

United States Department of the Interior
National Park Service

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**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

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

1. Name of Property

historic name Riverton Historic District

other names/site number VDHR # 112-5932


2. Location

Area including **Crisman Drive, E. Duck Street, Old Winchester Pike, Queens Highway, Riverside Drive, and parts of W. Duck Street, Rugby Street, and W. Strasburg Road.**

street & number _____ not for publication N/A
city or town Front Royal vicinity _____
state Virginia code VA county Warren code 187 Zip 22651

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 _____ nationally _____ statewide X locally. (See continuation sheet for additional comments.)

 _____ Date 4/13/02
Signature of certifying official _____ Date
Virginia Department of Historic Resources
State or Federal agency and bureau

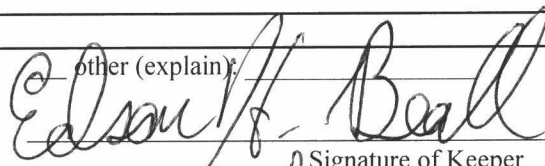
In my opinion, the property _____ meets _____ does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register
____ See continuation sheet.
____ determined eligible for the National Register
____ See continuation sheet.
____ determined not eligible for the National Register
____ removed from the National Register

other (explain) _____
 _____
Signature of Keeper
Date of Action 5/16/02

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National Park Service

Riverton Historic District
Town of Front Royal, Warren County, Virginia

7. Description

Architectural Classification (Enter categories from instructions)

SEE CONTINUATION SHEET

Materials (Enter categories from instructions) **SEE CONTINUATION SHEET**

foundation _____
roof _____
walls _____
other _____

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

8. Statement of Significance

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

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

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 a grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE
INDUSTRY

Period of Significance 1849-1950

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Significant Dates ca. 1849 _____
 1869 _____
 ca. 1890 _____
 1941 _____

Significant Person (Complete if Criterion B is marked above)
 N/A _____

Cultural Affiliation N/A _____

Architect/Builder _____

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

Name of repository: _____

10. Geographical Data

Acreage of Property 66 acres _____

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing
1 _____ 2 _____
3 _____ 4 _____
 See continuation sheet.

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

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6. HISTORIC FUNCTIONS:

DOMESTIC

Single dwelling
Secondary structure
Hotel

COMMERCE/TRADE

Specialty Store
Department store
Warehouse

GOVERNMENT

Post office

RELIGION

Religious facility

AGRICULTURE

Processing
Animal facility
Agricultural outbuilding

CURRENT FUNCTIONS:

DOMESTIC

Single dwelling
Secondary structure
Multiple dwelling

COMMERCE/TRADE

Warehouse

RELIGION

Religious facility

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AGRICULTURE

Animal facility

Agricultural outbuilding

7. DESCRIPTION

Architectural Classification:

MID-19TH-CENTURY

Greek Revival

Gothic Revival

LATE VICTORIAN

Italianate

Queen Anne

LATE 19TH AND EARLY 20TH CENTURY REVIVAL

Colonial Revival

Tudor Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS

Bungalow/Craftsman

OTHER

I-house

Materials:

FOUNDATION

Stone: limestone

WALLS

Wood: weatherboard

STUCCO

BRICK

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ROOF

Metal: tin
Asphalt

OTHER

Wood
Brick

SUMMARY DESCRIPTION:

The Riverton Historic District is located in the community of Riverton, at the northern edge of the town of Front Royal, in Warren County, Virginia. Annexed as part of Front Royal in 1976, Riverton, originally known as Confluence, sits on a plateau where the North and South Forks of the Shenandoah River meet. The 66-acre historic district encompasses most of the area traditionally associated with Riverton and contains a diverse collection of building types and architectural styles that tell the story of the village's development from the mid-nineteenth century to modern times. The boundaries generally include all of the buildings within the triangle of land at the junction of the forks of the river, east of US Route 340/522. The area west of US Route 340/522 includes properties from the north side of Strasburg Road (State Route 55), north through Duck Street as far west as Rugby Street, to the south side of the North Fork of the Shenandoah River.

Riverton's layout is not based on a formal grid pattern, but instead is dictated by old roads, property lines, and landscape features. The oldest part of the town was bypassed when the current bridges across the forks of the Shenandoah were built in 1941, just upstream from their original location. The bridges and the consequent realignment of the Old Winchester Turnpike (now US Route 340/522) to the west basically cut Riverton in two, leaving much of it unchanged since that time.

Prior to the Civil War, there were only a few buildings in the area of Riverton. The oldest of these is Riverside (112-5328-6), which is previously listed on the Virginia Landmarks Register and the National Register of Historic Places. The period of greatest development in the village occurred in the last quarter of the nineteenth century. During that time, many new houses were built along with commercial, religious, and transportation-related resources. The growth was spurred by new industrial ventures that moved into Riverton and took advantage of its natural resources as well as

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the Manassas Gap Railroad, which had first arrived in 1854 and reopened in 1873, and the Shenandoah Valley Railroad, which came through in 1881.

The 68 contributing resources in the district are made up primarily of residences and their associated outbuildings. Some of the other contributing resources include a church, a former hotel, store, and post office. Archaeological resources are not included in this nomination. The boundaries do not include the two bridges that span the forks of the river, nor the modern structures at the intersection of Strasburg Road (State Route 55) and US Route 340/522. The eighteen noncontributing elements in the district are primarily outbuildings.

ARCHITECTURAL ANALYSIS

Riverton is a small community that lies between the South and North Forks of the Shenandoah River, at the northern edge of Front Royal. The land was originally part of an eighteenth-century patent to William Russell, which he sold to Thomas Chester in April of 1737.¹ Although the earliest surviving architectural resource in the district dates to the second quarter of the nineteenth century, there was activity in the area by 1736, when Thomas Chester received a license to operate a ferry across the South Fork of the Shenandoah River at the “mouth of Happy Creek.”²

The architectural resources in the Riverton Historic District illustrate the story of the community’s development. Most date to the late nineteenth century when the village experienced its greatest growth. The majority of the resources are in the vernacular tradition, yet there are also some fine examples of high-style architecture including the Italianate, Queen Anne, and Gothic Revival styles.

In 1826, Samuel M. Spengler inherited 220 acres that included the land that is now Riverton. He began construction of a brick dwelling known as Riverside about ten years later (**Photo 1**). Located on a hill along the north bank of the South Fork, the house used design elements of the Greek Revival and Italianate styles and was not completed until 1849.³ According to an 1851 map laying out the Manassas Gap Railroad, Samuel Spangler’s [*sic*] house and two outbuildings were the only buildings in the Riverton area at that time.⁴

In 1854, the Riverside property passed into the ownership of Maj. James R. Richards, who supposedly won it in a hand of poker.⁵ The house was a crucial site during the Battle of Front Royal in 1862 as it sat along the Front Royal-Winchester Turnpike. The wooden bridges that had been constructed by the Front Royal and Winchester Turnpike Company in 1854 were intentionally

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destroyed by the Confederates in 1862 and were not rebuilt until 1894. Major Richards was an influential figure in the development of Riverton, until his death in 1895. Known as "Confluence" until after the Civil War, much of Riverton is located on land that Richards subsequently sold to others who developed it. Major Richards's son, James R. Richards Jr., remodeled Riverside using components of the Colonial Revival style. The T-shaped house was listed on the National Register in 1995.

Running north-south through the village, the Old Winchester Turnpike was the first road in Riverton. The ferry, and then later the wooden and metal bridges, crossed the South and North Forks of the Shenandoah River along it. Remnants of stone walls that once lined the road are still evident along parts of the old turnpike **(Photo 2)**.

The Manassas Gap Railroad came to Riverton in 1854. Goods that were floated down the forks of the Shenandoah River on flat bottom boats were then loaded on to the train, which carried them to eastern markets. Riverton's period of greatest growth was the last quarter of the nineteenth century, when much of the land was bought up and developed. During that time, many new houses were built along with commercial, religious, and transportation-related resources. The Riverton railroad depot is no longer standing.

The second earliest road in the district is what is now Riverside Drive, which runs east-west at the southernmost point of the Old Winchester Turnpike. Along the north side of this road is Lackawanna, a two-story, four-bay, Italianate-style brick dwelling **(Photo 3)**. Constructed in 1869 for Dorastus Cone, it is one of the area's finest examples of the Italianate style and features a low-pitched hipped roof, corbeled chimneys, segmental wooden caps over the windows, and widely overhanging eaves with paired brackets. According to a letter by George Sealy Cone, grandson of Dorastus Cone, the building cost \$13,000 and was regarded as one of the "most modern country homes in Virginia" as it had hot and cold running water and rooms lit by gas lamps. The water was supplied by the hydraulic dam in the Shenandoah River and stored in an attic reservoir. The house also supposedly had the first telephone installed in Warren County (1876).⁶ Dorastus Cone was originally from Scranton, Pennsylvania, and moved to Riverton after the Civil War. He and his partners, Charles T. Weston and J. Edward Lent, purchased land in the forks of the river and on the south side of the South Fork and operated the famous water gristmill known as Riverton Mills, which burned in 1912.⁷

At about the same time as Cone's arrival to Riverton, an Irishman named Samuel Carson began

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buying land on the north bank of the North Fork of the Shenandoah River that contained numerous limestone deposits. In 1868, he established Carson and Sons, also originally known as “Confluence Works,” and began the production of burnt lime.⁸ According to the Warren County land tax records, Carson did not purchase land on the south side of the North Fork until the late 1870s. The house at 49 E. Duck Street (112-5328-25), is a vernacular hall-parlor-plan dwelling that is traditionally thought of as the original home of the Carson family while they constructed the much larger Dellbrook. Architecturally, the house appears to date to the mid-nineteenth century and was probably on the property before Carson purchased it.

Another building from this period is the house at 1302 Old Winchester Pike (112-5328-5). A two-story, five-bay, asymmetrical, gable-roofed frame building, it sits on a hill opposite the Old Winchester Turnpike from Riverside. The house now reflects a Colonial Revival design because of later additions. During the 1870s, J. E. Lent, a partner of Dorastus Cone in the Riverton Mills Corporation, owned the property. Mr. Lent probably built the original portion of the house. It was later the home of Col. Harrison Richards.

One of Riverton’s most interesting buildings is the Old Duncan Hotel, now used as apartments **(Photo 4)**. The ca. 1880, two-story, hip-roofed brick building is laid in 6-course American bond and sits on a limestone foundation. Italianate in style, the building has a two-story, hip-roofed frame wing and a wraparound porch. Situated on the original main road from Front Royal to Winchester, the presence of a hotel in Riverton confirms the community’s importance as a destination point in the late nineteenth century. The building was probably constructed by Bassett Lee in the early 1880s. During its course as a hotel, it was run by the Kenners and the Duncans, and was last known as the Riverton Hotel.

