

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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 Centreville-Fentress Historic District (131-5073)

other names/site number Centre Hill

2. Location

street & Fentress Road, Centerville Turnpike, Blue Ridge Road, Whittamore Road not for publication
number _____
city or town Chesapeake vicinity
state Virginia code VA county Chesapeake code 550 Zip 23322

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

Virginia Department of Historic Resources

State or Federal agency and bureau _____

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: _____ other (explain): _____
____ entered in the National Register
____ See continuation sheet. _____ Date of Action
____ determined eligible for the
National Register
____ See continuation sheet. _____ Signature of Keeper
____ determined not eligible for the National Register
____ removed from the National Register

Name of Property: **Centreville-Fentress Historic District**
Location: **City of Chesapeake, Virginia**

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property (Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing	Noncontributing	
<u>24</u>	<u>22</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>10</u>	<u>11</u>	structures
<u>0</u>	<u>0</u>	objects
<u>34</u>	<u>33</u>	Total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>DOMESTIC</u>	Sub: <u>Single dwelling</u>
<u>DOMESTIC</u>	<u>Secondary resource</u>
<u>COMMERCE</u>	<u>Department store</u>
<u>RELIGION</u>	<u>Religious facility</u>
<u>AGRICULTURE</u>	<u>Storage</u>
<u>AGRICULTURE</u>	<u>Agricultural field</u>
<u>AGRICULTURE</u>	<u>Agricultural outbuilding</u>
<u>HEALTH CARE/MEDICINE</u>	<u>Medical business/office</u>
<u>TRANSPORTATION</u>	<u>Road-related (vehicular)</u>
<u>TRANSPORTATION</u>	<u>Rail-related</u>

Current Functions (Enter categories from instructions)

Cat: <u>DOMESTIC</u>	Sub: <u>Single dwelling</u>
<u>DOMESTIC</u>	<u>Secondary resource</u>
<u>COMMERCE</u>	<u>Department store</u>
<u>RELIGION</u>	<u>Religious facility</u>
<u>AGRICULTURE</u>	<u>Storage</u>
<u>AGRICULTURE</u>	<u>Agricultural field</u>
<u>AGRICULTURE</u>	<u>Agricultural outbuilding</u>
<u>TRANSPORTATION</u>	<u>Road-related (vehicular)</u>
<u>TRANSPORTATION</u>	<u>Rail-related</u>

Name of Property: **Centreville-Fentress Historic District**
Location: **City of Chesapeake, Virginia**

7. Description

Architectural Classification (Enter categories from instructions)

Mid-19th Century
Late 19th and Early 20th Century Revivals: Colonial Revival, Queen Anne
Late 19th and Early 20th Century American Movements: Bungalow/Craftsman
Modern Movement

Materials (Enter categories from instructions)

Foundation BRICK
Roof METAL, ASPHALT, SLATE
Walls WOOD—weatherboard, SYNTHETICS
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)

COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION

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National Park Service

Name of Property: **Centreville-Fentress Historic District**
Location: **City of Chesapeake, Virginia**

Period of Significance 1871-1940

Significant Dates 1871 – Sale of land for Centreville Baptist Church
1877 – Formation of the Centreville Turnpike Corporation
1878 – Creation of Centreville Turnpike
1881 – Establishment of the Elizabeth City and Norfolk Railroad Station
1888 – Creation of Fentress Post Office in Centreville, Addition of Name
1932 – Passenger service ceases at Centreville-Fentress
1940 – Demolition of the Railroad Station

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

Cultural Affiliation N/A

Architect/Builder John S. King, General Contractor

See Continuation Sheet for other Architects

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: _____

Name of Property: **Centreville-Fentress Historic District**
Location: **City of Chesapeake, Virginia**

10. Geographical Data

Acreage of Property 257

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u>18</u>	<u>393860</u>	<u>4062140</u>	3	<u>18</u>	<u>394040</u>	<u>4062040</u>
2	<u>18</u>	<u>393950</u>	<u>4062220</u>	4	<u>18</u>	<u>394080</u>	<u>4062070</u>

See continuation sheet.

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

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

11. Form Prepared By

name/title: Kimble A. David, Architectural Historian

Organization _____ date: 2/28/2003

street & number P. O. Box 7638 telephone 757/623.3456

city or town: Norfolk state: VA zip code: 23509

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 _____

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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**Centreville-Fentress Historic District
City of Chesapeake, Virginia**

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Architectural Description

Summary Architectural Description

The Centreville-Fentress Historic District is an example of a rural farming community that developed a small commercial core, which grew with the addition of a road linking the community to the Albemarle and Chesapeake Canal, and the Norfolk and Elizabeth City Railroad in the 1880s. The community was established along a major 17th century north-south land route between Norfolk and Elizabeth City, NC. The area remained primarily rural until the 1880s, when the addition of the railroad and link to the Albemarle and Chesapeake Canal was established. The community grew with the sale of tracts of land concentrated along the convergence of the major transportation routes. Most dwellings and buildings are modest frame Colonial Revival and Craftsman inspired buildings, reflecting the vernacular quality of the craftsmanship. The core of the community at the juncture of the roadways and railroad is marked by more densely situated buildings surrounded by open fields. The addition of the railroad in the 1880s until its demise in the 1930s was the primary mode of transportation to the numerous truck farmers in the area. With the height of development at the turn of the 20th century, most of the single-family dwellings within the district use Colonial Revival, Queen Anne and Craftsman details. The few remaining Mid-Century farmhouses are similar in scale and massing and exhibit frame construction and setbacks farther than their modern counterparts.

The district encompasses 257 acres and contains 57 resources; 24 are contributing and 33 are non-contributing. Centreville-Fentress meets Criteria A and C for its association with Transportation and Community Planning and Development.

Detailed Architectural Description

The Centreville-Fentress Historic District is defined by major transportation routes, and its residential and commercial core located at the convergence of the four major transportation corridors. The major routes include Fentress Road, formerly Great Road, which was the main land transportation route between Norfolk and Elizabeth City, NC dating to the 17th century. Added in 1878 was Centerville Turnpike, the roadway connecting Great Road north to the Albemarle and Chesapeake Canal, which allowed the movement of agricultural goods to the canal for shipping to market. In addition, Blue Ridge Road was a route that led north to the Mt. Pleasant village located northeast near the Albemarle and Chesapeake Canal. The convergence of these three roads made Centreville-Fentress what is termed a “crossroads community” where land travelers converged or stopped before continuing their journeys. The addition of the railroad in 1881 at the roads’ junction is another important element to the development of the community. The tracks were placed to the west of Great Road and to the west of Centreville-Fentress.

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The remaining significant buildings dating to the late 19th century in Centreville-Fentress are mostly single-family farmhouses. These farmhouses are two-story, frame construction and are located approximately 200 feet from the roadways in the agricultural fields. Examples of these types of houses are 1000 Centerville Turnpike, 1516 Blue Ridge Road, 1645 Blue Ridge Road, and 909 Centerville Turnpike. All of these dwellings are simplified in form and style.

