural resources within the Historic Themes.

**Table 8**  
Architectural Resources Surveyed in the  
World War I to World War II (1917-1945)  
Historic Time Period

<b>VDHR No.</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5053	Christian Home School	Education and Ethnicity/Immigration
046-5120	Indika Farms—Walters Buying Plant	Industry/Processing/ Extraction
046-5123	Store, Walters Highway in Walters	Commerce/Trade
046-5124	House, 314 Washington Avenue	Domestic
046-5126	Store, 6305 Carrsville Highway	Commerce/Trade
046-5133	House, 5422 Old Carrsville Road	Domestic
046-5135	House, 14233 Tyler's Beach Road	Domestic
046-5141	Farmhouse, 6389 Barlow Lane	Domestic
046-5144	Store, Intersection Mill Swamp Road and Moonlight Road	Commerce/Trade
046-5151	Mill Swamp Baptist Church	Religion
046-5152	Store, 6159 Jones Town Drive	Commerce/Trade
046-5155	Farmhouse, 24430 Ennis Mill Road	Domestic
046-5156	Holly Grove School	Education and Ethnicity/Immigration
046-5157	C. T. Chapman Store	Commerce/Trade
046-5160	House, 19047 Muddy Cross Drive	Domestic
046-5164	American Telephone and Telegraph Building	Transportation/ Communication
046-5166	Gas Station, 17087 Courthouse Highway	Commerce/Trade
046-5169	Store, 20051 Oliver Drive	Commerce/Trade
046-5175	Store, 12067 Smith's Neck Road	Commerce/Trade
046-5176	Rescue School	Education
046-5182	Friends Church	Religion

<b>VDHR No.</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5199	Store, Intersection Colosse Road and Joyner's Bridge Road	Commerce/Trade
046-5200	Carrsville Elementary School Gymnasium	Education
046-5202	Mitchell School	Education
046-5216	Bethany Presbyterian Church	Religion
046-5218	Silo, Silo Lane	Industry/Processing/ Extraction
046-5219	Bank, 5299 Zuni Circle	Commerce/Trade
046-5222	Store, 5352 Windsor Boulevard	Commerce/Trade
046-5230	Trinity School	Education
046-5231	Farmhouse, 12318 Modest Neck Road	Domestic
046-5235	Farmhouse, 14200 Raynor Road	Domestic
046-5237	Farmhouse, 8122 Whispering Pines Trail	Domestic
046-5241	Morgart's Beach Hotel Site	Recreation/Arts
046-5246	Benns Church	Religion
046-5249	Boaz Presbyterian Church	Religion
046-5255	Farmhouse, 27085 Walters Highway	Domestic
046-5259	First Pentecostal Church of Isle of Wight County	Religion

### Domestic

During this period, the Colonial Revival style continued to be employed for house design. It was modified closer to the mid-20<sup>th</sup> century using more simplified architectural elements. The mid-20<sup>th</sup>-century Colonial Revival house used a two-story plan or one-story plan. Within the 20<sup>th</sup> century, building materials changed and houses were clad in modern materials such as asbestos siding and asphalt siding.

The 20<sup>th</sup> century saw a rise of the simpler Craftsman style as a rejection of the ornate houses designed in the Queen Anne and Victorian styles. The style is based in the Arts and Crafts Movement, which sought a simpler design and emphasis on the “art” and “craft” of construction, which include manufacture of goods and houses. It is also a rejection of the mechanization of the Industrial Era that was growing in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. One of the Arts and Crafts Movement’s founders, Gustav Stickley, saw the Craftsman style as a return to a simpler, idyllic life that was based in early traditions.<sup>70</sup>

An example of a Craftsman-style Bungalow, which was one of the most common forms of the Craftsman style, is the house at 314 Washington Avenue (046-5124). It employs typical characteristics, with its low slung appearance and full-front porch. The battered piers on the porch are common elements as well as the fenestration pattern and roof pitch.

---

<sup>70</sup> Foster, 348.



**Figure 68: House, 314 Washington Avenue (046-5124).**

Though the Craftsman style became fashionable during this Historic Time Period, the I-house form remained popular with its central hall plan flanked by single rooms. Variations on the form had begun to appear in the Reconstruction period with intersecting roof gables on the façade in an effort to make them appear more fashionable with the Queen Anne and Colonial Revival counterparts that had gained prominence in more urban areas.

The farmhouse at 24430 Ennis Mill Road (046-5155) is an example of an early 20<sup>th</sup>-century I-house. A wood frame building, it was clad in the 1930s with asphalt siding. Similarly, the farmhouse at 14200 Raynor Road is a typical I-house, though it reflects Colonial Revival and Queen Anne elements including the closed gable on the façade and raking cornices and cornice returns on the gable ends.



**Figure 69: Farmhouse, 24430 Ennis Mill Road (046-5155).**



**Figure 70: Farmhouse, 14200 Raynor Road (046-5235).**

Modest farmhouses were constructed throughout the Reconstruction era through the mid-20<sup>th</sup> century. The farmhouse at 6389 Barlow Lane (046-5141) is an example of a

modest one-story dwelling with a gable roof. This building is an example of a simplified vernacular Colonial Revival-style house in a rural setting.



**Figure 71: Farmhouse, 6389 Barlow Lane (046-5141).**

### Education

The height of school construction occurred during the World War I to World War II period with the erection of numerous schools reaching its zenith in the 1920s when funds were allocated for both white and African American school children. Schools were modest within the County and were mostly one and two rooms. Many of the schools were converted to other uses after the smaller schools were consolidated with other schools between the late 1920s and 1940s.

The Rescue School (046-5176) was constructed circa 1925 replacing an earlier frame school building. The brick building has a low-slung appearance with a hipped roof and projecting porch. The windows in the school building have been enclosed.



**Figure 72: Rescue School (046-5176).**

Additions to existing school buildings were made after the consolidation of schools to meet the needs of the expanded school population. In the case of the Carrsville Elementary School, the school building had a detached gymnasium erected to its east for recreation. Rural schools rarely had facilities other than classrooms for students and recreation was provided on the grounds around the school. The addition of the Carrsville Elementary School Gymnasium (046-5200) circa 1940 exemplifies the recognition of recreation as an important part of the educational experience of school children. The building is wood frame clad in rolled metal sheets stamped with a brick pattern. The building is Colonial Revival style with heavy cornice. The fenestration pattern on the sides allowed for the illumination of the interior space which comprises an open area with wood flooring.



**Figure 73: Carrsville Elementary School Gymnasium (046-5200).**

#### Education and Ethnicity/Immigration

It is during this Historic Time Period that publicly supported schools for African Americans were erected. In many cases African American public schools were associated with a church and their erection was partially funded by the church congregation. The Holly Grove School (046-5156) is associated with the Holly Grove A.M.E. Church (046-5248) and is situated near its founding church. The school building reflects typical one-room school characteristics and displays large window openings for the illumination of the interior.



**Figure 74: Holly Grove School (046-5156).**

### Religion

Church forms were similar to the Reconstruction predecessors, but the use of brick for the construction of church as well as the use of the Colonial Revival style gained prominence. Church towers gave way to rounded window tops, heavy cornices and other Classical elements.

The vernacular Friends Church (046-5182) in the community of Rescue was constructed in 1920 and employs traditional church architectural elements found in gable-front churches.





**Figure 75: Friends Church (046-5182).**

Unlike the Friends Church, Bethany Presbyterian Church (046-5216) is a brick edifice employing Classical details. This temple-front church reflects the Classical Revival style with rounded-arch window openings, heavy cornice and raking cornices and Classical pilasters.



**Figure 76: Bethany Presbyterian Church (046-5216).**

Benns Church (046-5246) was constructed in 1924 replacing an earlier church on this site. This building employs Gothic Revival elements, such as pointed-arch windows.



**Figure 77: Benns Church (046-5246).**

Boaz Presbyterian Church (046-5249) is situated in the railroad village of Boaz near the Suffolk-Isle of Wight County border. This church has similar characteristics to Bennis Church though it employs Colonial Revival elements, such as rounded windows. The church has a cross-shaped plan and is currently used as a dwelling.



**Figure 78: Boaz Presbyterian Church (046-5249).**

### Recreation/Arts

At the site of the former Morgart's Beach Hotel, a recreational facility was constructed in the 1940s. The Morgart's Beach Hotel was a popular destination due to its location on a bluff overlooking the James River north of Smithfield. The hotel was constructed in 1918 and closed in 1941. The hotel building was removed by the Future Farmers of America and Future Homemakers of America and replaced with a recreational facility (046-5241) including dormitories, pool and concession area.<sup>71</sup>

---

<sup>71</sup> King, 474-475.



**Figure 79: Morgart's Beach Hotel Site (046-5241).**

#### Transportation/Communication

The expansion of the telephone system in Isle of Wight County occurred through the mid-20<sup>th</sup> century. The need for support buildings in rural areas, primarily in the western part of the County, prompted the construction of the American Telephone and Telegraph Building (046-5164). This building employs Classical elements including quoins, and a limestone door surround. Constructed in 1940 it is an unusual building on the primarily rural landscape of the western part of the County. The building was sold in 1973 and now serves as a residence.



**Figure 80: American Telephone and Telegraph Building (046-5164).**

### Commerce

Commercial buildings were very similar in style and form to their predecessors during this period. Brick cornices, decorative brickwork and brick paneling had become popular at the turn of the 20<sup>th</sup> century and continued to be used on store buildings in urban areas into the 1930s. Examples of modest commercial buildings can be found within the railroad communities of Walters on Walters Highway (US Route 258) (046-5123), and within Zuni on and near Windsor Boulevard (US Route 460) (046-5219 and 046-5222). Each of these buildings employs the typical oversized storefront windows and decorative façade cornice.



**Figure 81: Store, Walters Highway in Walters (046-5123).**



**Figure 82: Bank, 5299 Zuni Circle (046-5219).**



**Figure 83: Store, 5352 Windsor Boulevard (046-5222).**

During this period the small intersection store also retained many of the characteristics of its predecessors. Many of these stores added gasoline pumps on a poured concrete base in the 1920s and 1930s. The C. T. Chapman Store (046-5157) and the Store, Intersection of Mill Swamp Road and Moonlight Road (046-5144) are common examples. Both no longer serve as community stores and the gas pumps have since been removed.



**Figure 84: C. T. Chapman Store (046-5157).**



**Figure 85: Store, Intersection Mill Swamp Road and Moonlight Road (046-5144).**

The introduction of another type of roadside commercial building was the gas station, which was solely erected for the pumping of gas. This type of building had a prominent



shelter with pumps set into a concrete foundation. An example of this type of building is found at 17087 Courthouse Highway (046-5166) across from the Isle of Wight County Courthouse Complex (046-0005). This building employs typical characteristics of the gas station form with a projecting shelter and retains the base for the gasoline pumps.



**Figure 86: Gas Station, 17087 Courthouse Highway (046-5166).**

#### Industry/Processing/Extraction

The height of peanut processing and agricultural processing was during the 1920s and 1930s. The construction of facilities for the processing and shipping of agricultural products occurred primarily along the railroad lines. Within the Town of Windsor there were numerous large-scale processing and shipping facilities along the railroad line. Within the smaller towns and villages situated along railroad lines, there were more modest facilities. Within the villages of Colosse, Walters, and Zuni, there were facilities for the storage and shipping of peanuts and other agricultural products. The Walters Buying Plant (046-5120) in the community of Walters still processes and ships agricultural goods, though now by truck, since the Virginian Railroad line (046-5163) is no longer operational.



**Figure 87: Indika Farms—Walters Buying Plant (046-5120).**

At Zuni, there is a remaining silo (046-5218) near the railroad line. Constructed of concrete this facility was in use until a fire damaged the structure in the late 20<sup>th</sup> century. It is one of the few concrete silos found in the region and the only one within Isle of Wight County along the railroad lines.



**Figure 88: Silo, Silo Lane (046-5218) in Zuni.**

*The New Dominion (1945 – Present)*

While numerous buildings were constructed in the post World War II period, few were selected for this survey. Buildings selected were limited by the National Register of Historic Places Criteria and Criteria Considerations and their application to the existing building stock. There are large quantities of low one-story-ranch style dwellings lining the roadways and small commerce is infrequently found. Many buildings dating to this period have been heavily altered. The six buildings selected for survey reflect various Historic Themes and retain their general original appearance.

**Table 9**  
Architectural Resources Surveyed in  
The New Dominion (1945-Present)  
Historic Time Period

<b>VDHR No.</b>	<b>Property Name</b>	<b>Historic Theme(s)</b>
046-5125	Pulaski Baptist Church	Religion
046-5128	Beaverdam Baptist Church	Religion
046-5225	House, 27217 Spivey Town Road	Domestic
046-5242	Walters Prison Camp	Government/Law/Political
046-5244	House, 27862 Walters Highway	Domestic
046-5256	Mt. Calvary Church	Religion

Domestic

This period represents a change in housing trends. With the conclusion of World War II a housing boom ensued which promulgated the small, quickly built, frame ranch-style houses that dominated the third quarter of the 20<sup>th</sup> century. These small houses provided modern conveniences that had grown out of the invention of numerous products during World War II. The newly constructed houses promised modern living and a departure from earlier rustic ways. These houses began to dot the roadways in Isle of Wight County that were currently under improvement. The road improvements coupled with the increase in automobile production and ownership allowed for development of the rural areas.

Changes in building construction were also made in the 1950s with the use of the "platform" framing method. Unlike balloon framing, platform framing used one-story beams. The joists of the second story formed the first story ceiling. This along with the use of prefabricated roof trusses eased building construction and allowed for shorter construction times. Brick and concrete block also became popular construction materials for dwellings. Most housing constructed in this period reflects the traditional roots of Virginia architecture. Most houses reflect the early Colonial styles and have a Classical vocabulary.<sup>72</sup>

An example of a mid-20<sup>th</sup> century dwelling is found at 27217 Spivey Town Road (046-5225). This dwelling is constructed of textured concrete block. The building employs characteristics of the Colonial Revival style using a modern adaptation.

---

<sup>72</sup> Lanier, 94.



**Figure 89: House, 27217 Spivey Town Road (046-5225).**

Government/Law/Political

The Walters Prison Camp (046-5242) is comprised of low one-story buildings brought to Isle of Wight County from the western part of Virginia. The camp buildings were constructed during World War II for prisoners working to construct and maintain roadways. After World War II, buildings were relocated to Isle of Wight County to house prison workers for roadway projects. The buildings are wood frame and serve individual functions. They are organized in a line oriented north-south with dormitories on the west and administrative buildings on the east. There are watch-towers at the north and south ends and office and administration buildings facing south to the roadway. This complex is discussed in the Evaluation section of this report.



**Figure 90: Walters Prison Camp (046-5242).**

### Religion

Churches were modernized in the post-World War II period. They experienced a post-war financial boom and many churches elected to clad existing buildings in brick veneer. Common to the 1950s, the original frame building was retained along with the general form and window openings, but the exterior treatment was updated with a more permanent brick appearance. Churches also saw an increase in their congregations with the additional population. Examples of churches that have been brick veneered are Christian Home Baptist Church (046-5247), constructed in 1895, and Windsor Baptist Church (328-5008), constructed in 1878.



**Figure 91: Christian Home Baptist Church (046-5247).**



**Figure 92: Windsor Baptist Church (328-5008).**

Churches constructed during this period harken back to early church buildings on a larger scale. The Beaverdam Baptist Church (046-5128) constructed in 1949 is a simple

gable-front church with a steeple mounted on the roof. The style is Colonial Revival popular in the immediate post-World War II period with the surge of American patriotism. The Pulaski Baptist Church (046-5125) is a Gothic Revival building with an elaborate twin tower façade reflecting original Gothic religious sources.



**Figure 93: Beaverdam Baptist Church (046-5128).**





**Figure 94: Pulaski Baptist Church (046-5125).**

## Evaluation

As a part of the architectural survey effort of this project, thirteen architectural resources were surveyed at the Intensive level to determine their eligibility for listing in the Virginia Landmarks Register (VLR) and National Register of Historic Places (NRHP). The original contract dictated that fifteen properties were to be surveyed at the Intensive level within Isle of Wight County and two properties were to be surveyed at the Intensive level within the Town of Windsor. After the field survey, the consultant recommended that five areas warranted evaluation as potential VLR and NRHP historic districts and that Preliminary Information Forms (PIFs) be substituted for individual architectural resource Intensive-level survey. Upon concurrence from all parties, five PIFs were completed for potential historic districts; four within Isle of Wight County and one within the Town of Windsor.

The evaluation of properties is made using guidelines established by the National Park Service using their NRHP criteria for eligibility and the Virginia Department of Historic Resources' (VDHR) Historic Time Periods and Historic Themes. The evaluation of potential eligibility for inclusion in the VLR and NRHP of properties during the field survey was made using the seven aspects of integrity used in the evaluation of a properties' eligibility for listing in the NRHP. The aspects of integrity evaluate the properties historic and architectural integrity.

Location	Location is the place where the historic property was constructed or the place where the historic event occurred.
Design	Design is the combination of elements that create the form, plan, space, structure, and style of a property.
Setting	Setting is the physical environment of a historic property.
Materials	Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
Workmanship	Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
Feeling	Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
Association	Association is the direct link between an important historic event or person and a historic property.

During the field survey of the County, it was determined that the architectural resources selected for Intensive-level survey retained sufficient integrity to be evaluated for their eligibility for listing in the VLR and NRHP. Site visits to these resources were scheduled for documentation including interior photography. Additional historic research was conducted to determine their significance and to see if they could be eligible for listing in the VLR and NRHP. Upon completion of the additional site visit and research, the properties were evaluated for their significance in accordance with the NRHP Criteria and Criteria Considerations.

The Criteria and Criteria Considerations used for evaluation follow:

NRHP Criteria:

- 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.

NRHP Criteria Considerations

- 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 50 years.

Once the evaluation was completed, documentation was prepared to present to VDHR with recommendations on individual property eligibility for listing in the VLR and NRHP. The results of the determinations of eligibility are presented below.

***Isle of Wight County Intensive-level Architectural Survey and Historic District Preliminary Information Form Properties***

The following properties were documented at the Intensive-level or through the PIF to determine their eligibility for listing in the NRHP. Of the sixteen properties surveyed in Isle of Wight County, fifteen were found eligible for listing in the VLR and NRHP.

Name: Courthouse Complex Historic District  
VDHR Number: 046-0005  
Date(s): 1800-1955  
Location: Courthouse Highway  
NRHP Criteria: A and C  
Historic Significance: This historic district is significant for its association with the establishment of the municipal offices for Isle of Wight County, its courthouse plan, and architectural integrity. See Appendix H for the Preliminary Information Form for additional information.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 95: Courthouse Complex Historic District (046-0005).**



**Map 7: Boundaries of Courthouse Complex Historic District (046-0005).**

Name: Mills Daughtrey House  
VDHR Number: 046-0014  
Date(s): 1830-1955  
Location: 32481 Walters Highway  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural integrity and plan, which comprises an original hall-and-parlor plan of 1830 expanded in 1850 with a compatible addition.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 96: Mills Daughtrey House (046-0014).**

Name: Elmwood  
VDHR Number: 046-0052  
Date(s): ca 1830-1955  
Location: 16091 Courthouse Highway  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural integrity and plan, which comprises a clerestory-type dwelling of 1830 expanded in 1850 with a side-passage addition.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 97: Elmwood (046-0052).**

Name: Gray Carroll House  
VDHR Number: 046-0064  
Date(s): ca 1820-1955  
Location: 11150 Burwell's Bay Road  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural integrity and plan, which comprises an original side-passage plan dwelling appended to an 1850 side-passage dwelling.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 98: Gray Carroll House (046-0064).**



Name: Customs House  
VDHR Number: 046-0087  
Date(s): 1650-1730  
Location: 15529 New Towne Haven Lane  
NRHP Criteria: A and C  
Historic Significance: This building is significant for its function in Isle of Wight County as a customs house and architectural design and integrity, which comprises a Flemish-bond brick one-story building dating between 1650 and 1730.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 99: Customs House (046-0087).**

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Name: Darden, Julius Caesar House  
VDHR Number: 046-5188  
Date(s): 1857-1955  
Location: 19614 Orbit Road  
NRHP Criteria: C  
Historic Significance: This building is significant for architectural design and integrity, which comprises a side-passage mid-19<sup>th</sup>-century farmstead.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 100: Darden, Julius Caesar House (046-5188).**

Name: Randolph House  
VDHR Number: 046-5206  
Date(s): 1861-1955  
Location: 15529 New Towne Haven Lane  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural design and integrity, which comprises a center-passage double-pile plan that was designed by Richard Hunt Randolph, a carpenter and local farmer.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 101: Randolph House (046-5206).**

Name: Long Nancy Tynes House  
VDHR Number: 046-5210  
Date(s): 1836-1940  
Location: 15082 Foursquare Road  
NRHP Criteria: A  
Historic Significance: This building is significant for its association with Timothy Tynes who freed his slaves upon his death in 1802. This house was erected by one of the daughters of the freed slaves on lands that were deeded to the freed slaves from Tynes's estate.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 102: Long Nancy Tynes House (046-5210).**

Name: Rescue Historic District  
VDHR Number: 046-5213  
Date(s): 1889-1955  
Location: Rescue Road  
NRHP Criteria: A and C  
Historic Significance: This historic district is significant for its function as an oystering village in Isle of Wight County and the development of small communities along the waterfront. The buildings within the district date to the late 19<sup>th</sup> century and early- to mid-20<sup>th</sup> century and reflect the relationship of waterfront and agricultural activities within a community setting. See Appendix J for the Preliminary Information Form for additional information.