Across the Old Winchester Turnpike from the hotel is the Riverton United Methodist Church, constructed between 1883 and 1890 **(Photo 5)**. Located on land purchased by the Methodist congregation in 1883 from Dorastus Cone and J. Edward Lent for the sum of \$275, construction began soon thereafter. The church cost \$2,000 and was completed in 1890 and dedicated in 1895. The three-bay front and four-bay side brick church is laid in 5-course American bond and is built in the Gothic Revival style. The pointed-arch stained glass windows with limestone sills and keystones, the brick water table, and granite-topped buttresses around the entrance tower provide architectural interest and elegance to the building and make it one of the focal points of Riverton.

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The bricks for the church were probably fired on the property, although tradition maintains that many were brought from Ireland by Samuel Carson. According to a recent church history, the brick masons were the Lemley brothers from Strasburg, and the carpenter was A.L. Sargent.⁹

The other church in Riverton at this time was also constructed on land that belonged to Dorastus Cone, which he deeded to the Baptist congregation in 1883. The house at 272 Riverside Drive (112-5328-1) was originally the Riverton Baptist Church. It was severely damaged during the flood of 1949, and abandoned. According to the original deed, when it ceased to be used as a church the property would revert back to the Cone family. It apparently did, for in 1949 Mildred Cone sold the property to J. H. Magalis for \$1,000.¹⁰ Magalis repaired the building and converted the one-and-one-half-story, four-bay, gable-end vernacular building into a dwelling.

The most prominent building in Riverton is Dellbrook, the home of Samuel Carson, founder of the Carson Lime Company (**Photo 6**). Constructed around 1884, Dellbrook is a two-and-one-half-story, Queen Anne-style brick building with a hipped roof with several lower cross gables and a jerkinhead roof in the rear (112-5328-24). Rich in architectural details including a widow's walk with balustrade, windows with corbeled brick segmental arches, a recessed entry with double doors and a transom, a wraparound porch, and a corbeled brick belt course, Dellbrook is the finest and most ornate Victorian dwelling in the Riverton Historic District. It was also the boyhood home of Samuel Carson's son, William E. Carson, a prominent Virginia conservationist and influential in the development of the Shenandoah National Park and Skyline Drive. According to newspaper accounts, Samuel Carson officially moved to Riverton from Ireland in 1886. County tax records indicate the house was probably completed around 1884.

According to an 1884 local newspaper, the Carson Lime Company was planning to construct several buildings in Riverton that year that would involve a "heavy expenditure of money" and "add much to the already attractive town of Riverton."¹¹ A group of four houses along Queens Highway, on the north side of the railroad tracks, were constructed around this time on land that belonged to Samuel Carson (**Photo 7**). These almost identical two-story, gable-end, frame and stucco, vernacular dwellings were built by the Carson Lime Company as worker's houses (**Photo 8**). They were finally sold off by the company in 1961 and are now individually owned (112-5328-14, 15, 16, 17, and 18). Although they are in different states of preservation, they still retain architectural integrity and represent the influence of the Lime Company in Riverton during the late nineteenth century. Three other dwellings in the district along Queens Highway were also probably inhabited by workers (112-

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5328-18, 19, and 20). The house at 53 E. Duck Street (112-5328-26), a two-story, hall-parlor-plan frame dwelling was supposedly constructed by the Carsons in the 1880s and stuccoed in 1928 to promote the products from the Riverton Lime Company (**Photo 9**).

The Old Riverton Post Office and Grocery was also constructed at this time by the Carson Lime Company (**Photo 10**). The large, two-story, three-bay, gable-end building is constructed of brick with Italianate-style detailing including a brick mousetooth cornice, two-over-two-sash windows with segmental brick arches using alternating black and white bricks for decoration, and a heavily bracketed front wooden cornice. Alternating bands of colored brick act as a belt course and a top course, giving the building further visual interest. The first floor is composed of an intact three-part storefront with large four-light display windows and central double doors. The building has a rear two-story brick wing and a more modern two-story side wing. Apparently constructed and operated by the Carson Lime Company as a company store and company headquarters, by the 1890s it was run as Riordan & Strange, General Merchandise. Since then, the building has been used as a grocery, school, and post office. The Italianate-style building is notable for its unusual decorative brickwork and its original, yet somewhat neglected, condition. It is only one of two surviving nineteenth-century commercial buildings in Riverton, the other being the Old Duncan Hotel.

The majority (71%) of buildings in the Riverton Historic District date to the late nineteenth and early twentieth centuries, thus reflecting the community's period of greatest development and prosperity. Since the bridges across both forks were destroyed in 1862, the rivers had to once again be forded. Two devastating floods in the 1870s inundated Riverton with water. In spite of this, the community was able to flourish, due in a large part to the economic boom brought about by the Carson Lime Company. When the bridges were rebuilt in 1894, the souvenir booklet described Riverton: "a town of seven hundred people, has sprung into existence, buoyant, strong and progressive...She boasts the largest lime works in the South, a flouring mill of one hundred and twenty-five barrels capacity per day, and a factory that furnishes building material. Her church spire seem[s] to give a spiritual aspect to the whole scene."¹²

The Front Royal and Riverton Improvement Company was formed in 1890 with the purpose of developing the area between Front Royal and Riverton. Some tracts were also purchased in the Riverton area. An early 1890s map published by the Improvement Company entitled "The Twin Cities of Front Royal and Riverton" even shows some streets to be laid out on land that is now west of US Route 340/522 in Riverton. These did not get built as the Improvement Company went bankrupt in 1900.

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The “boom bust” did not have a great negative effect on Riverton. In the 1897 Virginia State Directory, Riverton is shown to have a barber, two boarding houses, a shoe manufacturer, a butcher, a carpenter, five stores, a hotel, a sawmill, a duck ranch, and one of the largest lime, plaster, and cement producers in the South. Riverton also had its own physician, Dr. E. M. Blackwell, who set up practice in Riverton around 1890 and initially rented office and living space from Joe Kenner at the “Kenner House” hotel. As sole doctor for the Riverton area, Dr. Blackwell treated workers of the Carson Lime Company as well as patients on both sides of the Shenandoah River. In his memoirs, *Blackwell Genealogy*, he describes his early years of practice in Riverton as well as the construction of his house. The dwelling was to have cost \$3,000 but he only spent \$750 because he exchanged services with many of the workers.¹³ When the present bridges across the forks were constructed in 1941, the house was moved to its current location on E. Duck Street.

The other buildings in the district located east of US Route 340/522 that were constructed during the late-nineteenth to early twentieth century, include vernacular forms having gable-end fronts, L-shaped plans, hall-parlor plans, and I-house plans (112-5328-8, 10, 13, 26). One of the finest of these is the house at 260 Riverside Drive (**Photo 11**). The two-story, three-bay, gable-roofed, frame I-house is clad in German-lap siding and features two-story cut-away bays on both pedimented gable ends. The one-story, three-bay, hip-roofed front porch has turned posts and balusters. The ca. 1910 house is an intact example of a vernacular I-house with Queen Anne detailing.

Several large farm outbuildings were also constructed on the Riverside property at around the turn of the century, including two barns, two corncribs, and sheds. These are now located on a separate piece of property from Riverside and are in danger of demolition (112-5328-7). The barn is particularly interesting (**Photo 12**). It is a very large two-and-one-half-story, gambrel-roofed frame structure with board and batten siding and round-arched louvered wooden windows. The metal roof is topped by two louvered cupolas with finials. This form of barn is one of several of this style found in Warren County that may have been constructed by a local builder named Jacob Masemer.¹⁴

The buildings in the district located west of US Route 340/522 include ones along the north side of W. Strasburg Road (State Route 55), as well as along both sides of W. Duck Street. The majority of these dwellings were constructed during the late nineteenth and early twentieth centuries, and include examples of vernacular I-houses, side-passage-plan, hall-parlor-plan, gable-end, and L-shaped houses. The resources along W. Duck Street include residential as well as commercial property. Duck Street was so named because of Morgan’s Mammoth Duck Ranch, which operated there starting in the late nineteenth century. It was located just west of the historic district boundary.

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According to a 1919 Sanborn Fire Insurance Map, Duck Street was then called Morgan Street and Rugby Street was named Duck Street.

The oldest houses along W. Duck Street date to ca. 1890 (112-5328-29, 35, 37, and 41). One of the most attractive of these is the house at 3 W. Duck Street (**Photo 13**), a two-story, two-bay, gable-roofed, vernacular, hall-parlor-plan frame dwelling clad in weatherboard. It features a central interior flue, stone foundation, two-over-two-sash windows, louvered wood shutters, gable-end returns, capped corner boards, a two-story protruding bay on its east end, and a rear 2-story ell with interior-end flue. The building has good architectural integrity, although it is surrounded by modern intrusions created by the widening of US Route 340/522.

Early-twentieth-century vernacular houses are also found along W. Duck Street, including a ca. 1935 Tudor Revival-style brick dwelling (112-5328-34). Because the duck ranch operated well into the twentieth century, lots along W. Duck continued to get developed. Architectural resources include a ca. 1950 cinderblock plumbing workshop (112-5328-38), as well as a very large concrete block warehouse constructed as a furniture shop (112-5328-40). The only noncontributing property in the district is found along W. Duck Street (112-5328-30). Constructed in 1997, Matthews Auto Center, a pre-fabricated metal commercial building, is completely out of character, scale, and proportion with its neighboring buildings (**Photo 14**).

The seven resources along the south side of W. Strasburg Road (112-5328 42-48) include a 1930s gas station, and six vernacular dwellings that date from the late nineteenth and early twentieth centuries. Located on a hill overlooking the South Fork of the Shenandoah River, several of these have the old roadbed of State Route 55 as their front driveways. The house at 60 W. Strasburg Road is a ca. 1890 Victorian T-plan dwelling (112-5328-43), while the house just east of it at 52 W. Strasburg Road is a modest two-story, two-bay, pyramidal-roofed dwelling that dates to the early twentieth century (112-5328-44). The most elegant house in this part of the historic district is located at 44 W. Strasburg Road (112-5328-45). The two-story, three-bay, cross-gable-roofed, ca. 1889, Victorian T-plan dwelling has four-over-four-sash windows, gable-end returns, two corbeled interior brick chimneys, a plain friezeboard, a coursed limestone foundation, and a two-bay front porch with chamfered posts on brick piers (**Photo 15**). Off the east end of the house is a one-and-one-half-story, hip-roofed, frame kitchen wing, constructed shortly after the main part of the dwelling. Except for being covered in vinyl siding, the dwelling is in relatively unaltered condition. The three remaining houses to the east along W. Strasburg Road include a ca. 1900 I-house (112-5328-46), an abandoned ca. 1900 hall-parlor-plan house (112-5328-47), and a ca. 1890 I-house (112-5328-48).

