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ABSTRACT

The Fauquier County survey of architectural resources was undertaken during the period of October 2000 to March 2002. Its purpose was to conduct reconnaissance-level survey work on 200 historic properties in Fauquier County. Of those 200 properties, approximately 10% were to be ones that had previously been documented during earlier surveys. In addition, Preliminary Information Forms (PIFs) would be completed on 20 potential historic districts in villages and communities throughout the county. The project was funded as a Cost-Share grant between Fauquier County and the Virginia Department of Historic Resources (RFP#200-03). Local funding came from the Fauquier County Board of Supervisors, Mosby Heritage Area Association, Goose Creek Association, Piedmont Environmental Council, and Citizens for Fauquier. Proposals were solicited and Maral S. Kalbian, an Architectural Historian/Preservation Consultant based in Boyce, Virginia, was chosen to carry out the work.

Ms. Kalbian managed the project, conducted the fieldwork, entered the survey data into a Word template document, completed the PIFs, wrote the final survey report, and conducted all the public meetings. Ed Tolson, a Warrenton-based architectural historian who at that time sat on the Fauquier County Historic Resources Committee, assisted Ms. Kalbian in the field by volunteering to drive her and completing all the site plans.

The main objectives of the project were to survey or resurvey 200 historic sites and complete PIFs on 20 potential historic districts in villages or communities. Survey fieldwork began in December 2000 and was completed in June 2001 with a total of 214 properties documented. In addition, 21 PIFs were completed. Ms. Kalbian presented these to the Virginia Department of Historic Resources Staff Evaluation Team on November 2, 2001 and all were determined eligible. In addition, several public presentations were held in Fauquier County to help inform the public about the project's purpose and goals.

During the survey process, black and white photographs were taken and up to date architectural descriptions and evaluations were made. Unfortunately, due to delays in the release of the Virginia Department of Historic Resources' new database (DSS), the surveyed properties were not entered into a database. Instead they were put in a Word document format, which will be migrated into DSS in the near future by the Department of Historic Resources (VDHR), but not as a part of this project. The names and VDHR file numbers were entered into an Excel spreadsheet to provide alphabetical and numerical indexes found at the end of this report.

Since this project did not include revisiting and evaluating all the previously surveyed properties, the writing of an historical context that covers all the VDHR themes and time periods was unrealistic. Instead, the historic context included in this document addresses the types of resources identified during this survey only. In addition, the historical overview in this document was pulled directly from the recently completed *Historic Resources Preservation Plan* completed by the Fauquier County Historic Resources

Committee in July 2001. It is used with the permission of the Fauquier County Department of Community Development.

The main purpose of this document is to give an overview of some of the 214 architectural resources identified during this project. The 21 communities that were determined eligible by the VDHR staff evaluation team in November 2001 are also highlighted. In addition, the recommendations for further work, will hopefully serve as a tool for setting priorities for future preservation planning projects in the county.

The resultant products of this project include this report, two sets of survey forms prepared in a Word document format; photographic negatives and two sets of prints (one set to VDHR, the other to Fauquier County), United States Geological Survey (USGS) maps identifying the surveyed properties as well as historic structures noted during the fieldwork, 21 PIFs with accompanying black and white photographs of potential historic districts in the county, and a scripted slide program.

ACKNOWLEDGEMENTS

The Fauquier County Survey Update project of October 2000-March 2002 would not have been possible were it not for the contribution of many individuals and organizations. The project was funded as a Cost–Share Agreement between the County of Fauquier and the Virginia Department of Historic Resources (VDHR) with local funding coming from the Fauquier County Board of Supervisors, Mosby Heritage Area Association, Goose Creek Association, Piedmont Environmental Council, and Citizens for Fauquier. Mr. Rick Carr, Director of the Fauquier County Department of Community Development, acted as the county contact. Other county staff who contributed include Senior Planner, Richard Calderon; Administrative Assistant Paulette Dolan; Development Technician Fran Williams; GIS Manager Lori R. Hertig and her staff of Dan Stell and Chuck Floyd; and Larry Miller, Director of Fauquier County Parks and Recreation. Fauquier County Administrator, Bob Lee, and Board of Supervisors members Sharon McCamy and Harry F. Atherton were also particularly supportive of the project.