Eligibility Determination: Determined not eligible for listing in the VLR and NRHP



**Figure 103: View west on Rescue Road in the Rescue Historic District (046-5213).**



**Map 8: Boundaries of Rescue Historic District (046-5213).**

Name: Battery Park Historic District  
VDHR Number: 046-5214  
Date(s): 1680-1955  
Location: Rescue Road and Todd Avenue  
NRHP Criteria: A and C  
Historic Significance: This historic district is significant for its initial founding in 1680 as the town of Patesfield and function as a port in north Isle of Wight County with a customs house. Patesfield proved unsuccessful until 1891 when it was planned as Battery Park, which functioned as an oystering village in Isle of Wight County. It is significance for its development as a small community along the waterfront. A circa 1680 house remains from the original founding of Patesfield and most buildings within the district date to the late 19<sup>th</sup> century and early- to mid-20<sup>th</sup> century in a community plan. See Appendix I for the Preliminary Information Form for additional information.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 104:** View north on Park Street in the Battery Park Historic District (046-5214).



**Map 9: Boundaries of Battery Park Historic District (046-5214).**



Name: Walters Historic District  
VDHR Number: 046-5215  
Date(s): 1909-1955  
Location: Walters Highway  
NRHP Criteria: A and C  
Historic Significance: This historic district is significant for its function as an early 20<sup>th</sup> century railroad community. Planned as Frazier's Crossing with a grid plan, the community was renamed Walters for the railroad stop established in 1909. The buildings within the district date to the early- to mid-20<sup>th</sup> century and reflect the development of a railroad town. See Appendix K for the Preliminary Information Form for additional information.

Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 105: View north on Cox Street in the Walters Historic District (046-5215).**



**Map 10: Boundaries of Walters Historic District (046-5215).**

Name: Pitt-Blackwell-Turner House  
VDHR Number: 046-5238  
Date(s): ca 1750-1955  
Location: 15529 New Towne Haven Lane  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural style and development during the period ca 1750-1955. It was expanded in 1880 to its current appearance and is an example of additive construction in Isle of Wight County.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 106: Pitt-Blackwell-Turner House (046-5238).**

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Name: Oliver Store and Farm  
VDHR Number: 046-5239  
Date(s): 1898-1955  
Location: 18210 Longview Drive  
NRHP Criteria: C  
Historic Significance: This farmstead is an example of turn-of-the-20<sup>th</sup>-century farm development. It features a commercial building indicative of commercial development at roadway intersections during the Reconstruction period. It is significant for its architectural integrity and functions.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 107: Oliver Store and Farm (046-5239).**

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Name: Homestead  
VDHR Number: 046-5240  
Date(s): 1854-1955  
Location: 16016 Griffin Lane  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural design and integrity, which comprises a center-passage double-pile plan and its function as a mid-19<sup>th</sup>-century farmstead.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 108: Homestead (046-5240).**

Name: Walters Prison Camp  
VDHR Number: 046-5242  
Date(s): ca 1940-1945  
Location: 4043 Burdette Road  
NRHP Criteria: A and C  
Historic Significance: This complex is significant for its architectural design and association with prison labor camps in Virginia. The property comprises buildings constructed prior to World War II that were relocated from the Shenandoah Mountain area of Virginia to this location after World War II.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 109: Walters Prison Camp (046-5242).**

Name: Young House  
VDHR Number: 046-5243  
Date(s): ca 1830-1955  
Location: 15107 Courthouse Highway  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural design and integrity, which comprises a ca 1830 side-passage dwelling with an appended 1848 center-passage single-pile dwelling. It is an example of additive construction in Isle of Wight County.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



Figure 110: Young House (046-5243).

***Town of Windsor Intensive-level Architectural Survey and Historic District Preliminary Information Form Properties***

The following properties were documented at the Intensive level or through the PIF to determine their eligibility for listing in the NRHP. Of the two properties surveyed in the Town of Windsor, one was found eligible for listing in the VLR and NRHP.

Name: Windsor Baptist Church  
VDHR Number: 328-5008  
Date(s): 1879-1955  
Location: 4 Church Street  
NRHP Criteria: C  
Historic Significance: This building is significant for its architectural design and integrity, which comprises 1879 church exhibiting characteristics of vernacular religious forms. The building has been altered on the interior and brick veneered with a porch addition.  
Eligibility Determination: Determined not eligible for listing in the VLR and NRHP



**Figure 111: Windsor Baptist Church (328-5008).**



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Name: Windsor Historic District  
VDHR Number: 328-5010  
Date(s): 1853-1955  
Location: Windsor Boulevard  
NRHP Criteria: A and C  
Historic Significance: The historic district comprises three discontinuous parcels within the Town of Windsor. This historic district is significant for its town development, growth as a railroad town and architectural integrity. See Appendix L for the Preliminary Information Form for additional information.  
Eligibility Determination: Determined eligible for listing in the VLR and NRHP



**Figure 112: View west on Bank Street in the Windsor Historic District (328-5010).**



**Map 11: Boundaries of Windsor Historic District (328-5010).**

## **Recommendations**

Upon completion of the architectural survey of Isle of Wight County and the Town of Windsor, the total number of architectural resources inventoried increased by one-hundred-sixty to four hundred architectural resources. Of those resources inventoried, there are three hundred and eighty-five individual properties located within Isle of Wight County and ten individual properties situated in the Town of Windsor. In addition to individual architectural properties, there are five historic districts that have been identified; four in Isle of Wight County and one in the Town of Windsor.

This survey has augmented the number of identified historic architectural properties within Isle of Wight County and the Town of Windsor. From the site survey and review of documents, a number of recommendations are proposed for the preservation and documentation of architectural resources, and use of the collected data for interpretive programs. The following recommendations were considered to be used for future preservation planning and encouraging tourism in Isle of Wight County and the Town of Windsor to highlight its history and architecture.

### **Historic Preservation Professional Staff Position**

Isle of Wight County should create a position for a historic preservation professional to assist with the promotion of Isle of Wight County history and the preservation of architectural and archeological resources.

### **Local Tax Incentive for the Rehabilitation of Architectural Properties**

Isle of Wight County and the Town of Windsor should implement a local tax incentive for property owners to rehabilitate their historic architectural properties. The tax incentive could not only be limited to properties that are listed in the Virginia Landmarks Register (VLR) and National Register of Historic Places (NRHP), but all historic properties such as those that are considered significant to the County as outlined in their Historic Preservation Chapter of their Comprehensive Plan.

### **Pursue VLR and NRHP Listing of Eligible Historic Districts**

Isle of Wight County and the Town of Windsor are encouraged to pursue listing of the historic districts found eligible for listing in the VLR and NRHP documented as a part of this survey effort. Listing of the Battery Park, Walters, Courthouse Complex, and Windsor Historic Districts would enable property owners within these identified areas to use historic preservation tax credits for the rehabilitation of their properties and the preservation of resources within the historic districts.

### **Certified Local Government Status**

Isle of Wight County and the Town of Windsor should seek Certified Local Government (CLG) status, which would enable them to obtain federal and state

funding for historic preservation projects. Funding could be used to conduct a future architectural survey to augment this survey or to complete the appropriate VLR and NRHP documentation for the four historic districts found eligible as a part of this survey effort.

#### Easement Program

Provide easements for historic properties considered significant to Isle of Wight County's history to assist in their preservation and rehabilitation for those which are in imminent danger of destruction due to deterioration or development. In addition an open-space easement could provide opportunity for the preservation of open agricultural fields currently used in farming.

#### Future Architectural Survey

Isle of Wight County and the Town of Windsor are encouraged to undertake an architectural survey of historic architectural resources in the future to augment the architectural resource inventory. Resources documented as a part of this effort were limited and additional resources were identified for potential inclusion in the inventory of historic properties. This could be accomplished through another Cost-Share Program architectural survey or through a CLG grant should CLG status be pursued.

#### Architectural History Studies

There are a number of types of buildings found in Isle of Wight County, which are distinctive to the southeastern Virginia region. Isle of Wight County retains a number of these architectural resources especially from the Colonial and Early National Historic Time Periods, which could be documented through a National Register of Historic Places Multiple Property Document (MPD). The function of a MPD is to document and create a historic context for a significant property type associated with a trend in history or architecture. It is recommended that two architectural historic contexts be developed for Isle of Wight County.

##### *Gambrel-roofed Houses in Isle of Wight County*

This house type is distinctive in Isle of Wight County and southeastern Virginia from the Colonial and Early National Historic Time Periods. There are a number of remaining buildings that exemplify this type and reflect the architectural development in Isle of Wight County. Examples to include in this study are the Timothy Tynes House (046-0002) and the Latimer House (046-5162).

##### *Clerestory Houses in Isle of Wight County*

The clerestory houses were constructed between the period 1820 and 1850 in a four-county region in southeastern Virginia. The clerestory house style features a clerestory dormer window or a half-story constructed as a clerestory. Examples to include in this study are Elmwood (046-0052) and Butler House at Carrsville (046-5127).

#### Creation of an Isle of Wight County “Working Farm” Agricultural Museum

Since Isle of Wight County’s heritage is grounded in agriculture, it should capitalize on the significance of this industry. It should acquire a small farmstead to illustrate the agricultural processes, including the processing of local ham products, which are world-renowned. Partnerships should be developed to formulate and assist in financing such a venture with groups such as the Future Farmers of America, 4-H Club, Virginia Polytechnic University, the Virginia Department of Conservation and Recreation, and local historic society. The advantages of such a “living” museum would give visitors a sense of the agricultural processes at a time before mechanized farming.

#### Creation of a “Rails to Trails” along the former Virginian Railroad Line

The former Virginian Railroad line was abandoned in the 1950s to rail traffic and the rails were removed in the late 20<sup>th</sup> century. The right-of-way is currently used for a waterline that runs underground. The bed is intact and is clear of trees and brush. The “rails to trails” program has been successfully used by the Virginia Department of Conservation and Recreation and within other states as recreational paths for bikers and hikers encouraging tourism to these areas. In consultation with the adjacent counties and with funding assistance from Federal and State sources, a successful “rails to trails” program could be initiated along the line.

#### Teaching with History

The research presented in this document along with the primary resources on the history of Isle of Wight County should be used in a program to teach school-age children about the County’s history. Lesson plans should be developed with information encouraging children to use the history around them to understand general topics in American history. This program could use the National Park Service’s “Teaching with Historic Places” program, which would assist with products and services in creating such a program.

#### Driving Tour

With the rich heritage of Isle of Wight County and the number of remaining historic resources illustrating the development of the County over time, a driving tour through the County would allow visitors and residents to learn about the existing history around them. The tour could be made up of a series of routes through the County highlighting the history of various regions and remaining buildings of various types.

#### Historic Marker Program

Virginia has a highway marker program that serves to erect markers to designate sites important to Virginia’s history. A similar program could be established by the County to reflect its heritage, which could also be combined with the above listed Driving Tour.

Various funding sources should be sought for the completion of projects promoting preservation of historic architectural resources and tourism in Isle of Wight County. While some funding sources are listed within each recommendation, additional sources should be sought from private, public and non-profit sources. Some of these have been identified in the Comprehensive Plan for Isle of Wight County.

## **Bibliography**

- Axelson, Edith F. Virginia Postmasters and Post Offices, 1789-1832. Athens, GA: Iberian Publishing Co., 1991.
- Baker, John Milnes, AIA. American House Styles: A Concise Guide. New York: W. W. Norton and Co., 1986.
- Carson, Cary, Norman F. Barka, William M. Kelso, Garry Wheeler Stone, and Dell Upton. "Impermanent Architecture in the Southern American Colonies." Winterthur Portfolio: A Journal of American Culture 16 (Summer/Autumn) 1981, 135-196.
- Chapman, Blanche Adams. Wills and Administrations of Isle of Wight County, Virginia 1647-1800. Westminster, MD: Willow Bend Books, 2002.
- Chapman, Blanche Adams. Marriages of Isle of Wight County, Virginia, 1628-1800. Baltimore, MD: Genealogical Publishing Co., 1976.
- Coastal Caroline Research, Inc. "Route 460 Location Study: Cultural Resources Architectural Survey Candidate Build Alternative 1." VDOT #0460-969-101, P-101. September 2004.
- Coastal Caroline Research, Inc. "Route 460 Location Study: Cultural Resources Architectural Survey Candidate Build Alternative 2, Interchanges." VDOT #0460-969-101, P-101. September 2004.
- Coastal Caroline Research, Inc. "Route 460 Location Study: Cultural Resources Architectural Survey Candidate Build Alternative 3." VDOT #0460-969-101, P-101. October 2004.
- "Comprehensive Plan: Isle of Wight County, Virginia." Isle of Wight County, VA: Isle of Wight County Government, June 2001.
- Davis, Major George B., Perry, Leslie J. and Kirkley, Joseph W. The Official Military Atlas of the Civil War. Reprint. Barnes and Noble, 2003.
- Foster, Gerald. American Houses: A Field Guide to the Architecture of the Home. Boston, MA: Houghton Mifflin Company, 2004.
- Glassie, Henry. Folk Housing in Middle Virginia: A Structural Analysis of Historic Artifacts. Knoxville, TN: The University of Tennessee Press, 1975.

- Glassie, Henry. Pattern in the Material Folk Culture of the Eastern United States. Philadelphia, PA: University of Pennsylvania Press, 1968.
- Glassie, Henry. Vernacular Architecture. Philadelphia: Material Culture and Bloomington, IN: Indiana University Press, 2000.
- Gottfried, Herbert and Jennings, Jan. American Vernacular Design 1870-1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, Inc., 1985.
- Green, Bryan Clark. "Rosenwald Schools in Virginia (012-5041) Multiple Property Document." Richmond, VA: Virginia Department of Historic Resources, 2003.
- Hoge, Elizabeth P. "Architecture in Virginia: The Clerestory Dwellings of Southeastern Virginia." Charlottesville, VA: School Architecture, University of Virginia, Spring 1992.
- Howe, Jeffery, ed. The Houses We Live In: An Identification Guide to the History and Style of American Domestic Architecture. San Diego, CA: Thunderbay Press, 2002.
- Isle of Wight County Deed Records.
- Isle of Wight County School Board. Minutes. 1920 -1955.
- Isle of Wight County Sesquicentennial Celebration, Interview Committee. Many Voices: an oral history of Isle of Wight County, Virginia, 1900-1950. 1987.
- Jackle, John A. and Sculle, Keith A. The Gas Station in America. Baltimore, MD: Johns Hopkins University Press, 1994.
- King, Helen Haverty. Historic Isle of Wight. Isle of Wight, VA: Helen Haverty King, 1983.
- King, Helen Haverty. Historical Notes on Isle of Wight County, Virginia. Isle of Wight County, VA: Isle of Wight County Board of Supervisors, 1993.
- Lanier, Gabrielle M. and Bernard L. Herman. Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes. Baltimore: Johns Hopkins University Press, 1997.
- Louis Berger Group, Inc. "Management Summary Architectural Survey of CBA 2 Route 460 Location Study: Prince George, Sussex, Southampton, Surry, and Isle of Wight Counties, and the City of Suffolk, Virginia; VDOT Project: 0460-969-101, PE101, PPMS NO.: 56638." Richmond, VA: October 2004.



- Longstreth, Richard. The Buildings of Main Street: A Guide to American Commercial Architecture. Walnut Creek, CA: Altimira Press, 2000.
- Martin, Joseph of Charlottesville, VA. A New and Comprehensive Gazetteer of Virginia, and the District of Columbia. Charlottesville, VA: J. Martin; Moseley and Tompkins, printers, 1835.
- Martin, Joseph of Charlottesville, VA. A New and Comprehensive Gazetteer of Virginia, and the District of Columbia. Charlottesville, VA: J. Martin; Moseley and Tompkins, printers, 1836.
- Morrison, E. M. Isle of Wight County 1608-1907. Jamestown Tercentenary Pamphlet, 1907.
- Prince, Richard W. Norfolk & Western Railway—Pocahontas coal carrier: precision transportation. Millard, Nebraska: R. E. Prince, 1980.
- McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1995.
- Morrison, Col. E. M. Isle of Wight 1608-1907: A Brief History of Isle of Wight County, Virginia. 1907.
- Noble, Allen G. Wood, Brick and Stone: The North American Settlement Landscape: Volume I: Houses. Amherst, MA: The University of Massachusetts Press, 1984.
- Noble, Allen G. Wood, Brick and Stone: The North American Settlement Landscape: Volume I: Barns and Farm Structures. Amherst, MA: The University of Massachusetts Press, 1984.
- Noble, Allen G with Richard Cleek. The Old Barn Book: A Field Guide to North American Barns and Other Farm Structures. New Brunswick, NJ: Rutgers University Press, 2003.
- O'Mara, James. "Urbanization in Tidewater Virginia during the eighteenth century: a study in historical geography." PhD. diss., York University, 1979.
- "Oak Level' Historical Selection for March." Daily Press, Newport News, VA, 23 February 1975.
- Pawlett, Nathaniel Mason. "A Brief History of the Roads of Virginia 1607-1840." Charlottesville, VA: Virginia Highway and Transportation Research Council, November 2003.

- Reiff, Daniel D. Houses from Books: Treatises, Pattern Books and Catalogs in American Architecture, 1738-1950: A History and Guide. University Park, PA: The Pennsylvania Press, 2000.
- Reps, John William. Tidewater Towns. Charlottesville, VA: University of Virginia Press, 1972.
- Salmon, Emily J. and Edward D. D. Campbell Jr., eds. The Hornbook of Virginia History. Richmond, VA: The Library of Virginia, 1994.
- Smiens, Linda E. Building an American Identity: Pattern Book Homes and Communities, 1870-1900. Walnut Creek, CA: Altimira Press, 1999.
- State Board of Education (Virginia). Annual Report of the Superintendent of Public Instruction. Richmond, VA: School Years 1910-1911 to 1960-1961.
- U. S. Department of the Interior, National Park Service. National Register Bulletin: How to Complete the National Register Registration Form. Washington, DC: National Park Service.
- United States Census Records, 1810-1930. Microfilm.
- United States Post Office Records, 1832 to present. Microfilm.
- "The United States Postal Service: An American History 1775-2002." Washington, DC: United States Postal Service. n.d.
- Upton, Dell, ed. America's Architectural Roots: Ethnic Groups that Built America. Washington, DC: National Trust for Historic Preservation, 1986.
- Upton, Dell. "Vernacular Domestic Architecture in Eighteenth-Century Virginia." Winterthur Portfolio 17 (Summer/Autumn): 1982, 95-120.
- Wenger, Mark R. "The Central Passage in Virginia: Evolution of an Eighteenth-Century Living Space" in Camille Wells, ed., Perspectives in Vernacular Architecture, II 1986, 137-149.
- Stephenson, Richard W. and Marianne M. McKee, eds. Virginia in Maps: Four Centuries of Settlement, Growth, and Development. Richmond, VA: The Library of Virginia, 2000.
- Virginia Commonwealth University, Archaeological Research Center. "Phase I Cultural Resources Survey of Proposed Improvements to Route 603, in Isle of Wight County, Virginia." Project: 0603-046-248, M501, VDHR file: 95-0288-F. Richmond, VA, April 1996.