The most prominent of this group is 1000 Centerville Turnpike, which was the house owned by William A. Jackson. Jackson was a wealthy truck farmer owning slaves before the Civil War and hiring numerous servants after the war. His house is located on an elevated mass of ground, believed to be "Centre Hill", the original estate of the Pritchard family. The house is similar in form to other houses, but has numerous additions to the rear.

Updating of Mid-Century dwellings was common in the late 19th century and is found in localities within the region. An example in Centreville-Fentress is 1516 Blue Ridge Road, which was originally constructed in the 1860s. In the late 19th century the dwelling was updated to include the addition of a projecting canted bay and hipped roof dormer.

By the late 19th century, the subdivision of family property is evident in the construction of 1036 Centerville Turnpike. This Queen Anne style house was owned by George Jackson, son of William A. Jackson. Though now missing its porch, this house is also setback from the roadway similar to the tradition houses from the mid-19th century.

The largest gain in housing construction is seen at the turn of the 20th century. The houses are mostly large-scale Queen Anne and Colonial Revival. Examples of these types of house are 1400 Fentress Road and 1412 Fentress Road. Located near the commercial core, these houses exemplify the high style of dwellings in the center of the village. To the east of Centerville Turnpike on Blue Ridge Road, numerous houses were constructed in the early years of the 20th century. Similar in form to the houses found on Fentress Road, they use various architectural details including Craftsman and Colonial Revival.

The only historic brick buildings in the district are the Centreville Baptist Church and New Burfoot House. The Burfoot House was constructed in 1925 by A. W. Burfoot. He had also owned a house on the opposite side of the road, which he bought in 1910. The church is a monumental addition to the community in the 1920s and is the largest building in the area today. It has a monumental portico and classical details.

The sole remaining commercial building is a typical of the frame "country store" found mostly in rural

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areas. It incorporates a gable roof and is dominated by a storefront on the façade. Located in the commercial core, it is a remnant of the vibrant commerce that once was located in the Centreville-Fentress community.

By the 1950s, new development was encroaching in the rural area with the updating of the roads and access to the area south of the Albemarle and Chesapeake Canal. Modest ranch-style houses are mostly clustered near the commercial core.

Newer residential development is encroaching into the area. Located to the west and north is modern suburban tract housing occupying the former rich farmland. To the south of the district, farmland has been reclaimed for a golf course.

The area is one of the few remaining rural railroad towns in Norfolk County, now the city of Chesapeake, and maintains its integrity to support Criteria A and C for Transportation and Community Planning and Development.

Resource Inventory

BLUE RIDGE ROAD

1500 Blue Ridge Road

This two-story, single-family dwelling was constructed in 1930 in the Colonial Revival style. The dwelling is frame construction with weatherboard treatment. It is dominated by a side-gable roof with massive wall dormer on the façade. The roof is treated with both slate and asphalt shingles. The façade is three-bay with a central entrance consisting of a single leaf door flanked by multiple-light sidelights. The roof eave above the door is curved articulating the central entrance. Flanking the entrance are paired 6/6, wood, double-hung sash windows. The fenestration pattern is continued on the second story, with a single 6/6 double-hung sash window placed on the dormer above the door. There is a one-story ell on the west elevation with paired windows and a flat roof.

To the northeast of the dwelling is a double-car garage of frame construction with weatherboard treatment. It has large garage bay openings.

CONTRIBUTING (2 – buildings)

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1501 Blue Ridge Road

This two-story barn-styled building was constructed circa 1950 and emulates early barn styles found within the area. It is frame construction with weatherboard treatment. The roof is side-gable with standing seam metal treatment. There is a hipped roof porch encircling the building with plain wood posts with knee braces. There are window openings on the north and south elevations, which consist of double-hung sash windows.

NON-CONTRIBUTING (1 – building)

1505 Blue Ridge Road

This single-story, brick ranch was constructed in circa 1970. It has side-gable roof with dominant gable ends projecting on the façade ends. The roof is treated with asphalt shingles and is articulated by a decorative cornice. There are 1/1 windows on the façade and side elevations flanked with shutters affixed to the exterior walls. A large garage door dominates the west elevation. The entrance is asymmetrically located on the façade with an incorporated porch.

NON-CONTRIBUTING (1 – building)

1513 Blue Ridge Road

This two-story wood-frame single-family dwelling was constructed circa 1900. It has a symmetrical façade with central entrance. Designed in the Colonial Revival style, it incorporates a single-leaf, wood door. Flanking the door are 1/1, metal, double-hung sash windows. The window pattern is continued on the second story. The roof is side-gable with standing-seam metal, and gable returns on the side elevations. The foundation is brick. Shutters have been applied to the dwelling along with aluminum siding.

There is a 1-1/2-story garage to the southeast of the dwelling. It is frame construction with metal siding and an oversized roll-up door. There is a metal window in the gable.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – building)

1516 Blue Ridge Road

This single-family, frame dwelling was constructed circa 1860. The original portion of the dwelling is located on the west three bays. The projecting canted bay portion to the east was added circa 1900. The single-family dwelling has a side-gable roof with an intersecting gable over the canted bay. There is a hipped-roof dormer located west of the intersecting gable. The dormer has traceried lights on the upper sash of the double-hung sash window. The windows on the first and second story are evenly spaced. The porch sheltering the entrance has a hipped roof and battered piers. The canted bay has windows on each story and wall plane. The original house has typical Mid-Century proportions for a side-hall passage

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house. The Queen Anne alterations include the canted bay block to the east, porch and dormer. The house is clad in aluminum.

There is a garage located on the northeast corner of the dwelling. It is frame with an oversized garage door on the façade and side gable roof. The roof has a gabled dormer.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – building)

1521 Blue Ridge Road

This single-family dwelling is a typical Craftsman foursquare. The frame house is clad in aluminum siding with applied aluminum shutters flanking the doors and windows. The windows are 1/1, wood, double-hung sash. The façade of the dwelling is three-bay with a side-entrance. The first story façade is sheltered by a three-bay porch with battered piers. The roof of the porch is hipped and treated with standing-seam metal. The dwelling roof is hipped with pressed, metal shingles. There are dormers on each rake of the roof with hipped roofs and paired windows. Piercing the west rake of the roof is a brick chimney. A one-bay porch is located on the east elevation toward the north corner.

There is a two-story, frame garage with vinyl siding located to the southwest of the dwelling. It has 6/6, double-hung, wood sash windows on the second story. Below the windows are two oversized, metal, garage doors. The roof is gable.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – building)

1533 Blue Ridge Road

This 1-1/2-story Bungalow was constructed circa 1920. It is frame clad in vinyl siding. The roof is a cross-gable treated in standing-seam metal. There is a brick chimney located on the west elevation of the dwelling. The dwelling's first story is dominated by a wrap-around porch, which continues on the east elevation into a porte cochere. The porch is supported by wood, battered piers on elevated brick bases. Portions of the porch are screened. The main entrance is centrally located on the façade flanked by oversized double-hung sash windows with Queen Anne tracery details. Similar windows are found in the gables. Brackets also adorn the eaves on the façade.

