












N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	 500-0001
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	 029-0218
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	 000-0045
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	 100-0133
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	 100-0137
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	 100-0124

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8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	









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16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	









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24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	 111-0132-0147
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	 44SP0687
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	 111-0132-0704
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	 111-0132-0126
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	 111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	 111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	 111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	 111-0009

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32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	 088-5181
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	 088-5364
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	 111-0145
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	 44SP0468
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	 016-0092
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	 016-0208

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40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	 016-5165
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	 016-0223
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	 016-0222
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	 016-0220
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	 016-5136
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	 016-0270
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	 016-0286
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	 042-0123



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48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	




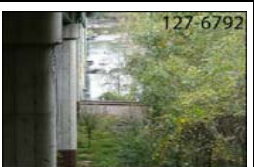


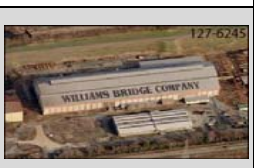

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56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	

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64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	 A large, white, Queen Anne style house with a prominent porch and a small tower.
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resource is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	 A two-story, white commercial building with a Spanish Revival/Eclectic style, featuring a prominent entrance and a sign.
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	 A wide, paved road with a grassy area and a building in the background, representing the Yellow Tavern Battlefield.
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	 A two-story, brick house with a prominent porch and a chimney, representing the Lewis-McLeod House.
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	 A street view of the Laurel Industrial School Historic District, showing a row of buildings.
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	 A large, red brick building with a prominent entrance, representing the Main Building/Robert Stiles Building/Bluford Office Building.
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	 A street view of the Scott's Addition Historic District, showing a mix of industrial and commercial buildings.
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	 A large, industrial building with a prominent entrance, representing the Movieland Bowtie Cinema.

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72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	 127-6730
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	 127-5978
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	 127-6145
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	 127-0414
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	 127-0354
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	 127-0822
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	 127-0428
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	 127-6171

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80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negroes" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	

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88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	 A small, white, one-story cottage with a gabled roof, situated on a street. The image is labeled with the DHR ID 127-6129.
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	 An archaeological site showing a large, rectangular concrete structure, likely a railroad elevation structure, in a parking lot. The image is labeled with the DHR ID 44HE1097.
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	 A large, multi-story, multi-bay monumental structure with a prominent tower and arched windows, identified as the Main Street Station. The image is labeled with the DHR ID 127-0172.
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	 A view of a historic railroad corridor with tracks and overhead power lines, stretching into the distance. The image is labeled with the DHR ID 127-6271.
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick English basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	 A two-story, three-bay frame structure with a prominent entrance, identified as Mason's Hall. The image is labeled with the DHR ID 44HE0357 and 127-0019.
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	 A three-story, three-bay, rectangular building with a prominent tower and arched windows, identified as the Railroad Y.M.C.A. The image is labeled with the DHR ID 127-0344-0123.
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	 A street view of the Shockoe Slip Historic District, showing several buildings with Italianate architectural features. The image is labeled with the DHR ID 127-0219.
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	 An archaeological site showing a large, rectangular concrete structure, likely a railroad elevation structure, in a parking lot. The image is labeled with the DHR ID 44HE1094.

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	Image
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	 127-6793
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	 127-0171
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	 127-5809
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	 127-6792
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	 127-0457
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	 127-6193
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	 127-6245
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	 127-6248

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	Image
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	Image
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	 020-5336
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	 020-0007
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	 020-0022
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	 020-5351
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	 020-0013
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	 127-6251
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	 020-5378
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	 020-0140

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120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	