

United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Crewe Commercial Historic District

Other names/site number: 203-0048

Name of related multiple property listing:
N/A

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

2. Location

Street & number: Carolina Avenue, Carter Street, Powell Street, Tyler Street, Virginia Avenue

City or town: Crewe State: Virginia County: Nottoway

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

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

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

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

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

<p>_____ Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>64</u>	<u>8</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>8</u>	<u>5</u>	structures
<u>0</u>	<u>2</u>	objects
<u>73</u>	<u>15</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

COMMERCIAL/TRADE: financial institution, specialty store, restaurant

SOCIAL: meeting hall

GOVERNMENT: city hall, fire station, post office

FUNERARY: mortuary

RECREATION AND CULTURE: theater, sports facility, outdoor recreation

AGRICULTURE/SUBSISTENCE: storage

INDUSTRY/PROCESSING/EXTRACTION: energy facility

HEALTH CARE: medical business/office

LANDSCAPE: park

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

COMMERCIAL/TRADE: financial institution, specialty store, restaurant

SOCIAL: meeting hall

GOVERNMENT: city hall, fire station, post office

RELIGION: religious facility

FUNERARY: mortuary

RECREATION AND CULTURE: theater, sports facility, outdoor recreation

AGRICULTURE/SUBSISTENCE: storage

INDUSTRY/PROCESSING/EXTRACTION: energy facility

HEALTH CARE: medical business/office

LANDSCAPE: park

TRANSPORTATION: rail-related

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19th CENTURY: Greek Revival

LATE VICTORIAN: Romanesque

LATE 19th AND EARLY 20th CENTURY AMERICAN MOVEMENTS: Classical Revival,
Colonial Revival, Folk Victorian, Commercial Style

MODERN MOVEMENT: Contemporary, Other

Materials: (enter categories from instructions.)

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

Narrative Description

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

Summary Paragraph

The Crewe Commercial Historic District is located along US Route 460, towards the western end of Nottoway County, approximately 40 miles west of Petersburg. The district captures the commercial core of Crewe, including portions of Virginia Avenue (US Route 460) and Carolina Avenue between Lee Street and Russell Street. Also included is the former Norfolk and Western Railway Company (N&W) railroad yard which defines the southwestern border of the district. The remainder of the boundary is defined by the residential portion of the town to the northwest, northeast, and southeast, as well as by non-contributing commercial resources along the perimeter of the district. The resources in the district are almost entirely commercial in nature and represent styles typical of late nineteenth through mid-twentieth century main street construction, including the Commercial Style. Also included in the district are examples of Greek Revival, Late Victorian (Romanesque), Folk Victorian, as well as resources typical of American Movements in architecture of the period: Classical and Colonial Revival. The historic uses of the contributing resources include municipal government, commercial, and transportation, which were generally larger in size and located on larger parcels. Overall, the district consists of 73 contributing resources, and 15 non-contributing resources that together retain a high degree of architectural integrity associated with the district's periods and areas of significance.

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

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Narrative Description

SETTING:

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

NARRATIVE DESCRIPTION OF HISTORIC RESOURCES:

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

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

Carolina Avenue and Virginia Avenue are lined with commercial architectural styles that represent the span of Crewe's development from its creation in 1888, through several fires and into the mid-

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twentieth century. The district is composed of 75 contributing primary and secondary resources dating from the late 19th century through 1970. The buildings are typically 1 and 2-story commercial masonry buildings along Carolina Avenue and concrete masonry unit (CMU) buildings along Virginia Avenue. There are three residences located within the district boundary.

While most of the rail-related buildings have been demolished, a few important resources related to N&W operations remain. The former N&W Power House (203-0048-0063; 203-0040) is an impressive Richardsonian Romanesque brick masonry building built in the late nineteenth or very early twentieth century. Additionally, the 1952 “new” Division Office Building (203-0048-0054) remains and is a rare mid-century Modern resource within the district. The tracks also remain in place in several locations.

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

INTEGRITY ANALYSIS:

The Crewe Commercial Historic District retains a high degree of the seven aspects of integrity. The overall *location, setting, and design* of the district reflect the original plan laid out by N&W engineers in 1888 as a town to support its new divisional headquarters. The commercial section of Crewe, Virginia today conveys this same grid plan and design with commercial buildings lining the streets, many of them dating to the early period of the town’s history. Most buildings are constructed to the lot lines and to the front of the parcel, retaining the overall historic relationship of the buildings to the streets. Individual buildings in the district also retain a high degree of integrity of *materials* and *workmanship*. Few alterations have occurred that have resulted in the removal of character-defining features. Most buildings retain their historic cladding, predominantly brick, with some stucco and weatherboard siding. A few buildings do have modern

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siding in some areas, such as wood board or vinyl. Many buildings do retain historic doors and windows, though there are examples of replacements throughout the district. Fine examples of workmanship have been retained which convey the early period of development as well as the periods of development after each of several major fires, the most significant being in 1899. These elements preserve the district's historic sense of *feeling* as an historic, small commercial district which was built to support the neighboring railyard and its workers. The district also retains integrity of *association* with its period of significance ranging from 1888 to 1970 and areas of significance, including Architecture, Community Planning and Development, Commerce and Transportation.

INVENTORY

The inventory below is the result of reconnaissance-level survey of 75 properties conducted in February 2022. Surveyors field verified the conditions of previously documented resources located within the district boundary, as well as documenting resources not previously surveyed and all significant secondary resources. The survey resulted in the identification of 73 contributing resources, including 64 buildings 8 structures and 1 site. In addition, the survey resulted in 15 non-contributing resources, including 8 buildings, 5 structures, and 2 objects.

Each entry in the attached inventory identifies the primary resource, any secondary resources (where applicable), resource type (building, site, structure, or object), number of stories, architectural style, approximate construction date, and contributing or non-contributing status. Resources within the district are considered contributing if they were constructed during the district's period of significance (1888-1970), are associated with one or more of the district's areas of significance, and retain architectural integrity sufficient to convey historic associations. Alterations to contributing resources were evaluated based on the overall impact to the character-defining features of the building. A detailed architectural description and surveyor assessment for each resource has also been prepared in conjunction with this nomination. These can be accessed via the Virginia Department of Historic Resources architectural survey archives and/or the Virginia Cultural Resource Information System (V-CRIS). Resources are keyed to the Sketch Map by the last four digits of the resource's 11-digit historic district identification number (e.g., -0001, -0002, etc.).