There is a plywood clad, wood frame garage located to the east of the dwelling. It incorporates a gable roof and garage door.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – building)

1645 Blue Ridge Road

This farmhouse is a typical late nineteenth century, I-plan house dating to 1890. It is symmetrical, frame

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with weatherboard siding, and is two-stories. The dwelling has a side-gable roof treated with standing-seam metal with roof returns. The façade is three-bays with 2/2, double-hung sash windows. There is a porch sheltering the first story façade, which has been screened. The door is single-leaf and wood. Attached to the east or rear elevation of the dwelling is the original kitchen, which was moved from another location on site. It is also frame with a gable roof and 4/4, double-hung sash windows.

Located on site is a 1960s single-family dwelling. It has a side-gable roof treated with asphalt shingles. The windows are 6/6, double-hung sash and the door is single leaf. The building is a typical brick, Ranch-style house.

To the east of the dwellings are four agricultural-related outbuildings. Each is wood frame with vertical wood siding. The roofs are gable with standing-seam metal. Entrances to the building are oversized without visible doors, except for a small wood shed with a single-leaf door.

Located to the north of the dwellings are three metal silos with metal, conical roofs.

To the south of the silos are two large wood outbuildings with wood siding. These are recent additions. The roofs are cat slide and the east elevations are open.

To the north of the silos is a garage with corrugated metal siding. The roof is gable with corrugated metal. The door is a metal roll-up.

To the southeast of all farm buildings is a circa-1990 dwelling. It is frame with wood siding and a gable roof. There is a hipped-roof porch that is partially enclosed. Windows are metal casements.

The dwelling is located in a grove of trees between the open fields.

CONTRIBUTING (1 – building)

CONTRIBUTING (4 – structures)

NON-CONTRIBUTING (3 – buildings)

NON-CONTRIBUTING (5 – structures)

CENTERVILLE TURNPIKE

815 Centreville Turnpike

This two-story single-family dwelling was constructed circa 1890 in the Colonial Revival style. The dwelling is constructed of frame with weatherboard treatment. It has a symmetrical three-bay façade with a central entrance sheltered by a single-bay porch. The porch has clustered turned posts, which support the gable ends of the roof. To the north of the entrance is a window grouping of three windows. On other bays of the first and second stories, the windows are single and flanked by shutters affixed to the exterior wall. The roof is a side-gable treated with asphalt shingles, cornice, cornice returns, and raking cornice. Piercing the roof at the gable ends are simple brick chimneys. There is a one-story brick ell on the south elevation with casement windows and a gable roof.

CONTRIBUTING (1 – building)

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825 Centerville Turnpike

This single-family dwelling is one-story with a cross-gable roof. Constructed circa 1910, it is a modest frame dwelling with wood siding. The incorporated porch has a wrought-iron post supporting a metal, shed roof. There are additions to the rear, which appear to be constructed in two stages. The windows are 2/2, double-hung sash and the door is wood, single leaf.

To the northeast of the property is a two-car garage. The roof is gable and the structural system is frame with vinyl siding. There are two roll-up doors on the façade with metal paneling.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – building)

833 Centerville Turnpike

Fentress/Burfoot House

Burfoot Office

There are two buildings on site. The primary building is the frame, single-family dwelling clad in aluminum siding. The house is two-story with a side-gable roof treated with asphalt shingles. The porch on the façade is three-bay with square wood posts and a hipped roof. The windows are 2/2, double-hung sash, and the door is wood, single-leaf.

The office, located to the east of the house, is one-story with a three-bay façade. Constructed in 1910, it has a central entrance comprised of a single-leaf wood door flanked by 2/2 double-hung sash windows.

CONTRIBUTING (2 – buildings)

901 Centreville Turnpike

This simple one-story brick ranch was constructed in 1968. It has a central entrance flanked by sidelights.

Windows are 6/6, wood double-hung sash and are paired on the façade. The roof is a side-gable with asphalt-shingle treatment.

NON-CONTRIBUTING (1 – building)

905 Centreville Turnpike

This 1-1/2 story single-family dwelling was constructed circa 1940 in the simplified Colonial Revival style. The building is frame with aluminum siding treatment. It has a gabled, projecting entrance with single leaf door. The doorframe incorporates Colonial motifs including pilasters supporting a plain entablature. The main portion of the dwelling has a side-gable roof treated with asphalt shingles. The south portion of the house has been altered to include a massive gabled addition on the roof. The windows are 6/6 double-hung sash.

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There is a two-car garage to the northeast with two double-leaf garage doors. The garage is frame construction with weatherboard treatment and a gable roof. The roof is treated with asphalt shingles.

NON-CONTRIBUTING (2 – buildings)

909 Centreville Turnpike

Fentress House

This two-story, single-family dwelling dates to circa 1870s. It is a typical farmhouse of frame construction clad in weatherboard siding. Massive brick chimneys dominated the south and north elevations. The façade is symmetrical with three-bay and a central entrance. The entrance is comprised of a single-leaf door. The windows are double-hung sash and have been replaced. The roof is side-gable with standing-seam metal. A porch shelters the first story and has been partially enclosed and screened.

To the north of the dwelling is a frame garage with weatherboard siding and an oversized roll-up door.

An additional dwelling on this property includes the brick ranch house to the northwest of the primary dwelling. It was constructed in 1960 and incorporates a side-gable roof with asphalt shingles.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (2 – buildings)

912 Centerville Road

Centerville Baptist Church

The Centerville Baptist Church is a Colonial Revival brick building constructed in 1925 with a monumental portico on the façade. The façade is three-bay with a central entrance on the first story. The windows on the second story façade are fixed, stained glass. The windows comprised a paired window with stained glass, tracery detail. The windows on the second story side elevation are similar to the façade windows. The windows on the façade are ornamented with rounded arches framed in brick and articulated, stone keystones. The portico has a pediment and is supported by Doric columns. The pediment has a dentiled cornice and dentiled raking cornice with rounded light. Brick pilasters crowned with capitals articulates the side elevations. Between the brick pilasters on the first story are 6/6, double-hung wood sash windows. A corner stone on the façade denotes the dates “1872-1925.”

