

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

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

1. Name of PropertyHistoric name: Shipman Historic DistrictOther names/site number: DHR #062-5312Name of related multiple property listing: N/A

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

2. LocationStreet & number: James River Road (Route 56), Craigtown Road (Route 639), Braddock Lane, Lentz Lane, Marietta Lane, Church Street, Lonesome Pine RoadCity or town: Shipman State: VA County: NelsonNot For Publication: N/A Vicinity: N/A**3. State/Federal Agency Certification**

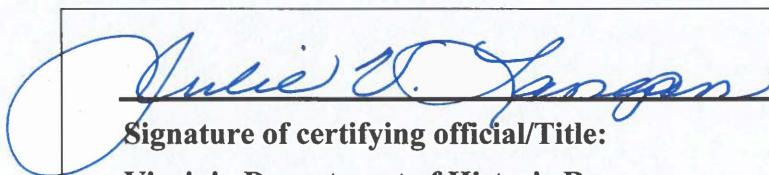
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

 national statewide X local

Applicable National Register Criteria:

X A B C D

		<u>7-1-2025</u>
Signature of certifying official>Title: <u>Julie D. Longan</u> Date <u>7-1-2025</u> <u>Virginia Department of Historic Resources</u> <u>State or Federal agency/bureau or Tribal Government</u>		

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official: <u> </u>	Date <u> </u>
Title : <u> </u> State or Federal agency/bureau or Tribal Government <u> </u>	

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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: X

Public – Local

Public – State

Public – Federal

Category of Property

(Check only **one** box.)

Building(s)

District X

Site

Structure

Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>109</u>	<u>26</u>	buildings
<u>2</u>	<u>0</u>	sites
<u>0</u>	<u>5</u>	structures
<u>0</u>	<u>0</u>	objects
<u>111</u>	<u>31</u>	Total

Number of contributing resources previously listed in the National Register 2

- Ryan Hall Elementary School (DHR ID 062-5312-0005, NRHP SG100008135) was individually listed in 2022 and comprises two contributing buildings.

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

DOMESTIC: secondary structure

DOMESTIC: hotel

COMMERCE/TRADE: department store

COMMERCE/TRADE: specialty store

COMMERCE: warehouse

GOVERNMENT: post office

EDUCATION: school

RELIGION: religious facility

FUNERARY: cemetery

AGRICULTURE/SUBSISTENCE: storage

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

DOMESTIC: secondary structure

SOCIAL: meeting hall

GOVERNMENT: post office

RELIGION: religious facility

FUNERARY: cemetery

TRANSPORTATION: rail-related

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
LATE VICTORIAN: Victorian (Folk)

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

FOUNDATION: BRICK, CONCRETE, STONE

WALLS: WOOD (Weatherboard), BRICK, CERAMIC TILE, METAL (Aluminum), SYNTHETICS (Vinyl)

ROOF: METAL, ASPHALT

Narrative Description

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

Summary Paragraph

The village of Shipman is located in south-central Nelson County, around the convergence of James River Road (State Route 56) and the rail line. Comprising approximately 100 acres, the Shipman Historic District is a cohesive collection of residential, commercial, and institutional buildings. Surrounded by heavily wooded areas, the district's layout follows the area's rolling topography of the Commonwealth's Piedmont region. Due to the hilly nature of the district, it ranges from approximately 683 feet to 726 feet above sea level. Naked Mountain is located about 2.6 miles north of the district, and its peak is visible at various points from within the district. The community was established in 1859, when the Nelson Station depot was erected along the recently completed Orange & Alexandria Railroad line to Lynchburg. Development occurred organically along the rail line and down James River Road. A formal plat was never established, and the village was not officially incorporated as a town. The community remains a census-designated place with no official boundaries. The earliest extant buildings in the district date to ca. 1875. The Davis Cemetery, established in 1867, is located towards the west end of the district, north of James River Road. Although the majority of primary resources in the district are houses, there are a variety of other resource types, including stores, hotels, post offices, churches, schools, service stations, and a cold storage warehouse. Some residential properties in the district include secondary buildings, such as sheds and garages. The buildings in the district are generally one or two stories and of frame construction, with a few exceptions. The resources are generally simple, vernacular forms with some influences from styles such as Folk Victorian, Queen Anne, and Colonial Revival, apparent in the detailing of porches and gable fields. Of the 73 primary resources, 68 are

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contributing to the historic district. As most of the resources are contributing to the historic district and the setting remains relatively unchanged since the period of significance (1867–1967), the district retains integrity of location, setting, design, materials, workmanship, feeling, and association.

Narrative Description

Location and Setting

Set among the rolling topography of rural, south-central Nelson County, approximately three miles southeast of the county seat of Lovingston, the Shipman Historic District features a collection of residential, commercial, and institutional buildings representative of a rural village that grew up around the railroad. The district is generally bounded by heavily wooded areas to the north and south, Oak Ridge Road to the west, and a private road to the east. About a mile southwest of the district boundary is Oak Ridge (062-0011), a large estate owned by Wall Street financier Thomas Fortune Ryan in the early 20th century. The Norfolk Southern rail line and Nero Creek bisect the east end of the district. James River Road (State Route 56) is the district's main vehicular thoroughfare. James River Road runs east-west, while Craigtown Road and the Norfolk Southern railroad tracks run north-south. Lentz Lane, Marietta Lane, Church Street, and Braddock Lane branch off James River Road to the north and south. Lonesome Pine Road branches off Craigtown Road to the northwest. The houses, churches, and schools are sited along these roads. A small commercial area is centered at the intersection of James River Road (State Route 56), Craigtown Road (State Route 639), and the rail line. The street layout follows the district's rolling topography.

The commercial area features an assemblage of buildings, including former stores, current and former post offices, former hotels, and a cold storage warehouse. Minimal setbacks with small, gravel parking areas along the front or sides characterize these buildings and lots. The residential resources are typically set back from the road, accessed by private walks, and surrounded by residential yards that feature trees, shrubs, gardens, and domestic and agricultural outbuildings. Two former schools and three churches are spread throughout the district along James River Road, Church Street, and Braddock Lane. The schools and churches are located on relatively large, grassy parcels.

Detailed Description

The buildings in the district are typically one or two stories and of frame construction, with a few exceptions. The resources are generally simple, vernacular forms with some influences from styles such as Folk Victorian, Queen Anne, and Colonial Revival, apparent in the detailing of porches and gable fields. The most common alterations include the replacement of siding and roofing materials, as well as window replacement. Despite some alterations to historic materials and features, the resources in the Shipman Historic District, overall, continue to retain sufficient integrity to reflect their historic forms, functions, and dates of construction, conveying the significance of Shipman as the commercial, transportation, and institutional center for the surrounding rural area from the late 19th century through the mid-20th century.

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Commercial Resources

The small commercial core of Shipman is centered at the intersection of James River Road, Craigtown Road, and the rail line. The siting of these resources around the railroad tracks represents the close ties between the railroad and the community. The ca. 1900 McGinnis Store (062-5312-0025) at 10681 James River Road, next to the railroad tracks, originally housed the post office. The two-story frame building features a front gable roof with gable returns and a signboard in the gable field. The store's historic porch and siding have been altered. Across from the McGinnis Store, on the north side of James River Road, is the ca. 1920 Shipman Post Office (062-5312-0024), which was the community's first purpose-built post office. The small, vernacular building is one story, three bays, with a hipped roof and exposed rafter tails, weatherboard siding, and 2/2 double-hung sash wood windows. The current Shipman Post Office (062-5312-0027) was constructed ca. 1950, on the south side of James River Road. One of the few masonry buildings in Shipman, the brick building consists of a one-story post office at the front and a one-and-a-half-story residence at the rear with a gable roof over each section. The post office at the front is simple and unadorned with a central entrance while the Cape Cod Cottage residential section at the rear features roof dormers and a central door surmounted by a transom.