Virginia Department of Historic Resources. "Guidelines for Conducting Cultural Resources Survey in Virginia." Richmond, VA: Virginia Department of Historic Resources, 2000.

Virginia Department of Historic Resources. Archives records listed by VDHR Number in Appendix A.

Vlach, John Michael. Back of the Big House: the architecture of plantation slavery. Chapel Hill, NC: The University of North Carolina Press, 1993.

## **Appendices**

- Appendix A: List of Previously Surveyed Architectural Resources in Isle of Wight County and the Town of Windsor by Virginia Department of Historic Resources (VDHR) Number
- Appendix B: List of Properties Surveyed by VDHR Number including Property Name and Address
- Appendix C: Address Report – List of Properties Surveyed by Street Address including VDHR Number and Property Name
- Appendix D: USGS Quadrangle Map Report – List of Properties Surveyed by United States Geological Survey Quadrangle Map and VDHR Number including Property Name
- Appendix E: Chronological Report – List of Properties Surveyed by Year/Date of Construction, and VDHR Number including Property Name
- Appendix F: Architectural Style Report – List of Properties Surveyed by Architectural Style, Year/Date of Construction, VDHR Number including Property Name
- Appendix G: Intensive Properties Report – List of Properties Surveyed at the Intensive Level by VDHR Number including Property Name
- Appendix H: Preliminary Information Form – Courthouse Historic District
- Appendix I: Preliminary Information Form – Battery Park Historic District
- Appendix J: Preliminary Information Form – Rescue Historic District
- Appendix K: Preliminary Information Form – Walters Historic District
- Appendix L: Preliminary Information Form – Windsor Historic District

**Appendix A: List of Previously Surveyed Architectural Resources in Isle of Wight County and the Town of Windsor by VDHR Number**

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-0001	Bay Church Site	Bacons Castle
046-0002	Butler House (Turner House; Reynolds House)	Smithfield
046-0003	Carroll's Shop	Benns Church
046-0004	Cedar Acres (Old Whitley Farm)	Smithfield
046-0005	Isle of Wight County Courthouse Complex (Clerks Office, 4th Courthouse)	Smithfield
046-0006	Henry Saunders House (Nelms/Eley House)	Windsor
046-0007	Sam Beale House (at Whittley)	Zuni
046-0009	Old Wight House	Smithfield
046-0010	Moonfield (Dutch House)	Smithfield
046-0011	Old Ealey Farm (Batten House)	Windsor
046-0012	House (Old) at Carroll Bridge	Smithfield
046-0014	Doughtrey House	Franklin
046-0015	Blatenford Place (Old Jainer Place)	Windsor
046-0016	Old House near Benns Church	Benns Church
046-0017	Darden House site	unknown
046-0018	House site (Council Place or Duck Plate)	Holland
046-0019	Oak Crest (Cutchin House; Holland-Cutchin)	Franklin
046-0020	Oak Wood	Smithfield
046-0021	Seeds House (Old Henry Darden Place)	Smithfield
046-0022	Six Oaks (Lightfood House; Jones House)	Smithfield
046-0024	Saint Luke's Church	Benns Church
046-0025	Darden House	Windsor
046-0026	Four Square	Smithfield

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-0028	Boykins Tavern	Smithfield
046-0029	House, Rt 622	Raynor
046-0030	Belts House	Raynor
046-0031	House at Smith's Beach	Bacons Castle
046-0032	Dudley House and outbuildings	Raynor
046-0033	Turner House, Rt 651	Smithfield
046-0034	Mumford House	Zuni
046-0035	Wren's Mill (Poplar Mill)	Bacons Castle
046-0036	Hearn House	Zuni
046-0037	Fort Huger	Bacons Castle
046-0039	Vacant House, Rt. 258	unknown
046-0042	Berryhill (Joseph C. Goodrich House)	unknown
046-0043	Casey House	Bacons Castle
046-0044	James C. Sprigg, Jr. House	Bacons Castle
046-0045	J. Ray Barlow House	Mulberry Island
046-0047	Peden House at Red Point	Benns Church
046-0050	The Rocks	Bacons Castle
046-0051	Shoal Bay	unknown
046-0052	Wilson House (Rt. 258)	Smithfield
046-0053	Glebe Farm/Jones House No. 4/Poorhouse (Isle of Wight 2nd Courthouse site)	Smithfield
046-0054	Lee's Mill	Franklin
046-0055	Tenant House (vacant)	Raynor
046-0056	Gray's Brick House (vacant)	Raynor
046-0057	Vacant Brick House (Langers)	Raynor
046-0058	Jordan House	Benns Church
046-0059	Old Courthouse Mill Site (Isle of Wight)	Smithfield
046-0060	Mount Holly Rolling Grist Mill and Waterworks	Smithfield

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-0061	Manor Farm	Smithfield
046-0062	Castle Farm	Smithfield
046-0063	Vacant House, Rt. 627	Bacons Castle
046-0064	Carroll Plantations (vacant)	Bacons Castle
046-0065	Hall Farm (vacant)	Runnymede
046-0066	Gale Farm	Runnymede
046-0067	House, Rt. 625	Runnymede
046-0068	Hollemon House	Raynor
046-0069	Delk Farm	Bacons Castle
046-0070	Wolftrap Farm	Smithfield
046-0071	Hart House (Nurney's)	Smithfield
046-0072	Gale Farmhouse	Smithfield
046-0073	Duff House	Benns Church
046-0074	Chapman Place (vacant)	Benns Church
046-0075	Bill Sykes House	Smithfield
046-0076	Vacant House, Rts 10 and 676	Bacons Castle
046-0077	Gambrel Roof House (Denson Farm)	Windsor
046-0078	Indika	Windsor
046-0079	House, Rt 652	Smithfield
046-0080	Brock Farm Smokehouse	Raynor
046-0081	Brewer's Creek House	Benns Church
046-0082	Joseph Jordon House	Raynor
046-0083	Elem (Carr House)	Zuni
046-0084	Walters School	Zuni
046-0085	Mills Darden Farm	Windsor
046-0086	Roberts House (William Scott Farmstead)	Windsor
046-0087	Customs House	Benns Church

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-0088	House, Rt. 626	Bacons Castle
046-0089	Powell House	Zuni
046-0090	Pruden Farm	Windsor
046-0091	Mill Swamp House	Raynor
046-0092	Jones House	Runnymede
046-0093	Customs House/Todd House	Benns Church
046-0094	Basses Choice (Days Point Archeological District)	Mulberry Island
046-0095	Fort Boykin Archeological Site	Mulberry Island
046-0096	Poplar Hill	Bacons Castle
046-0097	House, Rt. 635	Windsor
046-0098	House, Rt. 635	Windsor
046-0099	House, Rt. 635	Windsor
046-0100	House, Rt. 635	Windsor
046-0101	House, Rt. 635 and 608	Windsor
046-0102	House #1215, Rt. 608	Windsor
046-0103	House #1220, Rt. 608	Windsor
046-0104	House #1225, Rt. 608	Windsor
046-0105	House, Rt. 610	Windsor
046-0106	House, Rt. 610	Windsor
046-0107	John Edwards House	Smithfield
046-0108	Alkinson-Wells House	Raynor
046-0109	Storage Building at Rescue	Benns Church
046-0110	Bridge at Rescue, Rt 704 spanning Jones Creek	Benns Church
046-0111	Post Office at Rescue	Benns Church
046-0112	House	unknown
046-0113	House, Rt. 260	Franklin
046-0114	House, Rt. 616	Franklin



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-0115	House, Rt. 616	Franklin
046-0116	Cobb, James R., Farm, Rt 603	Zuni
046-0117	House, Rt 603	Zuni
046-0118	Bostic Cemetery	Zuni
046-0119	Morning Star Baptist Church	Zuni
046-0120	Johnson/Booker House	Zuni
046-0121	Stokes Tenant House	Zuni
046-0122	W.H. Goodman House	Zuni
046-0123	Robert Lee Gwaltney House, 9336 W. Blackwater	Zuni
046-0124	Martha Council Estate Tenant House	Zuni
046-0125	Mason Barn	Zuni
046-0126	Roy Stokes House	Zuni
046-0127	H.H. Stephenson House	Zuni
046-0128	Stephenson Tenant House	Zuni
046-0129	Louis Briggs Kitchen	Zuni
046-0130	W.H. Goodman Tenant House	Zuni
046-0131	House, 10180 E Blackwater Road	Zuni
046-0132	Morning Star Baptist Church Cemetery	Zuni
046-0133	Tings Store, Rt 620	Smithfield
046-0134	Gate House, Rt 620	Smithfield
046-0135	House, Rt 620	Smithfield
046-0136	Barn, Rt 620	Smithfield
046-5001	Bridge #6102, Rt 704 spanning RR tracks	Franklin
046-5002	James River Bridge (#1901, Rt 17, James River)	Benns Church/Newport News South
046-5003	House at Rescue	Benns Church
046-5004	House, Rt 655	Benns Church
046-5005	House, Rt 655	Benns Church

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-5006	House, Rt 655	Benns Church
046-5007	House, Rt 655	Benns Church
046-5008	House, Rt 655	Benns Church
046-5009	House, Rt 655	Benns Church
046-5010	House, Rt 655	Benns Church
046-5011	House, Rt 655	Benns Church
046-5012	House, Rt 655	Benns Church
046-5017	Wilson House, 4562 Old Stage Hwy	Bacons Castle
046-5018	Wilson House, 4576 Old Stage Hwy	Bacons Castle
046-5019	Jones House, 4604 Old Stage Hwy	Bacons Castle
046-5020	Herring House, 4620 Old Stage Hwy	Bacons Castle
046-5021	Powell House, 4698 Old Stage Hwy	Bacons Castle
046-5022	Hardy House, 4787 Old Stage Hwy	Bacons Castle
046-5023	Hill House, 4791 Old Stage Hwy	Bacons Castle
046-5024	Smith House, 4794 Old Stage Hwy	Bacons Castle
046-5025	Jordan-Yacobi House	Windsor
046-5026	Austin Farm #1	Zuni
046-5027	Austin Farm #2	Zuni
046-5028	Chapel Grove Cemetery (United Church of Christ)	Zuni
046-5029	Gay School (Faulk House)	Zuni
046-5030	House and Store	Raynor
046-5031	O'Berry Farm	Raynor
046-5032	Crocker Farm	Raynor
046-5033	Arthur Stott House Ruins/Plank Building (Thomas Farm)	Raynor
046-5034	Benjamin Chapman Farm, Shed (Crocker Farm)	Raynor
046-5035	Bessie Penn House, 5045 Old Stage Highway	Bacons Castle
046-5036	McKenzie Harris House, 5046 Old Stage Highway	Bacons Castle

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-5037	Lawnes (Elementary) School, Old Stage Highway	Bacons Castle
046-5038	Wells Family Cemetery, Old Stage Highway	Bacons Castle
046-5039	Ellis House, 5263 Old Stage Highway	Bacons Castle
046-5040	Moses Alexander House/Cofer's General Store, 5283 Old Stage Highway	Bacons Castle
046-5041	Faith Apostolic Holiness (Bayview) Church, 5317 Old Stage Highway	Bacons Castle
046-5042	Begland House, 5316 Old Stage Highway	Bacons Castle
046-5043	Holloman-Brown House, 14221 Fergusson's Wharf Way	Bacons Castle
046-5044	Sutton House, 5360 Old Stage Highway	Bacons Castle
046-5045	Barlow-Nelson House, 5374 Old Stage Highway	Bacons Castle
046-5046	Poole-Huber House, 5396 Old Stage Highway	Bacons Castle
046-5047	Bennie Ellis House, 5412 Old Stage Highway	Bacons Castle
046-5048	Edmond House/Jones General Store, 5383-5391 Old Stage Highway	Bacons Castle
046-5049	Macklesfield on the James/Colonel Josiah Parker's Grave (Family Cemetery)	Benns Church
046-5050	James River Bridge Toll Office Building (Old)	Benns Church
046-5051	House/Barn, Rt 17/258	Benns Church
046-5052	Nike-Ajax Missile Launch Site N-75	Benns Church
046-5053	Christian Home School (Rosenwald)	Chuckatuck
046-5054	Jordan Home #1	Benns Church
046-5055	Julia Butler House, 7058 W Blackwater Road	Zuni
046-5056	House, 6483 W Blackwater Road	Zuni
046-5057	Barn, off Rt 603	Zuni
046-5058	Redd Farm, 13465 Old Suffolk Road	Windsor
046-5059	Redd House, 14003 Old Suffolk Road	Windsor
046-5060	Warren House, 13434 Old Suffolk Road	Windsor
046-5061	House, Old Suffolk Road	Windsor
046-5062	Redd House, 13285 Old Suffolk Road	Windsor
046-5063	Redd House, 12341 Old Suffolk Road	Windsor

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-5064	House, 13208 Old Suffolk Road	Windsor
046-5065	Redd House, 13137 Old Suffolk Road	Windsor
046-5066	Nelms House, 13101 Old Suffolk Road	Windsor
046-5067	Holland House, South side of Route 603	Windsor
046-5068	Gwaltney House, 12027 Route 603	Windsor
046-5069	House, Deer Path Trail	Windsor
046-5070	House, 23020 Deer Path Trail (Route 600)	Windsor
046-5071	House, 22224 Court House Hwy (Rt 258)	Windsor
046-5072	House, East Side of Court House Hwy (Rt 258)	Windsor
046-5073	Brown House, 10176 Cut Thru Road ( Route 606)	Zuni
046-5074	House, 9430 Cut Thru Road (Route 606)	Zuni
046-5075	House, South Side of Route 645	Zuni
046-5076	Joyner Farm, 19225 Beale Place Road	Raynor
046-5077	Fortune House, 18564 Route 649	Raynor
046-5078	House, 18777 Route 649	Raynor
046-5079	Hoff Farm, 22196 Old Gum Tree Road	Zuni
046-5080	Fiddler's Green, 21630 Sand Pit Road	Zuni
046-5081	Farm, 22319 Thomas Woods Trail (Route 614)	Zuni
046-5082	Gibbs House, 22431 Thomas Woods Trail (Route 614)	Zuni
046-5083	Emerson Rhodes House, 22474 Thomas Woods Trail (Route 614)	Zuni
046-5084	House, 22216 Thomas Woods Trail (Route 614)	Zuni
046-5085	Vacant House, Southeast of Thomas Woods Trail (Route 614)	Zuni
046-5086	Hedgepeth House, 22156 Barrett Town Road	Zuni
046-5087	Cobb House, 7683 Mill Creek Drive	Zuni
046-5088	House, 23000 Barrett Town Road	Zuni
046-5089	Walters Hunt Club, East Side of Barrett Town Road	Zuni
046-5090	House, 24420 Walters Highway	Zuni

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
046-5091	House, 24426 Walters Highway	Zuni
046-5092	Fox Run, 24519 Buckhorn Road	Windsor
046-5093	Shehan House, 25097 Buckhorn Road	Windsor
046-5094	House, 25109 Buckhorn Road	Windsor
046-5095	Tyler Cemetery, Tyler Road	Windsor
046-5096	Ashe Grove Church	Benns Church
046-5097	Abandoned House, North of Rt 460	Zuni
046-5098	Johnson House, 6086 Fire Tower Road	Zuni
046-5099	Leonard House, 6456 Windsor Blvd.	Zuni
046-5100	Daniels House, 6470 Windsor Blvd.	Zuni
046-5101	Helen Hobbs Store and Motel, 6635 Windsor Blvd.	Zuni
046-5102	Kelley House, 7229 Windsor Blvd.	Zuni
046-5103	House, 7416 Windsor Blvd.	Zuni
046-5104	Lewis House, 7279 Ecella Road.	Zuni
046-5105	Commercial Building, Windsor Blvd.	Zuni
046-5106	New House, 9437 Windsor Blvd.	Zuni
046-5107	Munford Family Cemetery, Rt. 645	Zuni
046-5108	Lewis Farmstead, 7230 Ecella Road	Zuni
046-5109	M. E. Hobbs House, 21539 Barrett Town Road.	Zuni
046-5110	Clements House, 7131 Ecella Road	Zuni
046-5111	Duck House, 8027 Windsor Blvd.	Zuni
046-5112	Clement Farmstead, 23093 Rt. 657	Zuni
046-5113	Wigger House, 9155 Windsor Blvd.	Zuni
046-5114	Cobbs House, 9169 Windsor Blvd.	Zuni
046-5115	House, Windsor Blvd.	Zuni
046-5116	Freeman House, 9593 Windsor Blvd (Rt 460)	Zuni
046-5117	Vacant House, 5422 Windsor Blvd (Rt 460)	Zuni

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>USGS Quadrangle Map</b>
328-0001	Windsor Railroad Station	Windsor

**Appendix B: List of Properties Surveyed by VDHR Number including Property Name and Address**

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
046-0005	Courthouse Complex Historic District	Courthouse Highway (US Route 258)
046-0014	Mills Daughtrey House	32481 Walters Highway (US Route 258)
046-0052	Elmwood	16091 Courthouse Highway (US Route 258)
046-0064	Gray Carroll House	11150 Burwell's Bay Road (Route 621)
046-0087	Customs House	15529 New Towne Haven Lane
046-5053	Christian Home School	20148 Longview Drive (Route 602)
046-5096	Ashe Grove Baptist Church	18010 Longview Drive (Route 602)
046-5118	Farmhouse, 21323 Thomas Woods Trail	21323 Thomas Woods Trail (Route 614)
046-5119	Walters Farmers Union	27829 Walters Highway (US Route 258)
046-5120	Indika Farms—Walters Buying Plant	4401 Bradshaw Avenue
046-5121	Vaughan, William H. House	28548 Walters Highway (US Route 258)
046-5122	Farmhouse, 26585 River Run Trail	26585 River Run Trail (Route 614)
046-5123	Store, Walters Highway in Walters	Walters Highway (US Route 258)
046-5124	House, 314 Washington Avenue	314 Washington Avenue
046-5125	Pulaski Baptist Church	6431 Carrsville Highway (US Route 58, Business)
046-5126	Store, 6305 Carrsville Highway	6305 Carrsville Highway (US Route 58, Business)
046-5127	Butler House near Carrsville	4163 Carrsville Highway (US Route 58, Business)
046-5128	Beaverdam Baptist Church	3575 Carrsville Highway (US Route 58, Business)
046-5129	Farmhouse, 32242 Barretts Lane	32242 Barretts Lane
046-5130	House, 6201 Old Carrsville Road	6201 Old Carrsville Road
046-5131	Daughtrey's Store	Eley's Lane
046-5132	House, 5412 Old Carrsville Road	5412 Old Carrsville Road
046-5133	House, 5422 Old Carrsville Road	5422 Old Carrsville Road
046-5134	House, 5434 Old Carrsville Road	5434 Old Carrsville Road

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
046-5135	House, 14233 Tyler's Beach Road	14233 Tyler's Beach Road (Route 686)
046-5136	House, 14219 Tyler's Beach Road	14219 Tyler's Beach Road (Route 686)
046-5137	Store, 5500 Old Stage Highway	5500 Old Stage Highway (State Route 10)
046-5138	Bay View School	6114 Old Stage Highway (State Route 10)
046-5139	Gibbs-Warren House	13611 Burwell's Bay Road (Route 621)
046-5140	Farmhouse, 13450 Burwell's Bay Road	13450 Burwell's Bay Road (Route 621)
046-5141	Farmhouse, 6389 Barlow Lane	6389 Barlow Lane
046-5142	Bethany United Methodist Church	13717 Bethany Church Road (Route 678)
046-5143	Farmhouse, 13095 Mill Swamp Road	13095 Mill Swamp Road (Route 626)
046-5144	Store, Intersection Mill Swamp Road and Moonlight Road	11495 Mill Swamp Road (Route 626)
046-5145	Farmhouse, 16094 Strawberry Plains Road	16094 Strawberry Plains Road (Route 681)
046-5146	Mt. Sinai Baptist Church	14165 Racetrack Road (Route 637)
046-5147	Farmhouse, 14537 Rattlesnake Trail	14537 Rattlesnake Trail (Route 646)
046-5148	Farmhouse, 13407 Ramsey Road	13407 Ramsey Road (Route 622)
046-5149	Store, Intersection Mill Swamp Road and Sycamore Cross Drive	Mill Swamp Road (Route 621) and Sycamore Cross Drive (Route 622)
046-5150	Farmhouse, 11356 Mill Swamp Road	11356 Mill Swamp Road (Route 621)
046-5151	Mill Swamp Baptist Church	6329 Mill Swamp Road (Route 621)
046-5152	Store, 6159 Jones Town Drive	6159 Jones Town Drive (Route 637)
046-5153	Central Hill Baptist Church	10322 Central Hill Road (Route 637)
046-5154	Antioch Independent Church	23011 Antioch Road (Route 657)
046-5155	Farmhouse, 24430 Ennis Mill Road	24430 Ennis Mill Road (Route 690)
046-5156	Holly Grove School	Orbit Road (Route 637) and Blue Ridge Trail (Route 600)
046-5157	C. T. Chapman Store	20368 Orbit Road (Route 637)
046-5158	Woodland United Methodist Church	20051 Woodland Drive (Route 600)
046-5159	Christian Bethany Church	19025 Muddy Cross Drive (Route 620)