A church and office building have been added to the 1925-church to the north. The office building serves as a bridge between the earlier church and new church located at the north end of the building. The two buildings are brick with metal windows. The office building was constructed in 1955, and the church in 1975. The church has a cross-gable roof with asphalt shingles and is crowned with a massive lantern. The roof has an articulated cornice with returns. The windows on

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the church are Palladian in form with multiple fixed lights. The entrance is located on the north elevation and is comprised of a double-leaf door with transom and heavy wood frame. The office building is one-story with a side-gable roof and 6/6, double-hung sash windows. There are intersecting gables on the east and west elevations with vinyl siding in the gable.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (2 – buildings)

916 Centerville Turnpike

New Burfoot House

This house was constructed in 1925. The single-family dwelling is constructed of brick with a hipped roof. The house has Colonial Revival details with Craftsman massing. The façade is dominated by an open porch with hipped roof. The roof is supported by brick piers. The façade is also three-bay, reinforced by the porch bays and second-story paired window groupings. The windows are 1/1, double-hung sash. There is a hipped-roof dormer on the façade with metal siding and paired windows. An interior chimney pierces the roof on the north rake. There is a projecting brick ell on the north elevation.

To the northwest of the dwelling is a garage. It is wood frame with wood siding and dates to the period of the house's construction. The roof is gable with standing-seam metal.

CONTRIBUTING (2 – buildings)

1000 Centerville Turnpike

Jackson, William A. House

This dwelling was constructed in the 1870s and is a frame, 2-story house with massive exterior-side, brick chimneys. The façade is three-bay with 6/9, hung-hung sash windows and a central door. Other windows on the side elevations are 6/6, double-hung sash. There are two-story and one-story additions to the rear of the building, which triple the size of the building. The original building has a side gable roof with standing-seam metal. The additions are also frame with metal roofs.

The property is surrounded by a number of temporary and permanent buildings. There are two metal-frame greenhouses at the south end of the property. There is also a metal storage shed on site. At the northeast corner of the lots is a shed-roofed, wood, shed with single leaf wood door.

To the immediate northwest of the dwelling is a wood garage with a gable roof and oversized door.

CONTRIBUTING (2 – building)

CONTRIBUTING (1 – structure)

NON-CONTRIBUTING (3 – structures)

1036 Centerville Turnpike

Jackson, George House

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This Queen Anne dwelling dates to 1890. The building is frame with wood siding and is 2-1/2-stories. The first story façade is three-bay and the second story façade is four-bay. The façade porch has been removed. The windows are 2/2 and 1/1, double-hung sash. The door is single leaf, wood. The roof is cross gable and is treated with asphalt shingles. The front gable has decorative shingling and eave returns marking a pent roof at the gable base. Below the pent roof is a dentiled cornice. The side gable also has returns, but no cornice. There is an interior brick chimney at the roof apex.

CONTRIBUTING (1 – building)

FENTRESS ROAD

Norfolk and Elizabeth City, NC Railroad Tracks

Norfolk and Southern Railroad Tracks

The railroad tracks are located at the west boundary of the district. They are comprised by parallel metal tracks resting on wood ties. The tracks rest on a bed of gravel elevated from the ground. There is a ditch to the immediate west. In the area between the intersection with Fentress Road extending south to behind 1431 Fentress Road, an additional set of tracks is located to the east. These tracks run parallel to the main track.

General Contractor: John S. King

CONTRIBUTING (1 – structure)

1400 Fentress Road

This single-family dwelling is Queen Anne in style and was constructed circa 1890. The dwelling has a side-gable roof with an intersecting gable on the north corner. The roof material is stranding-seam metal pierced with plain brick chimneys at the apex. The gables have cornice returns and spindlework in the gable on the façade. The dwelling is frame clad in vinyl siding with replacement 1/1, metal, double-hung, sash windows. The porch is located on the façade south of the intersecting gable. It has turned posts and spindlework, including a spindle-frieze, spindle-brackets and a turned balustrade. The porch roof is hipped and is also treated with standing-seam metal. There is a projecting addition on the intersecting gable block that is one-story. It has a hipped roof with metal.

CONTRIBUTING (1 – building)

1412 Fentress Road

This single-family dwelling has a five-bay façade with a central entrance. It is frame construction with weatherboard siding and has a hipped, slate roof. The windows are 2/2, wood, double-hung sash. The entrance is a single-leaf, wood door with a single-light and transom above. The porch shelters the three central bays of the first story and has a hipped roof with plain wood posts. The dwelling rests on a pier

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foundation. The hipped roof is pierced with two massive brick chimneys. This building dates to 1910. Located to the rear or east of the dwelling is a small 1-1/2-story frame dwelling oriented to the east. This building was constructed as a single-family dwelling and is now linked to the primary resource via a frame hyphen. It was constructed circa 1870. The building has recently been rehabilitated.

There is also a garage on site. It is frame with vinyl siding and a gable roof. It has oversized roll-up doors on the façade.

CONTRIBUTING (2 – buildings)

NON-CONTRIBUTING (1 – building)

1421 Fentress Road

This dwelling was constructed circa 1970 and is a frame ranch-style single-family dwelling. The dwelling is clad in vinyl siding and has a side-gable roof. There is an entrance ell located on the south elevation with incorporated porch. The roof is also side gable on this block. There are two single-leaf doors from the porch; one to the ell and other to the main dwelling. The windows are 1/1, metal, double-hung sash.

There are two frame shed located to the west of the dwelling. They are clad in plywood with double-hung sash windows. The roofs are clad in asphalt shingles.

NON-CONTRIBUTING (1 – building)

NON-CONTRIBUTING (2 – structures)

1429 Fentress Road

Commercial Building

This 1920 commercial building is frame construction resting on a brick pier foundation. The roof is gable and clad in metal. The façade is dominated by a storefront with recessed canted entrance. The storefront windows on the façade are fixed and the door is single-leaf, wood with panels and a light. The entrance is sheltered by a porch with a hipped roof supported by wood posts.

There are two oversized storage sheds to the west of the commercial building. Both have gabled roofs with metal roofing material. The building immediately to the rear of the commercial building is frame with wood siding and a double-leaf wood door on the façade. Above the door, there are paired 6/6, double-hung sash windows. The building to its south is wood with wood siding with a metal door. Both buildings lack architectural details.

CONTRIBUTING (1 – building)

CONTRIBUTING (2 – structures)

Centerville Station Platform

Behind 1429 Fentress Road

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The original Centreville depot was demolished in 1940. The only remnant of the station is the concrete platform adjacent to the railroad tracks. The concrete platform is rectangular and is 4 feet tall. There is a concrete ramp descending to the north.

CONTRIBUTING (1 – structure)

1431 Fentress Road

This building is a two-story, Colonial Revival, single-family dwelling. It is frame construction clad in vinyl siding. The roof is gable with cornice returns on the façade. The façade is three-bay with a three-bay porch sheltering the first story. The porch has a hipped roof supported by battered piers on elevated brick bases. The windows on the building are 2/2, double-hung, sash. The roof is treated with asphalt shingles. The dwelling was constructed circa 1900.

To the northwest of the dwelling is a frame barn clad in wood siding. It has a gambrel roof and two oversized double-leaf batten wood doors. There are small casement windows in the gambrel roof.