There are two former hotels, both oriented to face the railroad tracks. The ca. 1875 McGinnis Hotel (062-5312-0026), located behind the McGinnis Store at 10689 James River Road, is a large, two-story, five-bay frame building with cross-gable roof featuring a boxed cornice with gable returns and a prominent entrance facing the railroad featuring a transom and sidelights. Although the front porch has been replaced with a concrete-block deck and aluminum siding covers the historic weatherboards, the former hotel retains its historic standing-seam metal roof and 6/6 double-hung sash wood windows. The Old McGinnis Hotel (062-5312-0022) at 10599 James River Road was also built ca. 1875. This two-story, three-bay building with a cross-gable roof is clad with wood shingles and features a Neo-Classical inspired two-story porch with a projecting front gable accented with a diamond-shaped vent. Although the historic Tuscan porch columns and turned railing have been replaced, the former hotel retains the half-light front door and double-leaf second-story entrance with a transom and sidelights as well as a boxed cornice with gable returns and wooden 2/2 double-hung sash windows.

Positioned just east of the railroad tracks and west of Nero Creek is the three-story Shipman Cold Storage Warehouse (062-5312-0023) constructed ca. 1929 at 10641 James River Road. The largest building in Shipman, it is constructed of structural clay tiles manufactured by the United Clay Products Company to provide insulation. Loading doors on the west side elevation, facing the railroad tracks, clearly identify this as a warehouse used to ship products on the railroad.

Although most of the commercial resources are centered around the railroad at the east end of the district, there are two service stations located at the west end of James River Road, reflecting the growing popularity of the automobile in the mid-20th century. The ca. 1935 frame service station at 11252 James River Road (062-5312-0046) remains intact with its porte-cochere and wooden 2/2 double-hung sash windows. The ca. 1960 concrete block service station at 11309 James River Road (062-5312-0049) is a simple, unadorned rectangular form with a side-gable roof and a free-standing metal canopy sheltering the gas pumps.

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Institutional Resources

There are three churches and two schools in Shipman. Montreal United Methodist Church (062-5312-0034) was built in 1889 at 10912 James River Road, replacing a ca. 1864 church. This rectangular-form church with a rear ell features a front-gable roof with a corner entrance and bell tower surmounted by a pyramidal metal roof and finial. Although modified with vinyl siding and replacement front doors, it retains stained glass in the front entrance transom and double-hung sash windows. The ca. 1900 Montreal Baptist Church (062-5312-0045), originally established by a Black congregation in 1880, is a one-story, vernacular, frame church with a front-gable roof and a projecting entrance bay that features a belfry. A small cemetery is also located on the property at 11237 James River Road. The Shipman Baptist Church (062-5312-0012), built in 1918 at 66 Church Street, is a two-story, vernacular church with a hipped roof, projecting entry bay, and a front-gable roof accented by a diamond-shaped vent. Although modified with contemporary materials, the church retains the stained-glass transom over the entrance that reads "Shipman Baptist Church." This church is unusual for including a meeting space on the second floor for the Masonic Lodge.

Shipman High School (062-5312-0019) was built in 1908 at 22 James River Road to replace the earlier one- and two-room schools. The one-story, seven-bay frame school sits on a stone foundation with a cross-hipped roof of standing-seam metal that once featured a cupola and hipped dormers. A central entry porch supported by turned wood posts shelters the double-leaf entrance with replacement doors surmounted by a transom. The building, which has been modified with the installation of vinyl siding and replacement windows, was purchased in 1956 by the Civic Club and continues to serve as a community center operated by this local citizen's group. Ryan Hall Elementary School (062-5312-0005; NRHP SG100008135) was constructed as the "Shipman Colored School" in 1919 at 47 Braddock Lane. Built originally as a two-room school before an additional wing was added in 1925, the school is a one-story, six-bay frame building with a side-gable roof topped by a deteriorated belfry. Two entry porches shelter the entrance vestibules. A second school building was constructed on the property in the early 1930s. This one-story, four-bay frame building also features a side-gable roof with two entrances sheltered by a front-gable entry porch and large banks of double-hung, wood-sash windows. Both buildings are in deteriorating condition due to neglect and vacancy.

Residential Resources

Residential resources in Shipman are distributed along James River Road and the side streets of Lentz Lane, Marietta Lane, Church Street, and Braddock Lane. Houses date from around the mid-1870s to the 1950s and are primarily of frame construction, with the original weatherboards often covered with aluminum or vinyl siding. Many of the dwellings also feature brick chimneys and boxed cornices. The original windows and porch detailing of some houses have been replaced. Despite these modifications, the original forms and sufficient historic features, detailing, and materials remain intact to convey the domestic function and date of construction of these residential resources. Many residential properties in the district include secondary buildings, such as sheds and garages. There are also some limited examples of privies, springhouses, secondary dwellings, and barns associated with residential properties in the district.

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Except for a few Craftsman-style bungalows and Ranch houses, the residential resources are vernacular with limited influences from the Queen Anne, Folk Victorian, and Colonial Revival styles evident in some of the detailing. The ca. 1915 house at 180 Marietta Lane (062-5312-0065) is an American Foursquare with Folk Victorian detailing including fishtail shingles in the front gable dormer. The ca. 1920 two-story house at 279 Marietta Lane (062-5312-0072) features a Folk Victorian-style porch with turned wood columns, scroll-sawn brackets, and a turned baluster railing. The bungalows at 14 High Peak Lane (062-5312-0018) and 11086 James River Road (062-5312-0040) were built ca. 1925 and ca. 1930, respectively. These bungalows embody the Craftsman style with dormers, wide porches, grouped window openings, and multi-light over single-light sash windows. The house at 14 High Peak Lane also features exposed rafter tails. The ca. 1910 house at 10511 James River Road (062-5312-0020) is another example of a Craftsman bungalow in the district, with wood shingle sheathing, broad front porch, and double-hung sash 4/1 wood windows. The ca. 1960 house at 11188 James River Road (062-5312-0044) exemplifies the Ranch style with its asymmetrical façade, low-pitched hipped roof, and picture window flanked by double-hung sash windows.

The two-story gable-and-ell house at 48 Lentz Lane (062-5312-0057) built ca. 1885, is an imposing example of the vernacular houses found throughout the district, a full-height portico and boxed, bracketed cornice with returns, and diamond-shaped louvered vents in the gable peak provide visual interest to the building. Sidelights and a three-light transom distinguish the central front entrance. The houses at 81 Craigtown Road (062-5312-0015) and 53 Church Street (062-5312-0011), built ca. 1925 and ca. 1915, respectively, are more moderate examples of vernacular styles in the district. These houses are two stories tall and two to three bays wide with simple front porches and double-hung sash windows. Notably, these houses lack ornament and other visual features typical of higher-style buildings. The ca. 1900 house at 29 Braddock Lane (062-5312-0002) and the ca. 1890 house on the north side of James River Road (062-5312-0053) are smaller-scale examples of houses built during Shipman's heyday around the turn of the 20th century. Although both houses are in poor condition, their simple rectangular forms, weatherboard siding, chimneys, and double-hung sash windows remain intact. The front porch on the house at James River Road also remains intact with its turned wooden columns.