Mr. David Edwards, Director of the Winchester Regional Office of the VDHR, was the state contact. He also provided much of the guidance throughout the process as well accompanying Ms. Kalbian on most of the site visits to the 21 communities. Other VDHR staff members who assisted included Margaret “Susie” Peters, who administered the project and Quatro Hubbard, Archivist. Helen P. Ross, VDOT staff Architectural Historian, also provided valuable information about county schools.

The Fauquier County Historic Resources Committee supported the project by contributing to the fine-tuning of the project goals. During the survey, the Committee was in the process of completing a county Preservation Plan. They did so in July 2001 and the historic overview included in this report comes directly from their final document. In addition, committee member Ed Tolson donated his time to the project by volunteering to be Ms. Kalbian’s driver during the fieldwork phase of the project and completing the site plans for the properties which she surveyed. These site plans are very detailed and often contain building descriptions. Tolson, a professional architectural historian, also helped in copying all the completed survey forms.

The Fauquier Heritage Society, most especially John Gott and Jackie Lee provided historical information as well as contacts to many of the sites visited. . Karen Hughes White, Director of the Afro-American Historical Association of Fauquier was extremely helpful in providing information on African-American sites throughout the county. Mr. Norman Baker was also a great resource for historical information, especially on the Crooked Run Valley area of the county. Mr. John Toler, Executive Editor and General Manager of *The Fauquier Times-Democrat* provided excellent newspaper coverage of the survey. Lastly, thanks go to all the owners who graciously opened their properties to Ms. Kalbian, and especially to those who took the time to complete and mail in Property Owner Information Forms.

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DESCRIPTION OF PROJECT AND METHODOLOGY

This project was conducted as a Cost-Share Agreement between the County of Fauquier and the Virginia Department of Historic Resources (VDHR). The project was selected for funding by VDHR in the spring of 2000 after competitive evaluation with other local governments and planning district commissions throughout the Commonwealth. VDHR provided part of the funding and also acted as the administrator and manager of the project for the locality. Margaret "Susie" Peters of the VDHR staff in the Richmond office was the project manager and David Edwards of the VDHR staff in the Winchester regional office was the local project contact.

The project scope of work as initially outlined in the July 2000 RFP issued by VDHR (RFP #2000-03) included the following objectives:

- undertake a survey of 220 architectural resources (200 at reconnaissance level and 20 at intensive level) with 2 sets of all documentation and photography requirements;
- update the existing VDHR database of Fauquier County resources by identifying those resources that are no longer standing or which have been substantially altered since the initial survey of the county in the 1970s;
- review the county's existing historic district ordinance and recommend revisions;
- define the boundaries for a pilot rural historic district and one additional historic district;
- complete a final survey report that will serve as a planning document for making land-use decisions, and planning for future surveys; and
- complete and present a scripted slide presentation highlighting the survey.

Maral S. Kalbian, an architectural historian/preservation consultant based in Boyce, Virginia, was awarded the contract by VDHR in October 2000. The contract was negotiated to reflect the following scope of work:

- undertake a reconnaissance-level survey of 200 sites throughout the county (10% of which were previously surveyed properties) that would include 2 sets of forms, black and white photographs, copies of USGS maps showing the property's location; and negatives;
- replace the 20 intensive level surveys of individual properties with 20 Preliminary Information Forms (PIFs) on potential historic districts within towns, villages, and communities throughout the county; this change would allow for more documentation of buildings as well as help to facilitate potential listing on the National Register of Historic Places which would in turn allow properties within those districts to take advantage of State and Federal Rehabilitation Tax Credits.
- if a database was not in place by VDHR by January 2001, then the contractor would only be required to provide hand-written forms (the consultant waited until December 2001 and then proceeded with a Word template provided by VDHR);
- complete a survey report that summarizes the findings and offers recommendations for further work; and
- complete and present a scripted slide presentation highlighting the survey project.