CONTRIBUTING (1 – building)

CONTRIBUTING (1 – structure)

1441 Fentress Road

This single-family dwelling was constructed in 1910. It incorporates Craftsman and Colonial Revival details. The roof is hipped and treated with asphalt shingles. There are hipped roof dormers with paired windows on each roof rake. The façade is three-bay with 1/1, double-hung, wood sash windows. The door is single-leaf. A hipped-roof porch supported by battered piers on elevated brick bases shelters the first story.

To the west of the dwelling is a wood garage with gable roof.

To the southwest of the dwelling is a large storage shed clad in metal. It has a shed roof.

CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – building)

NON-CONTRIBUTING (1 – structure)

1452 Fentress Road

This single-family dwelling was constructed in 1980 and is a typical brick ranch house. It is one-story with a side gable roof, and garage ell to the west. The entrance is centrally located on the façade and is within an incorporated porch supported by a wrought-iron post. The windows on the façade are paired and consist of 1/1, metal, double-hung sash.

NON-CONTRIBUTING (1 – building)

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WHITTAMORE ROAD

1109 Whittamore Road

Fire Service Facility

This fire station is constructed of brick and is one-story with a brick ell located on the northwest corner, which houses the fire trucks. The building faces south to Whittamore at Centerville Turnpike, and has a three-bay façade. There is a central entrance sheltered with a gabled porch roof supported by plain wood posts. The entrance has a single-leaf door. The door is flanked by 1/1, double-hung sash, metal windows, which are flanked by false, metal, paneled shutters. The roof is side-gable with brackets under the eaves. There is an interior metal chimney. The building dates to 1970.

NON-CONTRIBUTING (1 – building)

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Statement of Significance (con't)

Narrative Statement of Significance

Summary Statement of Significance

The Centreville-Fentress Historic District is located on a 17th century road leading from Norfolk, Virginia via Great Bridge to Elizabeth City, North Carolina named Great Road. Great Road was the primary land route between the more populous Norfolk and Portsmouth urban area that developed during the mid-18th century and bisected Norfolk County. Until the early 1880s, Centreville-Fentress was rural and dominated by farms of 300 to 1000 acres flanking the road. The area gained prominence in the mid-19th century with the opening of the Albemarle and Chesapeake Canal in 1859. This facilitated the transportation of goods from the rural farms to market. In addition to the water-route, the arrival of the Norfolk and Elizabeth City Railroad in 1881 facilitated the growth of region with its formal naming and as a focal point for land and rail travel. Additions of a post office, church and commerce in the late 19th century also strengthened Centreville-Fentress's prominence in the region. Financial uncertainty of the 1930s coupled with the advent of the automobile and automobile trucking of goods to market led to the demise of the railroad, which terminated service in the 1940s. With the discontinuance of rail service and the increased mobility of the population, small commerce decreased at the town core. Like many rural railroad towns in Norfolk County, Centreville-Fentress declined and was redeveloped for residential and farming solely. It is today a remnant of a railroad boomtown of the late 19th and early 20th centuries, which were common along the railroad lines connecting larger cities in southeastern Virginia.

The Centreville-Fentress Historic District meets National Register criteria C for its association with community planning and development and criteria A for its association with transportation during the period of significance from 1871 to 1940.

Early History

The area where Centreville-Fentress is located was once the 1350-acre farm of Joseph Pritchard. Pritchard died in 1858 and his will of 1849 outlines the division of his estate between his wife and children. His eldest sons who were of legal age inherited most of his land and slaves. Pritchard's wife inherited the "kitchen furniture" and a slave named, "Pete". A 300-acre tract was willed to his eldest daughters, Elizabeth and Mary, born 1840 and 1842 respectively, which included what Pritchard had called "Centre Hill".¹

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In 1858, William A. Jackson, an adjoining landowner to the south purchased the approximately 300-acre farm from the two unmarried sisters, Elizabeth Luconde and Mary Susan Pritchard. The purchase price was \$2500.00.² Jackson was also a farmer who had migrated north from North Carolina to Virginia. He was 30 years old upon purchasing the land from the Pritchard estate. His adjacent farm was small, but with the addition of the Pritchard land, his land holdings in the area became average for this time period. Jackson's land purchase would have a major impact on the development of the community.

Jackson had a large stake in the development of the Centreville-Fentress area during the late 19th century. He was involved in almost every aspect of its growth in the 19th century until his departure to the suburbs of Norfolk in 1900. By 1871, Jackson had dealt in the purchase of numerous parcels of real estate in Norfolk County. Throughout the remaining 30 years of the 19th century he purchased and sold numerous parcels in the area and was involved with many land transactions involving the local farming community. In 1880, he had become quite wealthy with 7 servants and a cook.³ His house dating to the 1870s was also quite large compared to surrounding houses. Located on Great Road, south of the church, it is a 2-story, center-hall Colonial with end chimneys and is two stories. There are perpendicular ells located to the rear. The house sits on a prominent elevated site at the junction of Great Road and Whittamore Road facing east to the farmland owned by Jackson. The site may have been what Pritchard referred to as "Centre Hill", but this cannot be confirmed.

In July 1871 William A. Jackson deeded a parcel of land for \$1.00 to the Trustees of the Centre Hill Baptist Church to "build a Baptist Meeting House." The trustees listed of the property were William Wood, Gideon S. Hearing, William H. Old, Sassell Jackson and Jerome B. Fentress.⁴ All were residents of the Centre Hill vicinity.⁵

A wood church was constructed in 1872 along Great Road and drew many farmers from the vicinity to Centreville-Fentress. The wood for the church's construction was barged on the Albemarle and Chesapeake Canal to Old's Point. En route along the canal, the barge sank, but the wood was salvaged and used to build the church. The church was modest designed in the Gothic Revival-style with a double-entrance framing two pointed-arch windows set inside typical rectangular double-hung sash windows. The church was removed from its location and replaced with an imposing 2-story, brick building with monumental, classical portico in 1925. The church was a branch of the Pleasant Grove Baptist Church. Only begun with 41 members in 1872, by 1882 the membership had grown to 77.⁶

The construction of the church marks the commencement of the formation of a community center in the Centreville-Fentress area. Until 1872, the nearest church and commercial buildings were located in the adjacent communities of Mt. Pleasant and Great Bridge, which were approximately 4 miles in

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opposite directions.⁷

Centerville (Centreville) Turnpike was a project of local farm owners between Centreville and the Albemarle and Chesapeake Canal. These farmers formed a corporation, which they filed with the Norfolk County court. It is noted that the owners built the road, but according to the State Corporation Commission records, the group never paid the \$10.50 fee and the incorporation was never officially recorded.⁸ The original road was a single track of oyster shells not less than 10 feet wide.⁹ In addition to the turnpike the group also built the Centerville Turnpike Bridge. The bridge had a toll, which was collected by the owners or agent. The group operated the bridge until its consolidation in 1913 by the Consolidated Turnpike Company.¹⁰

Jackson was involved with the creation of the Centreville, now Centerville, Turnpike, which led from Centreville-Fentress across the Albemarle and Chesapeake Canal toward Washington Point. The creation of the Albemarle and Chesapeake Canal would be a major development and economic factor for the Centreville-Fentress area. The canal linked the Southern Branch of the Elizabeth River at Great Bridge and the North Landing River, which flowed to the Albemarle Sound, which facilitated travel between Hampton Roads and the Chesapeake Bay, and the Currituck Sound. At the midpoint of the canal there is Old's Point, which is just north of Centreville-Fentress.¹¹

The purpose of developing the road was to capitalize on the trucking of goods from the Centreville-Fentress area to the docks at Old's Point on the Albemarle and Chesapeake Canal. The road preceded the construction of the railroad line, and was the only means of trucking goods to market other than traveling via the land route 4 miles to Great Bridge or Mt. Pleasant. The distance between Centreville-Fentress and the Albemarle and Chesapeake Canal was only one mile, which was more economical and time saving than the road to Great Bridge or Mt. Pleasant. In addition, since the goods had to be shipped again from Great Bridge to market or by steamer to the north, additional travel would have solely been more time consuming.