Statement of Integrity

The Shipman Historic District retains integrity of location, setting, design, materials, workmanship, feeling, and association. The primary resources in the district retain integrity of location as the buildings continue to occupy their historic parcels along James River Road, Marietta Lane, Lentz Lane, Church Street, Braddock Lane, Craigtown Road, and Lonesome Pine Road. The district retains integrity of setting as it retains the character of a late 19th century through mid-20th century village that sprang up in a rural area around the completion of a rail line. The majority of the buildings retain integrity of design, workmanship, and materials to convey their historic functions, forms, and dates of construction. As with most evolved districts over 100 years old, there are instances of minor alteration such as replacement siding, windows, and roofing. In most cases, however, these alterations are not cumulative to a point that obscures the historic form,

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building type, or period of construction of the contributing resource. In very limited cases where the historic form or design of a building constructed within the period of significance (1867–1967) has been altered to such an extent that it no longer conveys its historic function or period of construction, the historic resource is identified as non-contributing. Alterations of this magnitude are limited to six buildings in the district and include large additions and significant changes to the building's form, changes to the size and/or shape of historic window and door openings, and the covering of historic window openings with vinyl siding. Only two primary resources in the district post-date the period of significance and are identified as non-historic, and therefore, non-contributing to the district.

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INVENTORY

The following inventory lists the resources within the Shipman Historic District. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction, architectural style, current building use, VDHR File number, and the contributing status within the district. Whether a building is considered contributing or non-contributing was determined based on its physical integrity (intact historic materials) as it supports the historic district's significance under Criteria A (Community Planning and Development and Commerce) during the Period of Significance (1867–1967). Resources are keyed to the Sketch Map/Photo Key by their numerical street address.

Braddock Lane

26 Braddock Lane	062-5312-0001	<i>Other DHR Id#: 062-5278</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1920</i>		
<i>Secondary Resource: Well (Structure)</i>	Contributing	<i>Total: 1</i>
29 Braddock Lane	062-5312-0002	<i>Other DHR Id#: 062-5279</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1900</i>		
	Contributing	<i>Total: 1</i>
47 Braddock Lane	062-312-0003	<i>Other DHR Id#: 062-5280</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1915</i>		
	Contributing	<i>Total: 1</i>
56 Braddock Lane	062-5312-0004	<i>Other DHR Id#: 062-5246</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Pre 1900</i>		
	Contributing	<i>Total: 1</i>
71-75 Braddock Lane	062-5312-0005	<i>Other DHR Id#: 062-5230</i>
<i>Primary Resource: School (Building), Stories 1, Style: No discernible style, Ca 1919</i>		
<i>Secondary Resource: Classroom Building (Building)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Pergola (Structure)</i>	Contributing	<i>Total: 1</i>
Non-contributing	<i>Total: 1</i>	
138 Braddock Lane	062-5312-0006	<i>Other DHR Id#: 062-5282</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1930</i>		
	Contributing	<i>Total: 1</i>

Church Street

5 Church Street	062-5312-0007	<i>Other DHR Id#: 062-5307</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1930</i>		
	Contributing	<i>Total: 1</i>
9 Church Street	062-5312-0008	<i>Other DHR Id#: 062-5308</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1946</i>		
	Non-contributing	<i>Total: 1</i>

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27 Church Street	062-5312-0009	<i>Other DHR Id#: 062-5283</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1940</i>		
<i>Secondary Resource: Barn (Building)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	Contributing	<i>Total: 1</i>
37 Church Street	062-5312-0010	<i>Other DHR Id#: 062-5284</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1930</i>		
	Contributing	<i>Total: 1</i>
53 Church Street	062-5312-0011	<i>Other DHR Id#: 062-5285</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1915</i>		
<i>Secondary Resource: Shed (Building)</i>	Contributing	<i>Total: 1</i>
66 Church Street	062-5312-0012	<i>Other DHR Id#: 062-5286</i>
<i>Primary Resource: Church/Chapel (Building), Stories 2, Style: No discernible style, 1918</i>		
<i>Secondary Resource: Shelter (Building)</i>	Contributing	<i>Total: 1</i>
71 Church Street	062-5312-0013	<i>Other DHR Id#: 062-5287</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1925</i>		
	Contributing	<i>Total: 1</i>
Craigtown Road		
17 Craigtown Road	062-5312-0014	<i>Other DHR Id#: 062-0410</i>
<i>Primary Resource: Commercial Building (Building), Stories 1, Style: Other, Ca 1920</i>		
	Non-contributing	<i>Total: 1</i>
81 Craigtown Road	062-5312-0015	<i>Other DHR Id#: 062-5308</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1925</i>		
<i>Secondary Resource: Shed (Building)</i>	Contributing	<i>Total: 1</i>
85 Craigtown Road	062-5312-0016	
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1920</i>		
<i>Secondary Resource: Pen (Structure)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	Non-contributing	<i>Total: 1</i>
Non-contributing	<i>Total: 2</i>	
High Peak Lane		
High Peak Lane	062-5312-0017	
<i>Primary Resource: Cemetery (Site), Style: No discernible style, Ca 1867</i>		
	Contributing	<i>Total: 1</i>

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14 High Peak Lane **062-5312-0018** *Other DHR Id#: 062-5288*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1925

Contributing *Total: 1*

Secondary Resource: Garage (Building) **Contributing** *Total: 1*

Secondary Resource: Shed (Building) **Contributing** *Total: 1*

James River Road

10511 James River Road **062-5312-0020** *Other DHR Id#: 062-5289*

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1910

Contributing *Total: 1*

Secondary Resource: Barn (Building) **Contributing** *Total: 1*

Secondary Resource: Shed (Building) **Contributing** *Total: 2*

10575 James River Road **062-5312-0021** *Other DHR Id#: 062-0403*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1890

Contributing *Total: 1*

Secondary Resource: Garage (Building) **Contributing** *Total: 1*

Secondary Resource: Shed (Building) **Contributing** *Total: 1*

10599 James River Road **062-5312-0022** *Other DHR Id#: 062-0405*

Primary Resource: Hotel/Inn (Building), Stories 2, Style: Other, Ca 1875

Contributing *Total: 1*

10641 James River Road **062-5312-0023** *Other DHR Id#: 062-0407*

Primary Resource: Warehouse (Building), Stories 3, Style: Vernacular, Ca 1929

Contributing *Total: 1*

Secondary Resource: Shed (Building) **Non-contributing** *Total: 1*

10670 James River Road **062-5312-0024** *Other DHR Id#: 062-0411*

Primary Resource: Post Office (Building), Stories 1, Style: Other, Ca 1920

Contributing *Total: 1*

10681 James River Road **062-5312-0025** *Other DHR Id#: 062-0408*

Primary Resource: Commercial Building (Building), Stories 2, Style: Other, Ca 1900

Contributing *Total: 1*

10689 James River Road **062-5312-0026** *Other DHR Id#: 062-0409*

Primary Resource: Hotel/Inn (Building), Stories 2, Style: Other, Ca 1875

Contributing *Total: 1*

10697 James River Road **062-5312-0027** *Other DHR Id#: 062-5290*

Primary Resource: Post Office (Building), Stories 1, Style: No discernible style, Ca 1950