The survey work began after meeting with county and state officials on October 24, 2000 to fine-tune the scope of work. The county offered Ms. Kalbian a county car to use in the field and Ed Tolson, county citizen, professional architectural historian, and member of the Fauquier County Historic Resources Committee volunteered to drive Ms. Kalbian while she conducted the fieldwork, as well as complete all site plans.

The architectural fieldwork for the project began in November 2000 with Ms. Kalbian and Mr. Edwards conducting a windshield survey of the county's towns, villages, and communities in order to identify potential historic districts. Others were identified after citizen input from a public meeting held in Warrenton on January 29, 2001.

The reconnaissance-level fieldwork began in January 2001 in the southern-most portion of the county and moved northward. Ms. Kalbian, accompanied by Mr. Tolson, drove down every major road in the county looking for historic sites (50 years or older) that had either not been previously documented or had a VDHR file number but no other information. Over the course of the next several months, a total of 214 sites were documented on a reconnaissance level: completion of survey forms, black and white photographic documentation, notation on USGS map, and site plans. Of the 214 surveyed sites, 26 had previously-assigned VDHR numbers but little or no other information on record in the VDHR Archives. The survey also resulted in the USGS mapping of other historic properties that were noted to be historic but were not individually documented. These were handwritten on the USGS maps in the field and will provide a valuable resource for further survey.

The fieldwork was completed according to VDHR standards. New VDHR file numbers were assigned to each property that did not already have one. The 21 PIFs that were completed were also assigned district numbers: of those; four had previously assigned VDHR numbers.

As a follow up to the survey work, the VDHR Staff Evaluation Team met in November 2001 and determined that all 21 communities represented in the PIFs appeared to be eligible for the National Register of Historic Places. This report includes the historical and architectural significance statements for those PIFs. In addition, out of the 214 individually surveyed properties throughout the county, 24 of those appear to be potentially eligible for the National Register of Historic Places as well as one additional potential district. Before these can be brought before the VDHR Evaluation Team, they require further investigation, such as intensive-level survey that includes interior inspection. They are also discussed in this report.

The Historical Overview section of this report comes directly from the recently published *Fauquier County Historic Resources Preservation Plan* completed by the Historic Resources Committee in July 2001. The Architectural Overview section highlights the resources documented as part of this survey and is organized according to VDHR time periods. It does not take into account the approximately 900 properties that were documented in the late 1970s by Cynthia MacLeod, an architectural historian working for

VDHR (then the Virginia Historic Landmarks Commission), nor the 200+ other resources that have since been documented as a result of environmental review mandated under Section 106 of the National Preservation Act of 1965.

This report also includes recommendations for further study such as additional survey, National Register designation, and other tasks that would enhance historic preservation efforts throughout the county. The numerical and alphabetical indexes reference each property according to VDHR file number, name, and USGS map.

The final public presentation is scheduled for April 29, 2001. At that time, Ms. Kalbian will present the county with copies of this report as well as provide a scripted slide show explaining the project and providing highlights of the survey findings.