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
046-5160	House, 19047 Muddy Cross Drive	19047 Muddy Cross Drive (Route 620)
046-5161	William M. Crocker House	13258 Waterworks Road (Route 709)
046-5162	Latimer House	15097 White House Road (Route 682)
046-5163	Virginian Railroad Bed	
046-5164	American Telephone and Telegraph Building	12389 Raynor Road (Route 681)
046-5165	William C. Connor House	11192 Comet Road (Route 681)
046-5166	Gas Station, 17087 Courthouse Highway	17087 Courthouse Highway (US Route 258)
046-5167	Oak Grove United Methodist Church Parish House	24065 Sugar Hill Road (Route 661)
046-5168	Oak Grove United Methodist Church	24081 Sugar Hill Road (Route 661)
046-5169	Store, 20051 Oliver Drive	20051 Oliver Drive (Route 600)
046-5170	Farmhouse, 21398 Roff Lane	21398 Roff Lane
046-5171	Farmhouse, Spady Lane	21449 Spady Lane (Route 660)
046-5172	Store, 21155 Reynolds Drive	21155 Reynolds Drive (Route 665)
046-5173	Farmhouse, 21377 Reynolds Drive	21377 Reynolds Drive (Route 665)
046-5174	Batten-Edwards House	12367 The Oaks Lane
046-5175	Store, 12067 Smith's Neck Road	12067 Smith's Neck Road (Route 665)
046-5176	Rescue School	21217 Rescue Road (Route 704)
046-5177	Store, 10361 Center Street	10361 Center Street
046-5178	George M. Watkins, Fresh Fish and General Merchandise	Newport Street and Battery Street
046-5179	Ned Bunkley House	Battery Park Road (Route 704)
046-5180	Farmhouse, 23381 Channell Way	23381 Channell Way (Route 662)
046-5181	Farmhouse, 23566 Yellow Rock Lane	23566 Yellow Rock Lane
046-5182	Friends Church	21295 Rescue Road (Route 704)
046-5183	Battery Park Baptist Church	10309 Newport Street
046-5184	House, 20588 Warwick Street	20588 Warwick Street
046-5185	Farmhouse, Scott's Factory Road and Turner Drive	Scott's Factory Road (Route 620) and Turner Drive (Route 644)

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
046-5186	Farmhouse, 14101 Great Springs Road	14101 Great Springs Road (Route 655)
046-5187	Farmhouse, 16472 Stallings Lane	16472 Stallings Lane
046-5188	Darden, Julius Cesar House	19614 Orbit Road (Route 637)
046-5189	Farmhouse, 7428 Clifton Lane	7428 Clifton Lane
046-5190	Farmhouse, 28351 Colosse Road	28351 Colosse Road (Route 641)
046-5191	Colosse Baptist Church	6361 Rhodes Drive (Route 633)
046-5192	Farmhouse, 27021 Little Norfolk Road	27021 Little Norfolk Road (Route 634)
046-5193	Farmhouse, Little Norfolk Road	Little Norfolk Road (Route 634)
046-5194	Farmhouse, 27202 Spivey Town Road	27202 Spivey Town Road (Route 612)
046-5195	Farmhouse, 27199 Spivey Town Road	27199 Spivey Town Road (Route 612)
046-5196	Store, 27605 Colosse Road	27605 Colosse Road (Route 641)
046-5197	Store, Colosse Road and Virginian Railroad Bed	Colosse Road (Route 641)
046-5198	Carr House	Colosse Road (Route 641)
046-5199	Store, Intersection Colosse Road and Joyner's Bridge Road	29050 Colosse Road (Route 641)
046-5200	Carrsville Elementary School Gymnasium	5355 Carrsville Circle
046-5201	Jacob H. Duck House	Holly Run Drive (Route 615)
046-5202	Mitchell School	4264 Joyner's Bridge Road (Route 611)
046-5203	Vaughan House at Carrsville	30542 Colosse Road (Route 641)
046-5204	James Purvis House	3047 Beaverdam Road (Route 630)
046-5205	Rowland Edwards House	9155 Old Stage Highway (State Route 10)
046-5206	Randolph House	13094 Burwell's Bay Road (Route 620)
046-5207	House, Foursquare Road	Foursquare Road (Route 620)
046-5208	House, 15279 Mill Swamp Road	15279 Mill Swamp Road (Route 626)
046-5209	Edwards House	14319 Mill Swamp Road (Route 626)
046-5210	Long Nancy Tynes House	15082 Foursquare Road (Route 620)
046-5211	Road Trace at end of Bethel Church Lane	Bethel Church Lane
046-5212	Isle of Wight Christian Church	Courthouse Highway (US Route 258)

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
046-5213	Rescue Historic District	Rescue Road (Route 704)
046-5214	Battery Park Historic District	Rescue Road (Route 704)
046-5215	Walters Historic District	Walters Highway (US Route 258)
046-5216	Bethany Presbyterian Church	5358 Zuni Circle
046-5217	House, 5387 Zuni Circle	5387 Zuni Circle
046-5218	Silo, Silo Lane	Silo Lane
046-5219	Bank, 5299 Zuni Circle	5299 Zuni Circle
046-5220	Boarding House, 5197 Peggy Lou Lane	5197 Peggy Lou Lane
046-5221	Happy Days Soap Factory	Windsor Boulevard (US Route 460)
046-5222	Store, 5352 Windsor Boulevard	5352 Windsor Boulevard (US Route 460)
046-5223	Farmhouse, 5339 Duck Town Road	5339 Duck Town Road (Route 648)
046-5224	Farmhouse, 25640 Bows and Arrows Road	25640 Bows and Arrows Road (Route 641)
046-5225	House, 27217 Spivey Town Road	27217 Spivey Town Road (Route 612)
046-5226	Store, Courthouse Highway	Courthouse Highway (US Route 258)
046-5227	Store, Courthouse Highway	Courthouse Highway (US Route 258)
046-5228	Uzzell United Methodist Church	15355 Uzzell Church Road (Route 692)
046-5229	Henry Pruden House	15440 Woodland Drive (Route 600)
046-5230	Trinity School	Modest Neck Road (Route 625)
046-5231	Farmhouse, 12318 Modest Neck Road	12318 Modest Neck Road (Route 625)
046-5232	Shiloh Baptist Church	9000 Fire Tower Road (Route 645)
046-5233	Strawberry Plains	15550 Strawberry Plains Road (Route 681)
046-5234	William Gray House	12495 Jones Town Drive (Route 637)
046-5235	Farmhouse, 14200 Raynor Road	14200 Raynor Road (Route 681)
046-5236	Marshall-Edwards House	10121 Magnolia Manor Lane
046-5237	Farmhouse, 8122 Whispering Pines Trail	8122 Whispering Pines Trail (Route 650)
046-5238	Pitt-Blackwell-Turner House	15529 New Towne Haven Lane
046-5239	Oliver House and Store	18210 Longview Drive (Route 602)

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
046-5240	Homestead	16016 Griffin Lane
046-5241	Morgart's Beach Hotel Site	18485 Days Point Road
046-5242	Walters Prison Camp	4043 Burdette Road (Route 619)
046-5243	Young House	15107 Courthouse Highway (US Route 258)
046-5244	House, 27862 Walters Highway	27862 Walters Highway (US Route 258)
046-5245	House, 27981 Walters Highway	27981 Walters Highway (US Route 258)
046-5246	Benns Church	14571 Benns Church Boulevard (State Route 10/32)
046-5247	Christian Home Baptist Church	20123 Longview Drive (Route 602)
046-5248	Holly Grove A.M.E. Church	21404 Orbit Road (Route 637)
046-5249	Boaz Presbyterian Church	9432 Old Myrtle Road (Route 632)
046-5250	Farmhouse, 20041 Brewers Neck Blvd	20041 Brewers Neck Road (US Route 258/State Route 32)
046-5251	Macedonia A.M.E. Church	12190 Smith's Neck Road (Route 665)
046-5252	Whitehead's Grove Baptist Church	18366 Benns Church Boulevard (State Route 10/32)
046-5253	Store at Whitley	9446 Fire Tower Road (Route 645)
046-5254	Seaboard and Roanoke Railroad	
046-5255	Farmhouse, 27085 Walters Highway	27085 Walters Highway (US Route 258)
046-5256	Mt. Calvary Church	16015 Benns Church Boulevard (State Route 10/32)
046-5257	Comet School	Raynor Road (Route 681)
046-5258	Pons House	12170 Modest Neck Road (Route 625)
046-5259	First Pentecostal Church of Isle of Wight County	10001 Fire Tower Road (Route 645)
046-5260	Mill Swamp Baptist Church Parsonage	6330 Mill Swamp Road (Route 621)
328-5001	Store, 5 East N&W Street	5 East N&W Street
328-5002	Store, West N&W Street	West N&W Street
328-5003	House, 23 Bank Street	23 Bank Street
328-5004	Ashburn, Alexander H. House	12 Bank Street
328-5005	House, 12 East N&W Street	12 East N&W Street

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>VDHR No.</b>	<b>Property Name</b>	<b>Property Address</b>
328-5006	House, 14 East N&W Street	14 East N&W Street
328-5007	House, 8 Church Street	8 Church Street
328-5008	Windsor Baptist Church	4 Church Street
328-5009	Deans Academy	1 North Court Street
328-5010	Windsor Historic District	Windsor Boulevard (US Route 460)

**Appendix C: Address Report – List of Properties Surveyed by Street Address including VDHR Number and Property Name**

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
23011 Antioch Road (Route 657)	Antioch Independent Church	046-5154
12 Bank Street	Ashburn, Alexander H. House	328-5004
23 Bank Street	House, 23 Bank Street	328-5003
6389 Barlow Lane	Farmhouse, 6389 Barlow Lane	046-5141
32242 Barretts Lane	Farmhouse, 32242 Barretts Lane	046-5129
Battery Park Road (Route 704)	Ned Bunkley House	046-5179
Battery Street and Newport Avenue	George M. Watkins, Fresh Fish and General Merchandise	046-5178
3047 Beaverdam Road (Route 630)	James Purvis House	046-5204
14571 Benns Church Boulevard (State Route 10/32)	Benns Church	046-5246
16015 Benns Church Boulevard (State Route 10/32)	Mt. Calvary Church	046-5256
18366 Benns Church Boulevard (State Route 10/32)	Whitehead's Grove Baptist Church	046-5252
13717 Bethany Church Road (Route 678)	Bethany United Methodist Church	046-5142
Bethel Church Lane	Road Trace at end of Bethel Church Lane	046-5211
Blue Ridge Trail (Route 600) and Orbit Road (Route 637)	Holly Grove School	046-5156
25640 Bows and Arrows Road (Route 641)	Farmhouse, 25640 Bows and Arrows Road	046-5224
4401 Bradshaw Avenue	Indika Farms—Walters Buying Plant	046-5120
20041 Brewers Neck Road (US Route 258/State Route 32)	Farmhouse, 20041 Brewers Neck Blvd	046-5250
4043 Burdette Road (Route 619)	Walters Prison Camp	046-5242
13094 Burwell's Bay Road (Route 620)	Randolph House	046-5206
11150 Burwell's Bay Road (Route 621)	Gray Carroll House	046-0064
13450 Burwell's Bay Road (Route 621)	Farmhouse, 13450 Burwell's Bay Road	046-5140
13611 Burwell's Bay Road (Route 621)	Gibbs-Warren House	046-5139

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
5355 Carrsville Circle	Carrsville Elementary School Gymnasium	046-5200
3575 Carrsville Highway (US Route 58, Business)	Beaverdam Baptist Church	046-5128
4163 Carrsville Highway (US Route 58, Business)	Butler House near Carrsville	046-5127
6305 Carrsville Highway (US Route 58, Business)	Store, 6305 Carrsville Highway	046-5126
6431 Carrsville Highway (US Route 58, Business)	Pulaski Baptist Church	046-5125
10361 Center Street	Store, 10361 Center Street	046-5177
10322 Central Hill Road (Route 637)	Central Hill Baptist Church	046-5153
23381 Channell Way (Route 662)	Farmhouse, 23381 Channell Way	046-5180
4 Church Street	Windsor Baptist Church	328-5008
8 Church Street	House, 8 Church Street	328-5007
7428 Clifton Lane	Farmhouse, 7428 Clifton Lane	046-5189
27605 Colosse Road (Route 641)	Store, 27605 Colosse Road	046-5196
28351 Colosse Road (Route 641)	Farmhouse, 28351 Colosse Road	046-5190
29050 Colosse Road (Route 641)	Store, Intersection Colosse Road and Joyner's Bridge Road	046-5199
30542 Colosse Road (Route 641)	Vaughan House at Carrsville	046-5203
Colosse Road (Route 641)	Store, Colosse Road and Virginian Railroad Bed	046-5197
Colosse Road (Route 641)	Carr House	046-5198
11192 Comet Road (Route 681)	William C. Connor House	046-5165
15107 Courthouse Highway (US Route 258)	Young House	046-5243
16091 Courthouse Highway (US Route 258)	Elmwood	046-0052
17087 Courthouse Highway (US Route 258)	Gas Station, 17087 Courthouse Highway	046-5166
Courthouse Highway (US Route 258)	Isle of Wight Christian Church	046-5212
Courthouse Highway (US Route 258)	Store, Courthouse Highway	046-5226
Courthouse Highway (US Route 258)	Store, Courthouse Highway	046-5227
Courthouse Highway (US Route 258)	Courthouse Complex Historic District	046-0005
18485 Days Point Road	Morgart's Beach Hotel Site	046-5241
5339 Duck Town Road (Route 648)	Farmhouse, 5339 Duck Town Road	046-5223

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
5 East N&W Street	Store, 5 East N&W Street	328-5001
12 East N&W Street	House, 12 East N&W Street	328-5005
14 East N&W Street	House, 14 East N&W Street	328-5006
Eley's Lane	Daughtrey's Store	046-5131
24430 Ennis Mill Road (Route 690)	Farmhouse, 24430 Ennis Mill Road	046-5155
9000 Fire Tower Road (Route 645)	Shiloh Baptist Church	046-5232
9446 Fire Tower Road (Route 645)	Store at Whitley	046-5253
10001 Fire Tower Road (Route 645)	First Pentecostal Church of Isle of Wight County	046-5259
Foursquare Road (Route 620)	House, Foursquare Road	046-5207
15082 Foursquare Road (Route 620)	Long Nancy Tynes House	046-5210
14101 Great Springs Road (Route 655)	Farmhouse, 14101 Great Springs Road	046-5186
16016 Griffin Lane	Homestead	046-5240
Holly Run Drive (Route 615)	Jacob H. Duck House	046-5201
6159 Jones Town Drive (Route 637)	Store, 6159 Jones Town Drive	046-5152
12495 Jones Town Drive (Route 637)	William Gray House	046-5234
4264 Joyner's Bridge Road (Route 611)	Mitchell School	046-5202
27021 Little Norfolk Road (Route 634)	Farmhouse, 27021 Little Norfolk Road	046-5192
Little Norfolk Road (Route 634)	Farmhouse, Little Norfolk Road	046-5193
18010 Longview Drive (Route 602)	Ashe Grove Baptist Church	046-5096
18210 Longview Drive (Route 602)	Oliver House and Store	046-5239
20123 Longview Drive (Route 602)	Christian Home Baptist Church	046-5247
20148 Longview Drive (Route 602)	Christian Home School	046-5053
10121 Magnolia Manor Lane	Marshall-Edwards House	046-5236
6329 Mill Swamp Road (Route 621)	Mill Swamp Baptist Church	046-5151
6330 Mill Swamp Road (Route 621)	Mill Swamp Baptist Church Parsonage	046-5260
11356 Mill Swamp Road (Route 621)	Farmhouse, 11356 Mill Swamp Road	046-5150



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
Mill Swamp Road (Route 621) and Sycamore Cross Drive (Route 622)	Store, Intersection Mill Swamp Road and Sycamore Cross Drive	046-5149
11495 Mill Swamp Road (Route 626)	Store, Intersection Mill Swamp Road and Moonlight Road	046-5144
13095 Mill Swamp Road (Route 626)	Farmhouse, 13095 Mill Swamp Road	046-5143
14319 Mill Swamp Road (Route 626)	Edwards House	046-5209
15279 Mill Swamp Road (Route 626)	House, 15279 Mill Swamp Road	046-5208
12170 Modest Neck Road (Route 625)	Pons House	046-5258
12318 Modest Neck Road (Route 625)	Farmhouse, 12318 Modest Neck Road	046-5231
Modest Neck Road (Route 625)	Trinity School	046-5230
19025 Muddy Cross Drive (Route 620)	Christian Bethany Church	046-5159
19047 Muddy Cross Drive (Route 620)	House, 19047 Muddy Cross Drive	046-5160
15529 New Towne Haven Lane	Pitt-Blackwell-Turner House	046-5238
15529 New Towne Haven Lane	Customs House	046-0087
10309 Newport Street	Battery Park Baptist Church	046-5183
Newport Street and Battery Street	George M. Watkins, Fresh Fish and General Merchandise	046-5178
1 North Court Street	Deans Academy	328-5009
5412 Old Carrsville Road	House, 5412 Old Carrsville Road	046-5132
5422 Old Carrsville Road	House, 5422 Old Carrsville Road	046-5133
5434 Old Carrsville Road	House, 5434 Old Carrsville Road	046-5134
6201 Old Carrsville Road	House, 6201 Old Carrsville Road	046-5130
9432 Old Myrtle Road (Route 632)	Boaz Presbyterian Church	046-5249
5500 Old Stage Highway (State Route 10)	Store, 5500 Old Stage Highway	046-5137
6114 Old Stage Highway (State Route 10)	Bay View School	046-5138
9155 Old Stage Highway (State Route 10)	Rowland Edwards House	046-5205
20051 Oliver Drive (Route 600)	Store, 20051 Oliver Drive	046-5169
19614 Orbit Road (Route 637)	Darden, Julius Cesar House	046-5188
20368 Orbit Road (Route 637)	C. T. Chapman Store	046-5157

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
21404 Orbit Road (Route 637)	Holly Grove A.M.E. Church	046-5248
Orbit Road (Route 637) and Blue Ridge Trail (Route 600)	Holly Grove School	046-5156
5197 Peggy Lou Lane	Boarding House, 5197 Peggy Lou Lane	046-5220
14165 Racetrack Road (Route 637)	Mt. Sinai Baptist Church	046-5146
13407 Ramsey Road (Route 622)	Farmhouse, 13407 Ramsey Road	046-5148
14537 Rattlesnake Trail (Route 646)	Farmhouse, 14537 Rattlesnake Trail	046-5147
12389 Raynor Road (Route 681)	American Telephone and Telegraph Building	046-5164
14200 Raynor Road (Route 681)	Farmhouse, 14200 Raynor Road	046-5235
Raynor Road (Route 681)	Comet School	046-5257
21217 Rescue Road (Route 704)	Rescue School	046-5176
21295 Rescue Road (Route 704)	Friends Church	046-5182
Rescue Road (Route 704)	Rescue Historic District	046-5213
Rescue Road (Route 704)	Battery Park Historic District	046-5214
21155 Reynolds Drive (Route 665)	Store, 21155 Reynolds Drive	046-5172
21377 Reynolds Drive (Route 665)	Farmhouse, 21377 Reynolds Drive	046-5173
6361 Rhodes Drive (Route 633)	Colosse Baptist Church	046-5191
26585 River Run Trail (Route 614)	Farmhouse, 26585 River Run Trail	046-5122
21398 Roff Lane	Farmhouse, 21398 Roff Lane	046-5170
Scott's Factory Road (Route 620) and Turner Drive (Route 644)	Farmhouse, Scott's Factory Road and Turner Drive	046-5185
Silo Lane	Silo, Silo Lane	046-5218
12067 Smith's Neck Road (Route 665)	Store, 12067 Smith's Neck Road	046-5175
12190 Smith's Neck Road (Route 665)	Macedonia A.M.E. Church	046-5251
21449 Spady Lane (Route 660)	Farmhouse, Spady Lane	046-5171
27199 Spivey Town Road (Route 612)	Farmhouse, 27199 Spivey Town Road	046-5195
27202 Spivey Town Road (Route 612)	Farmhouse, 27202 Spivey Town Road	046-5194

