

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: Boones Mill Depot

Other names/site number: Roanoke & Southern Railway Station; Norfolk & Western Railway Station; VDHR 170-0008

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: Digby Greene Road and Depot Drive

City or town: Boones Mill State: VA County: Franklin

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

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

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

national statewide local

Applicable National Register Criteria:

A B 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 <input type="checkbox"/> meets <input type="checkbox"/> 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>

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

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

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

TRANSPORTATION: Rail-Related: Train Depot

Current Functions

WORK IN PROGRESS

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

7. Description

Architectural Classification

OTHER: Railroad Style

Materials:

Principal exterior materials of the property: WOOD; METAL

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

Constructed in 1892 by the Roanoke and Southern Railway, the Town of Boones Mill Railroad Depot is a one-story wood frame building of corporate design, in an architectural style that had been developed by railroads. Character-defining features include board-and-batten exterior siding, a gable roof clad with presumably original standing-seam metal, three-foot overhanging eaves, decorative exposed rafter ends, diagonal gable-end braces, and a trackside polygonal bay. The elongated rectangular building footprint measures approximately 102 feet by 25 feet. Most of the early-period wood, paneled, pedestrian doors remain in place, many with operable transoms, as well as all of the original freight doors hung on sliding tracks. "Boones Mill" is lettered in paint on the two exterior gables. The building has recently been repainted. Several vintage industrial exterior light fixtures remain in place. The depot was moved on July 25, 2014, to a new location on town property, .27 mi. (1,432 feet) east of the original location. Although it had been on the south side of the tracks, the building was placed on the north side of the tracks and rotated 180 degrees in order to maintain the proper orientation to the tracks. The building is set on new concrete piers at its new permanent location.

Narrative Description

Location/Site Description

The depot is located near the Boones Mill town limits, one-quarter mile east of the town's commercial core, which is the central locus of the Boones Mill Historic District [NR 2014; DHR 170-0009]. The east-to-west-running railroad tracks on the south side of the depot follow along the banks of Maggoodee Creek, a tributary of the Blackwater and Roanoke rivers. The railroad

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

tracks remain active as a Norfolk Southern Railway main line. The depot occupies the central portion of a town-owned land parcel with a paved parking lot to the north, and a light-industrial building and town hall to the east.

Detailed Building Description

The Boones Mill Railroad Depot, constructed in 1892, is a one-story board-and-batten-clad building with a gable roof and three-foot eaves. The roof is clad with very old, possibly original hand-crimped standing-seam tin, now painted green and in good condition, extending to shelter a lower (trackside) gabled polygonal bay lighting the station master's office between the freight and passenger areas.. Two small brick chimneys that served woodstoves in the office and waiting areas emerge from the roof ridge at the center and eastern portions of the building. The center chimney has corbeled courses at the top and a vaulted brick covering with traces of white paint. Several two- and four-panel wood pedestrian doors remain in place, most with lighted transoms. The freight doors, veneered with narrow beaded matchboards, are still hung on their sliding tracks. Presumably original wood double-hung, nine-over-six window sash remain intact throughout the building. The larger windows have nine-over-six wooden sash. Entry to the passenger area of the depot is nearly at grade. A raised platform, soon to be reconstructed, facilitated freight transfer through the wide doorways of the freight holding area. "Boones Mill" is lettered in paint on the two main gable ends of the depot. Several vintage industrial light fixtures dating to the 1927 electrification of the building remain in place on the exterior.

The depot was of the type known as a *combination depot*, with areas for both passengers and freight. Typical of the Jim Crow-era South, it had racially segregated waiting rooms for blacks and whites, the former being a cramped space, about 15 feet square, near the center of the building, and the latter being the larger, 20 x 23-foot end room, now at the east end of the building. A corner of the waiting room for blacks was originally partitioned off to form a small entrance vestibule labeled "lobby" on the 1927 plan drawing. The partition no longer exists and the floor of that waiting room was raised about two feet with a wood deck, after desegregation, to facilitate freight handling. The ticket master area and ticket booth were housed in the narrow, 10 x 22-foot center room between the two waiting rooms. The central office and the whites' waiting room walls are finished with vertically mounted beaded matchboards, as are the ceilings and chair rails. Most of the two-inch wood flooring in the office and waiting rooms appears to be original. The large, open freight room at the west end of the building measures roughly 54 x 23 feet. The freight room interior features exposed-stud outer walls, exposed roof trusses, and some storage shelves and cabinets on the east, office-end wall. The flooring consists of old eight-inch-wide wooden boards.