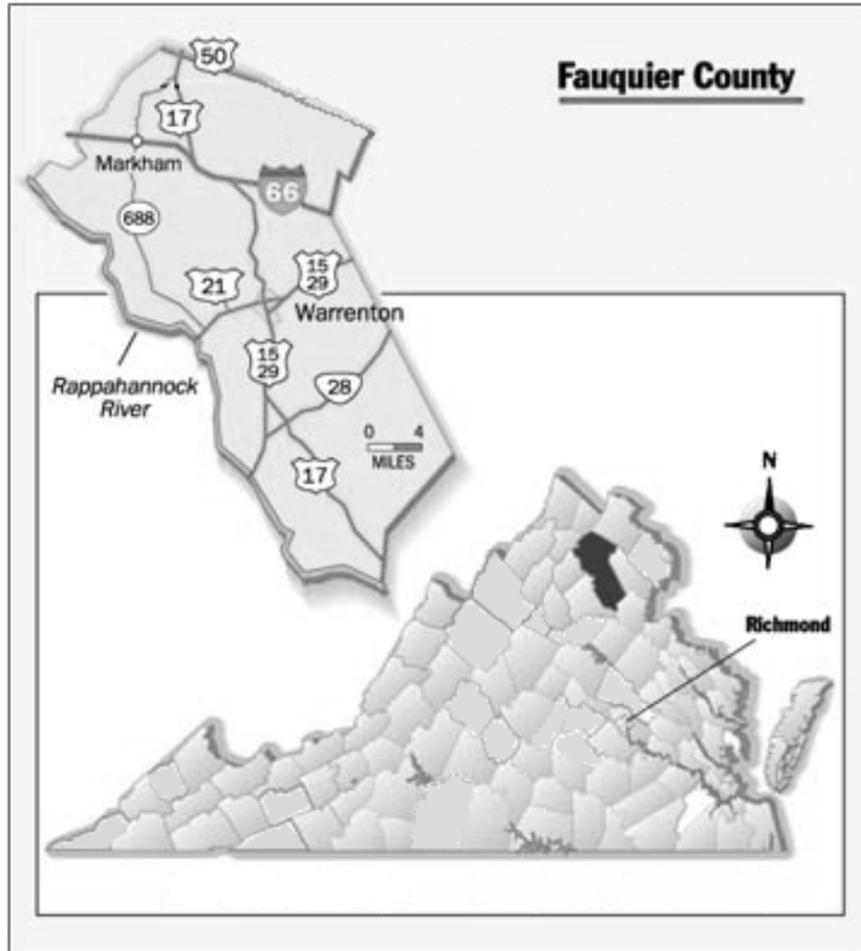


FIGURE 1: FAUQUIER COUNTY, VIRGINIA

HISTORIC OVERVIEW

The following historic overview is taken directly from the *Fauquier County, Virginia Historic Resources Preservation Plan* prepared by the Historic Resources Committee in July 2001. It is used with the permission of the Fauquier County Department of Community Development.

Historic preservation is not just about architecture. Of course, the preservation and study of buildings and structures is an important component within the broader context of Fauquier County's cultural heritage and sense of community identity. However, the key ingredient of this broader context is the people of the County. Their "sense of community identity," also known as "sense of place," can be defined as "an awareness of simultaneous belonging to both a society and a place." It accrues slowly -- not through grand pronouncements, but through small daily lessons, not only in our own lifetime, but also from lifetimes across the ages.

Our historic resources are, therefore, meaningful not in isolation, but in the context of people across the ages, in the stories of those who built them, lived in them, and used them. This context of people, their stories, and their buildings shapes the community's cultural heritage and contributes to a profound sense of continuity and belonging. The buildings, which still exist, are the only tangible evidence of this contextual continuity which today's County residents can directly experience by sight and touch, and which visually remind us that this community is a place different from all others. It is therefore important to protect a broad spectrum of historic resources, from large, impressive mansions to modest dwellings and structures, so that the sense of community continuity and belonging will be meaningful to all our citizens.

Knowledge of Fauquier County's history is an important step toward gaining an appreciation of the contextual relationships that characterize our community. To provide a historical perspective for later sections, succeeding paragraphs of this section summarize a brief history of the County. Some examples of surviving resources are listed for each time period.

Introduction

The County of Fauquier is nestled in the Piedmont region of the Commonwealth of Virginia and comprises a land area of 650 square miles. On the fifth of April 1759, the Virginia General Assembly created its 52nd county from part of Prince William and named it Fauquier, in honor of the Governor.

The Honorable Francis Fauquier, perhaps the most brilliant of all the royal governors of Virginia, was born in London, England and educated in the classics at Queen's College, Cambridge. Fauquier was an accomplished musician and an interested observer of natural phenomena.

The physical characteristics of the land area have incurred a steady yet subtle transformation since first visited briefly by Captain John Smith in 1608. The old Indian burnt fields are now productive corn and other grain producers, while the dense forests

have been replaced with lush pasture land for cattle and thoroughbreds. The Rappahannock River and Indian foot paths have given way to modern roadways which connect service districts to villages and towns for our current 56,000 residents; meanwhile, providing expedient travel for guests in and through Fauquier. Today, Fauquier is a "melting pot" of hundreds of people groups or ethne' from around the world, all contributing to a homogeneous value-based community. It is with great pleasure that we provide the reader with the following chronology of the ethne' and their influence on the County of Fauquier.