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
27217 Spivey Town Road (Route 612)	House, 27217 Spivey Town Road	046-5225
16472 Stallings Lane	Farmhouse, 16472 Stallings Lane	046-5187
15550 Strawberry Plains Road (Route 681)	Strawberry Plains	046-5233
16094 Strawberry Plains Road (Route 681)	Farmhouse, 16094 Strawberry Plains Road	046-5145
24065 Sugar Hill Road (Route 661)	Oak Grove United Methodist Church Parish House	046-5167
24081 Sugar Hill Road (Route 661)	Oak Grove United Methodist Church	046-5168
Sycamore Cross Drive (Route 622) and Mill Swamp Road (Route 621)	Store, Intersection Mill Swamp Road and Sycamore Cross Drive	046-5149
12367 The Oaks Lane	Batten-Edwards House	046-5174
21323 Thomas Woods Trail (Route 614)	Farmhouse, 21323 Thomas Woods Trail	046-5118
Turner Drive (Route 644) and Scott's Factory Road (Route 620)	Farmhouse, Scott's Factory Road and Turner Drive	046-5185
14219 Tyler's Beach Road (Route 686)	House, 14219 Tyler's Beach Road	046-5136
14233 Tyler's Beach Road (Route 686)	House, 14233 Tyler's Beach Road	046-5135
15355 Uzzell Church Road (Route 692)	Uzzell United Methodist Church	046-5228
27085 Walters Highway (US Route 258)	Farmhouse, 27085 Walters Highway	046-5255
27829 Walters Highway (US Route 258)	Walters Farmers Union	046-5119
27862 Walters Highway (US Route 258)	House, 27862 Walters Highway	046-5244
27981 Walters Highway (US Route 258)	House, 27981 Walters Highway	046-5245
28548 Walters Highway (US Route 258)	Vaughan, William H. House	046-5121
Walters Highway (US Route 258)	Store, Walters Highway in Walters	046-5123
Walters Highway (US Route 258)	Walters Historic District	046-5215
32481 Walters Highway (US Route 258)	Mills Daughtrey House	046-0014
20588 Warwick Street	House, 20588 Warwick Street	046-5184
314 Washington Avenue	House, 314 Washington Avenue	046-5124
13258 Waterworks Road (Route 709)	William M. Crocker House	046-5161
West N&W Street	Store, West N&W Street	328-5002

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Street Address</b>	<b>Property Name</b>	<b>VDHR No.</b>
8122 Whispering Pines Trail (Route 650)	Farmhouse, 8122 Whispering Pines Trail	046-5237
15097 White House Road (Route 682)	Latimer House	046-5162
5352 Windsor Boulevard (US Route 460)	Store, 5352 Windsor Boulevard	046-5222
Windsor Boulevard (US Route 460)	Happy Days Soap Factory	046-5221
Windsor Boulevard (US Route 460)	Windsor Historic District	328-5010
15440 Woodland Drive (Route 600)	Henry Pruden House	046-5229
20051 Woodland Drive (Route 600)	Woodland United Methodist Church	046-5158
23566 Yellow Rock Lane	Farmhouse, 23566 Yellow Rock Lane	046-5181
5299 Zuni Circle	Bank, 5299 Zuni Circle	046-5219
5358 Zuni Circle	Bethany Presbyterian Church	046-5216
5387 Zuni Circle	House, 5387 Zuni Circle	046-5217
	Virginian Railroad Bed	046-5163
	Seaboard and Roanoke Railroad	046-5254

**Appendix D: USGS Quadrangle Map Report – List of Properties Surveyed by United States Geological Survey Quadrangle Map and VDHR Number including Property Name**

<b>USGS Qudrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Bacons Castle	046-0064	Gray Carroll House
Bacons Castle	046-5135	House, 14233 Tyler's Beach Road
Bacons Castle	046-5136	House, 14219 Tyler's Beach Road
Bacons Castle	046-5137	Store, 5500 Old Stage Highway
Bacons Castle	046-5138	Bay View School
Bacons Castle	046-5139	Gibbs-Warren House
Bacons Castle	046-5140	Farmhouse, 13450 Burwell's Bay Road
Bacons Castle	046-5141	Farmhouse, 6389 Barlow Lane
Bacons Castle	046-5142	Bethany United Methodist Church
Bacons Castle	046-5143	Farmhouse, 13095 Mill Swamp Road
Bacons Castle	046-5144	Store, Intersection Mill Swamp Road and Moonlight Road
Bacons Castle	046-5189	Farmhouse, 7428 Clifton Lane
Bacons Castle	046-5205	Rowland Edwards House
Bacons Castle	046-5206	Randolph House
Bacons Castle	046-5209	Edwards House
Bacons Castle	046-5240	Homestead
Benns Church	046-0087	Customs House
Benns Church	046-5096	Ashe Grove Baptist Church
Benns Church	046-5159	Christian Bethany Church
Benns Church	046-5160	House, 19047 Muddy Cross Drive
Benns Church	046-5167	Oak Grove United Methodist Church Parish House
Benns Church	046-5168	Oak Grove United Methodist Church
Benns Church	046-5169	Store, 20051 Oliver Drive

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>USGS Quadrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Benns Church	046-5170	Farmhouse, 21398 Roff Lane
Benns Church	046-5171	Farmhouse, Spady Lane
Benns Church	046-5172	Store, 21155 Reynolds Drive
Benns Church	046-5173	Farmhouse, 21377 Reynolds Drive
Benns Church	046-5174	Batten-Edwards House
Benns Church	046-5175	Store, 12067 Smith's Neck Road
Benns Church	046-5176	Rescue School
Benns Church	046-5177	Store, 10361 Center Street
Benns Church	046-5178	George M. Watkins, Fresh Fish and General Merchandise
Benns Church	046-5179	Ned Bunkley House
Benns Church	046-5180	Farmhouse, 23381 Channell Way
Benns Church	046-5181	Farmhouse, 23566 Yellow Rock Lane
Benns Church	046-5182	Friends Church
Benns Church	046-5183	Battery Park Baptist Church
Benns Church	046-5184	House, 20588 Warwick Street
Benns Church	046-5185	Farmhouse, Scott's Factory Road and Turner Drive
Benns Church	046-5213	Rescue Historic District
Benns Church	046-5214	Battery Park Historic District
Benns Church	046-5238	Pitt-Blackwell-Turner House
Benns Church	046-5239	Oliver House and Store
Benns Church	046-5246	Benns Church
Benns Church	046-5250	Farmhouse, 20041 Brewers Neck Blvd
Benns Church	046-5251	Macedonia A.M.E. Church
Benns Church	046-5252	Whitehead's Grove Baptist Church
Benns Church	046-5256	Mt. Calvary Church
Chuckatuck	046-5053	Christian Home School
Chuckatuck	046-5247	Christian Home Baptist Church

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>USGS Quadrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Franklin	046-0014	Mills Daughtrey House
Franklin	046-5124	House, 314 Washington Avenue
Franklin	046-5129	Farmhouse, 32242 Barretts Lane
Franklin	046-5204	James Purvis House
Franklin, Holland	046-5254	Seaboard and Roanoke Railroad
Holland	046-5125	Pulaski Baptist Church
Holland	046-5126	Store, 6305 Carrsville Highway
Holland	046-5127	Butler House near Carrsville
Holland	046-5128	Beaverdam Baptist Church
Holland	046-5130	House, 6201 Old Carrsville Road
Holland	046-5131	Daughtrey's Store
Holland	046-5132	House, 5412 Old Carrsville Road
Holland	046-5133	House, 5422 Old Carrsville Road
Holland	046-5134	House, 5434 Old Carrsville Road
Holland	046-5199	Store, Intersection Colosse Road and Joyner's Bridge Road
Holland	046-5200	Carrsville Elementary School Gymnasium
Holland	046-5201	Jacob H. Duck House
Holland	046-5202	Mitchell School
Holland	046-5203	Vaughan House at Carrsville
Holland	046-5249	Boaz Presbyterian Church
Holland, Franklin	046-5254	Seaboard and Roanoke Railroad
Holland, Sedley, Zuni	046-5163	Virginian Railroad Bed
Mulberry Island	046-5241	Morgart's Beach Hotel Site
Raynor	046-5145	Farmhouse, 16094 Strawberry Plains Road
Raynor	046-5146	Mt. Sinai Baptist Church
Raynor	046-5147	Farmhouse, 14537 Rattlesnake Trail
Raynor	046-5148	Farmhouse, 13407 Ramsey Road

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>USGS Quadrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Raynor	046-5149	Store, Intersection of Mill Swamp Road and Sycamore Cross Drive
Raynor	046-5150	Farmhouse, 11356 Mill Swamp Road
Raynor	046-5151	Mill Swamp Baptist Church
Raynor	046-5152	Store, 6159 Jones Town Drive
Raynor	046-5164	American Telephone and Telegraph Building
Raynor	046-5230	Trinity School
Raynor	046-5231	Farmhouse, 12318 Modest Neck Road
Raynor	046-5232	Shiloh Baptist Church
Raynor	046-5233	Strawberry Plains
Raynor	046-5234	William Gray House
Raynor	046-5235	Farmhouse, 14200 Raynor Road
Raynor	046-5236	Marshall-Edwards House
Raynor	046-5237	Farmhouse, 8122 Whispering Pines Trail
Raynor	046-5253	Store at Whitley
Raynor	046-5258	Pons House
Raynor	046-5259	First Pentecostal Church of Isle of Wight County
Raynor	046-5260	Mill Swamp Baptist Church Parsonage
Sedley, Holland, Zuni	046-5163	Virginian Railroad Bed
Smithfield	046-0005	Courthouse Complex Historic District
Smithfield	046-0052	Elmwood
Smithfield	046-5153	Central Hill Baptist Church
Smithfield	046-5161	William M. Crocker House
Smithfield	046-5162	Latimer House
Smithfield	046-5165	William C. Connor House
Smithfield	046-5166	Gas Station, 17087 Courthouse Highway
Smithfield	046-5186	Farmhouse, 14101 Great Springs Road
Smithfield	046-5187	Farmhouse, 16472 Stallings Lane



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>USGS Quadrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Smithfield	046-5207	House, Foursquare Road
Smithfield	046-5208	House, 15279 Mill Swamp Road
Smithfield	046-5210	Long Nancy Tynes House
Smithfield	046-5211	Road Trace at end of Bethel Church Lane
Smithfield	046-5212	Isle of Wight Christian Church
Smithfield	046-5226	Store, Courthouse Highway
Smithfield	046-5227	Store, Courthouse Highway
Smithfield	046-5228	Uzzell United Methodist Church
Smithfield	046-5229	Henry Pruden House
Smithfield	046-5243	Young House
Smithfield	046-5257	Comet School
Windsor	046-5155	Farmhouse, 24430 Ennis Mill Road
Windsor	046-5156	Holly Grove School
Windsor	046-5157	C. T. Chapman Store
Windsor	046-5158	Woodland United Methodist Church
Windsor	046-5188	Darden, Julius Cesar House
Windsor	046-5248	Holly Grove A.M.E. Church
Windsor	328-5001	Store, 5 East N&W Street
Windsor	328-5002	Store, West N&W Street
Windsor	328-5003	House, 23 Bank Street
Windsor	328-5004	Ashburn, Alexander H. House
Windsor	328-5005	House, 12 East N&W Street
Windsor	328-5006	House, 14 East N&W Street
Windsor	328-5007	House, 8 Church Street
Windsor	328-5008	Windsor Baptist Church
Windsor	328-5009	Deans Academy
Windsor	328-5010	Windsor Historic District

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>USGS Quadrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Zuni	046-5118	Farmhouse, 21323 Thomas Woods Trail
Zuni	046-5119	Walters Farmers Union
Zuni	046-5120	Indika Farms—Walters Buying Plant
Zuni	046-5121	Vaughan, William H. House
Zuni	046-5122	Farmhouse, 26585 River Run Trail
Zuni	046-5123	Store, Walters Highway in Walters
Zuni	046-5154	Antioch Independent Church
Zuni, Holland, Sedley	046-5163	Virginian Railroad Bed
Zuni	046-5190	Farmhouse, 28351 Colosse Road
Zuni	046-5191	Colosse Baptist Church
Zuni	046-5192	Farmhouse, 27021 Little Norfolk Road
Zuni	046-5193	Farmhouse, Little Norfolk Road
Zuni	046-5194	Farmhouse, 27202 Spivey Town Road
Zuni	046-5195	Farmhouse, 27199 Spivey Town Road
Zuni	046-5196	Store, 27605 Colosse Road
Zuni	046-5197	Store, Colosse Road and Virginian Railroad Bed
Zuni	046-5198	Carr House
Zuni	046-5215	Walters Historic District
Zuni	046-5216	Bethany Presbyterian Church
Zuni	046-5217	House, 5387 Zuni Circle
Zuni	046-5218	Silo, Silo Lane
Zuni	046-5219	Bank, 5299 Zuni Circle
Zuni	046-5220	Boarding House, 5197 Peggy Lou Lane
Zuni	046-5221	Happy Days Soap Factory
Zuni	046-5222	Store, 5352 Windsor Boulevard
Zuni	046-5223	Farmhouse, 5339 Duck Town Road
Zuni	046-5224	Farmhouse, 25640 Bows and Arrows Road

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>USGS Quadrangle Map</b>	<b>VDHR No.</b>	<b>Property Name</b>
Zuni	046-5225	House, 27217 Spivey Town Road
Zuni	046-5242	Walters Prison Camp
Zuni	046-5244	House, 27862 Walters Highway
Zuni	046-5245	House, 27981 Walters Highway
Zuni	046-5255	Farmhouse, 27085 Walters Highway

**Appendix E: Chronological Report – List of Properties Surveyed by Year/Date of Construction, and VDHR Number including Property Name**

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1650	046-0087	Customs House
1680-1955	046-5214	Battery Park Historic District
1750 ca	046-5238	Pitt-Blackwell-Turner House
1773-1831	046-5201	Jacob H. Duck House
1785 ca	046-5234	William Gray House
1790	046-5162	Latimer House
1800-1955	046-0005	Courthouse Complex Historic District
1800	046-5250	Farmhouse, 20041 Brewers Neck Blvd
1800 ca	046-5211	Road Trace at end of Bethel Church Lane
1810 ca	046-5207	House, Foursquare Road
1815	046-5165	William C. Connor House
1820 ca	046-0064	Gray Carroll House
1824	046-5229	Henry Pruden House
1825	046-5236	Marshall-Edwards House
1825-1860	046-5179	Ned Bunkley House
1828	046-5127	Butler House near Carrsville
1830	046-0014	Mills Daughtrey House
1830 ca	046-0052	Elmwood
1830 ca-1848	046-5243	Young House
1833	046-5258	Pons House
1834	046-5205	Rowland Edwards House
1835	046-5254	Seaboard and Roanoke Railroad
1835-1863	046-5203	Vaughan House at Carrsville

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1836	046-5210	Long Nancy Tynes House
1840 ca	046-5161	William M. Crocker House
1850	046-5147	Farmhouse, 14537 Rattlesnake Trail
1850 ca	046-5140	Farmhouse, 13450 Burwell's Bay Road
1850 ca	046-5154	Antioch Independent Church
1850 ca	046-5185	Farmhouse, Scott's Factory Road and Turner Drive
1850 ca	046-5190	Farmhouse, 28351 Colosse Road
1850 ca	046-5195	Farmhouse, 27199 Spivey Town Road
1850 ca	046-5223	Farmhouse, 5339 Duck Town Road
1852	046-5204	James Purvis House
1853	328-5004	Ashburn, Alexander H. House
1853-1955	328-5010	Windsor Historic District
1854	046-5240	Homestead
1857	046-5139	Gibbs-Warren House
1857	046-5188	Darden, Julius Cesar House
1857-1859	046-5174	Batten-Edwards House
1860 ca	046-5121	Vaughan, William H. House
1861	046-5206	Randolph House
1870 ca	046-5172	Store, 21155 Reynolds Drive
1870 ca	046-5173	Farmhouse, 21377 Reynolds Drive
1870 ca	046-5198	Carr House
1873	046-5158	Woodland United Methodist Church
1876	046-5209	Edwards House
1877	046-5252	Whitehead's Grove Baptist Church
1877	046-5096	Ashe Grove Baptist Church
1878	328-5008	Windsor Baptist Church
1878	328-5009	Deans Academy

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1879	046-5146	Mt. Sinai Baptist Church
1880	046-5148	Farmhouse, 13407 Ramsey Road
1880 ca	046-5208	House, 15279 Mill Swamp Road
1880 ca	328-5005	House, 12 East N&W Street
1880 ca	328-5007	House, 8 Church Street
1884	046-5167	Oak Grove United Methodist Church Parish House
1884	046-5168	Oak Grove United Methodist Church
1885	046-5153	Central Hill Baptist Church
1886	046-5232	Shiloh Baptist Church
1888	046-5228	Uzzell United Methodist Church
1889-1955	046-5213	Rescue Historic District
1890	046-5142	Bethany United Methodist Church
1890 ca	046-5118	Farmhouse, 21323 Thomas Woods Trail
1890 ca	046-5177	Store, 10361 Center Street
1890 ca	046-5181	Farmhouse, 23566 Yellow Rock Lane
1910 ca	046-5196	Store, 27605 Colosse Road
1890 ca	046-5257	Comet School
1890 ca	328-5003	House, 23 Bank Street
1891	046-5212	Isle of Wight Christian Church
1892	046-5248	Holly Grove A.M.E. Church
1895	046-5247	Christian Home Baptist Church
1898	046-5186	Farmhouse, 14101 Great Springs Road
1898	046-5239	Oliver House and Store
1899	046-5149	Store, Intersection of Mill Swamp Road and Sycamore Cross Drive
1899	046-5150	Farmhouse, 11356 Mill Swamp Road
1900	046-5143	Farmhouse, 13095 Mill Swamp Road
1900	046-5159	Christian Bethany Church

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1900	046-5183	Battery Park Baptist Church
1900	046-5224	Farmhouse, 25640 Bows and Arrows Road
1900 ca	046-5129	Farmhouse, 32242 Barretts Lane
1900 ca	046-5131	Daughtrey's Store
1900 ca	046-5132	House, 5412 Old Carrsville Road
1900 ca	046-5134	House, 5434 Old Carrsville Road
1900 ca	046-5170	Farmhouse, 21398 Roff Lane
1900 ca	046-5171	Farmhouse, Spady Lane
1900 ca	046-5178	George M. Watkins, Fresh Fish and General Merchandise
1900 ca	046-5180	Farmhouse, 23381 Channell Way
1900 ca	046-5192	Farmhouse, 27021 Little Norfolk Road
1900 ca	046-5193	Farmhouse, Little Norfolk Road
1900 ca	046-5220	Boarding House, 5197 Peggy Lou Lane
1900 ca	046-5221	Happy Days Soap Factory
1900 ca	046-5226	Store, Courthouse Highway
1900 ca	046-5227	Store, Courthouse Highway
1900 ca	046-5245	House, 27981 Walters Highway
1900 ca	046-5253	Store at Whitley
1900 ca	046-5260	Mill Swamp Baptist Church Parsonage
1900 ca	328-5001	Store, 5 East N&W Street
1900 ca	328-5002	Store, West N&W Street
1902	046-5145	Farmhouse, 16094 Strawberry Plains Road
1904	046-5251	Macedonia A.M.E. Church
1905	046-5189	Farmhouse, 7428 Clifton Lane
1905	046-5233	Strawberry Plains
1907	046-5194	Farmhouse, 27202 Spivey Town Road
1908	046-5191	Colosse Baptist Church