After being retired from service circa 1970, the depot suffered from vacancy and neglect until 2014, when it was obtained by the Town of Boones Mill. An account of its long path to preservation and restoration appears in Section 8 below.

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

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

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Areas of Significance

TRANSPORTATION

ARCHITECTURE

Period of Significance

1892 – ca. 1970

Significant Dates

1892

1927

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Roanoke & Southern Railway Company

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Statement of Significance Summary Paragraph

The former Railroad Station at Boones Mill, Virginia (hereafter referred to by its common name, Boones Mill Depot), was erected in 1892 by the short-lived Roanoke and Southern Railway Company (R&S). The depot and other R&S infrastructure was leased to the larger Norfolk & Western Railway (N&W) from soon after its construction until being purchased in entirety by the N&W, and it would remain in the hands of the N&W until finally being taken out of service circa 1970. The depot is a well-known landmark, owing in part to the historical importance of the railroad in the region. As the central transportation hub of the Town of Boones Mill and the surrounding area, the depot played a pivotal role in economic development. Local businesses relied heavily on the railroad as the volume of local agricultural and industrial production continued to grow throughout the first half twentieth century. The depot also served as an arrival and departure point for passengers including area residents, businessmen and -women, soldiers, and vacationers. Furthermore, the depot is architecturally important as a well-preserved example of the Railroad Style favored by Southern railroad companies during the period. After 75 years in service, the depot was closed to passenger service about 1965, while freight service continued until ca. 1970, when the station was retired from railroad use altogether. The depot became property of the Norfolk Southern Railroad in 1982 and withstood three decades of vacancy and neglect until offered to the Town of Boones Mill in 2014, on the condition that it be moved immediately to a town-owned location. With the aid of Transportation Enhancement grant funds and other public and private donations, the depot is currently being repaired and restored as necessary, and will be used for various civic functions. The depot is locally significant under Criterion A in the area of Transportation and under Criterion C in the area of Architecture. Criteria Consideration B, for buildings removed from their original locations, also applies because the building would have soon been destroyed had it not been moved, and its original small-town trackside context and orientation to the tracks is maintained at its new permanent location. The property's period of significance spans from its construction in 1892 through its closing for railroad freight service circa 1970. Because the preponderance of the property's period of significance is more than 50 years old and the period of significance ends with the locally significant event of cessation of freight service, Criteria Consideration G need not be met.

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

Criterion A: Transportation

The Boones Mill Depot is significant in the history of transportation at the local level. From the last decade of the nineteenth century through the mid-1960s, when the depot was a bustling passenger and freight station, Virginia's railroads enjoyed their peak success and provided considerable public benefits including millions of dollars in tax revenue generated mainly by hauling freight. As an important agricultural, timbering, mining, and iron-industry province, Franklin County was dependent on the railroad and its small town depots to export its most valuable commodities. The Boones Mill Depot accommodated both freight and passengers, and

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

its location helped make the Town of Boones Mill a small but important commercial center, primarily during the post-World War I period. Many spur routes ran between the main railroad lines, but they were retired from business as automobile ownership increased, their tracks taken up, and the depots eventually razed. For this reason, only a small number of the once-numerous rail-related resources in the county survive. The Boones Mill Depot, however, stood on the Norfolk & Western main line and was therefore kept in service much longer. It is today one of the last two surviving historic railroad stations in Franklin County, a county that remains largely rural in character.