Prehistoric to Woodland Period (ca. 8000 B. C. - A. D. 1600)

People have lived in the County of Fauquier for more than 10,000 years. Field finds of stone projectile points and other implements indicate that the earliest culture to inhabit Fauquier was during the archaic period which extended from 8000 B. C. to 1600 B. C.¹ The characteristic life style of these peoples was migratory hunters and gatherers.

The archaic period is best understood as a transition into the woodland era, which extended from 1600 B. C. to 1600 A. D. During this time, the Indians invented pottery and were organized into kingdoms; living in towns and houses of wood. The culture cleared fields in the marshes to attract deer, elk and buffalo for meat, and developed a system of horticulture for tobacco, vegetables and grains. Algonquian was the common language spoken, and the nation identified itself as Mannahoac.² They were of the Siouan ethne'.

The Mannahoac had a vast knowledge of medicine, using various herbs, roots and barks to cure ailments and injuries. Medicine men held high status in the tribe and were believed to possess divine powers given to them in visions. The people worshiped a single Creator god, with emphasis on respecting the natural world and providing a stewardship role toward landscapes, creatures and plant life.³

Historic Period (1600 – 1700)

The First European to step upon the soil of Fauquier was Captain John Smith in June, 1608 (Historic Contact). The king of Potomac provided guides to Captain Smith and his 14 men in their search for precious metals, and "other commodities the land afforded", up a little river called Quiyough (present Aquia Creek), on which they rowed as far as it was navigable. Then Smith and some of his men marched seven or eight miles inland (the heart of southern Fauquier) before they discovered a rumored mine of a substance like antimony (reported to be half silver) used by the Indians to paint themselves.⁴

¹ William J. Hranicky and Floyd Painter, *A Guide to the Identification of Virginia Projectile Points* (Richmond, Va.: Archaeological Society of Virginia), p. 11

² Karenne Wood and Diane Shields, *The Monacan Indians: Our Story* (Madison Heights, Va.: The Monacan Indian Nation), p. 2.

³ *Ibid.*, p. 3.

⁴ Captain John Smith, *The Generall Historie of Virginia, New-England and the Summer Ifles: with the Names of the Adventurers, Planters, and Governours from Their Firft Beginning, An: 1584 to This Present 1624* (London: Michael Sparkes), p. 58.

The next documented exploration into Fauquier took place in August 1670. John Lederer, a German physician with "Colonel Catlet of Virginia", nine English on horse, and five Indians, traversed Fauquier from south to north along the Rappahannock "to find out the East India sea" and, they hoped, "some mines of silver".⁵ Lederer reported in his journal that not one single occupied Indian town remained in the Piedmont.⁶

During the last decade of the seventeenth century, exploration into Fauquier was beginning to take place. The colonial deputy surveyor, Col. Philip Ludwell of Jamestown, who was also Agent of the Proprietary of the Northern Neck, began his task of division of the land above the falls of the Rappahannock. This would continue the system of headrights and quitrents for land grants of plantations and hundreds into the frontier.⁷ Interestingly, Ludwell would shortly thereafter, be granted the first patent for land in Fauquier.

Settlement Period (1700-1759)

In 1700, the land area of present day Fauquier was shared by the counties of Richmond and Stafford, separated by a ridge. The Richmond territory drained into the Rappahannock and the Stafford area drained into the Potomac.

The first area surveyed was thirty miles above the falls of the Rappahannock at Falmouth, where the explorers would look out over a beautiful valley of approximately twenty square miles. On January 22, 1706 a warrant was taken up by Col. Philip Ludwell that would result in Marsh Run Valley and its tributaries being chosen as the first community of English adventurers and planters seated in present day Fauquier.⁸ Hanover Parish records show that by 1732, this organized community of tobacco planters had grown to 1000 residents.⁹ The first court for the fledgling County held on May 24, 1759 would meet in a planter's house on the south rim of Marsh Run Valley, near present day Morrisville.¹⁰

Meanwhile, across the drainage ridge in neighboring Stafford County, land was also being granted along Elk Run, Cedar Run and Licking Run. On August 22, 1724, 1805 acres was granted to 42 people constituting twelve families of ethnic Germans, all of whom had arrived in America in the year 1714.¹¹ This community which they called

⁵ Richard L. Morton, *Colonial Virginia 1607-1710* (Chapel Hill, N. C.: The University of North Carolina Press), p. 202

⁶ Lecture of Eugene Scheel entitled *Indians of Fauquier and Loudoun Counties* given March 4, 2001

⁷ Richard L. Morton, *Colonial Virginia 1710-1763* (Chapel Hill, N. C.: The University of North Carolina Press), p. 420.