Contributing *Total: 1*

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10729 James River Road	062-5312-0028	<i>Other DHR Id#:</i> 062-0417	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 2, Style: Other, Ca 1900		Contributing	Total: 1
<i>Secondary Resource:</i> Shed (Building)		Contributing	Total: 1
10749 James River Road	062-5312-0029	<i>Other DHR Id#:</i> 062-0418	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1, Style: Other, Ca 1890		Contributing	Total: 1
10777 James River Road	062-5312-0030	<i>Other DHR Id#:</i> 062-0419	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 2, Style: Other, Ca 1900		Non-contributing	Total: 1
10808 James River Road	062-5312-0031	<i>Other DHR Id#:</i> 062-5309	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1940		Contributing	Total: 1
<i>Secondary Resource:</i> Garage (Building)		Contributing	Total: 1
<i>Secondary Resource:</i> Shed (Building)		Contributing	Total: 1
10809 James River Road	062-5312-0032	<i>Other DHR Id#:</i> 062-0420	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1, Style: Other, Ca 1875		Contributing	Total: 1
<i>Secondary Resource:</i> Privy (Building)		Contributing	Total: 1
10810 James River Road	062-5312-0033		
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1955		Contributing	Total: 1
10912 James River Road	062-5312-0034	<i>Other DHR Id#:</i> 062-0422	
<i>Primary Resource:</i> Church/Chapel (Building), Stories 1, Style: Vernacular, 1889		Contributing	Total: 1
<i>Secondary Resource:</i> Church School (Building)		Contributing	Total: 1
10915 James River Road	062-5312-0035	<i>Other DHR Id#:</i> 062-5291	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1900		Contributing	Total: 1
10920 James River Road	062-5312-0036	<i>Other DHR Id#:</i> 062-5292	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1900		Contributing	Total: 1
10957 James River Road	062-5312-0037	<i>Other DHR Id#:</i> 062-5311	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1930		Contributing	Total: 1
11005 James River Road	062-5312-0038	<i>Other DHR Id#:</i> 062-5306	
<i>Primary Resource:</i> Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1900		Contributing	Total: 1

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11067 James River Road	062-5312-0039	<i>Other DHR Id#: 062-5293</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1935</i>		
<i>Secondary Resource: Garage (Building)</i>	Contributing	<i>Total: 1</i>
	Non-contributing	<i>Total: 1</i>
11086 James River Road	062-5312-0040	<i>Other DHR Id#: 062-5294</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1930</i>		
<i>Secondary Resource: Garage (Building)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	Non-contributing	<i>Total: 1</i>
	Non-contributing	<i>Total: 1</i>
11089 James River Road	062-5312-0041	<i>Other DHR Id#: 062-5295</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1950</i>		
<i>Secondary Resource: Store (Building)</i>	Contributing	<i>Total: 1</i>
	Contributing	<i>Total: 1</i>
11139 James River Road	062-5312-0042	<i>Other DHR Id#: 062-5277</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1925</i>		
	Contributing	<i>Total: 1</i>
11173 James River Road	062-5312-0043	<i>Other DHR Id#: 062-5296</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1925</i>		
	Contributing	<i>Total: 1</i>
11188 James River Road	062-5312-0044	<i>Other DHR Id#: 062-5297</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1960</i>		
<i>Secondary Resource: Pen (Structure)</i>	Contributing	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	Non-contributing	<i>Total: 1</i>
<i>Secondary Resource: Shelter (Building)</i>	Contributing	<i>Total: 1</i>
	Non-contributing	<i>Total: 1</i>
11237 James River Road	062-5312-0045	<i>Other DHR Id#: 062-5297</i>
<i>Primary Resource: Church/Chapel (Building), Stories 1, Style: No discernible style, Ca 1900</i>		
<i>Secondary Resource: Cemetery (Site)</i>	Contributing	<i>Total: 1</i>
	Contributing	<i>Total: 1</i>
11252 James River Road	062-5312-0046	<i>Other DHR Id#: 062-5298</i>
<i>Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, Ca 1935</i>		
<i>Secondary Resource: Shed (Building)</i>	Contributing	<i>Total: 1</i>
	Non-contributing	<i>Total: 1</i>
11272 James River Road	062-5312-0047	<i>Other DHR Id#: 062-5299</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1945</i>		
	Contributing	<i>Total: 1</i>

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11301 James River Road	062-5312-0048	<i>Other DHR Id#: 062-5300</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1910</i>	<i>Contributing</i>	<i>Total: 1</i>
11309 James River Road	062-5312-0049	<i>Other DHR Id#: 062-5281</i>
<i>Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, Ca 1960</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Shelter (Building)</i>	<i>Contributing</i>	<i>Total: 1</i>
11328 James River Road	062-5312-0050	<i>Other DHR Id#: 062-5302</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1880</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	<i>Non-contributing</i>	<i>Total: 1</i>
11358 James River Road	062-5312-0051	<i>Other DHR Id#: 062-5303</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1900</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	<i>Contributing</i>	<i>Total: 1</i>
North Side, James River Road	062-5312-0052	<i>Other DHR Id#: 062-0406</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1880</i>	<i>Contributing</i>	<i>Total: 1</i>
James River Road	062-5312-0053	<i>Other DHR Id#: 062-5301</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1890</i>	<i>Contributing</i>	<i>Total: 1</i>
James River Road	062-5312-0054	<i>Other DHR Id#: 062-5310</i>
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1925</i>	<i>Contributing</i>	<i>Total: 1</i>
Lentz Lane		
16 Lentz Lane	062-5312-0055	<i>Other DHR Id#: 062-0412</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1890</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Secondary Dwelling (Building)</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Shed (Building)</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Spring/Spring House (Building)</i>	<i>Contributing</i>	<i>Total: 1</i>
27 Lentz Lane	062-5312-0056	<i>Other DHR Id#: 062-0413</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1900</i>	<i>Contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Garage (Building)</i>	<i>Non-contributing</i>	<i>Total: 1</i>
<i>Secondary Resource: Spring/Spring House (Building)</i>	<i>Non-contributing</i>	<i>Total: 1</i>

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48 Lentz Lane **062-5312-0057** *Other DHR Id#: 062-0414*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1885

Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Secondary Resource: Secondary Dwelling (Building) **Contributing** *Total: 1*
Secondary Resource: Spring House (Building) **Contributing** *Total: 1*

64 Lentz Lane **062-5312-0058** *Other DHR Id#: 062-0416*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1909

Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Secondary Resource: Secondary Dwelling (Building) **Contributing** *Total: 2*

67 Lentz Lane **062-5312-0059** *Other DHR Id#: 062-0415*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1890

Contributing *Total: 1*

Lonesome Pine Road

117 Lonesome Pine Road **062-5312-0060**

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

Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Secondary Resource: Well (Structure) **Contributing** *Total: 1*
Non-contributing *Total: 1*

144 Lonesome Pine Road **062-5312-0061**

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1890

Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Secondary Resource: Shelter (Building) **Non-contributing** *Total: 1*
Non-contributing *Total: 1*

192 Lonesome Pine Road **062-5312-0062**

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1910

Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Contributing *Total: 2*

Marietta Lane

132 Marietta Lane **062-5312-0064** *Other DHR Id#: 062-0424*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1920

Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Contributing *Total: 2*

180 Marietta Lane **062-5312-0065** *Other DHR Id#: 062-0425*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1915

Secondary Resource: Privy (Building) **Contributing** *Total: 1*
Secondary Resource: Shed (Building) **Contributing** *Total: 1*
Contributing *Total: 1*