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Carolina Avenue

100 East Carolina Avenue 203-0048-0026

Primary Resource: Store (Building), Stories 2, Style: No discernible style, Ca 1900

Non-contributing Total: 1

200 Carter Street 203-0048-0010

Primary Resource: Meeting/Fellowship Hall (Building), Stories 2, Style: Commercial Style, 1965

Contributing Total: 1

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- 102 East Carolina Avenue 203-0048-0027**
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1915
Contributing Total: 1
- 104 East Carolina Avenue 203-0048-0028**
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1925
Contributing Total: 1
- 105 East Carolina Avenue 203-0048-0011**
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1930
Contributing Total: 1
- 107 East Carolina Avenue 203-0048-0012**
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, 1950
Contributing Total: 1
- 109 East Carolina Avenue 203-0048-0013**
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1965
Contributing Total: 1
- 110 East Carolina Avenue 203-0048-0029**
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1925
Contributing Total: 1
- 111 East Carolina Avenue 203-0048-0014**
Primary Resource: Restaurant (Building), Stories 1, Style: Commercial Style, Ca 1950
Contributing Total: 1
- 114 East Carolina Avenue 203-0048-0030**
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1940
Contributing Total: 1
- 115 East Carolina Avenue 203-0048-0015**
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960
Contributing Total: 1
- 120 East Carolina Avenue 203-0048-0031**
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950
Contributing Total: 1
- 124 East Carolina Avenue 203-0048-0032**

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- Primary Resource:* **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1930**
Contributing *Total:* 1
- 125 East Carolina Avenue 203-0048-0058** *Other DHR Id#: 203-0020*
Primary Resource: **City/Town Hall (Building), Stories 2, Style: Colonial Revival, 1939**
Contributing *Total:* 1
Secondary Resource: **Fire Station (Building)** **Contributing** *Total:* 1
- 126 East Carolina Avenue 203-0048-0033**
Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1930**
Contributing *Total:* 1
- 132-134 East Carolina Avenue 203-0048-0034**
Primary Resource: **Theater (Building), Stories 2, Style: Commercial Style, Ca 1930**
Contributing *Total:* 1
- 100 West Carolina Avenue 203-0048-0059** *Other DHR Id#: 203-0021*
Primary Resource: **Hotel/Inn (Building), Stories 3, Style: Classical Revival, 1927**
Contributing *Total:* 1
- 102 West Carolina Avenue 203-0048-0008**
Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960**
Contributing *Total:* 1
- 103 West Carolina Avenue 203-0048-0025**
Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935**
Contributing *Total:* 1
- 107 West Carolina Avenue 203-0048-0024**
Primary Resource: **Store (Building), Stories 1, Style: Commercial Style, Ca 1945**
Contributing *Total:* 1
- 111 West Carolina Avenue 203-0048-0023**
Primary Resource: **Store (Building), Stories 2, Style: Commercial Style, Ca 1900**
Contributing *Total:* 1
- 114 West Carolina Avenue 203-0048-0007**
Primary Resource: **Bank (Building), Stories 2, Style: Greek Revival, 1910**
Contributing *Total:* 1
- 115 West Carolina Avenue 203-0048-0022**

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- Primary Resource:* **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1890**
Contributing *Total: 1*
- 116 West Carolina Avenue 203-0048-0006**
Primary Resource: **Bank (Building), Stories 2, Style: Commercial Style, Ca 1900**
Contributing *Total: 1*
- 118-120 West Carolina Avenue 203-0048-0005**
Primary Resource: **Store/Market (Building), Stories 2, Style: Commercial Style, Ca 1905**
Contributing *Total: 1*
- 121 West Carolina Avenue 203-0048-0021**
Primary Resource: **Store (Building), Stories 2, Style: Commercial Style, Ca 1915**
Contributing *Total: 1*
- 123-125 West Carolina Avenue 203-0048-0020**
Primary Resource: **Store (Building), Stories 1, Style: Commercial Style, Ca 1930**
Contributing *Total: 1*
- 128 West Carolina Avenue 203-0048-0061** *Other DHR Id#: 203-0026*
Primary Resource: **Boiler House (Building), Stories 1, Style: Other, Ca 1910**
Contributing *Total: 1*
- 129 West Carolina Avenue 203-0048-0019**
Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1930**
Contributing *Total: 1*
- 131 West Carolina Avenue 203-0048-0018**
Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1930**
Contributing *Total: 1*
- 133 West Carolina Avenue 203-0048-0017**
Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1930**
Contributing *Total: 1*
- 135 West Carolina Avenue 203-0048-0016**
Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1950**
Contributing *Total: 1*
- 138 West Carolina Avenue 203-0048-0004**
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Folk Victorian, Ca 1910**

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Contributing *Total: 1*

200 West Carolina Avenue 203-0048-0060 *Other DHR Id#: 203-0025*
Primary Resource: Funeral Home/Mortuary (Building), Stories 2, Style: Commercial Style, Ca 1939

Contributing *Total: 1*

202 West Carolina Avenue 203-0048-0003
Primary Resource: Garage (Building), Stories 1, Style: No discernible style, Ca 1940

Contributing *Total: 1*

Carter Street

106 Carter Street 203-0048-0045
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950

Contributing *Total: 1*

108 Carter Street 203-0048-0046
Primary Resource: Store (Building), Stories 2, Style: Commercial Style, Ca 1950

Contributing *Total: 1*

109 Carter Street 203-0048-0043
Primary Resource: Automobile Showroom (Building), Stories 1, Style: Commercial Style, Ca 1930

Contributing *Total: 1*

110 Carter Street 203-0048-0047
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1950

Contributing *Total: 1*

111 Carter Street 203-0048-0044
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1925

Contributing *Total: 1*

211 Carter Street 203-0048-0009
Primary Resource: Store (Building), Stories 1, Style: Commercial Style, Ca 1930

Contributing *Total: 1*

Custis Street

105 Custis Street 203-0048-0066 *Other DHR Id#: 203-0046*
Primary Resource: Power Plant (Structure), Stories: N/A, Style: Other, 1914

Contributing *Total: 1*

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111 East Virginia Avenue 203-0048-0050
Primary Resource: Store/Market (Building), Stories 1, Style: Commercial Style, Ca 1970
Contributing Total: 1

115 East Virginia Avenue 203-0048-0051
Primary Resource: Gas Pump Well (Structure), Stories 1, Style: No discernible style, ca. 1950
Contributing Total: 1
Secondary Resource: Service Station (Building), Stories 1, Style: Commercial Style, Ca 1950
Non-contributing Total: 1

203 East Virginia Avenue 203-0048-0053
Primary Resource: Automobile Showroom (Building), Stories 1, Style: Commercial Style, Ca 1960
Contributing Total: 1

104 West Virginia Avenue 203-0048-0042
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950
Contributing Total: 1

108 West Virginia Avenue 203-0048-0041
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960
Contributing Total: 1

112 West Virginia Avenue 203-0048-0040
Primary Resource: Service Station (Building), Stories 1, Style: Commercial Style, Ca 1950
Contributing Total: 1
Secondary Resource: Service Station (Building)
Non-contributing Total: 1

114 West Virginia Avenue 203-0048-0039
Primary Resource: Service Station (Building), Stories 1, Style: Commercial Style, Ca 1945
Contributing Total: 1

206 West Virginia Avenue 203-0048-0038
Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 2005
Non-contributing Total: 1