⁸ Gertrude E. Gray, *Virginia Northern Neck Land Grants 1694-1742* (Baltimore, Md.: Genealogical Publishing Co. Inc.), p. 41.

⁹ Journals of the House of Burgesses of Virginia 1727-1734, p.200.

¹⁰ Fauquier County Bicentennial Committee, *Fauquier County, Virginia* (Warrenton, Va.: Virginia Publishing Co.), p. 62.

¹¹ Charles H. Huffman, *The Germanna Record, Number One* (Harrisonburg, Va.: The Memorial Foundation of the Germanna Colonies, Inc.), p.7.

German Town represents the first German settlement in Fauquier. In the year 1748, a traveler described the setting thusly: "It is like a village in Germany, in which the houses are far apart. It is situated along a little creek, called Lucken Runn. They are from the Siegen district, and are all Reformed people....A church and a school are there".¹²

The County was cross-sectioned by two roads, the Winchester/Falmouth, north from Ashby's Gap, south through Elk Run; and Rouge's Road, coming into the County at Norman's Ford on the Rappahannock, and intersecting the Winchester/Falmouth at Germantown.¹³

In 1730, the boundaries for the church administration were restructured, and Elk Run would become the site for the Chapel of Ease of the new Hamilton Parish. Then, in 1731, Stafford County and King George County (previously Richmond) would be combined with, and be called, the County of Prince William. In 1736, Robert Carter would secure from the General Assembly a permit to operate a public ferry across the Rappahannock at Norman's Ford.¹⁴

The granting of land would progress and planters would continue to expand and diversify the economy. On April 5, 1759, in honor of the King's governor, Francis Fauquier, this 650 square miles of the Northern Neck Proprietary would forever be called the County of Fauquier.

Colony to Nation Period (1759-1790)

During the latter phases of the French and Indian War and the War against England, Fauquier was spared the effects of major military campaigns, although its citizens contributed both politically and in military service. General Anthony Wayne was treated with hospitality as he and his reinforcements marched through Fauquier on June 8, 1781. He then crossed the Rappahannock at Norman's Ford, on his way to meet the Marquis de Lafayette for the final battle of Yorktown.¹⁵ Four years later, the General Assembly would grant a charter for the first subdivision in the Old Dominion, called Carolandville, to Landon Carter at Ludwell Park on the Rappahannock River.¹⁶

On April 27, 1790, the present court house site was decided upon, and the County seat would be called Fauquier Court House.

¹² Virginia Historical Society, *The Virginia Magazine of History and Biography*; Vol. XI, No. 3 (Millwood, N. Y.: Kraus Reprint Corp.), p. 233.

¹³ Fairfax Harrison, *Landmarks of Old Prince William* (Berryville, Va.: Chesapeake Book Co.), p. 661.

¹⁴ William W. Henning, *The Statutes at Large*; Vol. IV (Charlottesville, Va.: University Press of Virginia), p. 531.

¹⁵ Julie A. Campbell, *Virginia Cavalcade*; Vol. 49, Autumn 2000, No. 4 (Richmond, Va.: The Library of Virginia), p. 152.

¹⁶ Henning, Vol. XII, p. 217.

Early National Period (1790-1830)

By the end of the eighteenth century, wheat was equal to tobacco as the County's primary cash crop. President George Washington visited and corresponded with Landon Carter at the Manor of View Mount concerning his revolutionary method of contour tillage for erosion control.¹⁷ The slave and indentured servant population continued to rise. Farms and plantations remained the primary economic factor, but small industry (tanneries, sawmills, and gristmills) had begun to grow.