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194 Marietta Lane	062-5312-0066	
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1990</i>		
<i>Secondary Resource: Garage (Building)</i>	Non-contributing	Total: 1
<i>Secondary Resource: Shed (Building)</i>	Non-contributing	Total: 1
Non-contributing	Total: 1	
205 Marietta Lane	062-5312-0067	<i>Other DHR Id#: 062-0423</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1908</i>		
<i>Secondary Resource: Shed (Building)</i>	Contributing	Total: 1
Contributing	Total: 1	
232 Marietta Lane	062-5312-0068	<i>Other DHR Id#: 062-0426</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1910</i>		
<i>Secondary Resource: Barn (Building)</i>	Contributing	Total: 1
<i>Secondary Resource: Garage (Building)</i>	Non-contributing	Total: 1
<i>Secondary Resource: Shed (Building)</i>	Non-contributing	Total: 1
Contributing	Total: 2	
241 Marietta Lane	062-5312-0069	<i>Other DHR Id#: 062-0427</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1926</i>		
<i>Secondary Resource: Garage (Building)</i>	Contributing	Total: 1
Contributing	Total: 1	
262 Marietta Lane	062-5312-0070	
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1973</i>		
	Non-contributing	Total: 1
271 Marietta Lane	062-5312-0071	
<i>Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1926</i>		
	Contributing	Total: 1
279 Marietta Lane	062-5312-0072	<i>Other DHR Id#: 062-5304</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, Ca 1890</i>		
<i>Secondary Resource: Shed (Building)</i>	Contributing	Total: 1
<i>Secondary Resource: Shed (Building)</i>	Contributing	Total: 2
	Non-contributing	Total: 1
Nelson Avenue		
17 Nelson Avenue	062-5312-0063	<i>Other DHR Id#: 062-0421</i>
<i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1915</i>		
	Contributing	Total: 1
22 Nelson Avenue	062-5312-0019	<i>Other DHR Id#: 062-0107</i>
<i>Primary Resource: School (Building), Stories 1, Style: Other, 1908</i>		
	Contributing	Total: 1

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Oak Ridge Road

3712 Oak Ridge Road **062-5312-0073** *Other DHR Id#: 062-3305*

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1910

Contributing *Total: 1*

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT
COMMERCE

Period of Significance

1867–1967

Significant Dates

ca. 1929

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

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

Located along the north-south tracks of the Norfolk Southern Railroad and the main east-west route of James River Road (State Route 56), the village of Shipman developed in the late nineteenth and first half of the twentieth century as the primary transportation hub for travel and the shipment of goods to and from south-central Nelson County. Originally established ca. 1859 as a water stop midway between Charlottesville and Lynchburg along the Orange and Alexandria Railroad (later the Southern Railway), Shipman grew through the mid-twentieth century to include a cold storage warehouse, two schools, three churches, a cemetery, post office, two former hotels, several stores, two service stations, and many residences. The Shipman Historic District is eligible for listing on the National Register under Criterion A with significance on the local level in the area of Commerce as a village that formed in the mid-19th century around the railroad depot to serve as a transportation hub for the shipment of cash crops and other goods to and from the surrounding rural area. This role fostered the establishment of stores, hotels, a cold storage warehouse, and other businesses around the depot that led to the development of the village as a commercial center to provide goods and services to local residents as well as those coming to town to ship their goods and crops or travelling through as rail passengers.

The district is also eligible for listing under Criterion A with significance on the local level in the area of Community Planning and Development as a cohesive collection of residential, commercial, and institutional buildings that, as physical structures, embody the activities of a community that developed informally from the mid-19th through the mid-20th century to have its own unique identity. Located at the strategic intersection of James River Road (State Route 56) and the railroad, the village organically evolved over the years from a depot known as "Nelson Station" to a community comprised of the full complement of building types that provided for the commercial, educational, religious, and domestic needs of its residents and those of the surrounding rural area. The period of significance begins in 1867, the date of the earliest grave in the Davis Cemetery and ends in 1967 when the Southern Railway Depot closed, and commercial activity associated with the railroad ceased. The ca. 1929 construction of the Shipman Cold Storage Warehouse is listed as a significant date as this facility greatly expanded the capacity of Shipman to serve as a transportation hub for the shipment of cash crops by rail.

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

Historical Background

European explorers, including English and French Huguenots from the Tidewater area and Scots-Irish immigrants from the Shenandoah Valley, first settled in the land between the Blue Ridge Mountains and the James River that would become Nelson County in the early to mid-18th century. Prior to 1734, John Fenley ventured up the James River to the area now known as Shipman where

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nearby Fenlay Mountain bears his name. Originally part of Albemarle County (1744) and then Amherst County (1761), Nelson County was formed in 1807 and named in honor of Virginia's third Governor, General Thomas Nelson, Jr.

Similar to other counties in the Piedmont region of Virginia, Nelson County was rural in character with an agrarian economy. Grain and tobacco were the leading crops, although the 1850 census indicates more diversity, with apples, potatoes, peas, beans, wool, and butter also being produced.¹ The 4,800-acre Oak Ridge plantation (062-0011), built ca. 1802 by Robert Rives a few miles southwest of the area that would become Shipman, was part of a much larger land grant known as Nassau dating back to the 1730s. Rives utilized enslaved labor to become one of the largest producers of tobacco in the county in addition to growing wheat and raising horses and livestock. The plantation, with its Federal-style farmhouse supported by many domestic and agricultural outbuildings, represents the self-sufficient nature of the early farms in the region. However, the need for farmers to be able to ship their cash crops to markets was critical.² Rivers, such as the Tye and Rockfish, that flowed to the James River with its canal system, provided the primary means of commercial transportation in Nelson County until replaced by railroads in the mid-19th century.³

In 1854, the General Assembly granted rights to the Orange and Alexandria Railroad (chartered 1848) to extend south from Charlottesville to Lynchburg. As the coal-fired steam locomotives at that time required water stops approximately every 30 miles, the area that would become Shipman was a railroad stop mid-way between Charlottesville and Lynchburg with a 100,000-gallon tank that pumped water from nearby Nero Creek.⁴ By the time the line was completed to Lynchburg in 1860, there were three buildings near the railroad stop known as "Nelson's Station," including a store with a post office and a large house built by Captain Steever where he operated a saloon on the first floor.⁵ Steever and a local landowner named James W. Kennedy, both from Canada, are credited with naming the village around the railroad stop "Montreal."⁶ By the late 1860s, the village included the original ca. 1864 Montreal United Methodist Church (replaced in 1889), where a private school operated in the basement for several years, and the Davis Cemetery (062-5312-0017), with its earliest burial dating to 1867.⁷ A pole yard near the railroad tracks, where local lumber was brought to manufacture railroad ties, was established by this time as one of the first industries in the village that employed residents of the area.⁸

¹ The Thomas Jefferson Planning District, *Historic Resources Identification and Assessment of Nelson County*, (Richmond, VA: Department of Historic Resources, 1993), p. 45.

² *Ibid*, pp. 44-45.

³ *Ibid*, p. 18; Stafford, "How Montreal lost its name," *Nelson County Life*, 2006.

⁴ Stafford, "How Montreal lost its name"; Judy Madison, "Shipman was once a booming railroad town," Nelson County Library Archives, August 8, 1985.

⁵ Victor Gondos, Jr., *January 20, 1956, Letter to Mrs. Harold O. Sherman, Shipman Postmaster*, (Washington, DC: General Services Administration).

⁶ E. Warren Roberts, "A brief history of how Shipman, VA received its name," Vinton History Museum Archives, June 1977; Home Demonstration Clubs, *Shipman Community, 1964-1965*, 1965; Gondos, Jr., *Letter to Mrs. Harold O. Sherman*.

⁷ Leroy and Mary Dietrich, "Montreal United Methodist Church," *The Nelson County Times*.

⁸ Bernard L. McGinnis, "Shipman – the Community with Many Hats," *Nelson Co. Historical Society Newsletter*, May 2006.