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Only eight resources in the Riverton Historic District were constructed during the period of 1915 to 1950. Of those, two use Craftsman-style detailing. The house at 1391 Old Winchester Pike was named Sleepy Hollow when it was constructed for one of Samuel Carson's daughters (112-5328-22). The two-story, seven-bay, gable-roofed, stuccoed house has widely overhanging eaves and multi-paned windows. The house at 250 Riverside Drive (112-5328-3) was constructed ca. 1922 and is a one-and-one-half-story, three-bay, stuccoed, vernacular dwelling with exposed rafter ends, overhanging eaves, and six-over-one-sash windows.

The historic resources that make up the Riverton Historic District illustrate the growth and development of the community from the mid-nineteenth-century to modern times. Of the eighty-five resources in the district, sixty-seven are contributing. The non-contributing elements are mainly outbuildings and do not detract from the historical character of the district.

ENDNOTES

- 1 Gertrude E. Gray, *Virginia Northern Neck Land Grants, Vol. 1 1694-1742* (Baltimore, Md.: Genealogical Printing Company, Inc., 1987), H-190; *Orange County Deed Book 1*: 478; Cecil O'Dell, *Pioneers of Old Frederick County, Virginia* (Marceline, Mo.: Walsworth Publishing Company, 1995), 355, 364.
- 2 *Orange County Order Book 1*, 119 (19 October 1736).
- 3 Maral S. Kalbian, "National Register of Historic Places Nomination Form for Riverside," 1995, Richmond: Department of Historic Resources, 8:8.
- 4 Board of Public Works Inventory, "Plan and Profile of the Manassas Gap Rail Road from its junction with the Orange and Alexandria Rail Road to the town of Strasburg." John McD. Goldsborough, Chief Engineer, 1851, Part 2 of 9 (Richmond: Library of Virginia), entry 521.
- 5 Maral S. Kalbian, "National Register of Historic Places Nomination Form for Riverside," 1995, Richmond: Department of Historic Resources, 8:10.
- 6 Rebecca H. Good, "Lackawanna" *The Warren Sentinel*, October 11, 1973.
- 7 Riverton Mills was located along the south side of the South Fork of the Shenandoah River, outside the district boundaries.
- 8 "Riverton Lime," *The Sentinel*, July 7, 1876, in Laura Virginia Hale Collection at Warren Heritage Society Archives, Front Royal, Virginia (175-3I-3KA).
- 9 "100 Year Dedication Celebration of Riverton United Methodist Church 1895-1995" (Riverton, Virginia), 11.
- 10 Warren County Deed Book 73:65.
- 11 Laura Virginia Hale, typed transcript referring to *The Sentinel*, February 1, 1884 edition. Warren Heritage Society Archives, Front Royal, Virginia (175-3I-3I-KA).
- 12 "Souvenir Program Riverton Bridge Celebration," May 1, 1894, p.11.
- 13 E. M. Blackwell, *Blackwell Genealogy* (Richmond: Old Dominion Press, 1948), 15.
- 14 Maral S. Kalbian, "Rural Historic Resources Survey Report of Warren County, Virginia" (Richmond: Department of Historic Resources, 1991), 48.

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RIVERTON HISTORIC DISTRICT INVENTORY

NOTES ON FORMAT AND ORGANIZATION OF INVENTORY:

The roads in the historic district are listed in the inventory in alphabetical order, and the properties are listed numerically by street address. All buildings and sites are contributing unless indicated (NC) for noncontributing, and are keyed to the map in regular order.

* indicates a property previously listed on the Virginia Landmarks Register and the National Register of Historic Places

Crisman Drive

House, 1341 Crisman Drive (112-5328-13): ca. 1900; Two-story, 2-bay, frame (asbestos shingle), gable-end (asphalt shingle) vernacular dwelling on parged stone foundation with 2/2 windows, a 4-bay wraparound porch with modern wrought iron supports, a plain friezeboard, 2-light basement windows, chamfered window surrounds, and louvered wooden shutters.

Barn: ca. 1900, 1 1/2-story, frame (board and batten), gable-roofed (standing-seam metal) barn on a stone foundation with double wooden garage doors.

Garage: ca. 1980, 1-story, 1-bay concrete block garage with asphalt shingle gable roof (NC).

House, 1344 Crisman Drive (112-5328-11): ca. 1940; One-story, 3-bay, gable-roofed (asphalt shingle), frame (vinyl siding), vernacular dwelling with double-hung windows with snap-in 6/6 mullions, interior brick flue, and 3-bay front porch with turned posts.

Shed: ca. 1940, 1-story, highly altered, frame (aluminum siding), gable-roofed (corrugated metal) shed with modern shed attached to its front.

House, 1349 Crisman Drive (112-5328-12): ca. 1920; One-story, 3-bay, gable-end (asphalt shingle), frame (vinyl siding), vernacular dwelling with modern 1/1 vinyl windows, stone foundation under part of building, and 3-bay front porch with turned posts, and enclosed rear porch.

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Shed: ca. 1930, 1-story, frame (stucco), gable-roofed (asphalt shingle), 1-bay shed with batten door and exposed rafter ends.

House, 1356 Crisman Drive (112-5328-10): ca. 1890; Two-story, 3-bay, cross-gable-roofed (standing-seam metal), frame (weatherboard), Victorian L-plan dwelling with 2/2 windows, two front doors, plain corner boards, stone foundation two interior flues, 4-bay wraparound porch with square supports, and a 1-story frame kitchen wing.

Shed: ca. 1900, 1-story, frame (German-lap siding), gable-roofed (standing-seam metal) shed.

Woodshed: ca. 1910, one-story, frame (vertical wood siding), shed-roofed (corrugated metal) wood shed.

E. Duck Street

House, 12 E. Duck Street (112-5328-28): ca. 1910; Two-story, 1-bay, gable-end (standing-seam metal), frame (stuccoed), vernacular dwelling with central interior flue, stone foundation, 2/2 windows, 5-bay wraparound porch with turned posts, side 1-story gable-roofed wing with 1/1 windows and rear 1-story wing.

Shed: ca. 1920, 1-story, gable-roofed (standing-seam metal), frame (board and batten) shed on a cinder block foundation.

House, 17 E. Duck Street (112-5328-27): ca. 1896; 2-story, cross-gable-roofed (standing-seam metal), frame (stuccoed), vernacular T-plan dwelling that was moved to this site from an area just to the south in the 1930s. Details include interior brick flue, 2/2 windows, enclosed wrap-around porch; fishscale wooden shingle in the gable ends, gable-end returns, and 2/2 windows.

Shed: ca. 1970, 1-story, 1-bay, gable-end (asphalt shingle), frame (plywood) shed on formed concrete foundation (NC).

House, 49 E. Duck Street (112-5328-25): ca. 1870 ca; One-and-one-half-story, 3-bay, gable-roofed (standing-seam metal), frame (weatherboard), vernacular hall-parlor plan dwelling with two front dormers, exterior-end stone chimney with brick stack, 6/6 windows, enclosed 3-bay front porch, plain corner boards, and rear and side wings.

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House, 53 E. Duck Street (112-5328-26): ca. 1885; 2-story, 3-bay, gable-roofed (standing-seam metal), frame (stuccoed), vernacular hall-parlor plan dwelling with central interior flue, gable-end returns, 6/6 windows, plain friezeboard, louvered attic vent in west end, stone foundation, 3-bay front porch with square supports, and side 1-story gable-roofed wing with wing extension.

Shed: ca. 1900, 1-story, 2-bay, gable-roofed (standing-seam metal), frame (stuccoed) shed with 6/6 windows and exterior flue.

Shed: ca. 1920, 1-story, frame (stuccoed), gable-roofed shed on formed concrete foundation with 6/6 window.

W. Duck Street

House, 3 W. Duck Street (112-5328-29): ca. 1890; 2-story, 2-bay, gable-roofed (asphalt shingle), frame (weatherboard), vernacular hall-parlor-plan dwelling with central interior flue, stone foundation, 2/2 windows, louvered wood shutters, gable-end returns, capped corner boards, 2-story protruding bay on brick pier foundation on east end, 3-bay modern front porch, rear 2-story ell with interior-end flue and rear and side shed-roofed wings.

Two sheds: ca. 1990, 2, one-story gable-roofed sheds, one clad in board and batten with a corrugated metal roof and the other in T-1-11 with an asphalt shingle roof (2 NC).

House, 6 W. Duck Street (112-5328-41): ca. 1890; 2-story, 3-bay, gable-roofed (standing-seam metal), frame (aluminum siding), vernacular hall-parlor-plan dwelling with central interior flue, stone foundation, 1/1 windows, gable-end returns, rear/side 1-story wings and additions, and 3-bay hip-roofed front porch with turned posts on brick piers.

Shed: ca. 1910, 1-story, gable-end (asphalt shingle), frame (weatherboard) shed with modern 1/1 window.

Matthews Auto Center (112-5328-30): 1997; Modern, 1-story, 4-bay, pre-fabricated metal pole building with vinyl siding on front and a partial hyperbolic roof (NC).

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Moyer Motor Cars, Inc. (112-5328-40): ca. 1950; 2-story, 4-bay, square (100' x 100') concrete block warehouse with flat roof with parapet, metal windows, metal garage doors, concrete loading dock, brick piers and T-1-11 siding on sides and rear, and loading area in rear.

House, 29 W. Duck Street (112-5328-31): ca. 1900; Two-story, 3-bay, gable-roofed (standing-seam metal), frame (stucco), vernacular I-house dwelling with 2 interior flues, gable-end returns, ramped pedimented window surrounds, 3-light transom and 4-light sidelights around door, 1-light attic window, rear 2-story ell, and 3-bay front porch with square stuccoed posts forming pointed-arched bays.

House, 30 W. Duck Street (112-5328-39): ca. 1900; Two-story, 3-bay, gable-roofed (standing-seam metal), frame (stucco), side-passage-plan, vernacular dwelling on stone foundation, with paired 2/2 windows on front, gable-end returns, plain friezeboard, protruding 1-story rectangular bay on front, rear 2-story wing with flues, rear 1-story wing, and 1-bay pedimented portico with square posts.