214 West Virginia Avenue 203-0048-0037
Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1940
Contributing Total: 1

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- 215 West Virginia Avenue 203-0048-0057**
Primary Resource: Museum (Building), Stories 1, Style: No discernible style, Ca 1995
Non-contributing Total: 1
- 216 West Virginia Avenue 203-0048-0036**
Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1940
Contributing Total: 1
- 302 West Virginia Avenue 203-0048-0035**
Primary Resource: Communications Facility (Structure), Stories: N/A, Style: Commercial Style, Ca1980
Non-contributing Total: 1
- 306 West Virginia Avenue 203-0048-0064** *Other DHR Id#: 203-0042*
Primary Resource: Hospital (Building), Stories 2, Style: Vernacular, Ca 1900
Contributing Total: 1
Secondary Resource: Barbecue Pit (Object) Non-contributing Total: 1
Secondary Resource: Garage (Building) Contributing Total: 1
Secondary Resource: Shed (Building) Contributing Total: 2
Secondary Resource: Workshop (Building) Non-contributing Total: 1
- 307 West Virginia Avenue 203-0048-0055**
Primary Resource: Park (Site), Stories: N/A, Style: No discernible style, Ca 1965
Contributing Total: 1
Secondary Resource: Athletic Field/Court (Structure) Contributing Total: 1
Secondary Resource: Gazebo (Structure) Non-contributing Total: 1
Secondary Resource: Monument/Marker (Object) Non-contributing Total: 1
Secondary Resource: Park/Camp Shelter (Building) Contributing Total: 1
- 501 West Virginia Avenue 203-0048-0056**
Primary Resource: Playing Field (Structure), Stories: N/A, Style: No discernible style, Ca 1960
Contributing Total: 1
Secondary Resource: Athletic Field/Court (Structure) Non-contributing Total: 1
Secondary Resource: Clubhouse (Building) Contributing Total: 1
Secondary Resource: Playing Field (Structure) Non-contributing Total: 2
Secondary Resource: Restroom Facility (Building) Contributing Total: 1
- 601 West Virginia Avenue 203-0048-0054**
Primary Resource: Office/Office Building (Building), Stories 2, Style: Commercial Style, Ca 1930
Contributing Total: 1

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT
COMMERCE
TRANSPORTATION

Period of Significance

1890-1970

Significant Dates

1888, 1899

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Oliver, Thomas Barrett (builder)
Norfolk & Western Railway Company (builder)
Edward F. Sinnott (architect)
C.E. Nuckols (builder)

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

The Crewe Commercial Historic District is locally significant under Criterion A in the areas of Commerce, Community Planning and Development and Transportation as a late nineteenth to mid-twentieth century planned railroad town for the Norfolk & Western Railway Company (N&W). The Town of Crewe was planned and laid out by the engineers of the N&W in 1888 and the commercial core was largely complete in less than a decade. An 1899 fire resulted in the primary corridor shifting from Virginia Avenue to Carolina Avenue. The commercial district was created to directly support the efforts of the railroad through its new divisional headquarters and railyard, as well as to support the several hundred newly arrived railroad workers and their families. As such, the district served as the commercial core of the larger town and featured a wide variety of businesses seen in most small towns, as well as some businesses linked to a railroad town. The Crewe Commercial Historic District is also locally significant under Criterion C for Architecture for the wide range of styles and building types representing the district from its late nineteenth century creation through the mid-twentieth century and the several periods of redevelopment which occurred after several severe fires. Notable styles include Colonial Revival, Romanesque, Greek Revival, Classical Revival, and various iterations of late-nineteenth through mid-twentieth century Commercial Styles. There are also a handful of Modern Movement infill buildings. The Crewe Commercial Historic District has a period of significance beginning in 1888, when the streets were laid out by N&W, and 1970, the date of the most recent contributing resource.

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

Crewe, Virginia, is located in Nottoway County, which was originally part of a larger Amelia County before 1788. The county remained rural and largely undeveloped until the mid-to-late nineteenth century with the arrival of the railroad. The Southside Railroad Company brought rail service from Petersburg to the Revolutionary era crossroads settlements of Blackstone (1851) and Burkeville (1852) which led to significant improvement in the ability of communities to get their goods to market and began a period of expansion. Rail service was established at Robertson's Switch (also known as Robertson's Siding), which was the precursor to the town of Crewe, in 1879.¹ After the Civil War a period of retrenchment and consolidation in the railroad industry led to the creation of the Norfolk & Western Railway Company (N&W) in 1881. The renewed railroad industry led to the three significant towns of Burkeville, Crewe and Blackstone all being incorporated between 1877 and 1888 along the Norfolk & Western Railway. Burkeville and Blackstone were expanded from existing communities, while Crewe was newly created as a

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

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result of the expansion of the railroad.² Even today, these small towns constitute the extent of development within the county, with no large urban areas.

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

Crewe, a town which did not exist when the Pocahontas Coalfield was first mined in 1883, was soon the site of a central office, new railyards, engine houses, repair shops, store houses and a roundhouse. Almost in lockstep with the planning for the new rail terminal, the town of Crewe was laid out as well in a grid pattern, seen on the "Map of Lots of Crewe."⁴ Surveyors and civil engineers laid out much of the existing town at the outset including streets, building lots and parks. The two primary streets were laid out parallel to the railroad tracks, and were labelled "avenues", while cross streets were so named. Running along the full length of the railyard, the town was designed for easy access for the workers to the railyard, local businesses and their homes. The initial town was planned to be four streets wide and twelve blocks long, with a small pie shaped section incorporating an existing hill. The main avenue adjacent to the railroad was designed to be eighty feet wide, with all other streets being sixty feet wide. The town boundary was the center of what became Virginia Avenue, which excluded the railyard from the town and

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

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

⁴ Nottoway County, DB 2, p. 261-62.

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exempt from local taxation. The other boundaries were Custis Street, Russell Street, Maryland Avenue and Archer Street.⁵

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

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

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

The Bank of Crewe, the first in the town, opened with \$20,000 in capital and became the leading bank of the community. It moved from Virginia Avenue to Carolina Avenue, along with most businesses, after the 1899 fire destroyed its first office. In 1933 the bank took over the Farmers and Merchants Bank of Burkeville. In 1963, the Bank of Crewe merged with the Citizens Bank of Crewe, which had opened in 1903, continuing the growth of the town's leading bank. Finally,

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

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

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

⁸ Johnson, *75 Years with Crewe*, 10.

⁹ Corrie, *A History of Crewe*, 31, 32, 41.

¹⁰ Corrie, *A History of Crewe*, 93.

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in August of 1966, the Bank of Crewe was absorbed by the Virginia National Bank, ending nearly seventy years of independence for the small-town bank.¹¹

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

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

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

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

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

¹² Johnson, *75 Years with Crewe*, 9.

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

¹⁴ Corrie, *A History of Crewe*, 49-51, 55.

¹⁵ Corrie, *A History of Crewe*, 96, 99.