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Following the Civil War, both the railroad and the village changed names several times. As the railroads in the South recovered from the physical and financial damage of war, many went bankrupt and/or were merged with other lines. The Orange and Alexandria Railroad was no exception as it became part of the Virginia Midland Railroad in 1873, which later merged with the Richmond and Danville Railroad before entering receivership in 1892 and emerging as part of the large Southern Railway network in 1894. The first depot (demolished) in the village of Montreal was built ca. 1870 and named "Lovingston Depot" as it served as the shipping point for the nearby county seat of Lovingston. At some point before 1900, the name of the depot was changed to "Oak Ridge" to avoid confusion with the county seat. Regardless of the name, the village developed from the late 19th through the mid-20th century around the depot as people and goods came there for the transportation provided by the railroad, and this activity, in turn, supported the various local businesses and residents.

Thomas H. McGinnis, who moved to the area in the 1870s, became a prominent businessman in the community. In 1898, he married Bessie Shipman, and they operated a store, a livery service, and two hotels. The Old McGinnis Hotel (062-5312-0022) and the McGinnis Hotel (062-5312-0026) were both built ca. 1875 facing the railroad. The McGinnis family also owned and operated the ca. 1900 McGinnis Store (062-0408), which housed the original post office. Clustered around the intersection of James River Road and the railroad tracks, these extant buildings in the district represent the close association between the railroad and commerce in the village from its earliest days as well as the role of the McGinnis family as prominent local entrepreneurs. As travelers and salesmen also needed transportation to other areas of the county upon arrival by rail, McGinnis's livery (and later taxi) service also provided buggies and wagons for rent.



Figure 1: Business Section, Shipman, Va, early 1900s, W. E. Burgess Postcard, courtesy of Mary McGinnis Shultz.

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By the early 1900s, Shipman was a bustling railroad community with six grocery stores, a drug store, a funeral parlor, and several hotels. In addition to overnight accommodation, the hotels provided meals for railroad passengers and workers while the trains stopped to refill their water tanks. Many of the residents worked on the railroad as engineers, brakemen, conductors, firemen, rail maintenance workers, electrical railroad workers, telegraph operators, and depot employees as well as members of the traveling railroad maintenance team.⁹ Tobacco, apples, and peaches continued as major cash crops for Nelson County farms and were shipped to market from Shipman. The depot also served as a major shipping point for pulp wood from the 1900s to the 1950s with eight to twelve boxcars loaded with pulp wood waiting for rail transport to the pulp mills each weekday.¹⁰ The growth and increased prosperity of the village is reflected in the 1889 construction of a new church building for Montreal United Methodist Church (062-5312-0034) at 10912 James River Road to replace the original ca. 1864 church. The local Black community had also established Montreal Baptist Church by 1880 and built the ca. 1900 church, which also included a cemetery, at 11237 James River Road (062-5312-0045). In addition to these churches, the cemetery, two hotels, and the store/post office, eleven houses dating to the late 19th century survive in the district.

In the early 20th century, changes to the nearby Oak Ridge Estate affected the community as the large operation became a major employer in the area. In 1901, Nelson County native and Wall Street financier Thomas Fortune Ryan purchased the property and transformed it into an impressive country estate. In addition to remodeling the house into a much larger Colonial Revival-style mansion, Ryan built 80 new structures, including barns, stables, and a racetrack for his 200 race horses as well as a movie theater, greenhouse, telephone company building, schools, a private railroad station, and workers' housing.¹¹ With a payroll of 314 employees in 1909, this large estate employed many in the area, including residents of the nearby village.¹² Following the construction of Ryan's private depot at the Oak Ridge Estate, the names of the depot and post office in the village were changed once again to avoid confusion between the two railroad stops. At the suggestion of Thomas H. McGinnis, the village, along with the depot and post office, was renamed Shipman in 1907 in honor of his wife's family who had lived in the area for a long time.¹³

The village of Shipman continued to grow in the early 1900s. The four-room Shipman High School (062-5312-0019) was built in 1908 to replace the earlier one- and two-room schools. Students from the surrounding area would travel by train to attend the high school.¹⁴ In 1919, the Ryans of Oak Ridge helped to build the "Shipman Colored School," which would later be renamed Ryan Hall Elementary School (062-5312-0005; NRHP 2022). The school, which would be enlarged with a second building in the 1930s, was located on Braddock Lane, on the outskirts of the village where many Black residents lived. The Ryans also contributed to the construction of Shipman Baptist

⁹ McGinnis, "Shipman – the Community with Many Hats."

¹⁰ *Ibid.*

¹¹ "Oak Ridge Estate." Department of Historic Resources Historic Marker, 1996. Nelson County, VA.

¹² Phyllis Speidell, "Restoring a dream: Suffolk couple brings a new lift to old Oak Ridge, a grand estate at foot of Blue Ridge Mountains," *The Virginian-Pilot*, October 20, 1996; Madison, "Shipman was once a booming railroad town."

¹³ Gondos, Jr., *Letter to Mrs. Harold O. Sherman*.

¹⁴ McGinnis, "Shipman – the Community with Many Hats."

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Church (062-5312-0012) in 1918 by donating the lumber and pews for the church.¹⁵ Located at 66 Church Street, the building included a Masonic lodge on the upper level.¹⁶ With approximately 31 percent of the buildings in the district dating to the first two decades of the 20th century – including twenty houses, two churches (and a lodge), two schools, and a store – the village of Shipman was well established as a center for commerce and transportation as well as education and religion for the surrounding rural community.

During the 1920s and 1930s, Shipman reached a peak of growth with increased railroad and commercial activity. With 66 percent of the population of Nelson County engaged in farming in 1925, tobacco production equaled pre-Civil War levels by 1927, and the Shipman Depot served as the point of transport for this and other cash crops. Between 1899 and 1919, the production of apples increased from 38,501 barrels, with 20 percent shipped to markets, to 154,655 barrels of which 92 percent were exported.¹⁷ In addition to apples, the local orchards also began producing peaches and other fruits to surpass tobacco as the major cash crop of the county. As a result, the Shipman Cold Storage Warehouse (062-5312-0023) was constructed next to the railroad tracks in 1929 with the capacity to store up to 85,000 barrels. Euell Dowdy, who worked as a clerk at the freight depot in the late 1920s, recalled that “The dirt thoroughfares of Shipman would be filled with wagons and carts, and later trucks, hauling Nelson County Winesaps and pippins to the rest of the world.”¹⁸

The increase in freight shipments benefited the local economy as well. By the mid-1920s, the commercial area of Shipman consisted of “two hotels, two drugstores, six general merchandise stores, two barber shops, two restaurants, a pool-room, an undertakers establishment (which was operated by P.T. Brittle), a watch repair shop and a blacksmith shop.”¹⁹ Further evidence of the growth of Shipman was the expansion of the Montreal United Methodist Church (062-5312-0034) in 1929 with the addition of three new Sunday School rooms. The celebration of the first county fair at the fairgrounds in Shipman in 1922 also reflect the role of the village as a center of activity for the county.²⁰ In addition to the Old Shipman Post Office (062-5312-0024), built ca. 1920 as the first purpose-built post office, a ca. 1920 store (062-5312-0014) at 17 Craigtown Road, and the 1929 Shipman Cold Storage Warehouse (062-5312-0023), ten houses in the district were built during the 1920s.

Although the construction of State Route 29 in the early 1930s marked the beginning of the shift from trains to automobiles as the primary mode of transportation in Nelson County, the village of Shipman continued to serve as a center for rail transportation and local commerce. Travel by rail remained popular and the Southern Railway introduced the Crescent line in 1929. This line operated three trains a day with a stop in Shipman on its route from New York to New Orleans until the steam engines were replaced with diesel in the 1940s and water stops were no longer

¹⁵ Home Demonstration Clubs, *Shipman Community*.

¹⁶ S.E. Grose and the Nelson Book Committee, *Nelson County Virginia Heritage 1807-2000*, (Marceline, MO: Walsworth Publishing Company, 2001), p. 40.