Workshop, 34 W. Duck Street (112-5328-38): ca. 1950; One-story, 4-bay, concrete block workshop with flat roof with parapet, 2/2 awning windows, metal garage door, concrete loading dock, and interior end flue.

Ruins, 39 W. Duck Street (112-5328-32): ca. 1900; Stone and concrete foundation ruins of a house. The concrete floor within the ruins is now used as a patio (Contributing Site).

House, 46 W. Duck Street (112-5328-37): ca. 1890; Two-story, 3-bay, gable-roofed (standing-seam metal), frame (aluminum siding) hall-parlor-plan dwelling on a stone foundation with 6/6 windows, a central flue, rear 1-story wing, basement entry on east side, and 3-bay front porch with turned spindles and balusters.

House, 49 W. Duck Street (112-5328-33): ca. 1900; 2-story, 3-bay, gable-roofed (standing-seam metal), frame (stucco), vernacular side-passage-plan dwelling with 2/2 windows (full-height under porch), chamfered window surrounds, 2-light transom over door, modern exterior-end brick chimney, 3-bay front porch with turned spindles and spindlework brackets, rear 2-story ell with enclosed 1-story porch, and side 1-story shed-roofed wing.

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Meat house: ca. 1910, 1-story, gable-roofed (standing-seam metal), frame (vertical siding) on concrete block foundation.

House, 55 W. Duck Street (112-5328-35): ca. 1935; One-story, brick veneered, Tudor Revival-style dwelling with gable-end entry with round-arched doorway with stone trim and keystone flanked by round-arched windows. House has an exterior-end chimney, cross-gable roof (asphalt shingle), 12/12, 4/4 and 6/6 windows, and a rear shed-roofed dormer.

House, 63 W. Duck Street (112-5328-35): ca. 1890; Two-story, 3-bay, gable-roofed (standing-seam metal), frame (stucco), vernacular I-house with 2/2 windows, interior brick flue, gable end returns, stone foundation, 3-bay hip-roofed front porch with Tuscan columns, rear 2-story ell with interior-end chimney.

Old Winchester Pike

House, 1302 Old Winchester Pike (112-5328-5): ca. 1880; Two-story, five-bay, asymmetrical, gable-roofed (asbestos shingle), frame dwelling (asbestos shingle) with Colonial Revival-style details including an exterior-end brick chimney, 3-light transom over paneled door, gable-end returns, louvered shutters, 9/9 and 9/6 windows, glassed-in porch on south end, 2-story cross-gable wing with protruding bay and Gothic-arched attic window, and 1-bay porch with octagonal columns. To the north is a 1 1/2-story wing with exterior-end brick chimney and 4-light windows in the 1/2 story.

Meat house: ca. 1910, one-story, 1-bay, gable-roofed (standing-seam metal), frame (German-lap), meat house on wooden pier foundation.

* **Riverside (112-5328-6):** 1837-1849, 1921; Large, 2 1/2-story, T-shaped, mid-19th-century brick dwelling that was enlarged during the early 20th century and exhibits design elements from the Greek Revival, Italianate, and Colonial Revival styles. The brick walls are laid in 5-course American bond on a coursed ashlar limestone foundation. The house originally had a flat roof that was replaced with the current hipped on in the early 20th century. At the same time, hip-roofed dormers were added in the attic story and blind gable-roofed dormers were added around the existing chimneys. Other details include 6/6 windows with jack arches, wide overhanging eaves, plain wooden entablature, scroll brackets, and 1-bay hip-roofed Greek Revival-style portico. The interior retains most of its original, largely unpainted, Greek Revival-inspired

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woodwork. In 1921, one-story brick additions off the side wings were added. Listed on the National Register in 1995.

Garage: ca. 1920, one-story, frame (German-lap siding), hip-roofed (standing-seam metal) garage with sliding doors and an attached shed-roofed chicken coop, outhouse, and shed in the rear.

Maid quarters: ca. 1930, one-story, two-bay, hip-roofed (asphalt shingle), brick building constructed as a maid's quarters.

Outbuildings at Riverside (112-5328-7): Barn, ca. 1900; very large 2 1/2-story, frame (board and batten), gambrel-roofed (standing-seam metal) barn on formed concrete foundation with louvered wooden windows (some with round arches), sliding wooden doors, and 2 louvered cupolas with finials.

Corncrib: ca. 1900, one-story, frame (vertical siding), gable roof (standing-seam metal), corncrib on concrete block piers.

Corncrib: ca. 1910, very large, 1-bay, frame (vertical wood siding), gable-roofed (standing-seam metal) corncrib on pier foundation made of terra-cotta pipe filled with concrete.

Animal shelter: ca. 1910, frame (vertical siding), gable-roofed (standing-seam metal), animal shelter on formed concrete foundation.

Shed: ca. 1900; one-story, frame (bricktex over board and batten), gable-roofed (corrugated metal), frame shed on wooden piers.

House, 1324 Old Winchester Pike (112-5328-8): ca. 1895; Two-story, four-bay, asymmetrical, gable-roofed (asphalt shingle), frame dwelling (asbestos shingle) with Colonial Revival-style details including an exterior-end brick chimney, bay window on front and protruding bay window on side, sidelights and solid fanlight around paneled door, gable-end returns, louvered shutters, 8/8 windows, glassed-in porch on south end with garage below, and rear 2-story cross-gable wing with enclosed side porches. Building is now used as a day care center/school for the Riverton United Methodist Church (112-5328-9) located next door.

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Shed: ca. 1900, one-story, frame (vertical wood siding), gable-roofed, shed/barn with batten doors.

Two classroom trailers: ca. 1990, one-story, multiple-bay trailers used as temporary classrooms (2 NC).

Riverton United Methodist Church (112-5328-9): 1883-1890; One-and-a-half-story, 3-bay front, 4-bay side, gable-end (asphalt shingle), brick (5-course American bond) church built in the Gothic Revival style between 1882 and 1895. Details include a low stone basement, pointed-arch stained glass windows with limestone sills and keystones, brick water table, granite-topped buttresses around the entrance tower, and protruding corner entrance tower with pyramidal-roofed belfry. To the south is a 1-story, 3-bay brick wing with hipped roof, corbeled interior brick chimney, and pointed-arched windows.

Old Duncan Hotel (112-5328-23): 1880 ca; Two-story, 3-bay, hip-roofed (asphalt shingle), brick (6-course American bond) hotel building on a split-level stone foundation with an exterior-end chimney. Italianate in style, details include 6/6, 1/1 and 2/2 windows with segmental arches, single-light transom over door, overhanging eaves, plain friezeboard, and interior-end brick chimney. The wraparound porch has 3 bays with chamfered columns and 9 bays with turned posts and includes brackets, denticulated cornice and round-arched cutouts in the frieze. The porch wraps around to a rear 2-story, hip-roofed frame wing (German-lap siding) and has a triangular pediment on the diagonal where the two buildings meet.

Old Riverton Post Office and Grocery (112-5328-21): 1885 ca; Two-story, 3-bay, symmetrical, gable-end (asphalt shingle), brick (5-course American bond) mixed-use building on a raised stone foundation with an exterior-end chimney. Italianate in style, details include a mousetooth brick cornice, 2/2 windows with segmental brick arches using alternating black and white bricks for decoration, heavily ornamented front wooden cornice with large scroll brackets and smaller ones in between that act like dentils, and alternating bands of colored brick that act as a belt course and a top course. The first floor is composed of an intact three-part storefront with large 4-light display windows and central double doors. Off the north side of the building towards the rear is a 2-story brick wing with segmental arches and 2/2 windows. Off the side of the store is a 2-story, shed-roofed wing that is brick on the first floor and an enclosed porch on the second floor.

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House, 1391 Old Winchester Pike (112-5328-22): ca. 1915; Two-story, 7-bay, gable-roofed (standing-seam metal), frame (stucco) vernacular Craftsman-style dwelling with extended roof on one front bay, 4/1 windows, 5-bay ribbon diamond-pane/1 windows under porch, 2-story cut-away bay on west end, tall interior brick chimney, parged foundation, 2-light basement windows, overhanging eaves with brackets, shed-roofed porch with Tuscan columns and brick balustrade, door on second floor leading out to porch roof, and rear 2-story wing.

Chicken coop: ca. 1920, One-story, shed-roofed (standing-seam metal), stuccoed chicken coop with lower shed-roofed wing clad in German lap siding.

Garage: ca. 1940, 1-story, 2-car, frame (stucco), gable-roofed (standing seam metal) garage with 4-panel door.

Shed: ca. 1920, 1-story, 4-bay, gable-roofed (standing-seam metal), frame (stucco) shed with 6/6 windows.

Dellbrook (112-5328-24): ca. 1884; Two-and-one-half-story, 3-bay, asymmetrical Queen Anne-style brick (6-course American bond) dwelling on a stone foundation with a hipped roof (synthetic slate tile) with several lower cross gables and a jerkinhead roof in the rear. Details include a widow's walk with balustrade on roof, 2/2 windows with corbeled brick segmental arches, recessed entry with double doors and transom, wraparound porch with Tuscan columns on brick piers, corbeled brick belt course, and 2 x 2 basement windows.

Carriage House: ca. 1884, One-story, gable-roofed (standing-seam metal), frame (German-lap siding) carriage house with lean-to.

Gazebo: 1989, modern wood gazebo (NC).

Queens Highway

House, 1308 Queens Highway (112-5328-14): ca. 1885; Two-story, gable-end (standing-seam metal), frame (stucco), vernacular dwelling with split-level brick foundation, 1/1 and 6/6 windows, central brick flue, rectangular attic vent, plain friezeboard, and screened-in wraparound porch.

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House, 1314 Queens Highway (112-5328-15): ca. 1885; Two-story, gable-end (asphalt shingle), frame (vinyl siding) vernacular dwelling with split-level brick foundation, integral 1-bay porch with square supports, central flue, 1/1 windows, rectangular attic vent, and plain friezeboard.

House, 1320 Queens Highway (112-5328-16): ca. 1885; Two-story, gable-end (standing-seam metal), frame (stucco), vernacular dwelling with split-level brick foundation (parged), chamfered windows surrounds, 1/1 windows, integral 1-bay porch with chamfered support and sawn bracket, rectangular attic vent, and plain friezeboard.