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

Charles Everett Wilson, Sr. (C.E. Wilson) was the other well-known early businessman in Crewe who, along with T.B. Oliver, helped in many of Crewe’s early successes. Wilson arrived in Crewe about the same time as Oliver and was also a founding member of the Bank of Crewe. Wilson, along with local judge William Hodges Mann, took the lead in raising the \$20,000 to provide the new bank with capital. Wilson, with several partners, also took the lead in creating the Crewe Electric Company which built the town’s first power plant. The plant served the surrounding communities as well as Crewe. The coal-powered, steam operated plant was housed in a brick building which is still located at 105 Custis Street. Finally, Wilson also invested in several mining operations leading to his becoming the town’s “first millionaire.” In addition to his successful business career, Wilson also served as a council member, the town treasurer and mayor in 1916.¹⁷

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

The late 1920s brought several improvements to Crewe, beginning with the approval by the state in 1927 to pave Virginia Avenue with concrete and incorporate it into the state highway system. The new Crewe Hotel was constructed as was the Crewe Theater, and the first chain store arrived in town: Southern Chain Store Corporation. Crewe also finally established a water and sewer system and the town’s primary roads were paved. By 1920 the population had reached 2,152; Crewe’s population was fairly stable for decades. Home delivery of mail also arrived in town as did the town’s first radio station: WSVS.¹⁹ As with most of the country, the Great Depression brought economic development nearly to a halt. This led to drastically reduced coal shipments, which resulted in massive layoffs at the N&W railyard at Crewe.²⁰

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

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

¹⁸ Corrie, *A History of Crewe*, 112-23.

¹⁹ Corrie, *A History of Crewe*, 125-33.

²⁰ Corrie, *A History of Crewe*, 136-39.

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

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

Norfolk & Western Railway Company, Crewe, Virginia

The first business in the Crewe Commercial Historic District was, of course, the N&W railyard and divisional headquarters. At its height there were a myriad of buildings and structures supporting the operations of the railroad and as a primary location for the repair and maintenance of the steam locomotives. While not a comprehensive list, the Crewe N&W railyard eventually included a roundhouse, water tank, Oil and Waste House multiple workshops, a Power House, Coal Wharf, Passenger and Freight Station, a Yard Office and even a N&W sponsored Y.M.C.A.²² The power plant for the roundhouse also had a whistle which sounded for all shift changes and major daily events; for many years the N&W whistle served as the daily schedule for the citizens of Crewe.²³ Eventually the switch to diesel-electric engines in the 1950s led to the demise of the repair facilities in Crewe because the electric trains required much less maintenance. With the need for the N&W Crewe location in decline, the employment at the site, along with the buildings on site, also faded. Today, the Power House, the 1952 divisional headquarters office building, and the water tower are the three notable historic resources left from the massive N&W railyard which was once larger than the entire initial commercial district. The railyard is still operational on a basic level for trains passing through to Hampton Roads. One other N&W related building which still stands is the former N&W hospital at 306 West Virginia Avenue. This Classical Revival house was run by N&W assigned Doctor Bryant who worked there from the creation of Crewe until well into the twentieth century.²⁴

²¹ Corrie, *A History of Crewe*, 143-47.

²² *Crewe, Virginia One Hundred Years*, 5-7;

²³ Corrie, *A History of Crewe*, 41.

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

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Criterion A: Commerce

The district is locally significant under Criterion A for Commerce as a purpose-built commercial district to serve the N&W railroad and its workers. The district has evolved over more than a century as several fires have required that multiple blocks be rebuilt and as the role of the railroad declined and eventually disappeared. The commercial buildings have served as hotels, banks, stores, a funeral home, and other typical functions for a small town. The types of businesses have changed or evolved as the town has seen its identity change over time.

Criterion A: Community Planning and Development

The district is locally significant under Criterion A in the area of Community Planning and Development as a late nineteenth century planned N&W railroad town. The development of the Town of Crewe was planned entirely by the N&W railroad in support of the new divisional headquarters and railyard which they built at that location. The streets and parcels for the entire town were created and the ground leveled all before the first building was completed. The town was laid out by N&W engineers in a grid pattern and the commercial district was almost entirely built out in less than a decade.

Criterion A: Transportation

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

Criterion C: Architecture

The district is locally significant under Criterion C for Architecture for its wide range of representative architectural styles and types that depict over a century of commercial development in this former railroad town. Styles include Greek and Classical Revival, Colonial Revival, Romanesque, various periods of the Commercial Style as well as several buildings from the mid-twentieth century Modern Movement. The commercial resources are mostly masonry, one-to-two stories. There are also excellent examples of civic buildings (town hall and fire station) as well as at least two historic railroad industry buildings: a Power House and a mid-twentieth century divisional headquarters building. The variety of styles and building types also speaks to the long evolution of the town from early designed railroad town to a small downtown for a town that has moved past its railroad origins.

Crewe Commercial Historic District
Name of Property

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9. Major Bibliographical References

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

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

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

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

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

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

Previous documentation on file (NPS):

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

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___ recorded by Historic American Engineering Record # _____
___ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

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

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

10. Geographical Data

Acreege of Property 53.9

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

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

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

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

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3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

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

The Crewe Commercial Historic District is bound by the Norfolk Southern Railroad tracks along its entire southwest side. The boundary along the northwest, northeast and southeast is determined by the parcel lines of contributing resources. These begin at the northwest along W. Virginia Avenue, then proceed northeast along Powell Street, then southeast along two blocks of Carolina Avenue, then southwest along three blocks of Tyler Street, before proceeding a short distance along Custis Street.

Boundary Justification (Explain why the boundaries were selected.)