Criterion C: Architecture

As a rare intact example of a small town Railroad Style passenger-and-freight station dating to the late nineteenth century, the Boones Mill Depot is a significant local and regional landmark. The unusually well-preserved depot provides an exceptional representation of rural, Southern rail-related buildings from its era of construction. The design of the building is similar to that of most other small-town depots built in Virginia during the late nineteenth century, with board-and-batten exterior cladding, deep overhanging eaves, decorative exposed rafter ends, elbow brackets, and decorative exposed trusses at the three gable-ends. Stylistically, however, railroad architecture in the United States became more identifiable as its own separate category during the late nineteenth and early twentieth centuries. The unique combinations of architectural references employed by railroads defied conventional classification. Although there were countless wide-ranging variations, many railroad buildings throughout the U.S. fall into a broad category that has been called the Railroad Style.¹ The forms and styles of railroad buildings were developed in response to the immediate need for buildings along newly laid tracks, particularly highly functional utilitarian buildings that would also help market their rail services more effectively by means of a unique, recognizable style. Most railroad buildings were built to standardized specifications and could be built both quickly and relatively cheaply. The Italian Villa style popular in early Victorian-era America seems to have had the most pronounced effect on the character imparted into railroad designs, particularly in the rural South, but it is imprecise to describe most railroad buildings as Italian Villa or Italianate style. After the initial railroad building phase that began in the 1850s in the southern United States, and the formation of the Norfolk & Western Railway in 1881, the stylistic references became increasingly diluted and railroad-specific hybrids emerged. Because railroad building designs were unique to the industry, they were instantly recognizable to the public and therefore a boon to marketing efforts.

Criteria Consideration B: Buildings Moved from their Original Location

On July 25, 2014, a few months after the Norfolk Southern Railroad canceled their plans to demolish the depot and instead donated it to the Town of Boones Mill, the building was lifted onto a flatbed trailer and moved to a new location on Town-owned property, .27 mile (1,432 feet) east of its original location. The depot was not dismantled whatsoever, but moved in one piece; therefore its high level of physical integrity was not impacted by the relocation. The depot originally stood on the south side of the active, main-line railroad tracks, 25 feet from the south

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

rail; but because the only available, suitable new location was on the north side of the tracks, the building was rotated 180 degrees during the move, in order to maintain its proper orientation to the tracks. As per reasonable safety precautions, the depot now stands 50 feet from the north rail of the same active main line it once served. It is set on new concrete piers at its new location. The depot meets the National Register Criteria Consideration B for a moved building because it was a contributing resource in the Boones Mill Historic District [NR 2014, VDHR 170-0009] and would have soon been destroyed had it not been moved. The building remains within the Town of Boones Mill and its original small-town context, and retains not only its close relationship to the railroad tracks, but also its orientation to the tracks at its new permanent location. The Boones Mill Historic District remains in view from the depot's new location near town hall, which occupies a former light-industrial building on the north side of the tracks.

Acknowledgements

The author wishes to thank individuals who supported this nomination: at the Virginia Department of Historic Resources, register historian Lena McDonald provided review and editing, and archivist Quatro Hubbard unflinchingly provided numerous forms of assistance.

Historical Background

The depot was constructed in 1891-1892 as part of the 122-mile-long Roanoke and Southern Railway line, which was built through Boones Mill in 1890. Soon after completion, the line was leased to the Norfolk & Western Railway.

An October 1890 edition of the *Salem Times-Register* features an advertisement for a farm for sale “in that valuable property known as Boones Mill, Franklin County—containing 98 acres, on which is a good dwelling, one good Merchant Mill, and a Corn and Chop Mill. The Roanoke and Southern Railroad passes entirely through the property, and a depot is reasonably sure to be located on the land.” The price was \$5,000. The very same advertisement ran on February 6, 1891, indicating that construction of a depot was not publicly known to be a definite plan.² However, in July 1892 the *Roanoke Times* published a story about cattle stolen from the farm of Frank Hopkins, located “between the Starkey’s and Boone’s Mill depots, on the Roanoke and Southern.”³ Hence it is well established that the depot was constructed by July 1892.

The building is a one-story, rectangular wood frame “combination” depot (accommodating both freight and passenger service) of corporate design. Historic photos and a 1927 plan drawing document that the depot’s passenger service area had been enlarged with a relatively small extension on the end of the building before the first electrical wiring was installed in 1927.⁴ The extension was the same width as the existing building and was incorporated under the main roof. The addition changed the end wall fenestration from one door and one window to three windows, and added one new window bay on the long north and south elevations. However, the building’s fenestration does not precisely match the plan drawn in 1927. For example, the drawing depicts a window where a freight door is now on the trackside of the building; two depicted windows do not exist on the opposite (non-track) side, and the four small, square windows lighting the freight

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

room are not depicted. Nevertheless, the shape of the building and the location of the track-side polygonal bay match the drawing, and the building does indeed have five freight doors as shown in the drawing.

