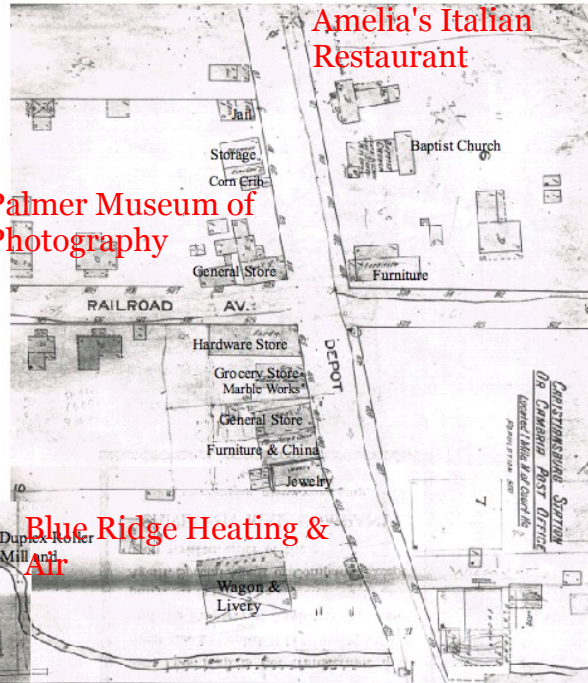
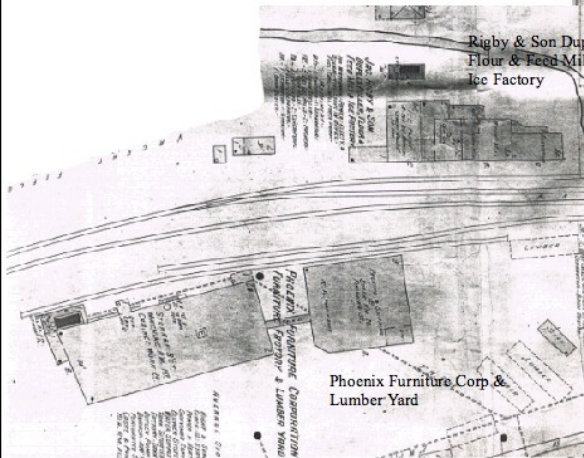
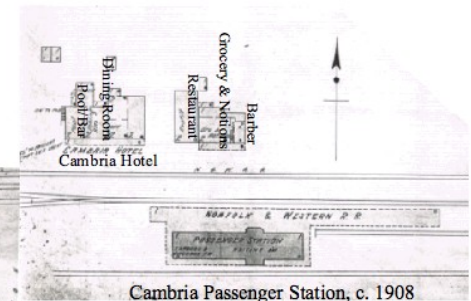


Cambria, Virginia

Where all the past is future...

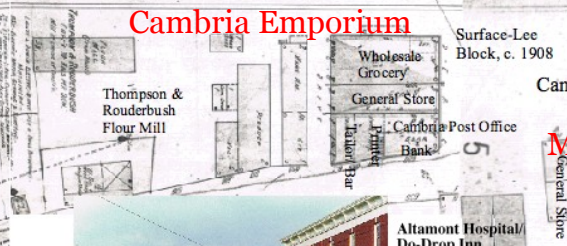


**Christiansburg Station
Or Cambria Post Office**
 Located 1 Mile N of Court Ho
 Population 500
 Sanborn Map company
 September, 1913



Cambria Emporium

**Cambria Depot
Museum/Toy Station**



Cambria Freight Station, c. 1868

Main Street Auto

The Taming of the Grain/The Broken Pane



Attamont Hospital/
Do-Drop Inn

Embroidery, Etcetera



A Brief Historical Summary of the Depot and Cambria

The Christiansburg Depot is one of the only two known surviving railroad structures erected during the Reconstruction period in southwest Virginia. The building is significant not only because it is one of the oldest depots in the state of Virginia, but also because it embodies the elements of high style Victorian (Railroad) Italianate architecture made popular by the pattern books of the period. Few stations of its size remain which are as imposing. The board and batten, Italianate structure with its central tower, overhanging eaves, and deep bracketed frieze is a prominent commercial landmark in the region as well as being the most impressive structure in the community of Cambria. (Quoted from National Register of Historic Places Inventory-Nomination Form, 1985) Historical Summary (Adapted from the National Register of Historic Places Inventory-Nomination Form, 1985)

1851 The Virginia-Tennessee Railroad chose the site for the Christiansburg Depot a mile north of courthouse square on the north side of Zion Hill. (Visit Schaffer Memorial Baptist Church and the original Christiansburg Institute on the top of Zion Hill)

1854 The Virginia-Tennessee Railroad reaches Christiansburg. (Take the Dixie Caverns Exit in I-81 and follow US 460/Rt.11 towards Christiansburg. The route parallels the Virginia-Tennessee rail line past Lafayette, founded in 1826, and through two railroad villages: Elliston and Shawsville before climbing Christiansburg Mountain. Stay on 470/Rt.11 until you reach Depot Street in Christiansburg to reach the Christiansburg Depot.)