¹⁷ *Ibid*, p. 46-47.

¹⁸ Madison, “Shipman was once a booming railroad town.”

¹⁹ Grose, *Nelson County Virginia Heritage*, p. 18.

²⁰ Home Demonstration Clubs, *Shipman Community*.

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necessary.²¹ Shipman, however, remained the primary shipping point for much of the timber and agricultural products in the county that were transported by rail. Meanwhile, as Route 29 and the automobile became more popular, commerce in Shipman responded with the construction of ca. 1935 service station (062-5312-0046) at 11252 James River Road. Although the nearby town of Livingston benefitted from the construction of Route 29, Shipman was not completely bypassed as an additional nine houses were built in the district between 1930 and the early 1940s. Further evidence of the continued role of Shipman as an institutional center was the construction in 1941 of the Nelson County Training School to serve as the only high school in the county for Black students. Located on the outskirts of the village on land donated by the Ryans of Oak Ridge, the school later served as the integrated Ryan Elementary School and has since been extensively altered as an apartment building.²²

Following World War II, Shipman continued as the focal point for the surrounding rural area. The Montreal United Methodist Church (062-5312-0034) constructed a large addition in 1948 to provide expanded space for fellowship, recreation, and classrooms. A new Shipman Post Office (062-5312-0027) was also built ca. 1950.²³ With the growing proliferation of automobiles, commercial businesses began to shift from the central core around the depot to the roadways leading into the village as evidenced by the construction of the ca. 1950 Bryant's Store, located in front of the family home at 11089 James River Road (062-5312-0041), and the ca. 1960 Corner Market (062-5312-0049) at 11309 James River Road. A 2007 article in *The Nelson County Times* noted that the Corner Market was the only place on State Route 56 between Livingston and the Nelson County line to purchase gas and groceries.²⁴ In 1954, residents organized the Civic Club to support the community. After initially meeting in the basement of the Montreal United Methodist Church (062-5312-0034), the club purchased the former Shipman High School (062-5312-0019) converting it into a community center, which continues to operate today. The Civic Club sponsored local recreation programs, the 4-H Club, and the Extension Homemakers as well as raised funds to install streetlights.²⁵ The former pole yard, located next to the tracks, continued operations into the 1950s as the creosote plant that treated telephone and other utility poles to prevent rot. Operating from ca. 1865 to the 1950s, the industry was a major employer and supported the community by sponsoring the local baseball team and donating the field.²⁶ The construction in 1963 of a new Sunday School building and social hall by Shipman Baptist Church (062-5312-0012) also illustrates the continued vitality of the community.²⁷ Although Shipman still functions today as a village center for the surrounding rural area of Nelson County, its role as a center for rail transportation ended in 1967 when the Southern Railway discontinued service to Shipman and closed the depot.²⁸

²¹ Grose, *Nelson County Virginia Heritage*, p. 22.

²² "Shipman Schools," *Nelson County Historical Society Archives*, undated.

²³ Dietrich, "Montreal United Methodist Church."

²⁴ Erin McGrath, "Market is First Oasis in Nelson County," *The Nelson County Times*, October 18, 2007.

²⁵ Grose, *Nelson County Virginia Heritage*, p. 69.

²⁶ McGinnis, "Shipman – the Community with Many Hats."

²⁷ Grose, *Nelson County Virginia Heritage*, p. 40.

²⁸ Stafford, "How Montreal lost its name."

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Criterion A Justification: Commerce

Located at the mid-way stop between Charlottesville and Lynchburg on the Orange and Alexandria Railroad, later the Southern Railway, the Shipman Historic District is significant on the local level under Criterion A in the area of Commerce as an important commercial center and transportation hub that developed to serve the surrounding rural area of south-central Nelson County. Originally established ca. 1860 and known as “Nelson Station,” the village developed around businesses associated with the railroad since its beginning with the first buildings consisting of a store and post office as well as a large house with a saloon, and a pole yard adjacent to the tracks. By the 1920s, the village included a full array of commercial operations offering goods and services, including hotels, drugstores, six general stores, barber shops, restaurants, a pool room, an undertaker, a watch repair shop, and a blacksmith.²⁹ The 1929 construction of the Shipman Cold Storage Warehouse (062-5312-0023) and the introduction of the Crescent line from New York to New Orleans in the 1930s, which stopped three times a day in Shipman, significantly increased the freight shipments and passenger travel in the years prior to World War II. As people came to Shipman because of the trains, they also conducted other business, and the village continued in its role as the commercial center for the surrounding area until the rail service stopped in 1967, and the depot closed. While the majority of the resources in Shipman are residential, the presence of two hotels, a current and former post office, the cold storage warehouse, several stores, and two service stations collectively dating from ca. 1875 to ca. 1960 provide testimony to the role of Shipman as a commercial center for the area.

Criterion A Justification: Community Planning and Development

The Shipman Historic District is also eligible for listing under Criterion A with significance on the local level in the area of Community Planning and Development as a village that developed organically to serve as a transportation hub as well as the commercial and institutional center for the surrounding rural community. Set within the rolling topography of rural Nelson County – where historically the economy depended on the shipment to market of timber, soapstone, and cash crops – the village of Shipman is strategically located at the junction of the main east-west route of James River Road (State Route 56) and the north-south line of the Norfolk Southern Railroad (formerly the Southern Railway). Although the village has no formal plan, the district is a cohesive collection of historic resources dating from 1867 to the 1960s that initially centered around the depot and subsequently developed along nearby roads to create a village with its own unique identity. The district comprises the full complement of building types necessary to support a community, including two former hotels, a current and former post office, a cold storage warehouse, and several stores centered around the depot as well as residences, churches, schools, a cemetery, and several service stations extending along the surrounding roads. As such, the district represents the unique identity of the community of Shipman that developed organically to serve as the commercial and institutional center for the surrounding rural area from the mid-19th through the mid-20th century.

²⁹Grose, *Nelson County Virginia Heritage*, p. 18.

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Comparative Analysis

Shipman compares well to other towns and villages in Nelson County that served as commercial centers. As a rural region with a primarily agricultural economy, there are no incorporated towns or cities in the county. Most commercial activity is centered around small concentrations of buildings at historic crossroads or strategic crossings or shipping points along the James, Tye, Piney, and Rockfish rivers. These communities often consisted of only a couple of stores or warehouses. In 1917, the *Virginia Gazetteer and Business Directory* listed thirty-three communities in Nelson County with twenty consisting of less than fifty residents and another five less than one hundred. The larger settlement areas in 1917 included: Shipman, Nelmont, Norwood, and Tye River, each with more than one hundred residents; Massies Mill with 225 residents; and Lovingston, Arrington, and Schuyler, each with a population of 300 or more. Villages such as Warminster and Norwood (originally named New Market), developed around tobacco warehouses along the James and Tye rivers and, later, the C&O Railroad. Many of these towns and villages also developed around a specific industry – such as the grist and sawmills at Massies Mill and the soapstone quarry at Schuyler; while others, such as Wintergreen and Greenfield, were simply crossroad communities that served the surrounding farms. The small scale of these communities set amidst rural areas is a distinct characteristic of Nelson County, reflected in the number of rural historic districts throughout the county listed on the National Register of Historic Places. These include the South Rockfish Valley Rural Historic District (062-5119; NRHP 2016); the Norwood-Wingina Rural Historic District (062-5135; NRHP 2019), the Warminster Rural Historic District (062-5160; NRHP 2024) as well as the Afton-Greenwood Rural Historic District (002-5075; NRHP 20) which encompasses areas of Albemarle, Augusta, and Nelson counties.