Albemarle and Chesapeake Canal

Construction on the Albemarle and Chesapeake Canal began in 1855. The Dismal Swamp Canal had provided the first water-related access between Virginia and North Carolina, but was limited to small skiffs until 1814. It was widened and accommodated steamers in 1829. The Dismal Swamp Canal had been dug by hand and a road was built alongside to accommodate mules or horses for the transport of the vehicles.

The plan for the Albemarle and Chesapeake Canal dates to 1772 when the desire to connect the

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Elizabeth River with the Albemarle Sound was brought before the Virginia House of Burgesses. The purpose of the canal was to connect the headwaters of the Southern Branch of the Elizabeth River and the head of the North Landing River. This would facilitate and increase the shipping trade between the Albemarle Sound and the Chesapeake Bay ports.¹²

Steam dredges, referred to as “Iron Titans”, dug the Albemarle and Chesapeake Canal.¹³ The plan commenced at Great Bridge and ended at the head of the North Landing River. There was a single lock at Great Bridge. The first successful trip through the canal was on January 9, 1859 by the steamboat Calypso, owned by the canal company. Upon its opening in 1859, the canal attracted business away from the Dismal Swamp Canal. The opening of the canal is attributed with the growth and development of Great Bridge as a major shipping point and town.

In addition to development at Great Bridge, farms clustered along the waterway to take advantage of the ease of transporting goods. Docks were constructed on the canal for small boats, and small villages, such as Mt. Pleasant, developed nearby and served as shipping hubs. Old’s Point is an example of a dock constructed for the shipping of farmers’ products to market.

Truck Farming

The farmers in the Centreville-Fentress area were “truck farmers”, which designates farmers who “truck” or transport their goods to market.¹⁴ In the period before the Civil War, truck farmers transported their goods via the Great Road to Great Bridge or Elizabeth City, NC. From these locations, the goods could be transported via ship to other destinations on the Chesapeake Bay and Albemarle Sound. Upon the opening of the Albemarle and Chesapeake Canal, truck farmers were able to move their goods to market much faster. The Centreville-Fentress farmers moved their goods to Old’s Point just north on the Albemarle and Chesapeake Canal for shipping. The produce could be transferred when it was fresher and spent less time on the road en route to market.

Norfolk County’s farmers’ prosperity is attributed to the means of trucking goods via waterway and the maturation of crops one to two months earlier than those planted in the farms near the northern cities of Philadelphia, Baltimore, New York, and Boston.¹⁵ Via steamboat, the trip north was between 24 to 36 hours from farm to market in the northern cities. The earlier harvest times in Norfolk County created a balance between northern cities’ local farmers and farmers in Norfolk County. Another advantage for Norfolk County farmers was the higher pricing of their goods in the northern markets. The prices were higher since goods were available earlier, which enabled farmers to retain level pricing with shipping.

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Norfolk County was known as a “vast garden”, along with surrounding counties in Virginia and North Carolina. The soil was very rich and provided a high yield for local farmers. In the 1890s, the magazine “Cornucopia” or “Southern Horn of Plenty” had attributed \$5 million in the aggregate sale of market garden vegetables for one year. The magazine also noted that there was no other area in the United States that reflected such a high yield.¹⁶

The transport of goods from the farm to the waterway was along the “shell roads”, which were roadways lined with a bed of oyster shells. Farmers trucked their goods via horse or mule and cart to a shipping point on the waterway where boats docked to transport the goods. The transport along the numerous waterways was facilitated by a small fleet of boats of varying forms, from skills, sloops, schooners, rafts, canoes, bugeyes, and eventually steamboats.¹⁷ The small boats were used during the summer months to transport the goods from the small ports to the major ports such as Norfolk and Portsmouth. From Norfolk and Portsmouth, goods were shipped to their destinations.¹⁸ After harvest season, the boats served to harvest oysters from the plentiful oyster beds in the brackish waters of the rivers.

Upon the completion of the Elizabeth City and Norfolk Railroad in 1881, Centreville was the first stop en route to Elizabeth City from Norfolk. Farmers had a new way to truck produce to market, which was much quicker for goods that spoiled or ripened much faster. While the Albemarle and Chesapeake Canal was still used as a source to transport goods, the addition of the railroad brought farmers to Centreville to deliver their crops for transport. In addition to farmers, area residents from Great Bridge and the farms along the Albemarle and Chesapeake Canal also converged on Centreville for access to the railroad.

Both modes of transportation of goods coexisted until the 1920s when the automobile and trucking of goods via truck were employed more often. The automobile enabled farmers to be more flexible in harvesting their crops and transporting them to market. The flexibility of transportation of goods allowed farmers to harvest their crops at varying times.¹⁹ The produce was also moved directly from the harvest to market and did not require an intermediate stop for transport, which also cut out additional costs.

The manner of farming also changed in the 1920s with the employment of tractors versus traditional horse or mule for tilling the soil. Tractor manufacturers traveled the rural countryside demonstrating tractors to local farmers and the efficiency gained through the use of the tractor.²⁰ The tractor coupled with the truck expedited the planting and harvest of crops and the transport of goods to market. Automotive advantages would change farming and the railroad and boat significance to the rural Norfolk County farmer.

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The Railroad

In 1880, the Elizabeth City and Norfolk Railroad was formed with a route from Washington Point in Norfolk to Elizabeth City, NC. The function of the railroad was to connect Norfolk and Elizabeth City via rail, which provided an alternative to shipping goods via the Albemarle and Chesapeake Canal.²¹

Construction began in Berkley at Washington Point and was completed by December 1881, with a spur to Edenton, NC. Along the route stops were planned including Centreville and Hickory Ground near the North Carolina and Virginia border.²² Stations were constructed at these locations in Virginia to take advantage of the shipping trade for goods from the rich farmland, and to provide stations to the rural Norfolk County population.