The depot had the Semaphore type signals installed in 1927, according to a surviving plan drawing. The N&W replaced the oil lanterns used for signaling the engineer. The Boones Mill Depot never had restrooms or running water. There was a one-seat outhouse (privy) in the back. The building was heated by three pot-belly coal stoves.

The Boones Mill Depot was one of six railroad depots built in Franklin County. The others were in the communities of Ferrum, Henry, Rocky Mount, Union Hall, and Wirtz. All were very similar, wood frame buildings, and all had passenger service. Like the Boones Mill Depot, the Rocky Mount Depot was built in 1892 as part of the Roanoke and Southern Railway and it is now identified as a contributing resource in the Rocky Mount Historic District (NRHP 1999). The other four Franklin County depots are no longer extant.

The Roanoke and Southern Railway

In 1886-1887 the Roanoke and Southern Railway Company of Virginia and the Roanoke and Southern Railway Company of North Carolina merged to form a single entity. Their plan was to build a rail line leading southward from Roanoke, Virginia, through west-central North Carolina to the South Carolina state line. D. F. Houston was president of the Virginia-based company and the directors included prominent businessmen such as John C. Moomaw of Roanoke, who first envisioned the new railway. Houston remained president after the North Carolina and Virginia merger, but died before the railroad was completed. He was replaced by Henry S. Trout of Roanoke. Construction began in Henry County, Virginia, using convict labor, but problems with the labor force culminated in the formation of the Virginia-North Carolina Construction Company, headed by F. H. Fries, late in 1887.⁵

In 1891, the R&S rail line became operational between Winston-Salem, North Carolina, and Martinsville, Virginia, and service to Roanoke was completed in 1892. The 122-mile-long line became commonly known as the Pumpkin Vine because of its hilly and curvy route. Although tracks were being laid through Boones Mill by October 1890, there was no depot in Boones Mill until late 1891 or early 1892. The entire railway was said to be complete in January 1892, although the last rail was laid on December 19, 1891, in Rocky Mount.⁶ The Town of Rocky Mount, in central Franklin County, Virginia, passed a bond referendum for \$20,000 to attract the railroad. Boones Mill apparently needed no such incentives because it is located along a natural route used for centuries, defined by topography, through the Blue Ridge Mountains. It was hoped that the railroad would benefit, among others, the tobacco farmers in Franklin and Henry counties, where, it was said, the finest tobacco in the world was grown.⁷ Almost immediately after the line's completion in 1892, Roanoke and Southern leased its entire infrastructure to the Norfolk & Western Railway, and the R&S line soon became known as N&W's Winston-Salem Division. After Roanoke and Southern's mortgage fell into foreclosure in 1896, the company's property was sold at auction to new owners who reorganized as the Norfolk, Roanoke and

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Southern Railroad Company.⁸ However, the R&S infrastructure would remain in the hands of the N&W.

The Norfolk & Western Railway

The City of Roanoke, located about fourteen miles north of Boones Mill, was fundamentally established in conjunction with the birth of the Norfolk & Western Railway Company. Between 1881 and 1883, the junction of the Shenandoah Valley Railroad and the newly formed N&W at the town formerly named Big Lick led to it becoming the City of Roanoke in 1882. The new high volume of railroad traffic through the city spawned the construction of rolling mills, railroad repair shops, and rail car manufacturing shops including Roanoke Machine Works, which began production in 1882. The N&W moved its operations headquarters to Roanoke in 1896. Roanoke became the hub of the N&W's Roanoke, New River, Shenandoah, and Winston-Salem Terminal Divisions in addition to the Virginian Railway beginning in 1907. Boones Mill was one of several small, but important freight distribution points in the region. With the construction of the interstate highway system in the 1950s and 1960s, competition from tractor trailers increased dramatically, and the demand for railroad freight declined. In 1982 the merger of the N&W and the Southern Railroad formed Norfolk Southern Corporation, which inherited the vacant Boones Mill Depot.⁹

The Depot and the Town of Boones Mill

Boones Mill was settled in 1782 when Jacob Boone built his grist mill on Maggodee Creek, at a fork in the heavily traveled migration route known as the Carolina Road. One of the first mills in Franklin County, a small village soon grew up around it.¹⁰ After the 1892 construction of the Boones Mill passenger and freight station, however, the little mill village began to look like a town, with many new houses and commercial buildings. By 1907, passenger service was reportedly expanded to three trains a day. Many passengers were short-distance commuters who worked in Roanoke or Salem. By the 1920s, a thriving community with churches, a pin and bracket manufacturer, a car dealer, and several merchants had grown up around the mill.¹¹