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

11. Form Prepared By

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

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

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

Photo Log

Name of Property: Crewe Commercial Historic District

City or Vicinity: Town of Crewe

County: Nottoway

State: VA

Photographer: Erica Howard, Ethan Halberg

Date Photographed: February 15-16, 2022

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

1 of 16: 601 West Virginia Avenue, facing NW

2 of 16: Beamer Fields, facing south

3 of 16: 306 West Virginia Avenue, facing NE

4 of 16: East Carolina Avenue, facing SE

5 of 16: 118 West Carolina Avenue, facing east

6 of 16: 121 West Carolina Avenue, facing SW

7 of 16: 115 West Carolina Avenue, facing SW

8 of 16: 211 Carter Street, facing NW

9 of 16: 100 West Carolina Avenue, facing NE

10 of 16: 109 Carter Street, facing SW

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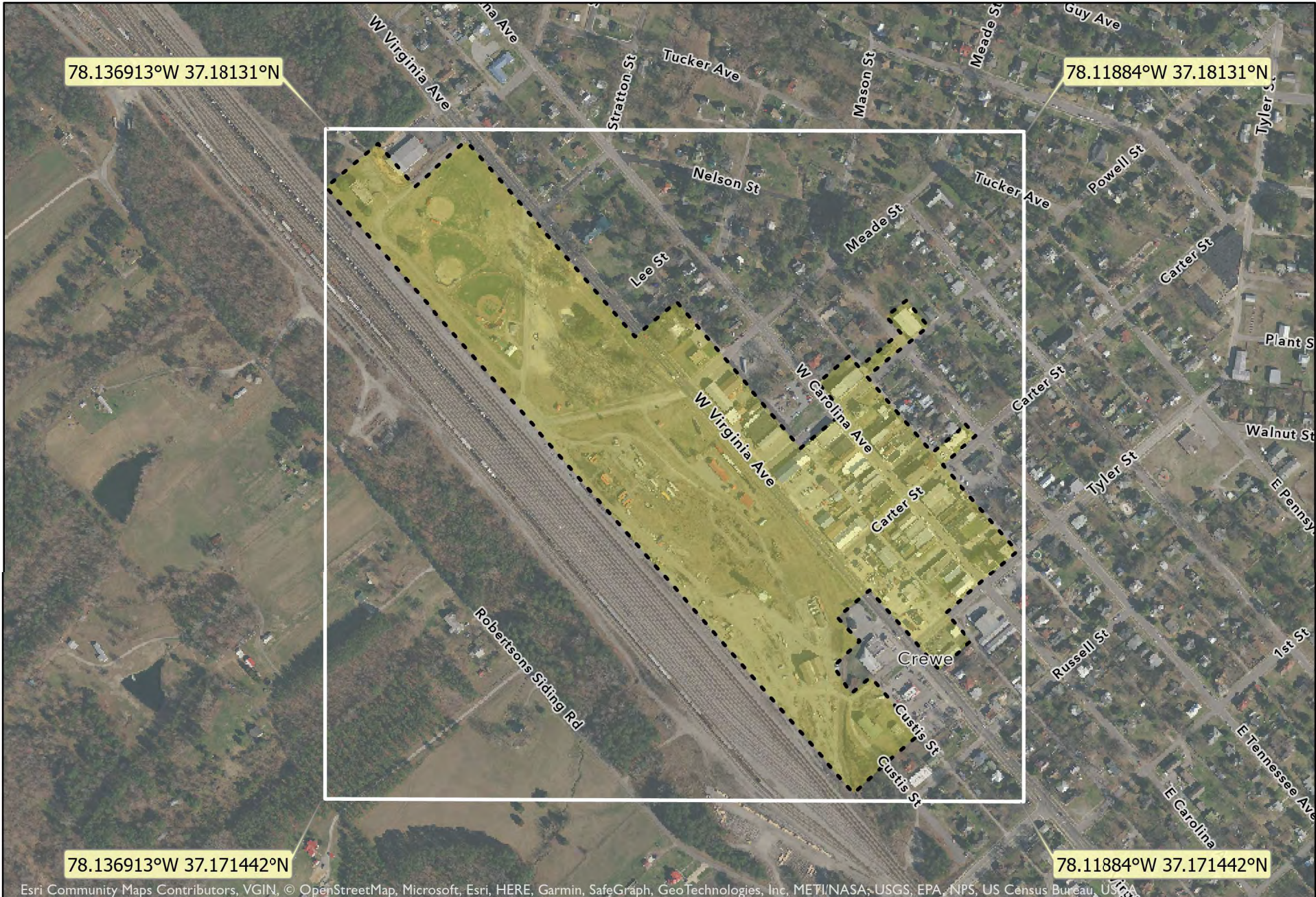
- 11 of 16: West Carolina Avenue, facing NW
- 12 of 16: 125 East Carolina Avenue, facing NE
- 13 of 16: 132 East Carolina Avenue, facing SW
- 14 of 16: Carolina Avenue, facing NW
- 15 of 16: West Virginia Avenue, facing NW
- 16 of 16: 138 Tyler Street, facing NW

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

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

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

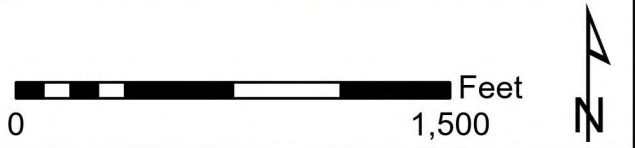
The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201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

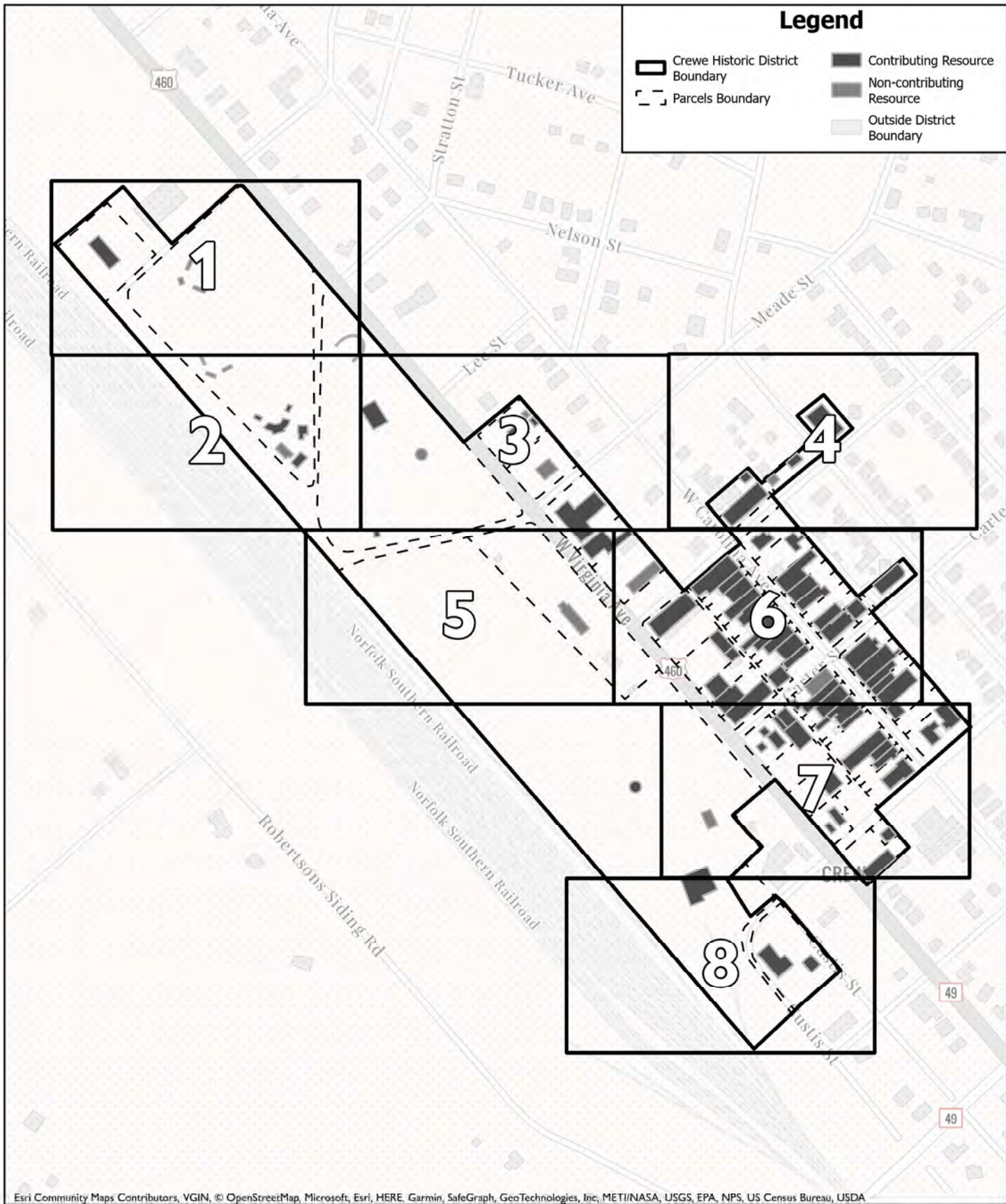


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Location Map

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

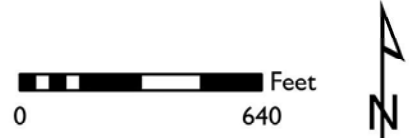









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Sketch Map

Crewe Historic District
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 October 2022