1857 The first permanent station was built at the north end of Main Street (on the site, more or less, of the "new masonry depot built in 1906). The 1906 depot is currently being used as the "maintenance of ways" office for the district.

1864 The first depot, plus commissary buildings and a recreation hall, were burned by Union troops under the leadership of Brigadier General William W. Averell. (For more information on Montgomery County during the Civil War, visit the Montgomery Museum and Lewis Miller Regional Art Center on Pepper Street in Christiansburg)

1868 to 1870 The Virginia and Tennessee Railroad constructed the new depot as part of the rebuilding of the railroad under the leadership of its new president, General William Mohave. During this period, Mohave consolidated the Virginia and Tennessee with several other roads, forming the Atlantic, Mississippi, and Ohio Railroad.

1873 The Bangs Post Office (original name of Cambria) opened near the depot. The Christiansburg Depot, in addition to providing passenger and freight service for Montgomery and Floyd Counties, also served as the transfer point for the resort at Yellow Sulphur Springs, six miles to the northwest.

1876 The A.M.&O. Railroad went into receivership. Purchasers of the railroad in 1881 renamed the railroad Norfolk and Western.

1882 In July, a duel was fought near the depot by J. Stuart Croquet of Wythville and John S. Wise of Richmond. Both combatants arrived by rail with their seconds, having selected Bangs (Cambria) as a convenient middle point between their respective places of residence. The duel, resulting in no injuries, was fought a short distance up Yellow Sulphur Springs Road (now Cambria Street). The duel was Wise's last and led to his much publicized decision to fight no more duels (an example which was instrumental in ending the practice in Virginia).

1885 The community took the name of Ronald in honor of a local Confederate hero, Captain Charles A. Ronald, the leader of the Montgomery Highlanders (Company E of the 4th Virginia Militia).

1892 The community changed the name from Ronald to Cambria.

1906 The Town of Cambria was officially incorporated. In the same year, the new masonry passenger station was erected at the site 400 yards east of the original station and the old depot was converted for use solely as a freight station. The conversion of the building as a freight facility resulted in several significant alterations to its structure. The freight section was cut away from the passenger section and raised 25 inches, creating the existing short gable on the west end of the freight room. A problem with rot under the front section (waiting rooms) was solved by cutting 25 inches off the entire bottom of the passenger rooms (look at the height of the chair rail when you visit the Cambria Toy Station). An additional thirty feet of freight room was added to the east end of the building, and the original slate roof was replaced by a standing seam tin roof.

1960 The Christiansburg Station (Cambria Depot) was retired from service by the railroad and ownership subsequently shifted to Cash Lumber Co. and later to Mitchell Sales.

1964 Cambria was annexed by Christiansburg. While it officially became known as North Christiansburg, it unofficially continued to be referred to and is still referred to as Cambria.

1981 The eastern end of the freight section of the Cambria Depot (the Christiansburg Station's popular name) was demolished by two box cars from the sub siding behind the building. In one sense one could attribute the actual restoration of the original depot building to this mishap for the section destroyed was the thirty feet added in 1906!

1983 The Christianburg (Cambria) Depot was acquired by Helen and James Dorsett for the purpose of its rehabilitation and restoration as an historic structure and a useful building in the life of the Cambria community.

1984 Rehabilitation work began in January. While all of the basic structural work was completed during the first year of rehabilitation, much remained to be accomplished before the project was finished. Part of the remaining work involved rehabilitating the community's view of the depot (especially given the predominant view that the building should have been razed and turned into a parking lot). Dorsett Publications relocated to the Depot in the late summer of 1984.

1985 The Christiansburg Depot was placed on the Virginia Landmarks Register on April 16th and was endorsed by the Virginia Historic Landmarks Commission for placement on the National Register of Historic Places. The Depot entered the National Register of Historic Places in December, 1985.

1991 The Cambria Historic District enters the National Register of Historic Places, as does the East Main Historic District and the South Franklin Historic District.

2004 Community Housing Partners renovates the Dew Drop Inn, the "third leg" of the commercial center of Cambria.

2006 Amelia's Italian Restaurant opens their doors in the Cambria commercial district.

2007 Cambria celebrates 150 year birthday. Dorsett Publications opens the Cambria Toy Station in the trackside waiting room.

2008 Following the approval of a town house development within the boundaries of the Cambria Historic District, the Christiansburg Town Council and Planning Commission begin discussing a possible historic district overlay ordinance to help protect the Town's historic resources.

2009 Cambria Depot Museum opens.