In the Boones Mill Historic District National Register nomination (2014) author Leslie Giles describes the town's early period of growth as follows:

The Boones Mill depot quickly became an important shipping point for farmers and stock dealers from a large section of Franklin County, as reported in the Norfolk and Western Railway's 1916 business-promoting *Industrial and Shippers Guide*: "From this point many thousand barrels of Albemarle Pippins and other apples are shipped annually, many of them being exported. Many thousand cases of canned goods are shipped from this station annually." In addition to fresh and canned produce, timber and dairy products were shipped to outside markets through the Boones Mill freight station. Within a decade of beginning rail service in Franklin County, the Norfolk and Western Railroad was carrying local butter to Roanoke for sale. By 1917 local dairy farmers B.T. Flora and J.A. Naff were shipping Grade A milk from Boones Mill to Clover Creamery in

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Roanoke, and within six years, “300 gallons of milk a day went to Roanoke from Boones Mill alone.”

Digby Greene was Boones Mill’s station master for 40 years starting in 1917. Tradition holds that he was allowed a waiver from serving in World War I by having the knowledge of using the telegraph. The railroad contended that he was more important in that role. The access road to the depot has recently been named in Greene’s honor. A railroad work crew also operated out of the depot, and all members were residents of the town. Jake Napier, the foreman, lived near the depot.¹²

During the Great Depression and for years thereafter, Boones Mill became somewhat of a hub for hobos who rode the trains and would climb on or off at the depot. Some spent nights sleeping under the depot, leaving their detritus to be found when the depot was moved in 2014. They also left coded marks on buildings that are believed to have informed other hobos that the place had food or was relatively hospitable.¹³

During WWII, myriad barrels of apples and canned beans were shipped out of the depot to the troops overseas. In 1952, presidential candidate Dwight Eisenhower stopped briefly at the depot on his campaign trail. A full stop was planned, but the visits were running behind time. Countless carloads of pulpwood were shipped out of Boones Mill every day. Throughout the 1950s, furniture from Old Dominion Craftsman Furniture Co. in Boones Mill was loaded into boxcars at the depot and shipped to New York.¹⁴

Today, Boones Mill is a small, well-managed town with a variety of domestic, social, religious, and commercial resources that reflect the growth and development of the former mill village.

Recent History/Preservation of the Boones Mill Depot

Norfolk & Western’s passenger, freight, and U.S. Mail service to Boones Mill were gradually eliminated beginning in the mid-1960s. The depot stood vacant for many years, then was leased from N&W by the local feed store and used for storage until around 1999-2000, after which the building saw no use whatsoever for roughly 15 years, and the already ongoing long-term neglect of the building continued. In 2013, the depot was scheduled for demolition.

On July 25th, 2014, the depot (assigned resource ID 170-0009-0002) was moved out of the Boones Mill Historic District to a new track-side location one-quarter mile to the east (see attached site plan). Moving it was the only possible option after Norfolk Southern (railroad) decided to demolish the building, but the company later conceded to donating it to the town under the condition that it be moved out of the way of railroad operations. The town diligently attempted to find a new location within or closer to the historic district, but could not. The new location was chosen as the best possible option, where it could be protected and restored for public benefit. The relocation of the building on July 25th was well documented by the town and the local press.

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Under the town's leadership, a group of dedicated volunteers have taken steps to preserve the depot in its new permanent location and develop the site around it in a pedestrian-friendly manner. The town applied for and received Transportation Enhancement grants through the Virginia Department of Transportation to fully restore the depot and return it to community use. Work is currently in-progress. Plans for the interior include a small museum in the passenger area and meeting/event space in the freight holding area. Artifacts from the depot's historical period have been donated or obtained by the town for use in furnishing the depot and the museum within it.