Legend

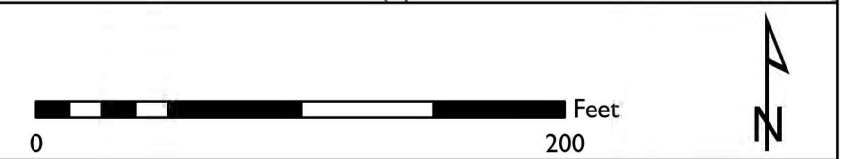
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-  Parcel Boundary
-  Contributing Resource
-  Non-contributing Resource
-  Outside District Boundary

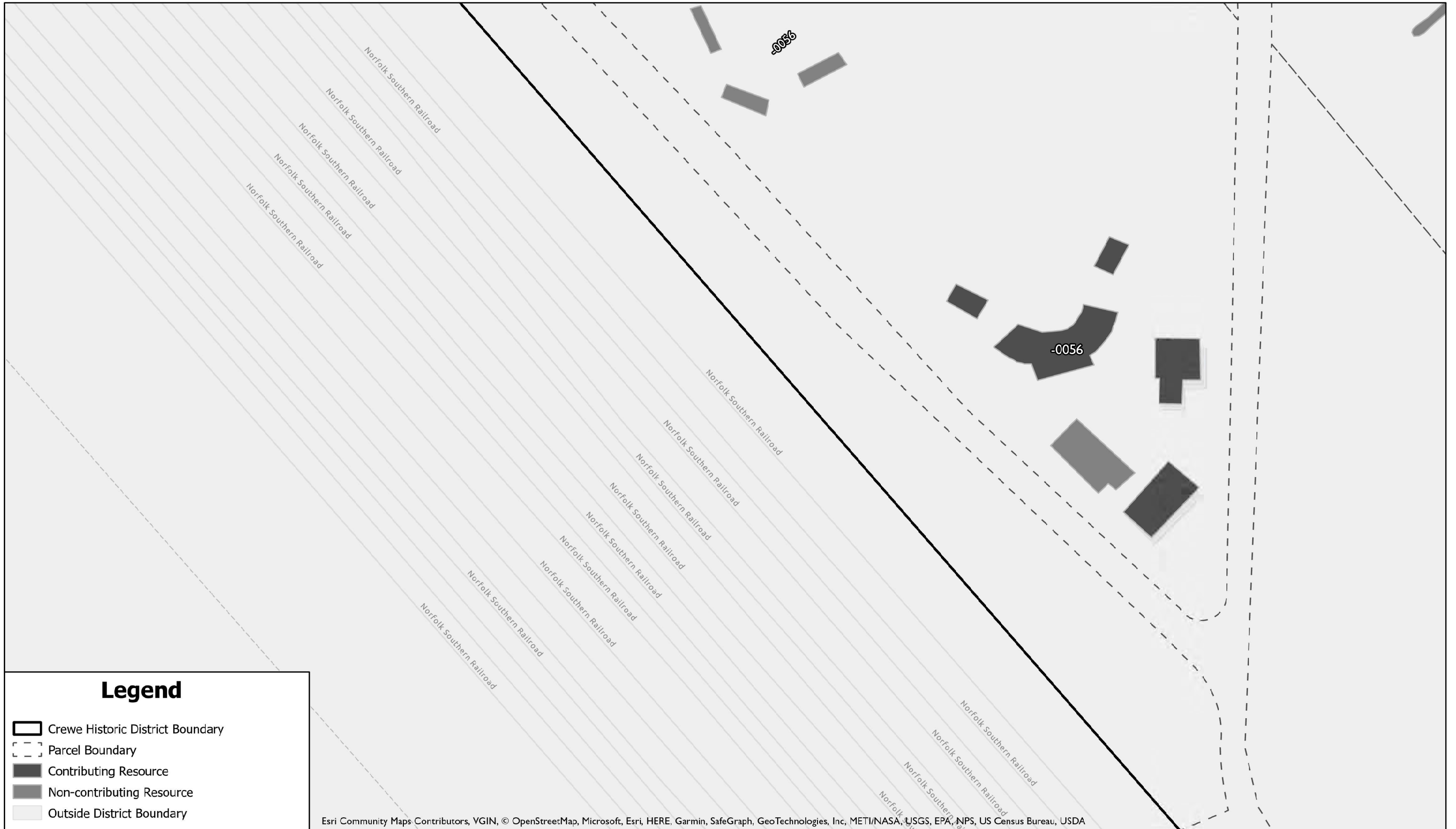


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Sketch Map 1 of 8






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





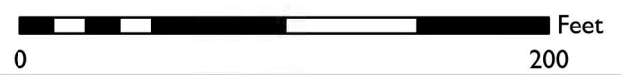
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Legend






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-  Parcel Boundary
-  Contributing Resource
-  Non-contributing Resource
-  Outside District Boundary