In 1883, the railroad officially changed its name to Norfolk Southern Railroad and eventually consolidated with the Albemarle and Pantego Railroad and Steamboat. The Albemarle and Pantego Railroad and Steamboat was organized soon after the Civil War by John L. Roper of Norfolk. The railroad provided access to logging in the rich timberland in southeast Virginia and northeast North Carolina. Beset by financial problems and high bond indebtedness, the company was placed in receivership in 1889. Receivers held the railroad until 1891 when it merged with Norfolk and Southern Railroad.²³

Norfolk and Southern Railroad prospered in the 1890s until the early 1920s when World War I forced the railroad to cut costs. Changes in modes of transport forced additional changes in Norfolk and Southern Railroad's shipping policies in the 1920s, until financial disaster occurred during the Great Depression in 1932.²⁴

During Norfolk and Southern Railroad's prosperous years, trains traveled daily between Washington Point in Norfolk, and Elizabeth City and Edenton, NC. Passenger service began in the 1880s, which allowed residents of Centreville-Fentress to travel to Norfolk and Elizabeth City. Passenger and transport service continued until the 1930s.

Commerce in Centreville-Fentress

Centreville-Fentress was an important crossroads in Norfolk County. Centrally located within the county, it was on the main land road through the county from Great Bridge to Elizabeth City, NC. At the location of Centreville-Fentress, the Centreville Turnpike led north across the Albemarle and

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Chesapeake Canal connecting with Indian River Turnpike, which connected Norfolk and points east in Princess Anne County. Great Road was a more direct land route to Norfolk and passed through more inhabited country in the 19th century.

Centreville-Fentress's first store was operated by Jetson Jett, and was known as Jett's Store or Jackson's Store. Jett's first appeared in the Centreville-Fentress area in a land sale from Jackson to Jett in 1871.²⁵ By 1878, there are references to the store in the application for the creation of the Centreville Turnpike. According to deed records, the store was located at the intersection of Great Road and the railroad tracks near the intersecting roads. This is a prime location for a store as many 19th century stores are located in areas where people converge or at major shipping points.

In December 1888, an application was made to the United States Post Office to create a post office at the Centreville's railroad station. According to the application documents, the proposed post office was on a route from Norfolk to Edenton that traveled six times per week. The exact location of the proposed post office was 200 yards east of the railroad tracks. This would have placed the office on the west side of the road leading from Great Bridge to Elizabeth City. The post office application listed that it served 500 persons within the general vicinity. The proposed postmaster was Jerome B. Fentress, and the name of the proposed office was Fentress.²⁶ Fentress was the son of a Joshua Fentress who owned the farm east of the railroad station. Centreville was unavailable since it had been granted earlier to a village in northern Virginia near Washington, DC.

Changes in shop ownership and the postmaster forced the relocation of the post a number of times in the late 19th and early 20th century. Since the postmaster could dictate the location of the post office, it could be moved to a location deemed appropriate. In addition to the postmaster's choice in location, a shop owner had to concur in its placement in his store. The post office was a coveted business, since the rural population had to come to the post office to retrieve mail. The store in which it was located became a meeting place and usually increased business due to increased patronage.²⁷

The movement of the post office coincides with additional commerce that developed in the late 19th and early 20th centuries. There appears to be a well-defined commercial core that had developed at the intersection of Fentress Road (Great Road), Blue Ridge Road and Centerville Turnpike. There are two stores documented on the site immediately to the east of the current store on Blue Ridge Road. They were modest one-story buildings constructed in the early 20th century.²⁸

In addition to stores, there was also a hotel in Centreville-Fentress located to the north of the current remaining commercial building on the site of 1421 Fentress Road. According to a report conducted by the History Store, the late 19th century hotel was in located the main commercial core of the town.²⁹

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Additional commerce would develop in the early 20th century before the closure of the railroad terminal in Centreville-Fentress. The Great Depression took a monumental toll on the small community. In addition the rise of the automobile would contribute to the demise of small commerce due to the increased mobility of local residents.

1900 – 1930 Changes and the Expansion

William A. Jackson had grown quite old (72) by 1900 and relocated to the City of Norfolk, residing in the burgeoning suburb of Park Place. He sold his lands abandoning the town which he helped develop. After his departure the village continued to thrive reaching a development height in the early 20th century.

By 1910, a number of changes in the demographics of the population had occurred. The appearance of railroad personnel and professionals changed the make up of the largely agricultural community. A. W. Burfoot had purchase the house occupied by Joshua B. Fentress, who had died without a will. Burfoot's arrival in 1910 signified a change in the residential nature of Centreville-Fentress.³⁰ Most inhabitants of Fentress village, as it was termed in 1920, were farmers or labors related to the farming of the parcels in the area.³¹ Though it is not known specifically why Burfoot moved to the village, the attraction of the country and accessibility might have been a factor.

By 1920, there was an auto-repair shop in Centreville-Fentress with three employees. This was coupled with a number of merchants and clerks residing in the immediate vicinity of the Centreville-Fentress community.³²

Also constructed at this time was a brick factory³³ and additional commercial buildings east of Great Road and west of Centreville Turnpike on Blue Ridge Road. The expansion of the commercial core was reflective of a thriving community. The commercial buildings were modest and were primarily one-story.

1930 – 1940: Decline

The decline of the village of Centreville-Fentress as a commercial center can be defined by three major factors. The first was the rise of the automobile as a source of transportation. The ability and flexibility of farmers to move their produce to market bypassed the village center. The goods could be transported to the ports of Norfolk, Portsmouth, and Elizabeth City, NC without intermediate stops. The automobile also provided residents with the mobility to travel to adjacent towns, or the city for

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their shopping needs. This increased competition for the small commercial interests that had developed during the late 19th and early 20th centuries. They were unable to compete with cheaper markets in the cities.

The Great Depression affected the rural farming communities in the United States. Farmers' markets were cut short, which lessened their cash flow. The lack of local income proved to precipitate the demise of the commercial core. Storeowners, whose businesses had thrived, saw losses since the farming community could not afford to purchase items with cash.

The major factor in the decline of the village was the troubled financial status of Norfolk and Southern Railroad between 1932 and 1940. Norfolk and Southern had filed for bankruptcy in 1932, which affected operations. With the uncertain future of the railroad and reduction in traffic, the reliability of the railroad lessened. Norfolk and Southern operated at a reduced schedule and by 1941, it had been reorganized and service was cut to meet changes in demand.³⁴

It was at the end of this period that passenger service to Norfolk ceased. The railroad station was demolished shortly thereafter and Centreville-Fentress as a shipping point and major transit point was defunct.

Present Day

Today, Centreville-Fentress retains its post office, though limited in service. The post office is located in the last remaining store in the vicinity. Behind the store lies the original railroad line and remaining platform for the train station. The most cohesive grouping of buildings still remains at the core of the community at the juncture of the major transportation routes.

Though not serving as an agricultural village the area still retains its rural appearance. This is threatened with the encroaching suburban development. Many smaller farmers have sold their parcels, which have been planned as suburban communities or golf courses. The community is surrounded by such development, but maintains its rural and agricultural character.