Endnotes

1. Carroll L. Meeks, *The Railroad Station: An Architectural History*, 1956: 43-105.
2. *Salem Times-Register*, Oct.1890; *Salem Times-Register*, Feb.6, 1891.
3. *Roanoke Times*, July 16, 1892.
4. Norfolk & Western Railway Electrification Plan for Boones Mill Combination Depot (1927).
5. Gorge S. Jack, *History of Roanoke City and County*, 1912: 97.
6. Crowder, "Roanoke and Southern Railway," 2; Jack, 97.
7. Salmon and Salmon, *Franklin County History*, 320-322.
8. Guide to the Roanoke and Southern Railway Co Charter Amendment, 1893.
9. E. F. Pat Striplin, *The Norfolk & Western: A History*. 1997: 4-26.
10. Salmon and Salmon, *Franklin County History*, 342-343
11. Mike Smith, personal communication, 2014.
12. Ibid.
13. Ibid.
14. Ibid.

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

9. Major Bibliographical References

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

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Crowder, Chris. "Roanoke & Southern Railway." Webpage accessed 10/24/2016.
<http://www.chriscrowder.com/avalon/story3.php>

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Giles, Leslie. "Boones Mill Historic District" National Register nomination, 2014. Virginia Department of Historic Resources, Richmond.

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Jack, George S. *History of Roanoke County*; E. B. Jacobs. *History of Roanoke City and History of the Norfolk & Western Railway Company*, Stone Publishers, 1912.

Meeks, Carroll L. *The Railroad Station: An Architectural History*, Yale University Press, 1956:43-105.

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<http://www.nwhs.org/archivesdb/detail.php?ID=56001>. Accessed April 24, 2015.

Norfolk and Western Historic Photograph Collection, Virginia Tech Library Special Collections website, accessed September, 2016: <http://imagebase.lib.vt.edu/index.php> and <http://spec.lib.vt.edu/railroad/rrintro.htm>.

Roanoke Times, July 16, 1892.

Salem Times-Register Vol. 25 No. 23, Oct. 1890.

Salem Times-Register Vol. 25 No. 35, Feb. 6, 1891.

Salem Times-Register Vol. 35 No. 12, July 27, 1900.

Salmon, John S. and Emily J. Salmon. *Franklin County Virginia 1786–1986: A Bicentennial History*. Rocky Mount, Virginia: Franklin County Bicentennial Commission, 1993.

Smith, Mike, Boones Mill Town Councilman. Personal communication with Mike Pulice, March–May, 2015.

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

3. Latitude: _____ Longitude: _____

4. Latitude: _____ Longitude: _____

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

The nomination applies only to the depot itself and a narrow margin of land around it. The true and correct historic boundary is shown on the accompanying Sketch Map/Photo Key at a scale of 1" = 125'.

Boundary Justification (Explain why the boundaries were selected.)

The historic boundary is drawn to include only the depot itself and a narrow margin of land around it. There are no other surviving resources historically associated with the depot.

11. Form Prepared By

name/title: Michael J. Pulice, Architectural Historian
organization: Virginia Department of Historic Resources
street & number: 962 Kime Lane
city or town: Salem state: VA zip code: 24153
e-mail: michael.pulice@dhr.virginia.gov
telephone: 540-387-5443
date: December 2016

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.)