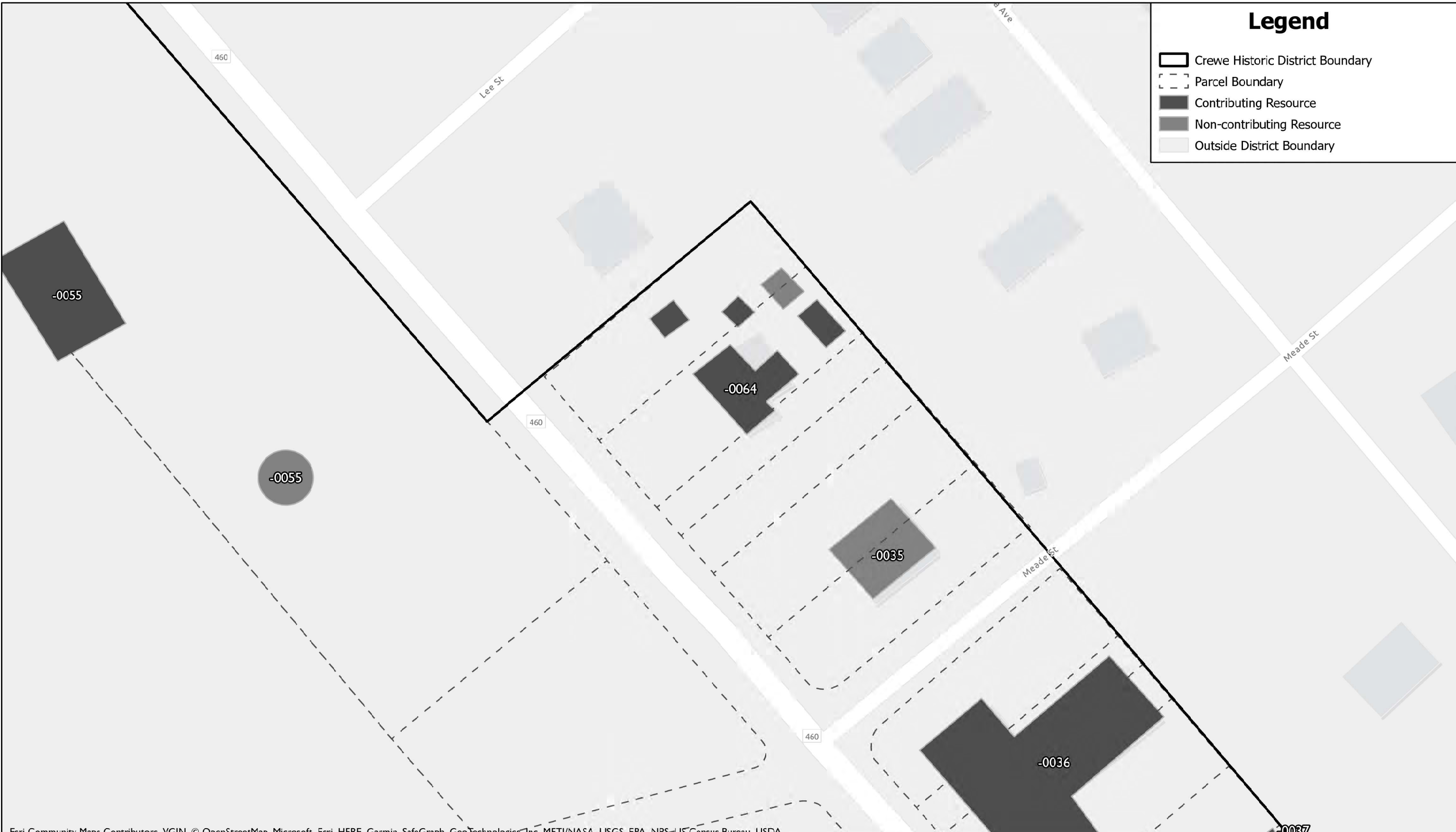
Sketch Map 2 of 8

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



Legend

-  Crewe Historic District Boundary
-  Parcel Boundary
-  Contributing Resource
-  Non-contributing Resource
-  Outside District Boundary








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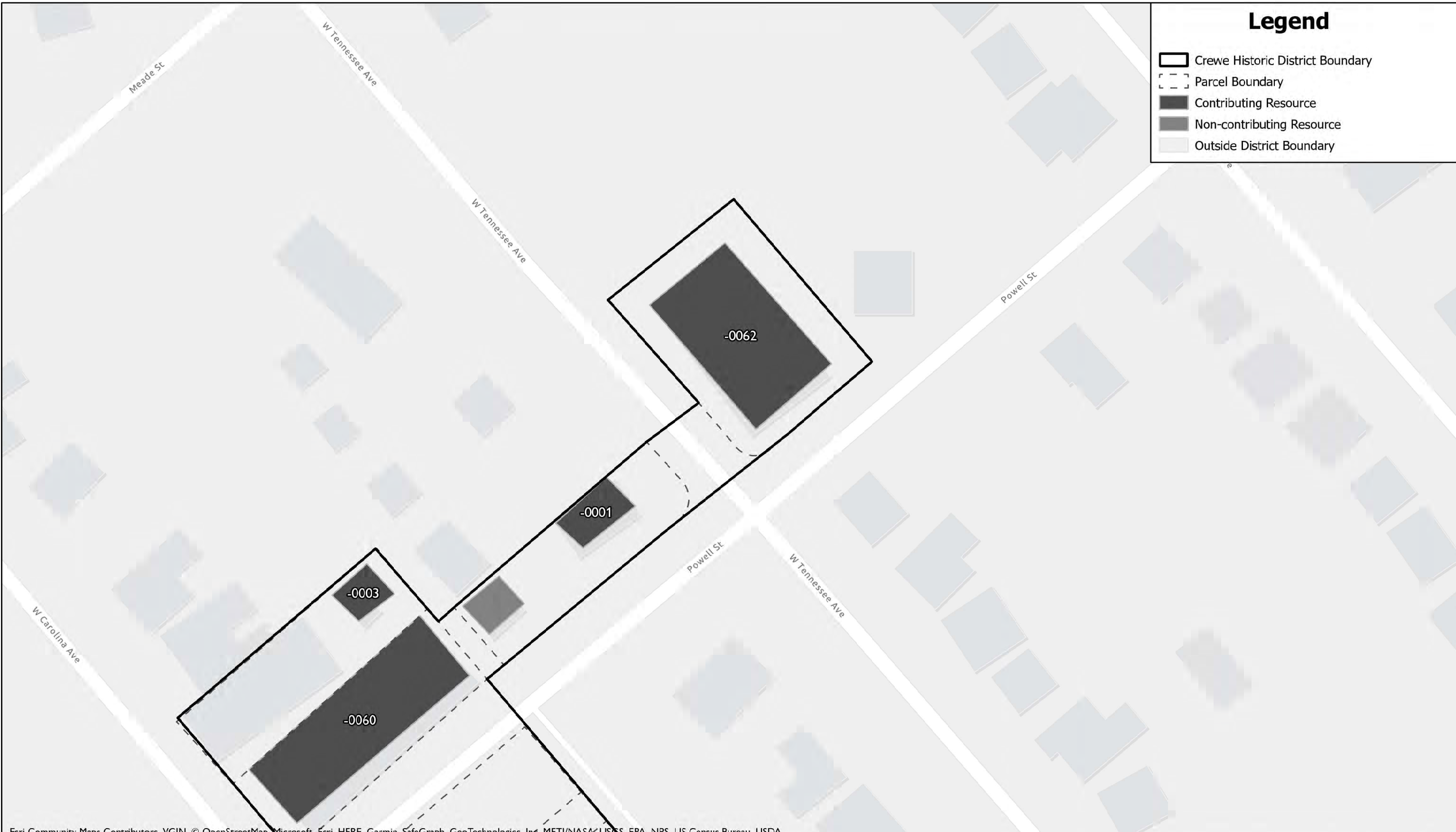
Sketch Map 3 of 8

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



Legend

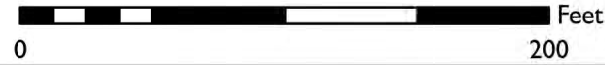
-  Crewe Historic District Boundary
-  Parcel Boundary
-  Contributing Resource
-  Non-contributing Resource
-  Outside District Boundary