House, 1324 Queens Highway (112-5328-17): ca. 1885; Two-story, gable-end (standing-seam metal), frame (stucco), vernacular dwelling with split-level brick foundation, two front doors, chamfered window surrounds, 6/6 windows, 5-bay wraparound porch with square posts, rectangular attic vent, and plain friezeboard.

House, 1336 Queens Highway (112-5328-18): ca. 1890; Two-story, two-bay, gable-roofed (standing-seam metal), frame (aluminum siding) vernacular dwelling with gable-end returns, 1/1 windows, stone foundation, ramped pediment window surround, central flue, and a 3-bay shed-roofed porch with chamfered columns.

House, 1348 Queens Highway (112-5328-19): ca. 1890; Two-story, two-bay, gable-roofed (standing-seam metal), frame (aluminum siding) vernacular dwelling with gable-end returns, 1/1 windows, stone foundation, central flue, and a 3-bay shed-roofed porch with modern iron supports.

House, 1356 Queens Highway (112-5328-20): ca. 1900; Two-story, three-bay, cross-gable-roofed (asphalt shingle), frame (stucco) vernacular Queen Anne-style dwelling with gable-end returns, 1/1 windows, stone foundation, plain friezeboard, wooden round-arched paneling with circular attic louvered window in gable ends, and a 3-bay front porch with octagonal columns on rusticated concrete block piers.

Meat house: ca. 1910, One-story, 1-bay, hip-roofed (standing-seam metal), frame (vinyl siding), meat house with 1-bay front porch and side porch; now converted into a cottage.

Garage: ca. 1960, 1-story, 2-bay, frame (composition siding and corrugated metal), gable-roofed (corrugated metal) garage on concrete block foundation with side open lean-to wing (NC).

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Riverside Drive

Lackawanna (112-5328-4): 1869; Constructed by Dorastus Cone, owner of Riverton Mills, this two-story, 4-bay, asymmetrical, brick (5-course American bond) Italianate-style dwelling has a low-pitched hipped roof (standing-seam metal), 2 interior-end brick chimneys with corbeled caps, 2/4 and 2/6 windows with segmental wooden caps, overhanging eaves with paired brackets, denticulated cornice, a masonry water table, two rectangular wooden bays on each side supported by brick piers, and a rear-2-story brick service wing with interior-end brick chimney. The three-bay front porch features Tuscan columns, plain balusters and handrail, and full-height windows.

Three sheds: three, modern, prefabricated sheds (3 NC).

House, 250 Riverside Drive (112-5328-3): ca. 1920; One-and-one-half-story, 3-bay, stuccoed, cross-gable-roofed (standing-seam metal) vernacular Craftsman-style dwelling with exposed rafter ends, overhanging eaves, formed concrete foundation, 6/1 windows (some paired), protruding 1-story bay on the west end, and interior flue. The three-bay integral porch, formed by a protruding central gable, has stuccoed square posts that form square and rectangular openings.

Shed: ca. 1920, one-story, one-bay, hip-roofed (standing-seam metal), stuccoed shed with 6-light window and formed concrete foundation.

Garage: ca. 1920, one-story, one-bay, hip-roofed (standing-seam) garage on a formed concrete foundation with a concrete block chimney and sliding door.

Shed: ca. 1960, concrete block shed with attached greenhouse (NC).

House, 260 Riverside Drive (112-5328-2): ca. 1910; Two-story, 3-bay, frame (German-lap siding), gable-roofed (standing-seam metal) vernacular Queen-Anne-style I-house with rear ell, 1/1 windows, central brick flue, formed concrete foundation, capped corner board, plain friezeboard, and two-story cut-away bays on both pedimented gable ends. The 1-story, 3-bay, hip-roofed front porch has turned posts and balusters.

Shed: ca. 1920, frame (vertical wood siding), gable-roofed (standing-seam metal), shed with side lean-tos.

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Garage: ca. 1920, one-story, one-bay, gable-end garage on a formed concrete foundation with a standing-seam metal roof.

House, 272 Riverside Drive (112-5328-1): ca. 1885; Originally constructed as the Riverton Baptist Church, it was damaged by the 1949 flood. It was then purchased by J. H. Magalis, repaired and converted into a house. It is a one-and-one-half-story, 4-bay, frame (asbestos shingle), gable-end (pressed tin shingle), vernacular building with 6/1 windows, interior brick flue, overhanging eaves with exposed rafter ends, and coursed rubble stone foundation. The 1-bay front porch contains square wooden posts on brick piers, a modern wrought iron handrail, and a wooden balustrade on roof. Other details include a side porch, a garage in the basement level on east side, and 2-light basement windows.

Three sheds: Three, 1960s, miscellaneous frame sheds of pole construction with shed roofs and one open side (3 NC).

Rugby Street

House, 1416 Rugby Street (112-5328-36): ca. 1900; Two-story, 1-bay, gable-end (standing-seam metal), frame (stucco) dwelling on a stone foundation with interior flue, gable-end returns, 2/2 windows, paired 1/2 windows in front gable end, side and rear 1-story wings, and 2-bay front porch with Tuscan columns.

Garage: ca. 1980, 1-story, gable-end (asphalt shingle), concrete block garage (NC).

House, 1422 Rugby Street (112-5328-49): ca. 1900; Small, 2-story, 2-bay, gable-roofed (asphalt shingle), frame (stucco) dwelling on a stone foundation with 6/6 windows, side 1-story wing, and shed-roofed hood supported by brackets.

Shed: ca. 1990, 1-story gambrel roofed shed clad with T-1-1 siding on a wooden pier foundation (NC).

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W. Strasburg Road

House, 10 W. Strasburg Road (112-5328-48): ca. 1890; Two-story, 3-bay, gable-roofed standing-seam metal), frame (weatherboard), vernacular I-house with central brick flue, 4/4 windows, gable-end returns, stone foundation, capped corner boards, plain friezeboard, enclosed 3-bay front porch, and rear 2-story ell with enclosed side porches and 1-story lean-to wing.

House, 18 W. Strasburg Road (112-5328-47): ca. 1900; Abandoned, 2-story, 3-bay, gable-roofed (standing-seam metal), frame (stuccoed), vernacular hall-parlor-plan-house with boarded up windows (originally 2/2), gable-end returns, stone foundation, louvered wooden shutters, rear 2-story ell with nice 6/6 windows on enclosed 2-story porches, and a 7-bay wrap-around porch with Tuscan columns with segmental arches and solid balustrade of T-1-11.

House, 30 W. Strasburg Road (112-5328-46): ca. 1900; Two-story, 3-bay, gable-roofed (asphalt shingle), frame (weatherboard), vernacular I-house with 2/2 windows, gable-end returns, 1 central interior brick chimney, plain friezeboard, capped corner boards, stone foundation, transom over door, rear 2-story ell with enclosed side porches, and a 3-bay front porch with turned posts.

Meat house: ca. 1930, 1-story, gable-end (asphalt shingle), frame (vertical wood siding) meat house on concrete block piers that is in deteriorated condition.

House, 44 W. Strasburg Road (112-5328-45): ca. 1889; Two-story, 3-bay, cross-gable-roofed (standing-seam metal), frame (vinyl siding), Victorian T-plan dwelling with 4/4 windows (some paired), gable-end returns, 2 interior brick chimneys, plain friezeboard, coursed stone foundation, 6-light basement windows, and 2-bay front porch with chamfered posts on brick piers. Off the east end of the house is a 1 1/2-story, hip-roofed, frame (vinyl siding) kitchen wing.

House, 52 W. Strasburg Road (112-5328-44): ca. 1915; Two-story, 2-bay, pyramidal-roofed (standing-seam metal), frame (stuccoed), vernacular dwelling with 2/2 and 6/6 windows, central flue, overhanging eaves, exposed rafter ends, and 4-bay shed-roofed front porch with plain round poles as supports.

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House, 60 W. Strasburg Road (112-5328-43): ca. 1890; Two-story, 3-bay, cross-gable-roofed (standing-seam metal), frame (stuccoed), Victorian T-plan dwelling with 2/2 windows, gable-end returns, plain friezeboard, stone foundation, multi-light pointed-arched attic windows in gable ends, transom and sidelights around door, two interior flues, triple window on front, side and rear wings, and 2-bay porch with square stuccoed posts and aluminum awning.

Old Gas Station, 66 W. Strasburg Road (112-5328-42): ca. 1935; One-story, 3-bay, frame (German-lap siding), hip-roofed (standing-seam metal) former gas station with integral 1-bay porte-cochere with round metal pipes as supports, overhanging eaves, and exposed rafter ends; now used as a residence.

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8. STATEMENT OF SIGNIFICANCE:

The Riverton Historic District is located on the northern edge of the corporate town limits of Front Royal, in the community of Riverton. Situated on a critical site at the convergence of the North and South Forks of the Shenandoah River, the village was known as “River Station” and “Confluence” before it received its current name in 1869. Although there was a ferry along the South Fork of the Shenandoah River as early as 1736, the earliest architectural resource in the district dates to ca. 1849. Riverton has been both an important transportation and industrial center for Warren County. Wooden bridges were built across the forks of the river in 1854, the same year that the Manassas Gap Railroad arrived. Riverton’s location along the river made it a strategic terminus for rivermen, who floated their goods in flat-bottom boats down the Shenandoah, to transfer their produce to the railroad. After the Civil War, the name of the community was changed from Confluence to Riverton and several new industries moved into the area. The most influential of these was the Carson Lime Company, run by Samuel Carson who emigrated to Riverton from Ireland in 1868. Although his company, which is still in operation today, is outside the boundaries of this district, the company constructed many buildings within Riverton. These include Carson’s mansion, worker’s housing, and a company store. Other industries including a duck ranch and a mill also spurred the town’s growth at the end of the nineteenth century. When new bridges were built and the Old Winchester-Front Royal Turnpike realigned in 1941, it bypassed most of Riverton, which has experienced little growth since then. It was annexed as part of Front Royal in 1976. The Riverton Historic District is eligible for inclusion on the National Register of Historic Places under Criterion C because of its varied collection of mid- and late-nineteenth-century buildings and for Criterion A for its industrial associations with Samuel Carson and his lime company. The locally significant district possesses a high degree of integrity and its rich transportation, industrial, and Civil War history further enhance its significance.