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1909	046-5163	Virginian Railroad Bed
1909-1955	046-5215	Walters Historic District
1910 ca	046-5137	Store, 5500 Old Stage Highway
1910 ca	046-5184	House, 20588 Warwick Street
1910 ca	046-5197	Store, Colosse Road and Virginian Railroad Bed
1910 ca	046-5217	House, 5387 Zuni Circle
1911	046-5122	Farmhouse, 26585 River Run Trail
1911	046-5130	House, 6201 Old Carrsville Road
1911-1912	046-5187	Farmhouse, 16472 Stallings Lane
1912	046-5119	Walters Farmers Union
1913	328-5006	House, 14 East N&W Street
1914	046-5138	Bay View School
1915	046-5136	House, 14219 Tyler's Beach Road
1918	046-5235	Farmhouse, 14200 Raynor Road
1920	046-5155	Farmhouse, 24430 Ennis Mill Road
1920	046-5182	Friends Church
1920	046-5202	Mitchell School
1920 ca	046-5123	Store, Walters Highway in Walters
1920 ca	046-5124	House, 314 Washington Avenue
1920 ca	046-5126	Store, 6305 Carrsville Highway
1920 ca	046-5156	Holly Grove School
1920 ca	046-5157	C. T. Chapman Store
1920 ca	046-5230	Trinity School
1920 ca	046-5231	Farmhouse, 12318 Modest Neck Road
1920 ca	046-5237	Farmhouse, 8122 Whispering Pines Trail
1924	046-5216	Bethany Presbyterian Church
1924	046-5246	Benns Church



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1925 ca	046-5176	Rescue School
1926-1927	046-5053	Christian Home School
1928	046-5135	House, 14233 Tyler's Beach Road
1928	046-5151	Mill Swamp Baptist Church
1928	046-5249	Boaz Presbyterian Church
1930	046-5144	Store, Intersection Mill Swamp Road and Moonlight Road
1930	046-5255	Farmhouse, 27085 Walters Highway
1930 ca	046-5141	Farmhouse, 6389 Barlow Lane
1930 ca	046-5152	Store, 6159 Jones Town Drive
1930 ca	046-5160	House, 19047 Muddy Cross Drive
1930 ca	046-5166	Gas Station, 17087 Courthouse Highway
1930 ca	046-5169	Store, 20051 Oliver Drive
1930 ca	046-5175	Store, 12067 Smith's Neck Road
1930 ca	046-5199	Store, Intersection Colosse Road and Joyner's Bridge Road
1930 ca	046-5218	Silo, Silo Lane
1930 ca-1945 ca	046-5241	Morgart's Beach Hotel Site
1934	046-5259	First Pentecostal Church of Isle of Wight County
1935	046-5219	Bank, 5299 Zuni Circle
1935 ca	046-5222	Store, 5352 Windsor Boulevard
1940 ca	046-5120	Indika Farms—Walters Buying Plant
1940	046-5164	American Telephone and Telegraph Building
1940 ca	046-5133	House, 5422 Old Carrsville Road
1940 ca	046-5200	Carrsville Elementary School Gymnasium
1945 ca	046-5242	Walters Prison Camp
1949	046-5128	Beaverdam Baptist Church
1951	046-5225	House, 27217 Spivey Town Road
1951	046-5244	House, 27862 Walters Highway

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Construction Date</b>	<b>VDHR No.</b>	<b>Property Name</b>
1956	046-5256	Mt. Calvary Church
1957	046-5125	Pulaski Baptist Church

**Appendix F: Architectural Style Report – List of Properties Surveyed by Architectural Style, Year/Date of Construction, VDHR Number including Property Name**

<b>Archtiectural Sytle</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Colonial	1650	Customs House	046-0087
Colonial	1790	Latimer House	046-5162
Colonial	1750 ca	Pitt-Blackwell-Turner House	046-5238
Early Republic	1830	Mills Daughtrey House	046-0014
Early Republic	1828	Butler House near Carrsville	046-5127
Early Republic	1815	William C. Connor House	046-5165
Early Republic	1773-1831	Jacob H. Duck House	046-5201
Early Republic	1834	Rowland Edwards House	046-5205
Early Republic	1810 ca	House, Foursquare Road	046-5207
Early Republic	1824	Henry Pruden House	046-5229
Early Republic	1785 ca	William Gray House	046-5234
Early Republic	1825	Marshall-Edwards House	046-5236
Early Republic	1800	Farmhouse, 20041 Brewers Neck Blvd	046-5250
Early Republic	1833	Pons House	046-5258
Federal	1800-1955	Courthouse Complex Historic District	046-0005
Federal	1830 ca	Elmwood	046-0052
Federal	1820 ca	Gray Carroll House	046-0064
Federal	1836	Long Nancy Tynes House	046-5210
Federal	1830 ca-1848	Young House	046-5243
Gothic Revival	1957	Pulaski Baptist Church	046-5125
Late 19th and 20th Century American Movements	1926-1927	Christian Home School	046-5053
Late 19th and 20th Century American Movements	1912	Walters Farmers Union	046-5119
Late 19th and 20th Century American Movements	1911	Farmhouse, 26585 River Run Trail	046-5122

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Archtiectural Sytle</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Late 19th and 20th Century American Movements	1920 ca	Store, Walters Highway in Walters	046-5123
Late 19th and 20th Century American Movements	1920 ca	House, 314 Washington Avenue	046-5124
Late 19th and 20th Century American Movements	1920 ca	Store, 6305 Carrsville Highway	046-5126
Late 19th and 20th Century American Movements	1900 ca	Farmhouse, 32242 Barretts Lane	046-5129
Late 19th and 20th Century American Movements	1911	House, 6201 Old Carrsville Road	046-5130
Late 19th and 20th Century American Movements	1900 ca	Daughtrey's Store	046-5131
Late 19th and 20th Century American Movements	1928	House, 14233 Tyler's Beach Road	046-5135
Late 19th and 20th Century American Movements	1915	House, 14219 Tyler's Beach Road	046-5136
Late 19th and 20th Century American Movements	1910 ca	Store, 5500 Old Stage Highway	046-5137
Late 19th and 20th Century American Movements	1914	Bay View School	046-5138
Late 19th and 20th Century American Movements	1930 ca	Farmhouse, 6389 Barlow Lane	046-5141
Late 19th and 20th Century American Movements	1890	Bethany United Methodist Church	046-5142
Late 19th and 20th Century American Movements	1900	Farmhouse, 13095 Mill Swamp Road	046-5143
Late 19th and 20th Century American Movements	1930	Store, Intersection Mill Swamp Road and Moonlight Road	046-5144
Late 19th and 20th Century American Movements	1902	Farmhouse, 16094 Strawberry Plains Road	046-5145
Late 19th and 20th Century American Movements	1879	Mt. Sinai Baptist Church	046-5146
Late 19th and 20th Century American Movements	1880	Farmhouse, 13407 Ramsey Road	046-5148
Late 19th and 20th Century American Movements	1899	Store, Intersection Mill Swamp Road and Sycamore Cross Drive	046-5149
Late 19th and 20th Century American Movements	1930 ca	Store, 6159 Jones Town Drive	046-5152
Late 19th and 20th Century American Movements	1885	Central Hill Baptist Church	046-5153
Late 19th and 20th Century American Movements	1920	Farmhouse, 24430 Ennis Mill Road	046-5155
Late 19th and 20th Century American Movements	1920 ca	Holly Grove School	046-5156
Late 19th and 20th Century American Movements	1920 ca	C. T. Chapman Store	046-5157
Late 19th and 20th Century American Movements	1873	Woodland United Methodist Church	046-5158
Late 19th and 20th Century American Movements	1930 ca	House, 19047 Muddy Cross Drive	046-5160

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Archtiectural Sytle</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Late 19th and 20th Century American Movements	1909	Virginian Railroad Bed	046-5163
Late 19th and 20th Century American Movements	1930 ca	Gas Station, 17087 Courthouse Highway	046-5166
Late 19th and 20th Century American Movements	1884	Oak Grove United Methodist Church Parish House	046-5167
Late 19th and 20th Century American Movements	1884	Oak Grove United Methodist Church	046-5168
Late 19th and 20th Century American Movements	1930 ca	Store, 20051 Oliver Drive	046-5169
Late 19th and 20th Century American Movements	1900 ca	Farmhouse, 21398 Roff Lane	046-5170
Late 19th and 20th Century American Movements	1900 ca	Farmhouse, Spady Lane	046-5171
Late 19th and 20th Century American Movements	1870 ca	Store, 21155 Reynolds Drive	046-5172
Late 19th and 20th Century American Movements	1870 ca	Farmhouse, 21377 Reynolds Drive	046-5173
Late 19th and 20th Century American Movements	1930 ca	Store, 12067 Smith's Neck Road	046-5175
Late 19th and 20th Century American Movements	1925 ca	Rescue School	046-5176
Late 19th and 20th Century American Movements	1890 ca	Store, 10361 Center Street	046-5177
Late 19th and 20th Century American Movements	1900 ca	George M. Watkins, Fresh Fish and General Merchandise	046-5178
Late 19th and 20th Century American Movements	1890 ca	Farmhouse, 23566 Yellow Rock Lane	046-5181
Late 19th and 20th Century American Movements	1920	Friends Church	046-5182
Late 19th and 20th Century American Movements	1910 ca	House, 20588 Warwick Street	046-5184
Late 19th and 20th Century American Movements	1898	Farmhouse, 14101 Great Springs Road	046-5186
Late 19th and 20th Century American Movements	1911-1912	Farmhouse, 16472 Stallings Lane	046-5187
Late 19th and 20th Century American Movements	1905	Farmhouse, 7428 Clifton Lane	046-5189
Late 19th and 20th Century American Movements	1908	Colosse Baptist Church	046-5191
Late 19th and 20th Century American Movements	1900 ca	Farmhouse, 27021 Little Norfolk Road	046-5192
Late 19th and 20th Century American Movements	1900 ca	Farmhouse, Little Norfolk Road	046-5193
Late 19th and 20th Century American Movements	1870 ca	Carr House	046-5198
Late 19th and 20th Century American Movements	1930 ca	Store Intersection Colosse Road and Joyner's Bridge Road	046-5199
Late 19th and 20th Century American Movements	1920	Mitchell School	046-5202

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Architectural Style</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Late 19th and 20th Century American Movements	1880 ca	House, 15279 Mill Swamp Road	046-5208
Late 19th and 20th Century American Movements	1876	Edwards House	046-5209
Late 19th and 20th Century American Movements	1889-1955	Rescue Historic District	046-5213
Late 19th and 20th Century American Movements	1680-1955	Battery Park Historic District	046-5214
Late 19th and 20th Century American Movements	1909-1955	Walters Historic District	046-5215
Late 19th and 20th Century American Movements	1910 ca	House, 5387 Zuni Circle	046-5217
Late 19th and 20th Century American Movements	1930 ca	Silo, Silo Lane	046-5218
Late 19th and 20th Century American Movements	1935	Bank, 5299 Zuni Circle	046-5219
Late 19th and 20th Century American Movements	1900 ca	Boarding House, 5197 Peggy Lou Lane	046-5220
Late 19th and 20th Century American Movements	1900 ca	Happy Days Soap Factory	046-5221
Late 19th and 20th Century American Movements	1935 ca	Store, 5352 Windsor Boulevard	046-5222
Late 19th and 20th Century American Movements	1900 ca	Store, Courthouse Highway	046-5226
Late 19th and 20th Century American Movements	1900 ca	Store, Courthouse Highway	046-5227
Late 19th and 20th Century American Movements	1888	Uzzell United Methodist Church	046-5228
Late 19th and 20th Century American Movements	1920 ca	Trinity School	046-5230
Late 19th and 20th Century American Movements	1920 ca	Farmhouse, 12318 Modest Neck Road	046-5231
Late 19th and 20th Century American Movements	1886	Shiloh Baptist Church	046-5232
Late 19th and 20th Century American Movements	1905	Strawberry Plains	046-5233
Late 19th and 20th Century American Movements	1918	Farmhouse, 14200 Raynor Road	046-5235
Late 19th and 20th Century American Movements	1920 ca	Farmhouse, 8122 Whispering Pines Trail	046-5237
Late 19th and 20th Century American Movements	1900 ca	House, 27981 Walters Highway	046-5245
Late 19th and 20th Century American Movements	1924	Benns Church	046-5246
Late 19th and 20th Century American Movements	1895	Christian Home Baptist Church	046-5247
Late 19th and 20th Century American Movements	1892	Holly Grove A.M.E. Church	046-5248
Late 19th and 20th Century American Movements	1904	Macedonia A.M.E. Church	046-5251
Late 19th and 20th Century American Movements	1877	Whitehead's Grove Baptist Church	046-5252
Late 19th and 20th Century American Movements	1900 ca	Store at Whitley	046-5253

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Archtiectural Sytle</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Late 19th and 20th Century American Movements	1930	Farmhouse, 27085 Walters Highway	046-5255
Late 19th and 20th Century American Movements	1934	First Pentecostal Church of Isle of Wight County	046-5259
Late 19th and 20th Century American Movements	1900 ca	Mill Swamp Baptist Church Parsonage	046-5260
Late 19th and 20th Century American Movements	1900 ca	Store, 5 East N&W Street	328-5001
Late 19th and 20th Century American Movements	1900 ca	Store, West N&W Street	328-5002
Late 19th and 20th Century American Movements	1890 ca	House, 23 Bank Street	328-5003
Late 19th and 20th Century American Movements	1880 ca	House, 12 East N&W Street	328-5005
Late 19th and 20th Century American Movements	1913	House, 14 East N&W Street	328-5006
Late 19th and 20th Century American Movements	1880 ca	House, 8 Church Street	328-5007
Late 19th and 20th Century American Movements	1878	Windsor Baptist Church	328-5008
Late 19th and 20th Century American Movements	1878	Deans Academy	328-5009
Late 19th and 20th Century American Movements	1853-1955	Windsor Historic District	328-5010
Late 19th and 20th Century Revivals	1877	Ashe Grove Baptist Church	046-5096
Late 19th and 20th Century Revivals	1928	Mill Swamp Baptist Church	046-5151
Late 19th and 20th Century Revivals	1900	Christian Bethany Church	046-5159
Late 19th and 20th Century Revivals	1900 ca	Farmhouse, 23381 Channell Way	046-5180
Late 19th and 20th Century Revivals	1900	Battery Park Baptist Church	046-5183
Late 19th and 20th Century Revivals	1910 ca	Store, 27605 Colosse Road	046-5196
Late 19th and 20th Century Revivals	1910 ca	Store, Colosse Road and Virginian Railroad Bed	046-5197
Late 19th and 20th Century Revivals	1891	Isle of Wight Christian Church	046-5212
Late 19th and 20th Century Revivals	1924	Bethany Presbyterian Church	046-5216
Late 19th and 20th Century Revivals	1900	Farmhouse, 25640 Bows and Arrows Road	046-5224
Late 19th and 20th Century Revivals	1928	Boaz Presbyterian Church	046-5249
Late 19th and 20th Century Revivals	1890 ca	Comet School	046-5257
Late Victorian	1890 ca	Farmhouse, 21323 Thomas Woods Trail	046-5118
Late Victorian	1900 ca	House, 5412 Old Carrsville Road	046-5132
Late Victorian	1900 ca	House, 5434 Old Carrsville Road	046-5134

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Architectural Style</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Late Victorian	1899	Farmhouse, 11356 Mill Swamp Road	046-5150
Late Victorian	1907	Farmhouse, 27202 Spivey Town Road	046-5194
Late Victorian	1898	Oliver House and Store	046-5239
Mid-19th Century	1860 ca	Vaughan, William H. House	046-5121
Mid-19th Century	1857	Gibbs-Warren House	046-5139
Mid-19th Century	1850 ca	Farmhouse, 13450 Burwell's Bay Road	046-5140
Mid-19th Century	1850	Farmhouse, 14537 Rattlesnake Trail	046-5147
Mid-19th Century	1850 ca	Antioch Independent Church	046-5154
Mid-19th Century	1840 ca	William M. Crocker House	046-5161
Mid-19th Century	1857-1859	Batten-Edwards House	046-5174
Mid-19th Century	1825-1860	Ned Bunkley House	046-5179
Mid-19th Century	1850 ca	Farmhouse, Scott's Factory Road and Turner Drive	046-5185
Mid-19th Century	1857	Darden, Julius Cesar House	046-5188
Mid-19th Century	1850 ca	Farmhouse, 28351 Colosse Road	046-5190
Mid-19th Century	1850 ca	Farmhouse, 27199 Spivey Town Road	046-5195
Mid-19th Century	1835-1863	Vaughan House at Carrsville	046-5203
Mid-19th Century	1852	James Purvis House	046-5204
Mid-19th Century	1861	Randolph House	046-5206
Mid-19th Century	1850 ca	Farmhouse, 5339 Duck Town Road	046-5223
Mid-19th Century	1854	Homestead	046-5240
Mid-19th Century	1835	Seaboard and Roanoke Railroad	046-5254
Mid-19th Century	1853	Ashburn, Alexander H. House	328-5004
Modern Movement	1940 ca	Indika Farms—Walters Buying Plant	046-5120
Modern Movement	1949	Beaverdam Baptist Church	046-5128
Modern Movement	1940 ca	House, 5422 Old Carrsville Road	046-5133
Modern Movement	1940	American Telephone and Telegraph Building	046-5164
Modern Movement	1940 ca	Carrsville Elementary School Gymnasium	046-5200



Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

<b>Archtiectural Sytle</b>	<b>Date</b>	<b>Property Name</b>	<b>VDHR No.</b>
Modern Movement	1951	House, 27217 Spivey Town Road	046-5225
Modern Movement	1930 ca-1945 ca	Morgart's Beach Hotel Site	046-5241
Modern Movement	1945 ca	Walters Prison Camp	046-5242
Modern Movement	1951	House, 27862 Walters Highway	046-5244
Modern Movement	1956	Mt. Calvary Church	046-5256
Other	1800 ca	Road Trace at end of Bethel Church Lane	046-5211

***Appendix G: Intensive Properties Report – List of Properties Surveyed at the Intensive Level by VDHR Number including Property Name***

<b><u>VDHR No.</u></b>	<b><u>Property Name</u></b>
046-0005	Courthouse Complex Historic District
046-0014	Mills-Daughtrey House
046-0052	Elmwood
046-0064	Gray Carroll House
046-0087	Customs House
046-5188	Darden, Julius Caesar House
046-5206	Randolph House
046-5210	Long Nancy Tynes House
046-5213	Rescue Historic District
046-5214	Battery Park Historic District
046-5215	Walters Historic District
046-5238	Pitt-Blackwell-Turner House
046-5239	Oliver House and Store
046-5240	Homestead
046-5242	Walters Prison Camp
046-5243	Young House
328-5008	Windsor Baptist Church
328-5010	Windsor Historic District

**Appendix H: Preliminary Information Form – Courthouse Historic District**

**Virginia Department of Historic Resources**

**PIF Resource Information Sheet**

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>		For Staff Use Only DHR ID 046-0005 #:	
District Name(s):	Courthouse Complex Historic District		
District or Selected Building Date(s):	1800-1955	<input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post	Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main District Streets and/or Routes:	Courthouse Highway	City: Isle of Wight	Zip: 23397
County or Ind. City:	Isle of Wight	USGS Quad(s):	Smithfield

**Physical Character of General Surroundings**

Acres: 20      Setting (choose one):  City  Urban  Town  Suburban  Rural   
 e: \_\_\_\_\_ Transportation Corridor

Site Description Notes/Notable Landscape Features/Streetscapes:      **The Courthouse Complex Historic District is situated in the center of Isle of Wight County on the west side of Courthouse Highway, US Route 258. Situated north of Cooke Swamp, the property is bound on the south by the swamp, east by Courthouse Highway, north by open cultivated fields and west by a tree stand. The ground is generally level though grades slightly toward the swamp. The courthouse is situated west of a circular drive.**

South of the Courthouse is Boykin's Tavern. Northeast of the Courthouse is the Clerk's Office. West of the Clerk's Office and north of the Courthouse is the School Administration Building. West of the School Administration Building is the Jail.

Ownership Categories:       Private       Public-Local       Public-State       Public-Federal

General District Information

What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...

Government, Social, Domestic

What are the current uses? (if other than the historical use)      Government

Architectural styles or elements of buildings within the proposed district:      Georgian, Mid-19<sup>th</sup> Century, Colonial Revival

Architects, builders, or original owners of buildings within the proposed district:

Are there any known threats to this district?