Norfolk County also faced changes in the 20th century with the formation of the city of Chesapeake and numerous annexations of land by the city of Norfolk. Norfolk sought to increase its borders and systematically annexed portions of Norfolk County from the late 19th to mid-20th centuries. In 1963, the city of Chesapeake was formed from the remaining lands of Norfolk County.

The Centreville-Fentress Historic District meets National Register Criteria A and C due to its

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association to the growth of the rural, railroad town on the late 19th century. It is an example of the change in character of the rural farming culture in Norfolk County, Virginia.

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4. Norfolk County Deed Book 105, 492.
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7. Ibid.
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9. Norfolk County Charter Book 1, 6-7.
10. Brown, 170.
11. Lathrop
12. Brown, 2.
13. Cross, 60.
14. Ibid., 58.
15. Parramore, Thomas C., with Peter C. Stewart and Tommy L. Bogger, Norfolk: The First Four Centuries., Charlottesville: University of Virginia Press, 1994, 171.
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19. Ibid., 129
20. ibid., 138.
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22. Cross, 109.
23. Prince, 6-7.
24. Ibid., 29.
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27. David, Kimble, "Country Stores and Rural Post Offices of Gloucester County: Final Report," Virginia Department of Historic Resources, February 1999, Appendix E, 4.
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29. Virginia Department of Historic Resources Survey Files, 1999.
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31. U.S. Bureau of the Census, 1920.
32. Ibid.
33. Virginia Department of Historic Resources Survey Files, 1999.
34. Prince, 31.

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Geographical Data (con't)

UTM References (con't)

	Zone	Easting	Northing
5	<u>18</u>	<u>394080</u>	<u>4062180</u>
6	<u>18</u>	<u>394130</u>	<u>4062150</u>
7	<u>18</u>	<u>394130</u>	<u>4062220</u>
8	<u>18</u>	<u>394390</u>	<u>4062200</u>
9	<u>18</u>	<u>394410</u>	<u>4062130</u>
10	<u>18</u>	<u>394710</u>	<u>4062200</u>
11	<u>18</u>	<u>394920</u>	<u>4062140</u>
12	<u>18</u>	<u>394930</u>	<u>4062090</u>
13	<u>18</u>	<u>395040</u>	<u>4061990</u>
14	<u>18</u>	<u>394770</u>	<u>4061860</u>
15	<u>18</u>	<u>395520</u>	<u>4061240</u>
16	<u>18</u>	<u>395450</u>	<u>4061050</u>
17	<u>18</u>	<u>395160</u>	<u>4061190</u>
18	<u>18</u>	<u>394240</u>	<u>4061380</u>
19	<u>18</u>	<u>394070</u>	<u>4061020</u>
20	<u>18</u>	<u>393900</u>	<u>4061130</u>
21	<u>18</u>	<u>393970</u>	<u>4061350</u>
22	<u>18</u>	<u>393980</u>	<u>4061490</u>
23	<u>18</u>	<u>393940</u>	<u>4061950</u>

Verbal Boundary Description

The boundaries included the following plate and parcel numbers:

0610, 55, west of C&W Railroad line	0610, 62	0610, 67A	0610, 77	inclusive of only approximately 3200 feet south of Fentress Road
0610, 57	0610, 63	0610, 68	0610, 78	
0610, 58	0610, 64	0610, 73	0610, 79	
0610, 59	0610, 64A	0610, 73A	0610, 80	
0610, 60	0610, 65	0610, 73B	0610, 82	
0610, 61	0610, 66	0610, 74	0610, 95C	
	0610, 67	0610, 76	0610, 1000,	
			0612, 2, A	
			0612, 2, B	
			0612, 3, A	

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0612, 3, B 0612, 3, C	0620, 4, approximately 10 acres at the	north end, marked by the treeline	0620, 4A 0620, 5
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There is also an attached map showing the boundaries.

Boundary Justification

The boundaries reflect the historic core of the Centreville-Fentress village and the immediate, remaining, surrounding agricultural lands. This area reflects the planning, architecture and development which occurred during the period of significance.

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Photographic List

Key:

1. Name of property, or, for districts, the name of the building or street address followed by the name of the district.
2. County/City, State where the property is located.
3. Name of the photographer.
4. Date of photograph.
5. Location of original negative.
6. Description of view indicating direction of camera.
7. Photograph number.

List:

1. Centreville-Fentress Historic District
 2. Chesapeake, Virginia
 3. Kimble A. David
 4. August 2002
 5. Virginia Department of Historic Resources
 6. Looking north on Fentress Rd. from Centreville Road
 7. Photograph Number 1
-
1. Centreville-Fentress Historic District
 2. Chesapeake, Virginia
 3. Kimble A. David
 4. August 2002
 5. Virginia Department of Historic Resources
 6. Store, 1429 Fentress Rd., southeast oblique
 7. Photograph Number 2
-
1. Centreville-Fentress Historic District
 2. Chesapeake, Virginia
 3. Kimble A. David
 4. August 2002
 5. Virginia Department of Historic Resources
 6. Store, 1429 Fentress Rd. with platform, looking southwest

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7. Photograph Number 3

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Looking south along railroad tracks from platform
7. Photograph Number 4

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Looking north along railroad tracks from platform
7. Photograph Number 5

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Looking south on Fentress Rd. from intersection of railroad tracks
7. Photograph Number 6

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Looking south on Fentress Rd. and railroad from intersection of railroad tracks
7. Photograph Number 7

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. 1400 Fentress Rd., façade

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7. Photograph Number 8

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. 1412 Fentress Rd., façade
7. Photograph Number 9

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Looking east on Blue Ridge Rd. from Fentress Road
7. Photograph Number 10

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Store, 1429 Fentress Rd., northwest oblique
7. Photograph Number 11

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Farmhouse, 909 Centerville Rd., looking east from Centerville Turnpike
7. Photograph Number 12

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Centerville Baptist Church, southeast oblique

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7. Photograph Number 13

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. House, 916 Centerville Turnpike, northeast oblique
7. Photograph Number 14

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Farmhouse, 1000 Centerville Turnpike, southeast oblique
7. Photograph Number 15

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Farmhouse, 1036 Centerville Turnpike, southeast oblique
7. Photograph Number 16

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. Farmhouse, 1645 Blue Ridge Rd., northwest oblique
7. Photograph Number 17

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. View of encroaching development, looking north from Blue Ridge Road at 1645 Blue Ridge Road

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7. Photograph Number 18

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. House, 1516 Blue Ridge Rd., north façade
7. Photograph Number 19

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. House, 1521 Blue Ridge Rd., northwest oblique
7. Photograph Number 20

1. Centreville-Fentress Historic District
2. Chesapeake, Virginia
3. Kimble A. David
4. August 2002
5. Virginia Department of Historic Resources
6. House, 1533 Blue Ridge Rd., northwest oblique
7. Photograph Number 21