HISTORICAL BACKGROUND

Riverton was originally part of a 3,650-acre patent claimed by William Russell in December, 1735 and sold along with other land to Thomas Chester in April of 1737¹. Chester had already been running a ferry across the Shenandoah River when he bought the land, an operation that was licensed in October, 1736 and identified his business as being “from the mouth of Happy Creek to the fork of the Sherundo across the main river.”²

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Increased population in the Shenandoah Valley and a corresponding need for more localized government resulted in the formation of Frederick County, carved out of the parent county, Orange, in 1738. The land at the forks of the Shenandoah remained in the Chester family for another quarter century, until it was finally sold to Abraham Kendrick in 1764.³

Kendrick's heirs retained their claim to the land lying at the convergence of the South and North Forks through the Revolutionary War period and into the second decade of the nineteenth century. Through marriage and separate purchases the land passed into the hands of Anthony and Abraham Spengler and their descendants in the 1820s, a family credited with building the earliest dwelling within the district. Riverside, the brick house that still overlooks the South Fork, was begun soon after Warren County was formed from Frederick in 1836 and was completed in 1849 (112-5328-6).

According to family and local tradition, the Spenglers lost the property in a card game to James R. Richards. A deed conveying two hundred and twenty acres from Samuel M. Spengler and his wife to James R. Richards in 1853 was just the first of three Spengler-to-Richards conveyances that gave the latter ownership of nearly 425 acres at "River Station" in 1859.⁴

J. R. Richards already had business interests connected to the river, recalled by Charles N. Buck in an interview with Col. S. R. Millar in 1925. "Major J. R. Richards ran the lower mills at Riverton just below the dam. The foundation is still standing. The mill had two big wheels. Jim Vincent was the miller and Russell Ralf his assistant about 1850."⁵ Access to Richards's newly acquired home improved in 1854 when the Front Royal & Western Turnpike Company built two wooden bridges across the North and South Forks of the Shenandoah River that carried travelers through "River Station" on their way to Front Royal or Winchester. These spans were supported by limestone piers, and were covered bridges.⁶ That same year the Southern Railway (Manassas Gap Railroad) was extended from Manassas to Strasburg, passing through Riverton just parallel to the North Fork. In the period of one year, the area later to be known as Riverton became the intersection site of not only two major waterways, but also a turnpike, and a railroad.

River transportation remained a major means of carrying goods from the Lower Valley to Harpers Ferry and points east. Flat-bottomed boats, called gondolas or "gundalows" were made of rough pine planks and were loaded with flour and other goods at Port Republic in Augusta County. These were "poled" down the South Fork of the Shenandoah, and in areas where the river was exceptionally shallow, dams and chutes were constructed to help their passage along. Before the railroad reached

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the Valley through Manassas Gap, these boats continued through the point where the North Fork and South Fork joined to form the Shenandoah, on to Harpers Ferry and beyond. After the arrival of the railroad and the turnpike, however, they were more often unloaded and their cargo hauled by train or wagon. Even the boats were dismantled and sold for lumber, where "At Riverton they usually brought ten dollars in the water."⁷ According to local tradition, some of this lumber was used in the construction of buildings in Riverton and Front Royal.

In 1855, the same year a post office opened in the village officially recognized as "Confluence," J. R. Richards sold his interest in the mill. The purchaser, Charles Weston, was credited with remodeling and weatherboarding the structure that was located on the south side of the South Fork. He continued to operate it into the Civil War, and a local doctor noted the purchase of "3 barrels of flour from Mr. Weston" in an 1862 day book entry, the grain costing \$19.50.⁸ Weston's milling activities would continue after the war, increasing dramatically once he developed a partnership with a group of northern financiers.

The greatest impact on Confluence during the Civil War was perpetrated at the command of a Confederate general attempting to prevent Federal access to the lower Valley. Significantly, and perhaps to prove local support, the intentional destruction of the bridges across the North Fork and the South Fork was carried out by a local resident, the very owner of Riverside.

On May 28, 1862 Stonewall Jackson, then, as now, so well known to all residents of the valley, was camped at Winchester, Va. His scouts reported the Federal Army, under Shields, approaching rapidly from the South by way of Chester's Gap, and Fremont from the Northwest by way of Hardy County, with the evident intention of trapping Jackson in the lower valley.

Couriers were promptly dispatched from Jackson's headquarters bearing orders to Major James R. Richards to prepare tinder, oil, etc., and hold himself in readiness to burn the bridges at the first appearance of Shields. Of such importance, however, was this order, that a company of cavalry arrived from Strasburg during the evening to assist him, and by half-past nine that night the bridges were in flames.⁹

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By the end of the war, the entire Front Royal area had been brought to its economic knees, "with bridges burned, railroad lines destroyed, most structures heavily damaged or destroyed, the only bank closed, and the entire local economy virtually bankrupt."¹⁰ With Reconstruction, Confluence was to enter a period of rapid and profound change, all for the good, and mostly attributable to the efforts of northern and foreign entrepreneurs.

Four years after the war ended, dramatic changes had taken place, not the least of which was a change in the town's name. In place of the Confluence postmark, "Riverton" was officially adopted as the name when the new post office opened in November 1869. Charles Weston had ensured the survival of his milling operation by going into business with a group of investors from Scranton, Pennsylvania. Major James R. Richards may have encouraged northern investment in the area as well, by selling land to new arrivals, including Weston's partners, J. Edward Lent and Dorastus Cone. The latter built his house Lackawanna (112-5328-4) east of Richards's property and across the South Fork from the renovated and greatly expanded Riverton Mills. So inclined towards modern innovation was Cone that telephones were used for communication between his house and the mill just one year after the approval of their patent.¹¹

An 1878 letter that was published in the local newspaper told of the changes that were occurring there.

Riverton was formerly known as Confluence, but as it became a place of influence its aspirations began to rise; and it assumed a more fashionable name, thus becoming one of the ton; or, perhaps, it thought by adding a little ton-ic to its River it would thereby the sooner increase in strength. Be this as it may. 'Riverton is now its name. And River is its station. And River yet will prove its bane. Or else its exultation.'¹²

At this same time, another entrepreneur who had settled in Riverton set into motion an industry that would continue into the twenty-first century. He was an Irishman named Samuel Carson, who in 1868 set up a burned lime industry on the north side of the North Fork, adjacent to the village of Riverton. By 1886, he moved his family from Enniskillen, Ireland, to his newly constructed house named Dellbrook (112-5328-24). So successful was his lime works that his products won high medals at the 1876 Philadelphia Exposition and the 1893 Columbia Exposition.¹³ His burned lime, which was shipped on the railroad, was used in many of the largest structures in Washington, D.C., including the Pension Building.

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By the 1880s, business was booming in Riverton. The Shenandoah Valley Railroad was completed from Shepherdstown to Riverton in 1879, and further extended to Waynesboro as the Norfolk and Western Railway in 1881.¹⁴ Samuel Carson's enterprise made a change on the landscape, not only across the North Fork from Riverton, but in the town as well. The appearance of subsidiary businesses owned by Carson and others catered to the needs of his own family, his employees, other residents and workers in the village, and visitors to the area.

By 1890, Riverton was the site of the (Carson) Company Store and Post Office, the Riverton United Methodist Church, the Riverton Baptist Church, a railroad depot, a hotel, the Riverton Savings and Loan, and the Riverton Baking Company. (112-5328-1, 10, 14-19, 21, and 23)¹⁵ The town had even attained a doctor, attracted to the area because of its growth. An early scheme of development, planned by local and Valley businessmen called the "East End Land Company" had great ambitions. Their October 1890 charter described the purpose of their Company, "to purchase mineral land and lands in Warren Co. and lands adjacent to the towns of Front Royal & Riverton; lay off the same into Streets, Lots and alleys; to construct buildings; to erect and conduct manufacturing enterprises; to construct Water Works, Street Railways, Electric Light and Gass [sic] Plants; to build bridges, and to do all that is necessary and proper to be done, to develop its property."¹⁶

A subsequent company, the Front Royal and Riverton Improvement Company has been credited with commissioning the Iron Bridge Company of Canton, Ohio to rebuild the river bridges at a cost of \$25,000. The bridges were completed in 1894, thirty-two years after the originals had been burned, and ending the practice of fording the rivers for travelers and locals alike. This Company's plan to develop the land between Front Royal and Riverton went so far as to offer lots for sale, but it fell through, and the intended "Boom" town failed to materialize. According E. M. Blackwell, the doctor who had been attracted by large numbers of potential patients, "I went there [to Riverton] and was much pleased with the outlook as the country was on a 'boom' and all the space between Riverton and Front Royal, the 'Twin Cities' about two miles apart, had been laid out in city lots and it bid fair to have 10,000 inhabitants in the near future, but the 'boom busted' (an expression they used) and there was little increase." Regardless of these circumstances, Dr. Blackwell remained in the area long enough to marry and build a house that is still located in the historic district today (112-5328-27).¹⁷

Despite the setback of "The Boom," the turn of the century in Riverton gave promise for continued prosperity. By 1904, a hydro-electric plant was located in Riverton, and although Samuel Carson decided to get out of the lime business, he sold it to a family corporation chartered that year to

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operate the renamed "Riverton Lime Company, Inc." The Riverton Mills had formed a stock company nearly twenty years earlier and continued to operate successfully, John W. Morgan's Mammoth Duck Ranch was getting off the ground west of McCoy's Lots and the road out to that area would become known as Duck Street. Better transportation coordination was sought, and in 1909 agitation surfaced for the need for better connections at Riverton between the Southern and Norfolk and Western Railroad trains.¹⁸

In 1912, the Riverton Mills Company burned to the ground but six years later the Shenandoah Valley Milling Company established another mill at the site after purchasing the land and adjacent acreage. The Riverton Lime Company continued to operate under Carson family control, but the depressed economy may have influenced the lack of additional industrial growth in the town. To the opening of the Shenandoah National Park and Skyline Drive in 1936, a venture in which William E. Carson was deeply involved, and the completion of John Marshall Highway (State Route 55) and the new bridges across the Shenandoah River in 1941, Riverton responded with a burst of development, encouraged by the appeal of becoming a tourist destination area. The Riverton Hotel continued to operate, and new gasoline stations, motor courts and tourist homes opened to meet the needs of travelers to the area.¹⁹

Since that time, Riverton has changed very little. Its collection of architectural resources fully represents its history. Riverton's natural beauty includes the two forks of the Shenandoah River as well as dramatic views of the Blue Ridge Mountains to the south.

Leila O. Boyer, Historian
Maral S. Kalbian, Architectural Historian

ENDNOTES

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2 Rebecca Poe, "Riverton: Hub in Shenandoah Valley History" *Front Royal-Warren Sentinel*, September 5, 1985, p.1; *Orange County Order Book 1*, 119 (19 October 1736).