Photo Log

Name of Property: Boones Mill Depot

City or Vicinity: Town of Boones Mill

County: Franklin

State: Virginia

Boones Mill Depot
Name of Property

Franklin County, Virginia
County and State

Photographer: Michael J. Pulice

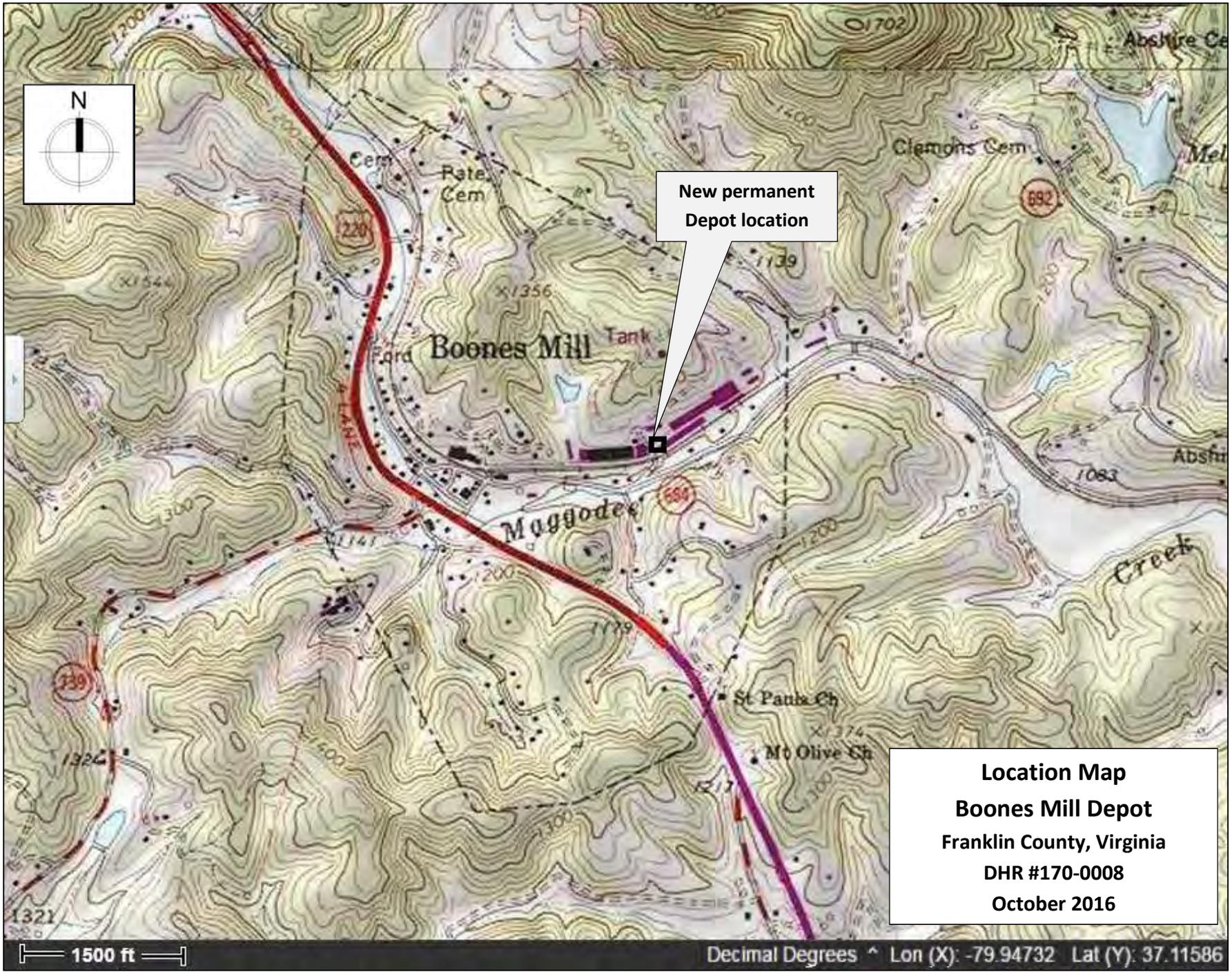
Date Photographed: February 2016, except where otherwise noted.

Description of Photograph(s) and number, include description of view indicating direction of camera:

1. Boones Mill Depot exterior, looking northeast
2. Boones Mill Depot exterior, south elevation detail, looking northwest
3. Boones Mill Depot exterior, looking west-northwest
4. Boones Mill Depot exterior, looking southwest
5. Boones Mill Depot exterior, looking south-southeast
6. Boones Mill Depot exterior, looking southeast
7. Boones Mill Depot interior, east room, looking northeast
8. Boones Mill Depot interior, center room, looking south
9. Boones Mill Depot interior, west (freight) room, looking west
10. Boones Mill Depot exterior, looking south-southeast, April 2015