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The complex is comprised primarily of 19<sup>th</sup> century resources and was expanded in the late 20th century with additional buildings.

The courthouse is focal point of the complex situated on a circular driveway. In front of the courthouse is a Confederate Monument added in 1905. To the northeast of the courthouse is the Clerk's Office. The Courthouse and Clerk's Office use similar brick construction methods and have similar proportions. The Courthouse is two-story crowned with a closed gable. The Clerk's Office is a one-story building of brick construction facing the green in front of the Courthouse. It exhibits brick end chimneys and a slate roof. A similar-sized vault was added to the north of the Clerk's Office in 1937. The vault was constructed using brick made in 1845 salvaged from the "Old Scotts Factory". To the north of the courthouse is a jail building erected in 1902. The jail is two-story and features two cells on the first story and offices on the second story. The School Administration Building is situated between the Clerk's Office and Jail.

To the south of the Courthouse is Boykin's Tavern. The tavern is a two-and-one-half-story building dating to 1780. The building has been enlarged overtime and features a monumental portico on the façade. The first story is brick construction and the second story is wood frame construction. Appended to the rear is a gambrel-roofed building that is believed to have been constructed earlier the main building. This building is individually listed in the National Register of Historic Places.

Additional 20<sup>th</sup> century buildings were added to the north and west of the original Courthouse complex.

The Courthouse is the focal point of the historic district and faces east to Courthouse Highway. It is comprised of a pedimented, two-story court building constructed in 1800. It is two-stories with a wood double-leaf entrance. It is brick construction clad in Flemish bond brick veneer (1954). The building features an asymmetrical façade. The building was expanded to the south with a large wing. An arcade was added to the façade flanking the portico. The roof features a heavy wood cornice. The windows are 8/8 wood double-hung sash. The interior of the building has been modified over time to accommodate administrative functions. The first story features a vestibule that accesses subdivided offices to the west. There is a stair within the vestibule accessing the second story. The addition added to the north features lavatories on the first and second stories and additional office space. The south addition features subdivided rooms with partition walls.

The Clerk's Office is situated northeast of the courthouse facing the courthouse green. It has a rectangular plan. Constructed in 1822, this is the second oldest building on the courthouse green. It is laid in Flemish-bond brick and is one-story in height. There are gable end chimneys at the east and west elevations. The entrance is situated on the south elevation and is single-leaf and wood paneled. The windows are 9/9 wood double-hung sash. An addition was made in 1892 in the same form to the north elevation and is connected to the earlier building with an ell. The addition was constructed from salvaged bricks from the same period as the original portion's construction. The interior features two main spaces subdivided by a small hall. The hall is flanked by a restroom and storage room. The interior features wood paneled and dry-walled walls and wall-to-wall carpeted flooring. The fireplaces are still intact on the east and west walls with wood mantels. The vault is located within the addition. Access to the vault is through a heavy metal vault door. This portion is fireproof.

The jail is located to the north of the courthouse and is a two-story 7-course American bond brick building capped by a hipped roof. The building features a wood single-leaf door accessing the interior with a barred door over the entrance and transom. Window opening punctuate the façade on the second story and have 2/2 wood double-hung sash windows. The windows are surmounted by brick soldier-course jack arches. The windows on the first story have been filled or barred. The window sills are limestone. The east façade is dominated by a one-story porch added in the late 20<sup>th</sup> century. The roof is hipped clad in standing-seam metal. There are corbelled cap chimneys on the

north and south elevations. The building features a corbelled roof cornice. A brick watertable makes the base. The interior of the first story features two cells. The cells are constructed of iron and are currently used as storage. There are metal grated doors over each cell. The flooring is concrete.

The school administration building is situated north of the jail. It is a concrete block building clad in Flemish-bond brick veneer. It has an elevated basement story punctuated by 8/8 wood double-hung sash windows. There is a solid course watertable at the base of the main story. The windows feature flat arches and rowlock brick sills. The roof is hipped clad in asphalt shingles with a wood cornice featuring dentils. There is a brick chimney at the northwest corner. A porch is situated on the south elevation entrance with replacement posts. The interior is divided into offices and storage space. The walls are drywall and the flooring is wall-to-wall carpet.

The Confederate Monument was erected in 1905 to commemorate the soldiers of the Confederacy who fought during the Civil War from Isle of Wight County. It is a granite monument with a solid atop a column with heavy rusticated base. The solid stands at rest with a rifle.

Additional buildings have been added to west and north of the original courthouse complex and are not considered as a part of the proposed district due to their non-contributing status and erection away from the original courthouse green.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

This site was selected as the location for the Isle of Wight Courthouse in 1800 and is the fourth location of the Isle of Wight County Courthouse. The original site was along the Blackwater River in Southampton County prior to the separation of Southampton County from Isle of Wight County. The second site is located on the Glebe Farm south of Smithfield and north of the current Courthouse site. The third site is located in Smithfield.

The Isle of Wight County courthouse had a number of locations prior to its current location at the approximate center of the County on the west side of Courthouse Highway, US Route 258. In 1748 Southampton County was formed from Isle of Wight and the courthouse was relocated to the Glebe Farm, situated on the north side of Waterworks Road, Route 709. Originally the courthouse was situated on the Blackwater River at McQuinney's Bridge due to its more central location. In 1750, the courthouse relocated to the town of Smithfield. In 1800 the courthouse was relocated again to its current location.

Major Francis Boykin offered the County a tract of land near his house on the Blackwater River. In 1800 Francis Boykin gave the County two acres for the erection of the

courthouse. The site was adjacent to Boykin's Tavern (046-0028) of which parts were erected between 1780 and 1800. According to history, some of the expenses for the erection of the courthouse were assumed by Boykin.

Boykin erected a courthouse completed in 1800. The courthouse was used until 1988 when a new building was erected to the north. The courthouse currently serves the Isle of Wight County Board of Supervisors and administration offices. In 1903 a tower was added to the courthouse. This was removed in 1954 when the building was enlarged with the wings flanking the façade. At this point the building was brick veneered. Another building on site is the Clerk's Office, which dates to 1822. It was enlarged in 1892 with a fire-proof vault of a similar scale and size.

The jail was constructed in 1902 and replaced a jail constructed in 1804. It currently serves as storage, but retains its original interior cells.

In 1905 a Confederate Monument was added to the courthouse complex in front of the Courthouse near Courthouse Highway. The monument is granite and features a Confederate Soldier.

Additional buildings have been added to the complex including a Social Services Building (1960), School Administration Building (1960), and County Offices (1980). These buildings were designed to retain the 19<sup>th</sup> century feeling of the buildings on the courthouse complex.

The new Courthouse is situated north of the School Administration Building and was constructed in 1988. A new County Offices building was erected in 2004.

The Isle of Wight County Courthouse Complex is an example of courthouse green construction during the Early National Period. The period up to 1800 saw the development of courthouses using a similar plan of an arcaded block. An example of this can be seen in Smithfield at the earlier courthouse. Once the courthouse moved from the Smithfield location to the center of the County, a new style of building developed. Two-story courthouses were erected to provide additional courtrooms and administrative space to serve the growing population. In addition a standard design was not required by localities erecting courthouses. Additional buildings were added to house functions as needed including a Clerk's Office and Jail. The tavern, which predates the courthouse, was a way station for travelers along Courthouse Highway that connected Smithfield, Windsor and Franklin.

The Courthouse Complex Historic District is eligible under Criteria A and C for its association with the establishment of municipal offices for Isle of Wight County and for its courthouse plan and architectural integrity.

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

<b>Applicant Information</b> (Individual completing form if other than legal owner of property)			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Kimble A. David	
<input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Miss	
P O Box 7638		Norfolk	23509
(Name)		(City)	(Zip)
kadavid@pinn.net		757-623-3456	
(Address)		(City Code)	(State)
(Email Address)		(Daytime telephone including area code)	
Applicant's Signature:		Date:	

<b>Notification</b>			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
<input type="checkbox"/>	Miss <input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Hon. <input type="checkbox"/>
Debbie Sivertson		Assistant County Administrator	
(Name)		(Position)	
Isle of Wight County	P O Box 80		
(Locality)	(Address)		
Isle of Wight	VA	23397	
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district.

**Isle of Wight County Cost-Share 2004-2005-0001**

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No   
 Would you be interested in the easement program? Yes  No



**Appendix I: Preliminary Information Form – Battery Park Historic District**

**Virginia Department of Historic Resources**

**PIF Resource Information Sheet**

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>		For Staff Use Only DHR ID 046-5214 #:	
District Name(s):	Battery Park Historic District		
District or Selected Building Date(s):	1680-1955	<input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post	Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main District Streets and/or Routes:	Rescue Road and Todd Avenue	City: Smithfield	Zip: 23430
County or Ind. City:	Isle of Wight	USGS Quad(s):	Benns Church

<b>Physical Character of General Surroundings</b>	
Acres: 100	Setting (choose one): <input type="checkbox"/> City <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Town <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features/Streetscapes: The Battery Park Historic District is situated on Rescue Road, Route 704, on a bluff overlooking the James River.	

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

Ownership Categories:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Public-Local	<input type="checkbox"/> Public-State	<input type="checkbox"/> Public-Federal
-----------------------	---	---------------------------------------	---------------------------------------	---

<u>General District Information</u>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
Dwelling, Commercial Building, Church, Processing Plant, Post Office, Customs House	
What are the current uses? (if other than the historical use)	Domestic, Agricultural, Government, Industry, Religion, Commerce
Architectural styles or elements of buildings within the proposed district:	Colonial, Colonial Revival, Craftsman, Queen Anne
Architects, builders, or original owners of buildings within the proposed district:	
Are there any known threats to this district?	

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The Battery Park Historic District is laid out in a grid configuration along the mouth of the Pagan River at its junction with the James River. The district is characterized by early 20<sup>th</sup>-century dwellings designed in Colonial Revival styles. At the north end of the district is a circa 1680 house, the Todd House, that formerly served as a customs house.

The Battery Park Historic District is situated on Rescue Road, Route 704, on a bluff overlooking the Pagan and James rivers.

Battery Park features primarily domestic buildings constructed in the Colonial Revival style. There are some late 19<sup>th</sup>-century Queen Anne-style buildings primarily situated on the bluffs overlooking the river. The modest dwellings are situated within the grid street pattern. The buildings are frame construction and most have their original siding and proportions.

At the end of Newport Avenue there are the remains of an oystering concern. The storehouse remains from this business and dates to the early 20<sup>th</sup> century. Battery Park Baptist Church is situated in the community core and is the largest building within the district. It dates to the turn of the 20<sup>th</sup> century and is Colonial Revival style. There is no remaining commerce other than a small barber shop along Rescue Road.

At the west end of the district lies the Todd House, which was originally a customs house. It is a Colonial era building with a gambrel roof. This lot is one of the largest in the community as it was set aside for surrounding development in the early 20<sup>th</sup> century. Other houses at the west end of the community are more modest and one-story in height. There is a modern post office in this area.

All buildings are sited close to the street and have similar proportions and lot sizes. The lot sizes are approximately seventy-five to fifty feet in width and the depth ranges from approximately two hundred feet in most cases. The streets are asphalt paved and there are no sidewalks along the streets. Trees are situated within each lot.

The district comprises approximately forty-five properties with a primary resource and secondary resources.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Battery Park is situated on the site of the earliest town formed in Isle of Wight County. In 1680 the General Assembly of Virginia passed an Act to create towns within Virginia. This location was selected for the town of Patesfield. The Act directed that lots be divided and sold. In 1691 another Act was passed by the General Assembly of Virginia establishing ports. At this time Patesfield was not selected as a location of a port. In the early 18<sup>th</sup> century a customs house was erected on the site. Though there is no direct notation of the erection of the building, it is referenced in a 1736 deed. Though lots within the town had been sold in the 18<sup>th</sup> century, there is no notation of the development of a town. In 1776, the General Assembly of Virginia passed an Act to dissolve towns that had not been developed, which included Patesfield. Other names of the town found during the 18<sup>th</sup> century are Newport Town and Old Town.

In 1797 Mallory Todd purchased 536 acres in the area of Old Town and extended his holding in 1814 to 825 acres. Todd operated a tavern in Smithfield in the early 19<sup>th</sup> century. In 1822 the lots within Patesfield were forfeited and sold to John R. Todd, son of Mallory Todd, who resided in the customs house. During the Civil War, a battery was erected on the bluff overlooking the James River named Todd's Battery. The Todd family moved to Smithfield in 1862 for safety after the death of John Todd. Eliza D. Todd Southall, daughter of John Todd, purchased 465-1/2 acres of land on Todd's Battery in 1877. She sold it in 1890 to Virginus Wrenn who sold it to the Battery Park Improvement Company in 1891.

The Battery Park Improvement Company laid lots in a grid pattern around what was the Todd house and former customs house. Battery Park's first post office opened in 1892 and took the name Battery Park. The name comes from the battery established during the Civil War. The large parcel occupied by the Todd house was set aside in the Battery Park Improvement Company's plan. The lots followed the existing road network of

Rescue Road and Todd Road, which terminated at the Todd house. The plan called for the addition of a block reserved for development near the waterfront on a bluff overlooking the river on the east end of the plan. The remaining lots were sited around the Todd house and south along Todd Lane.

The end of Newport Street terminated at the waterfront and was reserved for oystering concerns and the docking of ships. At the turn of the 20<sup>th</sup> century the Battery Park Fish and Oyster Company established a business at Battery Park for the shipping of oysters and agricultural products. In addition, it sold ice and provided boat repair. W. H. Watkins operated a store in this area well.

Battery Park prospered during the 20<sup>th</sup> century with the profitable industry of oystering. This coincided with the erection of numerous dwellings within the community.

Fishing and oystering were the earliest waterfront activities along the shores of Isle of Wight County numerous waterways. The tidal nature of the waterways that permeate the County were a fertile breeding ground for indigenous fish and oysters. Early settlers harvest oysters and fish for their diets during the Colonial period. As towns and villages appeared within the County and the population grew, a market was developed for the harvesting of fish and oysters for shipping to inland ports. Acts were passed in the House of Burgesses as early as 1705 requiring licenses for fishing and oystering. There was no control over oyster harvesting during the Colonial period as the waterways were open for general harvesting. By the mid-19<sup>th</sup> century conflicts over harvesting led to the creation of regulations for oyster harvesting grounds along private property. Oyster harvesting rights could be sold and bought by watermen for their growing trade. By this period, the occupation of oysterman had become profitable and areas along the waterways were inspected by appointed oyster inspectors.

The seafood industry had become a profession in Isle of Wight County and commercial businesses along the James River and navigable tidal waterways appeared. The commercial aspect of the oystering business included the harvest of oysters and the processing of the oysters for shipping to markets north. The height of oyster production and harvesting was during the decades of the 1920s and 1930s. In addition to providing processed oysters, watermen also provided seed oysters for the reseeded of oyster beds.

The oystering business was profitable during the 20<sup>th</sup> century but began to wane toward the end with the consolidation of oyster processing by larger companies. Prices also were not sufficient to support the smaller oystering concerns within the small villages along the waterways. These businesses closed along the waterfront giving way to larger corporate production facilities. The waterfront lay vacant and in many cases the buildings associated with the industry were abandoned or demolished. The small villages that supported the oystering industry survive and became prime real estate for waterfront development.

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

The Battery Park Historic District is eligible for listing under Criteria A and C for its association with the community development in Isle of Wight County and its architectural and community planning integrity from the period 1680 to 1955.

<b>Applicant Information</b> (Individual completing form if other than legal owner of property)			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Kimble A. David	
<input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Miss	
P O Box 7638		Norfolk	23509
(Name)		(City)	(Zip)
kadavid@pinn.net		757-623-3456	
(Address)		(City Code)	(State) (Firm)
(Email Address)		(Daytime telephone including area code)	
Applicant's Signature:		Date:	

<b>Notification</b>			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
<input type="checkbox"/>	Miss <input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Hon. <input type="checkbox"/>
Debbie Sivertson		Assistant County Administrator	
(Name)		(Position)	
Isle of Wight County	P O Box 80		
(Locality)	(Address)		
Isle of Wight	VA	23397	
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district.

**Isle of Wight County Cost-Share 2004-2005-0001**

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No   
Would you be interested in the easement program? Yes  No

**Appendix J: Preliminary Information Form – Rescue Historic District**

**Virginia Department of Historic Resources**

**PIF Resource Information Sheet**

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>		For Staff Use Only DHR ID 046-5213 #:	
District Name(s):	Rescue Historic District		
District or Selected Building Date(s):	1889-1955	<input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post	Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main District Streets and/or Routes:	Rescue Road	City: Smithfield	Zi p: 23430
County or Ind. City:	Isle of Wight	USGS Quad(s):	Benns Church

**Physical Character of General Surroundings**

Acres: 100      Setting (choose one):  City  Urban  Town  Suburban  Rural   
 e: \_\_\_\_\_ Transportation Corridor

Site Description Notes/Notable Landscape Features/Streetscapes:      **The Rescue Historic District is situated on the north and south side of Rescue Road, Route 704, between Rainbow Road, Route 665, and Jones Creek.**

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

Ownership Categories:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Public-Local	<input type="checkbox"/> Public-State	<input type="checkbox"/> Public-Federal
-----------------------	---	---------------------------------------	---------------------------------------	---

<u>General District Information</u>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
Domestic, Agricultural, Government, Industry, Commerce, School, Church, Social Hall	
What are the current uses? (if other than the historical use)	Domestic, Agricultural, Government, Industry, Social, Religion
Architectural styles or elements of buildings within the proposed district:	Colonial Revival, Craftsman, Queen Anne, Late 19 <sup>th</sup> and 20 <sup>th</sup> Century American Movements
Architects, builders, or original owners of buildings within the proposed district:	
Are there any known threats to this district?	

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

Unlike Battery Park, situated on the west side of Jones Creek, Rescue did not develop as a part of a planned community. The crossroads that defines the core of Rescue is at the west end of the district near the waterfront and is situated at the intersection of Rescue Road and Center Street. The area to the north of the intersection features a traditional gridiron plan. This vicinity is defined by houses of the turn of the 20<sup>th</sup> century. Most are modest Colonial Revival houses with additional mid-20<sup>th</sup> century ranch style dwellings interspersed.

The dwellings are primarily frame construction clad in original wood siding. There is some replacement siding. The dwellings are mostly two-story. Along the waterfront, west of Center Street, the dwellings are larger and are brick construction.

The Center Street and Rescue Road intersection is marked by a post office and gas station. The post office dates to the early 20<sup>th</sup> century and the gas station is a brick building with hipped roof and canopy. The integrated canopy has been enclosed and the building now serves as a dwelling. There is a commercial building situated to the east of the gas station dating to the early 20<sup>th</sup> century. The waterfront at the base of the bridge is currently occupied by a modern marina and was the former site of an oystering industry.



Rescue Road to the east of the main hub of the community reflects the change in agricultural property to village development. Along this roadway are the former Rescue School, which is now a Community Center, and Rescue Church. These buildings are sited near farmsteads that line the roadway. At the east end of the district is another small cluster of buildings at the intersection of Rescue Road and Rainbow Road, Route 665. These buildings date to the turn of the 20<sup>th</sup> century.

The roadways are asphalt paved and are absent of sidewalks. The lots are flat and rectangular in shape. They are approximately seventy-five to one hundred feet wide and have depths ranging from two hundred feet deep to deeper depths that extend to the tidal areas. The landscape elements comprise open grassy areas around the dwellings and mature trees surround the dwellings on individual house lots.

There are approximately fifty properties within the historic district and they are situated along Rescue Road and Center Street.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

The Rescue Historic District developed from small farmsteads at Smith's Neck near the waterfront that developed along Jones Creek at the mouth of the Pagan River. No extant plan for the community exists and it developed off of Rescue Road and the property owners on either side. Though near Smithfield, the community was isolated due to the intersection of Jones Creek between Rescue and Battery Park and Smithfield. In the early 20<sup>th</sup> century efforts were made to connect Rescue to the east with a bridge made of oyster shells. Oyster shells discarded from the oyster packing industries at Battery Park and Rescue were used to form a dam on which road travel could be made. This bridge was replaced in the 1990s.

The naming of Rescue allegedly was after an instance in which the mail was brought to the community and a resident noted that they had been "rescued." A post office was established at Rescue in 1889 in a store at the intersection of Center Avenue and Rescue Road.