3 William Waller Hening, ed. *The Statutes at Large; Being a Collection of all the Laws of Virginia, from the First Session of the Legislature, in the year 1619....* (Richmond, Philadelphia, New York, 1809-1823.) 5:78.

4 Warren County Deed Book (hereinafter WCDB) F:360; WCDB G:123; WCDB F:220; Warren County Land Tax Records (1820-1855).

5 "Excerpts from the Diary of Col. S. R. Millar, Front Royal, Virginia. 1865-1929" Edited by Alvin R. L. Dohme, 1977: p. 14. 40b WHS MMF, Warren Heritage Society.

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- 6 "Souvenir Program Front Royal-Riverton Bridges Dedication," November 17, 1941; "Diary of Col. S. R. Millar," p.35.
- 7 "Diary of Col. S. R. Millar," pp. 20-21.
- 8 Laura Virginia Hale, *One Chester Street...Presence of the Past Patterns the Future*. (Stephens City, VA:Commercial Press, 1885), 58.
- 9 "Souvenir Program Front Royal-Riverton Bridges Dedication," November 17, 1941.
- 10 James M. Eastham and Thomas A. Nida, "Front Royal -- The County Seat," *Sesquicentennial Warren County 1836-1986*, p. 6.
- 11 Unpublished Correspondence, Mary Rebekah Deburgh to 'Family, 1980s; Rebecca H. Good, Warren Heritage Society (MS22) *The Warren Sentinel*, n.d.
- 12 Laura Virginia Hale, manuscript entitled "Floods of the Shenandoah" Warren Heritage Society Archives, Front Royal, Virginia (175-3F-3b-WHS), p. 6.
- 13 "Souvenir Program Riverton Bridge Celebration," May 1, 1894, p. 23.
- 14 "Diary of Col. S. R. Millar," Interview with Walter Hutchings, p. 19; Elliot C.Haley, et al, *An Economic and Social Survey of Warren County* (Charlottesville:UVA School of Rural Social Economics, 1943),120.
- 15 *Warren County Charter Book 1*:124; 160; 168; 195.
- 16 *Warren County Charter Book 1*:173.
- 17 Eastham and Nida, p. 6-7; Haley, p. 28; E. M. Blackwell, *Blackwell Genealogy*, 1948, p. 4.
- 18 Rebecca Good, "And the Villages That Surround It" *Sesquicentennial Warren County 1836-1986*, p. 9; Poe, p. 2; *The Clarke Courier*, June 23, 1909.
- 19 James P. Morgan, "Warren County 1836-1986" *Sesquicentennial Warren County 1836-1986*, p. 2; Eastham and Nida, p. 7.

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Warren County Will Books, Warren County County Courthouse, Front Royal, Virginia.

Warren Heritage Society Archives, Front Royal, Virginia.

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SECTION 10: GEOGRAPHICAL DATA

UTM REFERENCES

- 1 17/743160/4314470
- 2 17/742500/4314760
- 3 17/742420/4314420
- 4 17/742720/4314120
- 5 17/743350/4314200

VERBAL BOUNDARY DESCRIPTION:

The boundaries of the Riverton Historic District are indicated on the accompanying base map which is drawn at a scale of 1"=200'.

BOUNDARY JUSTIFICATION:

The Riverton Historic District boundaries were drawn to include the largest concentration of historic buildings in the village of Riverton, between the two forks of the Shenandoah River. Concentrations of noncontributing buildings were excluded where possible.

PHOTOGRAPHIC DOCUMENTATION

Unless otherwise noted, all photographs are of:

RIVERTON HISTORIC DISTRICT

Location: Front Royal, Virginia (Warren County)

VDHR File Number: 112-5328

Date of photograph: February 2000

Photographer: Maral S. Kalbian

All negatives are stored at the Department of Historic Resources Archives.

SUBJECT: Riverside (112-5328-6)

VIEW: East view

NEG. NO.: 18063

PHOTO 1 of 15

U. S. Department of the Interior
National Park Service

Riverton Historic District
Town of Front Royal, Warren County, Virginia

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

11. Form Prepared By

name/title: Maral S. Kalbian/ Architectural Historian

Organization: _____ date August 14, 2000

street & number: 2026 Old Chapel Road telephone 540-837-2081

city or town Boyce state VA zip code 22620

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name See Attached Property Owners List

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

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National Park Service**

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Continuation Sheet**

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Town of Front Royal, Warren County, Virginia**

Section ___ **Photo** ___ **Page** 35 ___

SUBJECT: Stone fence along west side of Old Winchester Pike
VIEW: South view
NEG. NO.: 18064
PHOTO 2 of 15

SUBJECT: Lackawanna (112-5328-4)
VIEW: South view
NEG. NO.: 18063
PHOTO 3 of 15

SUBJECT: Old Duncan Hotel (112-5328-23)
VIEW: Southeast view
NEG. NO.: 18067
PHOTO 4 of 15

SUBJECT: Riverton United Methodist Church (112-5328-9)
VIEW: West view
NEG. NO.: 18064
PHOTO 5 of 15

SUBJECT: Dellbrook (112-5328-24)
VIEW: Northeast view
NEG. NO.: 18067
PHOTO 6 of 15

SUBJECT: Houses along north side of Queens Highway
VIEW: Southwest view
NEG. NO.: 18065
PHOTO 7 of 15

SUBJECT: House, 1320 Queens Highway (112-5328-16)
VIEW: Southeast view
NEG. NO.: 18065
PHOTO 8 of 15

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Section ___ **Photo** ___ **Page** 36 ___

SUBJECT: House, 53 E. Duck Street (112-5328-26)
VIEW: Northeast view
NEG. NO.: 18067
PHOTO 9 of 15

SUBJECT: Old Riverton Post Office and Grocery (112-5328-21)
VIEW: Southeast view
NEG. NO.: 18067
PHOTO 10 of 15

SUBJECT: House, 260 Riverside Drive (112-5328-2)
VIEW: Southeast view
NEG. NO.: 18063
PHOTO 11 of 15

SUBJECT: Barn at Riverside (112-5328-7)
VIEW: Southeast view
NEG. NO.: 18064
PHOTO 12 of 15

SUBJECT: House, 3 W. Duck Street (112-5328-29)
VIEW: Northeast view
NEG. NO.: 18067
PHOTO 13 of 15

SUBJECT: Matthews Auto Center (112-5328-30)
VIEW: East view
NEG. NO.: 18067
PHOTO 14 of 15

SUBJECT: House, 44 W. Strasburg Road (112-5328-45)
VIEW: Southeast view
NEG. NO.: 18069
PHOTO 15 of 15

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Riverton Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: VIRGINIA, Warren

DATE RECEIVED: 4/05/02 DATE OF PENDING LIST: 4/24/02
DATE OF 16TH DAY: 5/10/02 DATE OF 45TH DAY: 5/20/02
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 02000514

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 5/16/2002 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Riverton Hist. Dist.

Front Royal / Warren Co., VA

1 of 15

18063/5



River ton Hist. Dist.

Front Royal/Warren Co., VA

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18064 / 15



Riverton Hist. Dist.

Front Royal / Warren Co. VA

3 of 15

18063/17



Riverton Hist. Dist.

Front Royal / Warren Co. VA

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18067/29



Riverton Hist Dist

Front Royal / Warren Co. VA

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18064/19



Riverton Hist. Dist.

Front Royal / Warren Co. VA

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18067/24



Riverton Hist. Dist.

Front Royal / Warren Co. VA

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18065/25



Riverton Hist Dist.

Front Royal / Warren Co. VA

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18065/16



Riverton Hist. Dist.

Front Royal / Warren Co. VA

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18067/27



Riverton Hist Dist.

Front Royal / Warren Co. VA

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18067/28



Riverton Hist. Dist.

Front Royal / Warren Co. VA

11 of 15

1803/29



Riverton Hist. Dist.

Front Royal / Warren Co. VA

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18064 / 36



Riverton Hist Dist.

Front Royal / Warren Co. VA

13 of 15

18067/10



Riverton Hist. Dist.

Front Royal / Warren Co. / VA

14 of 15

18067/5



Riverton Hist Dist.