In 1992, the Thomas Jefferson Planning District partnered with several preservation consultants and the Nelson County Historical Society to conduct the identification and assessment of 250 reconnaissance-level surveys and thirty intensive-level surveys in Nelson County.³⁰ In consultation with local residents, Lovingston, Massies Mill, Schuyler, and Shipman were identified as potentially eligible for listing on the National Register as historic districts. The Lovingston Historic District (062-5108; NRHP 2005) consists of 105 primary commercial, governmental, ecclesiastical, agricultural, and residential resources. Established in 1807 as the county seat, the town developed with buildings dating from the early 19th century through the mid-20th century centered around the courthouse and along Front Street, which began as an early-19th century stage road between Charlottesville and Lynchburg. Noted for its significance in the area of Commerce, the district consists of twenty-four commercial buildings and eleven offices – including five taverns or hotels, a post office, a theater, a cooper shop, a packing house, and a bank – in addition to the county courthouse and jail, the town hall, three churches and a number of residences. Given that Shipman was originally named “Nelson Station,” and the first depot was called “Lovingston Depot” in 1870, the village may have relied on Lovingston for some commercial services, such as banks and attorneys given its proximity of only three miles from the county seat.

³⁰ The Thomas Jefferson Planning District, *Historic Resources Identification and Assessment...*, p 12.

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Massies Mill (062-5276), located west on State Route 56 along the Tye River, was developed primarily in the late 19th and early 20th century around a grist mill. With 225 residents listed in 1917, the village also included a sawmill, seven general stores, two boarding houses/hotels, a bank, and several lodges in addition to churches and residences. However, the village was devastated by floods associated with Hurricane Camille in 1969, with all but two of its approximately forty buildings suffering damage. With only a few historic resources surviving – including DePriest Bank, the Odd Fellows Lodge, Lea house, Lea Brothers Warehouse, Grace Church, and the site of Massies Mill – the Massies Mill Historic District was determined eligible for National Register listing in March 2024. The Schuyler Historic District (062-5002; NRHP 2007) initially developed as a mill town along the Rockfish River in the 1840s and later evolved into a company town at the turn of the century for soapstone quarries in the area. Comprised of 165 properties, the town is primarily residential with worker and management housing built by the Alberene Soapstone Company. The town center is dominated by the soapstone quarry, with three associated office buildings and four commercial buildings. Arrington, which also developed along the Southern Railroad, was listed in the 1917 *Virginia Gazetteer and Business Directory* with a population of over 300 and a full array of commercial buildings. However, Arrington was not identified as a potential historic district in 1993, and the community today is smaller than Shipman with only a few historic resources remaining extant, including one commercial building and a cold storage building in addition to a few residences. The other two communities of comparable size to Shipman listed in the 1917 gazette were Nelmont and Tye River; however, these two villages are no longer recognized.

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9. Major Bibliographical References

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

Dietrich, Leroy and Mary. "Montreal United Methodist Church." *The Nelson County Times*.

Gondos, Victor, Jr. *January 20, 1956, Letter to Mrs. Harold O. Sherman, Shipman Postmaster*. Washington, DC: General Services Administration.

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McGinnis, Bernard L. "Shipman – the Community with Many Hats." *Nelson Co. Historical Society Newsletter*, May 2006.

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Roberts, E. Warren. "A brief history of how Shipman, VA received its name." Nelson County Library Archives, June 1977

"Shipman Schools," *Nelson County Historical Society Archives*, undated.

Speidell, Phyllis. "Restoring a dream: Suffolk couple brings a new lift to old Oak Ridge, a grand estate at foot of Blue Ridge Mountains." *The Virginian-Pilot*, October 20, 1996.

Stafford, Yvette. "How Montreal lost its name." *Nelson County Life*, 2006.

The Thomas Jefferson Planning District. *Historic Resources Identification and Assessment of Nelson County*. Richmond, VA: Department of Historic Resources, 1993.

Previous documentation on file (NPS):

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

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

Primary location of additional data:

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

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

Historic Resources Survey Number (if assigned): DHR File No. 062-5312

10. Geographical Data

Acreage of Property approximately 100.34

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

A. Latitude: 37.725105 Longitude: -78.851722

B. Latitude: 37.727579 Longitude: -78.839324

C. Latitude: 37.725476 Longitude: -78.836975

D. Latitude: 37.723577 Longitude: -78.836608

E. Latitude: 37.722693 Longitude: -78.837274

F. Latitude: 37.720042 Longitude: -78.843921

G. Latitude: 37.722140 Longitude: -78.853746

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

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1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

The historic boundary includes all tax parcels as shown on the attached Shipman Historic District Sketch Map/Photo Key, which shows the district's true and correct historic boundaries.

Boundary Justification (Explain why the boundaries were selected.)

The boundary for the Shipman Historic District comprises the commercial core around the railroad tracks as well as the community institutions and residences that developed organically along James River Road (State Route 56), Craigtown Road (State Route 639), Braddock Lane, Church Street, High Peak Lane, Lentz Lane, Lonesome Pine Road, and Marietta Lane. The boundaries incorporate the most cohesive concentration of the historic resources constructed during the Period of Significance (1867-1967) while excluding large expanses of undeveloped land and resources built after 1967. All remaining historic resources, as well as the district's historic setting as a village that developed organically around the railroad, are captured within the boundary.

11. Form Prepared By

name/title: Alison Blanton, Kate Kronau & Katie Gutshall
organization: Hill Studio
street & number: 120 Campbell Avenue SW
city or town: Roanoke state: VA zip code: 24011
e-mail: ablanton/kkronau@hillstudio.com
telephone: (540) 342-5263
date: February 17, 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

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- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log

Name of Property: Shipman Historic District

City or Vicinity: Shipman

County: Nelson County

State: Virginia

Photographer: Kate Kronau

Date Photographed: December 2023, December 2024

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

1 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0001
McGinnis Store and Post Offices, view west

2 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0002
180 Marietta Lane, view south

3 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0003
Intersection of James River Road, Oak Ridge Road, and Braddock Lane, view south

4 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0004
Davis Cemetery, view north

5 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0005
11067 and 11089 James River Road, view southwest

6 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0006
Montreal United Methodist Church, view north

7 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0007
11358 and 11328 James River Road, view northeast

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8 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0008
192 Lonesome Pine Road, view north

9 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0009
5 Church Road, view east

10 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0010
Old McGinnis Wood Hotel, view south

11 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0011
10729 and 10749 James River Road, view southwest

12 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0012
Church Street, view south

13 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0013
Ryan School, view south

14 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0014
48 and 64 Lentz Lane, view north

15 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0015
Intersection of James River Road and Nelson Lane, view southwest

16 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0016
Shipman Cold Storage Warehouse and McGinnis Store, view southwest

17 of 17: VA_NelsonCounty_ShipmanHistoricDistrict_0017
279 Marietta Lane, view SW

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

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

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

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

Digital Location Map

Shipman Historic District
Nelson County, VA
VDHR ID# 062-5312
Shipman, VA

- A. Latitude: 37.725105 Longitude: -78.851722
- B. Latitude: 37.727579 Longitude: -78.839324
- C. Latitude: 37.725476 Longitude: -78.836975
- D. Latitude: 37.723577 Longitude: -78.836608
- E. Latitude: 37.722693 Longitude: -78.837274
- F. Latitude: 37.720042 Longitude: -78.843921
- G. Latitude: 37.722140 Longitude: -78.853746

WGS84
Map Source: VCRIS



Feet

0 200 400 600 800
1:10,500 / 1"=875 Feet

**Title: Shipman Historic District****Date: 2/11/2025**

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice of AE sites: Locations of archaeological sites may be sensitive to the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