Rescue was an oystering village that grew primarily around the oystering industry. The area along the waterfront formerly had oystering warehouses that has now been converted to a marina.

Fishing and oystering were the earliest waterfront activities along the shores of Isle of Wight County in numerous waterways. The tidal nature of the waterways that permeate the County created a fertile breeding ground for indigenous fish and oysters. Early settlers harvested oysters and fish for their diets during the Colonial period. As towns and villages appeared within the County and the population grew, a market was developed for the harvesting of fish and oysters for shipping to inland ports. Acts were

passed in the House of Burgesses as early as 1705 requiring licenses for fishing and oystering. There was no control over oyster harvesting during the Colonial period and the waterways were open for general harvesting. By the mid-19<sup>th</sup> century conflicts over harvesting led to the creation of regulations for oyster harvesting grounds along private property. Oyster harvesting rights could be sold and bought by watermen for their growing trade. By this period, the occupation of oysterman had become profitable and areas along the waterways were inspected by appointed oyster inspectors.

The seafood industry had become a profession in Isle of Wight county and commercial businesses along the James River and navigable tidal waterways appeared. The commercial aspect of the oystering business included the harvest of oysters and the processing of the oysters for shipping to markets north. The height of oyster production and harvesting was during the decades of the 1920s and 1930s. In addition to providing processed oysters, watermen also provided seed oysters for the reseeded of oyster beds.

The oystering business was profitable during the 20<sup>th</sup> century but began to wane toward the end of the century with the consolidation of oyster processing by larger companies. Prices also were not sufficient to support the smaller oystering concerns within the small villages along the waterways. These businesses closed along the waterfront giving way to larger corporate production facilities. The waterfront lay vacant and in many cases the buildings associated with the industry were abandoned or demolished. The small villages that supported the oystering industry survive and became prime real estate for waterfront development.

Though Rescue does not retain its waterfront industry, the core of the village is intact and reflects the development of the village from its creation in the late 19<sup>th</sup> century. It is recommended eligible under Criteria A and C for its architectural integrity, planning and as an example of small village development from the period 1889-1955.

<b>Applicant Information</b> (Individual completing form if other than legal owner of property)			
Mr.	<input type="checkbox"/>	Mrs.	
	<input type="checkbox"/>	Kimble A. David	
Ms.	<input checked="" type="checkbox"/>	Miss	
	<input type="checkbox"/>		
(Name)	P O Box 7638	Norfolk	(Firm) VA 23509
(Address)	kadavid@pinn.net	(City) Code	(State) (Zip)
		757-623-3456	
(Email Address)		(Daytime telephone)	
including area code)			
Applicant's Signature:		Date:	

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
 RFP No. 2004/2005-0001

---

<b>Notification</b>			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr.	
<input type="checkbox"/>	Debbie Sivertson		Assistant County Administrator
Miss <input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Hon.	
<input type="checkbox"/>			
Isle of Wight County	(Name)		(Position)
(Locality)	P O Box 80		(Address)
Isle of Wight	VA	23397	
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district.

**Isle of Wight County Cost-Share 2004-2005-0001**

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No   
 Would you be interested in the easement program? Yes  No

**Appendix K: Preliminary Information Form – Walters Historic District**

**Virginia Department of Historic Resources**

**PIF Resource Information Sheet**

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>		For Staff Use Only DHR ID 046-5215 #:	
District Name(s):	Walters Historic District		
District or Selected Building Date(s):	1909-1955	<input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post	Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main District Streets and/or Routes:	Walters Highway	City: Franklin	Zip: 23851
County or Ind. City:	Isle of Wight	USGS Quad(s): Zuni	

<b>Physical Character of General Surroundings</b>	
Acres: 50	Setting (choose one): <input type="checkbox"/> City <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Town <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features/Streetscapes: The Walters Historic District is situated on the east and west sides of Walters Highway, US Route 258, at the junction of the former Virginian Railroad line.	

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

Ownership Categories:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Public-Local	<input type="checkbox"/> Public-State	<input type="checkbox"/> Public-Federal
-----------------------	---	---------------------------------------	---------------------------------------	---

<u>General District Information</u>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
Dwelling, Social Hall, Processing Plant, Commercial Building, Railroad	
What are the current uses? (if other than the historical use)	Domestic, Agricultural, Government, Industry, Social
Architectural styles or elements of buildings within the proposed district:	Colonial Revival, Craftsman, Queen Anne, Late 19 <sup>th</sup> and Early 20 <sup>th</sup> Century American Movements
Architects, builders, or original owners of buildings within the proposed district:	R. J. Cox
Are there any known threats to this district?	None Known

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The Walters Historic District is comprised of low-scale residential and commercial buildings planned within a small grid pattern. The streets are oriented north-south and east-west on the east side of Walters Highway, the main road connecting Smithfield and Franklin, Virginia. Most buildings date from the mid-1910s to the early 1930s. The grid pattern is fronted by houses, while the commercial buildings are sited near the intersection of the Virginian Railroad line bed and Walters Highway.

The grid pattern is comprised of nine blocks of varying sizes. The streets are paved with asphalt, but do not feature curbing. The house sites are approximately fifty feet by one hundred and twenty-five feet, though lot size varies. The houses are modest one- to two-story dwellings. Most feature Colonial Revival and Craftsman styles and details.

At the northeast corner of the historic district is a peanut processing plant. It is comprised of silos, warehouses and loading facilities for the peanut crops in the area. In addition, there is a sales office and scale associated with the peanut processing station.

At the northeast corner of Walters Highway and Bradshaw Avenue, there is a building which served as a meeting place for the Walters Farmers Union. Erected in 1912, it was one of the first lots sold by J. W. Burton who had acquired lots for sale from R. J. Cox.

There are two remaining commercial buildings situated on the east side of Walters Highway north of the railroad line. One is brick construction with a flat roof and recessed storefront entrance. The adjacent store front is frame construction clad in asbestos siding with recessed storefront entrance.

To the south and immediately north of the grid plan are residential lots carved from larger agricultural tracts along Walters Highway, US Route 258. These dwellings date to the early 20<sup>th</sup> century and feature Colonial Revival and Craftsman characteristics. Areas to the east and west of Walters Highway situated behind the dwellings are agricultural in nature, reflecting the rural nature of the area surrounding the community of Walters.

There are approximately forty five properties situated within the historic district.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

The community of Walters was formed in 1912 by R. J. Cox, a North Carolina native and land owner of the area north of the Virginian Railroad line. The Virginian Railroad line was opened in 1909 and connected the port of Norfolk to the coalfields at Deepwater, West Virginia. Stops along the railroad in Isle of Wight County included Boaz and Walters. This area was originally named Frazier's Crossing. Frasier was a landowner on the opposite side of the railroad. Upon Cox's platting of the community he initially named Frazier's Crossing, he sold lots to the Walters Farmers Union and the Atlantic Coast Realty Company. The company was responsible for marketing the community and lots that were available.

The naming of the community as Frazier's Crossing was short-lived as the stations were established by the railroad, which included their naming. According to local history, the name "Walters" was given to the community for Walter Joyner who was a trainman along the line. There was already a station in Southampton County named Joyner, so Walters was selected for the location of Frazier's Crossing.

The names of the streets in Walters reflect the prominent families that owned property in the vicinity of Walters, including Cox, Bradshaw and Joyner. As lots were sold within the community, a pattern developed for the location of railroad and commercial functions at the south end of the community along the railroad tracks and houses along the grid pattern of streets toward the north. In addition, Indika Farms established a peanut processing station at the northeast end of the community along the railroad for shipping of peanut harvests.

The area to the south, north and west of Cox's plan were also developed with the sale of lots carved out of larger farmsteads. This provided a street frontage along the road leading from Smithfield to Franklin. Walters became an early 20<sup>th</sup> century hub within the primarily agricultural area with its two major transportation routes.

The railroad and highway provided direct access to major transportation routes in Isle of Wight County. After the acquisition of the railroad by Norfolk & Western Railroad in 1959, the line was closed. Norfolk & Western had an established route through Virginia and the line was superfluous. After the closure of the line, the railroad tracks were removed and the town began to decline as a hub for shipping of goods. Truck transportation from field to plant also changed the need of the railroad for the shipping of local agricultural products.

The Walters Historic District is eligible for listing under Criterion A and C for its association with railroad town development and for its architectural integrity of early 20<sup>th</sup> century forms with a period of significance from 1909 to 1955.

<b>Applicant Information</b> (Individual completing form if other than legal owner of property)			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Kimble A. David	
<input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Miss	
P O Box 7638		Norfolk	VA 23509
(Address)		(City)	(State) (Zip)
kadavid@pinn.net		757-623-3456	
(Email Address)		(Daytime telephone including area code)	
Applicant's Signature:		Date:	

<b>Notification</b>			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
<input type="checkbox"/>	Debbie Sivertson		Assistant County Administrator
Miss <input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Hon. <input type="checkbox"/>	
<input type="checkbox"/>	(Name)		(Position)
Isle of Wight County		P O Box 80	
(Locality)		(Address)	
Isle of Wight	VA	23397	
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Please use the following space to explain why you are seeking an evaluation of this district.

**Isle of Wight County Cost-Share 2004-2005-0001**

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No   
Would you be interested in the easement program? Yes  No



**Appendix L: Preliminary Information Form – Windsor Historic District**

**Virginia Department of Historic Resources**

**PIF Resource Information Sheet**

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>		For Staff Use Only DHR ID 328-5010 #:	
District Name(s):	Windsor Historic District		
District or Selected Building Date(s):	1853-1955	<input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post	Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main District Streets and/or Routes:	Windsor Boulevard	City: Windsor	Zi: 23487 p:
County or Ind. City:	Isle of Wight	USGS Quad(s): Windsor	

<b>Physical Character of General Surroundings</b>	
Acreage: 100	Setting (choose one): <input type="checkbox"/> City <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Town <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features/Streetscapes: The Windsor Historic District is comprised of three dis-contiguous parcels with the Town of Windsor. The land is generally flat and the dis-contiguous parcels are divided by non-contributing properties developed on Windsor Boulevard.	

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

Ownership Categories:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Public-Local	<input type="checkbox"/> Public-State	<input type="checkbox"/> Public-Federal
-----------------------	---	---------------------------------------	---------------------------------------	---

<u>General District Information</u>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
Dwelling, Commercial Building, Processing Plant, Railroad, Church	
What are the current uses? (if other than the historical use)	Domestic, Agricultural, Government, Industry, Commerce, Religion
Architectural styles or elements of buildings within the proposed district:	Mid-19 <sup>th</sup> Century, Colonial Revival, Craftsman, Queen Anne, Late 19 <sup>th</sup> and 20 <sup>th</sup> Century American Movements, Modern Movement
Architects, builders, or original owners of buildings within the proposed district:	Alexander H. Ashburn
Are there any known threats to this district?	Transportation Project, 460 Improvements

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The Windsor Historic District is comprised of three dis-contiguous parcels on the north and south sides of Windsor Boulevard (US Route 460) in the Town of Windsor. Two parcels are situated on the north side of the roadway and a larger parcel is situated south of the roadway. The parcels reflect the development and growth of the town from the last half of the 19<sup>th</sup> century into the first half of the 20<sup>th</sup> century. The character of each parcel reflects different development periods. The south parcel exhibits earlier development dating from the turn of the 20<sup>th</sup> century, which includes the commercial hub of the turn of the 20<sup>th</sup> century town and 19<sup>th</sup> century residential development after the Civil War. The south parcel also comprises the Ashburn House (328-5004), dating to 1853-1854, which is the earliest dwelling remaining in the town and house of Alexander Ashburn who is attributed to the town's growth in the mid- to late-19<sup>th</sup> century. The north parcels primarily reflect the development of residential buildings from the early 20<sup>th</sup> century and a few remaining buildings from the Reconstruction period of the late 19<sup>th</sup> century.

The plan of Windsor primarily follows early land routes established from the 18<sup>th</sup> and 19<sup>th</sup> centuries and the railroad tracks erected in 1859. The commercial hub of Windsor is situated at the intersection of Windsor Boulevard (US Route 460) and South/North Court Street, Bank Street and Church Street. The plan of the town is generally irregular and

lots are of varying shapes and sizes. Agricultural functions are integrated into the town plan comprising a mixture of residential, commercial and agricultural property.

The area south of the railroad tracks comprises Alexander Ashburn's house (328-5004) and late 19<sup>th</sup> and early 20<sup>th</sup> century houses. The houses are modest and feature Queen Anne and Colonial Revival characteristics. They are sited along the roadway. The Ashburn House (328-5004) is sited close to the railroad as it predates the construction of the railroad. It has a typical side-passage double-pile plan archetypal of the mid-19<sup>th</sup> century.

Most of the domestic architecture is confined to the area south of the railroad tracks and north of Windsor Boulevard. The buildings farthest south date to the late 19<sup>th</sup> century. These buildings are modest of one- and two-stories exhibiting typical vernacular plans of I-houses. There are a few Queen Anne/Colonial Revival hybrid houses, such as 23 Bank Street (328-5003), which exhibit more craftsmanship and the integration of architectural details typical of the period's fashion. Those buildings farther north date to the early 20<sup>th</sup> century. The buildings on the north end feature early 20<sup>th</sup> century architectural styles such as Craftsman and Colonial Revival. These buildings are sited in a more urban pattern on 100-foot wide lots. All buildings are sited close to the street and are approximately 25 feet from the street.

Along the intersecting roadways near the railroad tracks in the town center are some remaining commercial buildings dating to the turn of the 20<sup>th</sup> century (328-5001 and 328-5002). Those buildings that front the roadway have a commercial focus. These buildings are one part commercial blocks of brick construction and are mostly one-story. The modest buildings are sited near the railroad line and are clustered forming a commercial core.

There are agricultural processing facilities along the railroad line. These are mainly sited north of the railroad along East and West N&W Street. They are large processing facilities primarily for peanut processing and shipping. Many of these buildings have been updated for later processing technology.

There are two churches within the Town of Windsor and are situated near the main center of town. Both have been heavily modified. There is a row of three buildings associated with Windsor Baptist Church (328-5008), which comprises a church school (328-5009), the church, and dormitory (328-5007) for the church school. These buildings were erected in 1878-1879 and have simplified vernacular styles.

The widening of Windsor Boulevard in 1928 caused the demolition of many early buildings immediately to the north of the railroad. In addition, changes in shipping of goods directly from the farm also caused the demolition of vacant buildings. Vacant commerce is attributed to the accessibility to shopping centers in suburban areas and the accessibility of these areas by the automobile.

The three dis-contiguous parcels associated with the Windsor Historic District reflect the development of the town during its period of significance of 1853-1955. The district is eligible under Criteria A and C for its town development, growth as a railroad town and architectural integrity.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Windsor is situated near the original location of Corrowaugh, which was an Indian town and early settlement in the vicinity of Windsor. A post office had been established at Windsor as early as 1818 as well as a small core population. The land was farmland and was comprised of a crossroads leading and north-south.

The land in the vicinity of the Town of Windsor was purchased by Alexander Ashburn in 1853. He erected a house near the roadways and operated a farm. The Ashburn House was constructed in circa 1853-1854 by Alexander H. Ashburn. Ashburn came to Windsor from Nansemond County (now the city of Suffolk). A village had been established at Windsor at the turn of the 19<sup>th</sup> century on or near the site of Corrowaugh, an early Indian village. Ashburn had purchased lands near Corrowaugh establishing his farmstead there. In 1859 The Norfolk & Western Railroad constructed a rail line between the western Virginia coalfields and their port at the city of Norfolk. Land for the rail line was acquired in 1854 through Ashburn's land dividing his house from the main road (today North Court Street) on which it faced. Ashburn owned the lands on the north and south sides of Windsor Boulevard (US Route 460) on what is today the Town of Windsor. After the construction of the rail line, the house was reoriented to the south and a roadway was established to the house's south after the Civil War. By the outbreak of the Civil War, the village of Windsor was primarily clustered around the railroad station west of the Ashburn House. During the Reconstruction period, Ashburn began to sell off lots around his home site taking advantage of the burgeoning traffic to the railroad for the shipping of agricultural goods. The house originally had a wood shake roof, which required replacement due to the sparks from the railroad line, which cause the roof to catch fire.

Ashburn sold some early lots at the roadway junction, which he had called Five Forks. The name Windsor was given to the town by Billy Mahone, engineer with Norfolk & Western Railroad, who was responsible for naming stations along the tracks. Windsor was alleged named by Mahone's wife after a name in a novel. Known as Windsor Station during the Civil War, the name was shortened to Windsor during the Reconstruction period with the growth of the town.

The railroad established a station at the town providing passenger and freight service. Windsor provided a hub for the transportation of agricultural goods for the surrounding farmsteads. In the period after the Civil War a number of large businesses were established including a flour mill, saw mill, and agricultural processing.

The plan of Windsor was not recorded in the County Clerk's Office and it appears from deed records that Ashburn sold off lots, which he described in detail on each deed. He also appeared to have planned additional roadways within the town, which he named on each deed. In deeds recorded in the 1870s he deeded lands for the establishment of two churches and two schools. In addition he sold lots for houses and commercial buildings along the railroad line. Most buildings in this area date to the 1880s and 1890s.

By the turn of the 20<sup>th</sup> century Windsor had become a thriving town and a hub for commerce. Modest commercial buildings were erected in the Town of Windsor near the railroad line along with agricultural processing plants and warehouses. Most commerce was confined to the north side of the Norfolk & Western Railroad line between Joyner Avenue and B Avenue. This area comprised low-scale commercial architecture of brick construction with one- and two-story storefronts. These are typical one-part commercial block buildings containing a single storefront with a central entrance flanked by large storefront windows. Typical of urban turn of the 20<sup>th</sup> century commercial buildings, the remaining commercial buildings feature simplified architectural elements of vernacular design and in some cases abut one another. They typically were inexpensive to erect and the income produced within the commercial buildings defrayed the cost of building construction and land value while producing modest income. They also provided much needed services within the community, such as goods for the local population. The proximity to the railroad line and the concentration of the buildings within a small area provided a small shopping district and hub of the Town of Windsor at the turn of the 20<sup>th</sup> century.

In 1928 the Highway Department constructed a roadway (Windsor Boulevard, 460) through the town connecting it to Suffolk and points west. The roadway effectively divided the town and brought in additional traffic. The character of the town changed as well, as commercial buildings were erected along Windsor Boulevard (US Route 460) to accommodate the automobile traffic. The erection of the roadway also caused the demolition of some earlier buildings within the roadway's corridor.

Prosperity continued into the 1920s and then slowed through the 1930s and 1940s, with the outbreak of the Great Depression and World War II. By the 1950s new development in the town expanded the residential area. Access to the railroad and the need for new housing for wartime veterans and general population growth caused the erection of low-scale residential buildings north of the early 20<sup>th</sup> century dwellings on the north side of the town. The Norfolk & Western Railroad continued operations and the agricultural trade flourished.

Changes in agricultural shipping caused less need for the railroad and numerous businesses established in the downtown area were closed. In addition, the railroad ceased passenger service in the 1960s and solely focused on the transportation of coal. Shipping directly from the farms minimized the need of the plants in town. Only a few processing stations remain.

Windsor is an example of the development of railroad towns along the expanding railroad system in Virginia. The proposed Windsor Historic District is eligible under Criteria A and C for its development as a railroad community and architectural integrity from the period 1853 to 1955.

<b>Applicant Information</b> (Individual completing form if other than legal owner of property)			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Kimble A. David	
<input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Miss	
P O Box 7638		Norfolk	23509
(Name)		(City)	(Zip)
kadavid@pinn.net		VA	757-623-3456
(Address)		(State)	(Daytime telephone including area code)
(Email Address)		(Daytime telephone including area code)	
Applicant's Signature:		Date: 6/15/2005	

<b>Notification</b>			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
<input type="checkbox"/>	Debbie Sivertson		Assistant County Administrator
Miss <input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Hon. <input type="checkbox"/>	
Isle of Wight County		P O Box 80	
(Locality)		(Address)	
Isle of Wight	VA	23397	
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Architectural Survey of Isle of Wight County and the Town of Windsor in Virginia  
RFP No. 2004/2005-0001

---

Please use the following space to explain why you are seeking an evaluation of this district.

**Isle of Wight County Cost-Share 2004-2005-0001**

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No

Would you be interested in the easement program? Yes  No