Front Royal / Warren Co. VA




15 of 15

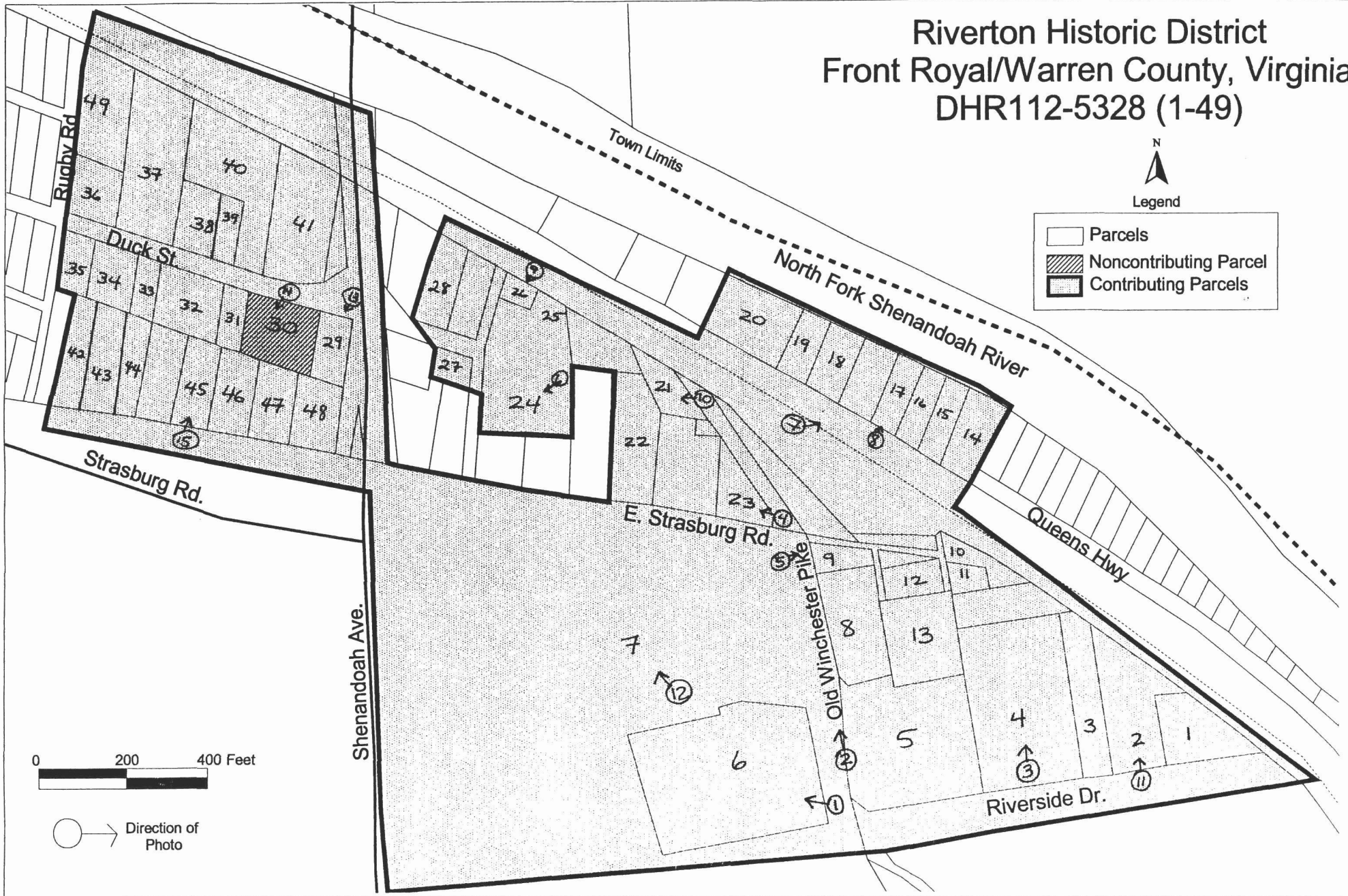
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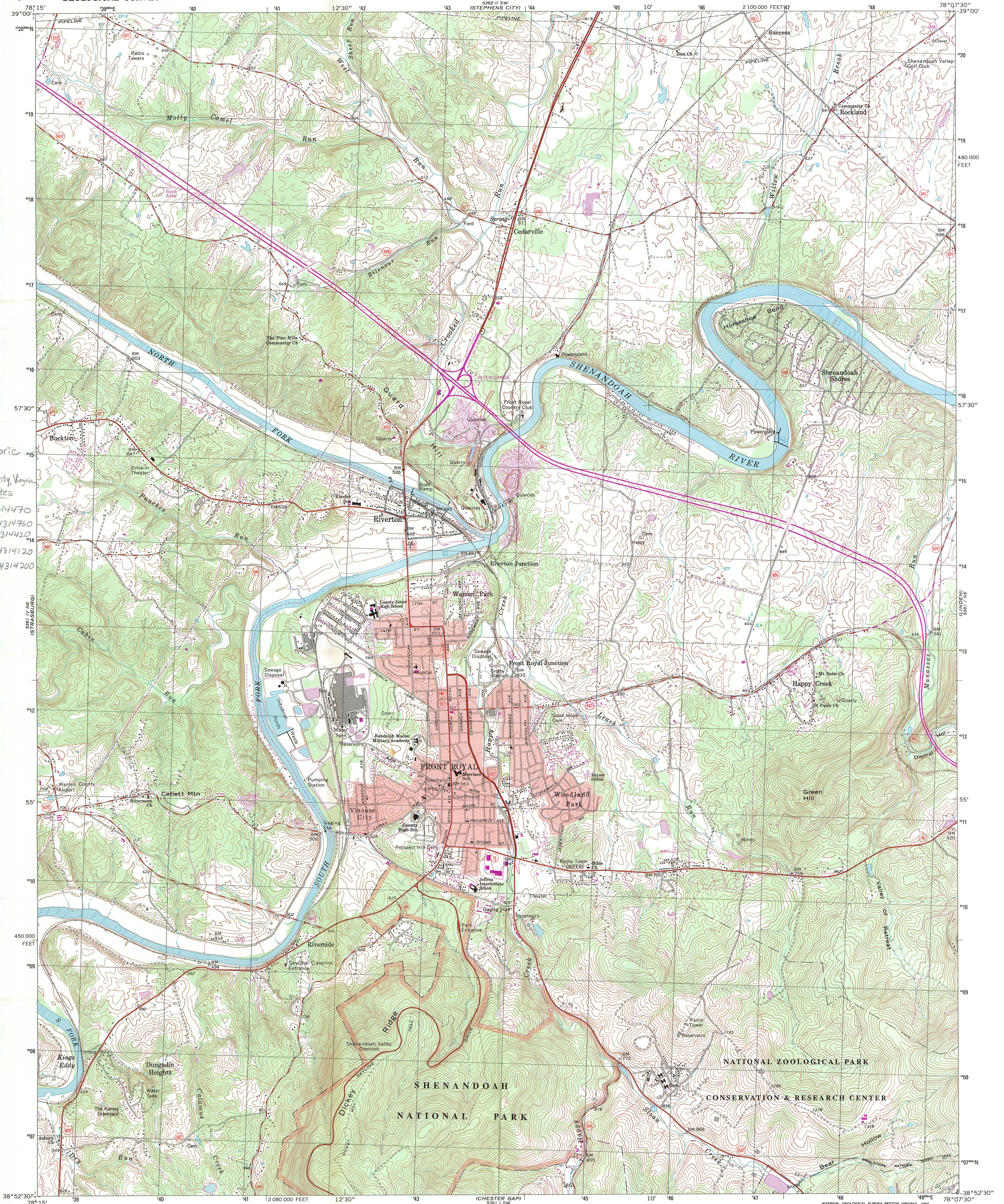
Riverton Historic District Front Royal/Warren County, Virginia DHR112-5328 (1-49)



Legend

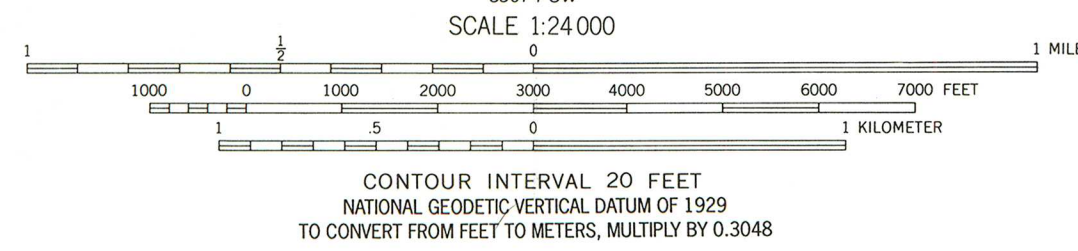
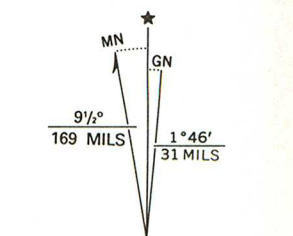
-  Parcels
-  Noncontributing Parcel
-  Contributing Parcels





Riverton Historic District
Front Royal, Warren County, Virginia
UTM Coordinates
1 17743160/4314470
2 17742500/4314760
3 17742420/4314420
4 17742720/4314120
5 17743350/4314200

Produced by the United States Geological Survey
Topography compiled 1964. Planimetry derived from imagery taken 1982. Photos inspected using imagery dated 1994; no major culture or drainage changes observed. Survey control current as of 1967. Boundaries, other than corporate, verified 1997.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Virginia coordinate system, north zone (Lambert conformal conic).
1000-meter Universal Transverse Mercator grid, zone 17
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
There may be private inholdings within the boundaries of the National or State reservations shown on this map. Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours.



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTEVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

FRONT ROYAL, VA.

1994

DMA 5361 1 NW—SERIES V834





COPY - COMPUTER FILE
MARC C. WAGNER -
MCN - 6/28/2001

November 3, 2000

John S. Sorenson, FPO
United States Postal Service
4301 Wilson Boulevard
Suite 300
Arlington, VA 22203-1861

ok

RE: Court House Hill/Downtown Historic District, City of Lynchburg; Downtown Norfolk Historic District (Boundary Increase); Riverton Historic District, Front Royal, Warren County

Dear Mr. Sorenson:

We are pleased to inform you that the following historic districts will be considered for nomination to the National Register of Historic Places on December 6, 2000:

- **Court House Hill/Downtown Historic District, City of Lynchburg**
- **Downtown Norfolk Historic District (Boundary Increase)**
- **Riverton Historic District, Front Royal, Warren County**

We are aware of a postal facilities (or former ones) in all three districts. In Lynchburg, the United States Post Office and Courthouse is located at 900 Church Street. In Norfolk, the United States Post Office and Federal District Court is located at 600 Granby Street. In Riverton, a section of the Town of Front Royal, an older location of a United States Post Office is located on the Old Winchester Pike. It is also possible that you may have subcontractors who own properties in these areas. We thought we would let you know about the nominations for your future planning purposes. We have notified all property owners by letter, and by a newspaper legal notice. All districts have also followed the state regulations which invites all owners and adjacent owners to a public information session. We provide comments from these meetings to the State Historic Preservation Officer.

The National Register is the Federal Government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our Nation's heritage.

Enclosed is a copy of the criteria under which properties are evaluated, and maps that delineate the boundaries of the districts. Listing in the National Register provides the following benefits to federally owned historic properties:

-Consideration in the planning for federally assisted projects. Section 106 of the National Historic Preservation Act of 1966 provides that the Advisory Council on Historic Preservation be given an opportunity to comment on projects affecting such properties.

-Consideration of historic values in the decision to issue a surface coal mining permit where coal is located, in accordance with the Surface Mining and Control Act of 1977.

If you wish to comment on whether the property should be nominated to the National Register, please send your comments to H. Alexander Wise, Jr., Director, State Historic Preservation Office. Please feel free to contact me if you have further questions. I can be reached at 804-367-2323/x-115.

Sincerely yours,

Marc Christian Wagner
Architectural Historian/National Register Manager
State Historic Preservation Office
Enclosure



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.state.va.us

April 3, 2002

Ms. Carol Shull
U. S. Department of the Interior/National Park Service
National Register, History and Education
National Register of Historic Places
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, DC 20240

RE: Appomattox Historic District, Appomattox County; Boydton Historic District, Mecklenburg County; Lyon Village Historic District, Arlington County; Montpelier Historic District, Hanover County; Oak Grove, Campbell County; Opequon Historic District, Frederick County; Riverton Historic District, Warren County; Rocky Mills, Henrico County

Dear Ms. Shull:

The enclosed nominations, referenced above, are submitted for inclusion on the National Register of Historic Places. The nominations have been considered, and approved, by the State Review Board. There were no owner objections received for any of these nominations. You will find copies of U.S. Post Office letters that were used for official notification. Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-367-2323/Ext. 115.

Sincerely,

Marc Christian Wagner
Architectural Historian/National Register Manager

Enclosures

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