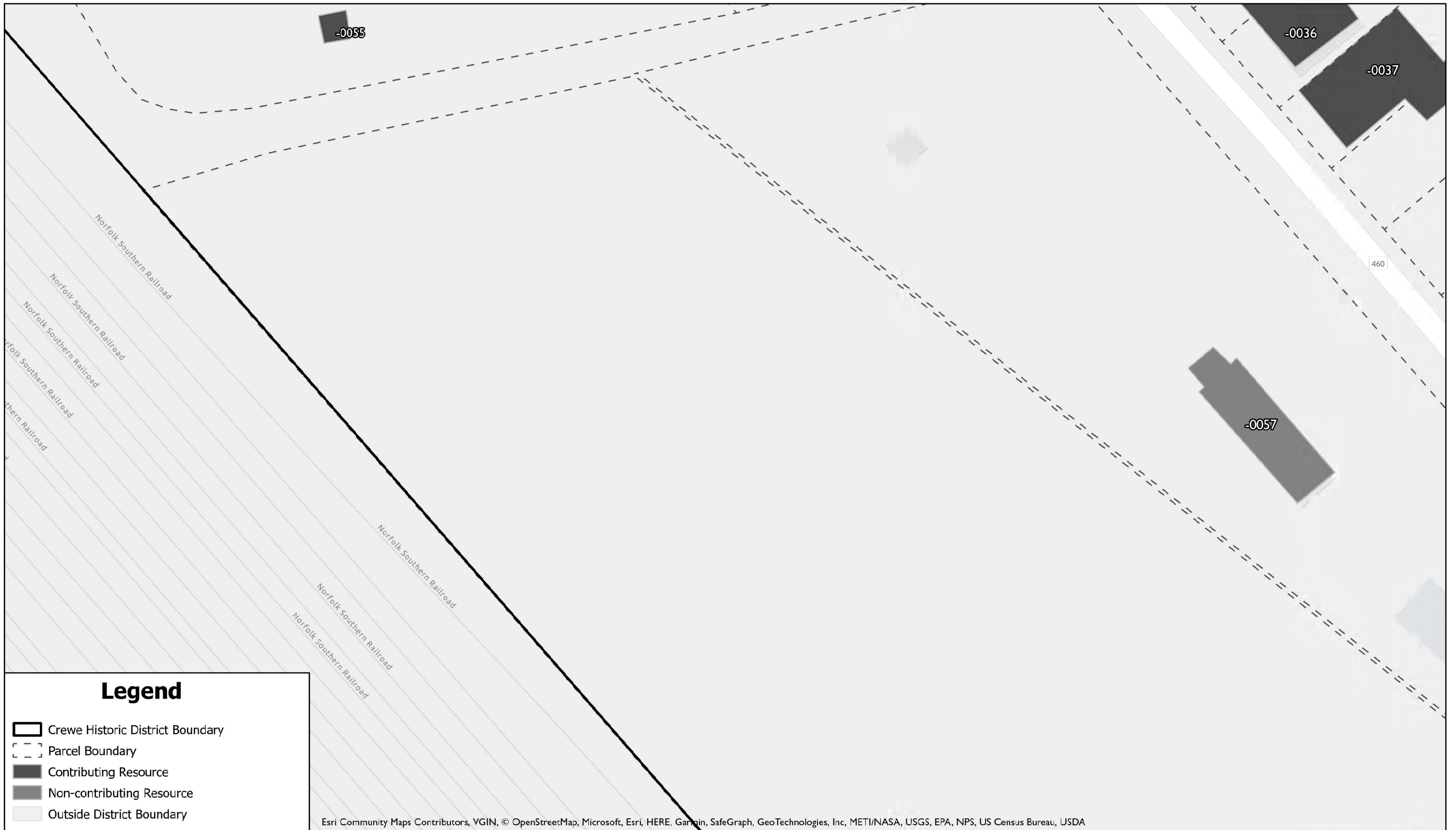


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Sketch Map 4 of 8






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





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Legend

-  Crewe Historic District Boundary
-  Parcel Boundary
-  Contributing Resource
-  Non-contributing Resource
-  Outside District Boundary

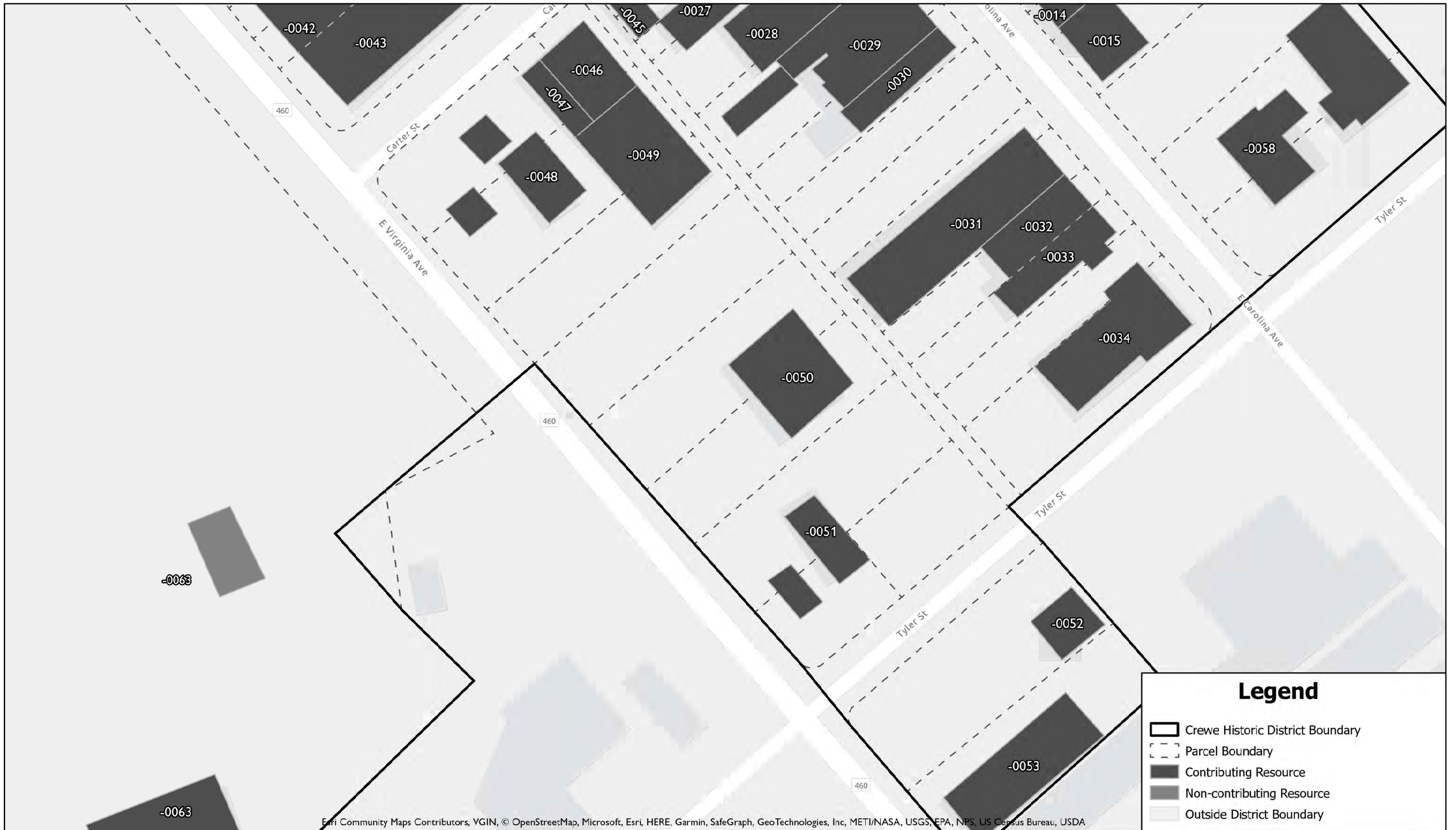
Sketch Map 5 of 8

Crewe Historic District
 Crewe, Nottoway County, Virginia
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Sketch Map 8 of 8

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





Photo Key

Crewe Historic District
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203-0048
October 2022