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

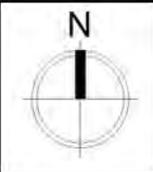
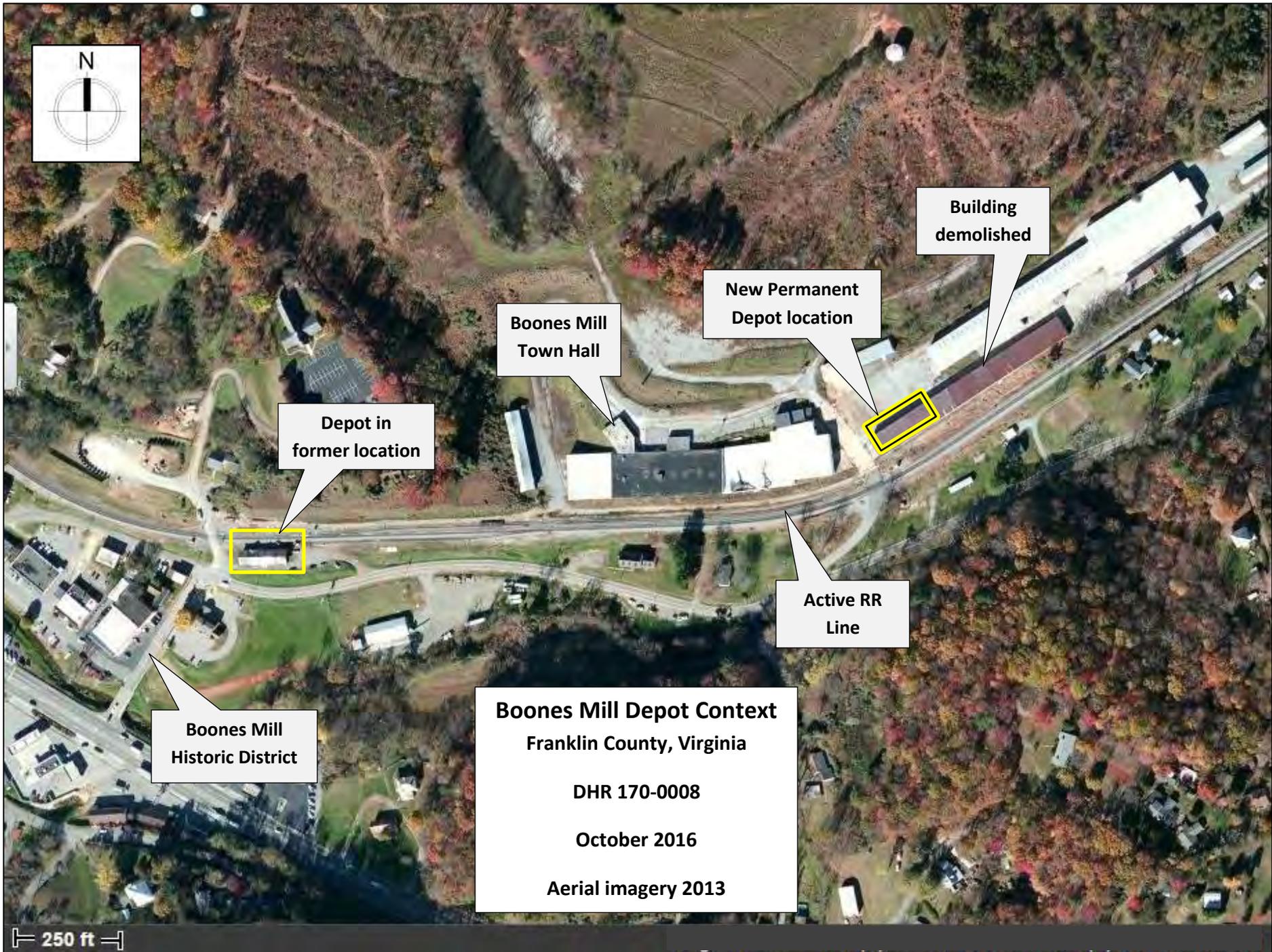


New permanent
Depot location

Location Map
Boones Mill Depot
Franklin County, Virginia
DHR #170-0008
October 2016

1500 ft

Decimal Degrees ^ Lon (X): -79.94732 Lat (Y): 37.11586



Depot in former location

Boones Mill Town Hall

New Permanent Depot location

Building demolished

Active RR Line

Boones Mill Historic District

Boones Mill Depot Context
Franklin County, Virginia
DHR 170-0008
October 2016
Aerial imagery 2013

250 ft

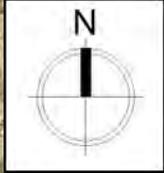


Photo no. and
direction



Nominated
parcel boundary

Sketch Map/ Photo Key

Boones Mill Depot

Franklin County, VA

DHR #170-0008

October 2016

125 ft

Decimal Degrees ^ Lon (X): -79.94732 Lat (Y): 37.11586