Internal improvements fostered the expansion of towns by upgrading key roads into turnpikes. Warrenton was incorporated in 1810 with the name of the County seat changed accordingly from Fauquier Court House to Warrenton.

Antebellum Period (1830-1860)

Cattle, sheep and hog production began to rise by the mid-nineteenth century, although tobacco and grain continued to dominate agricultural economics.¹⁸ The General Assembly chartered railroad construction across Southern Fauquier in 1837, which would change the County's culture and economics from shipping of produce by water and road to transportation by rail.¹⁹ New communities and villages began to grow around railroad depots.

Civil War (1861-1865)

The War Between the States was devastating on the economy and families of Fauquier. As fathers, brothers, and sons served their beloved Commonwealth, the farm and plantation economy suffered. The area in the southern end along the Orange and Alexandria Railroad took heavy casualties and was laid waste. It was reported that Lower Fauquier remained a no man's land; and Bealeton, in particular, located on the supply and troop route at the intersection of the Orange and Alexandria Railroad and Marsh Road, was found "to have entirely disappeared; its buildings burned, railroad track, ties and telegraph poles destroyed".²⁰

In Warrenton, the Commonwealth's Attorney and Black Horse Captain William H. Payne brought up the following motion: "To consider the propriety of removing the records of the Fauquier County Court to a place of safety in consequence of an invasion of said County by the Public Enemy".²¹

The "Public Enemy" was debatable depending on your point of view. In Mosby's Confederacy, which included Northern Fauquier, he was looked upon as the "King of the Debatable Land". Under his reign of a king, he "heard petitions, settled disputes, and by

¹⁷ Letters from George Washington to Landon Carter dated 17th October, 1796 and 5th October, 1798.

¹⁸ Personal Property Records, County of Fauquier for the Year 1860.

¹⁹ County of Fauquier Deed Book No. 50, p. 277.

²⁰ Eugene M. Scheel, *The Civil War in Fauquier* (Warrenton, Va.: The Fauquier National Bank), p. 69.

²¹ *Ibid.*, p. 41.

his justice and legal knowledge gained universal approbation, and that the section of the County had never, during the memory of man, been so cheaply and ably governed".²²

The guardians of the County were to be mainly Mosby's men, or the Black Horse, often riding in concert.²³ Mosby was assigned the territory of Warrenton and north, while the Black Horse Troop, sometimes called the Lower Fauquier Cavalry, would keep a watchful eye on the area from Warrenton to their homeland of Southern Fauquier.²⁴ Veteran Black Horse Standard Bearer, Hugh Hamilton, writing about the winter of 1862-63, recalled that duty was hardly strenuous; in that, the Black Horsers would sometimes chase foxes, or stake their best riders and swiftest horses against each other in match races.²⁵

Reconstruction and Growth (1865-1917)

In the first two decades after the Civil War, freed blacks became farm tenants, sharecroppers, or small tradesmen such as blacksmiths, cobblers, or carpenters. These freed slaves founded several rural black communities. By the close of the nineteenth century, out migration of blacks to better opportunities in northern cities caused a population shift back to a white majority. Black communities and institutions persisted despite this population decline, however, providing historically significant examples of houses, churches, schools, and lodge halls that illustrate the African-American experience in Fauquier County during this period.

Railroads continued their expansion, contributing to continued economic progress and the growth of villages around rail depots, but the advent of the automobile in the early twentieth century marked the beginning of decline for some rural villages. Farms were smaller, more numerous, and more diversified. Orchards, vineyards, and the raising of beef, dairy cattle, and sheep replaced large slave-operated wheat and tobacco farms. Some rural families began to move to our various towns, attracted by job opportunities and urban-like conveniences.

Around the turn of the century, capitalists from outside the County began to buy old estates as part-time residences, renovating historic homes already there or building grand new ones. This preserved or created some of the County's finest architectural resources, and protected some of its rural landscape.

World War I to the Present (1917-2001)

Rail service was frequent and reliable in the early twentieth century, but all-weather roads maintained by the State did not appear until 1922. By the early 1930s, the State had established a network of roads in the County.

Better roads and more families with automobiles spawned housing subdivisions on farms that once surrounded the various towns and villages. This phenomenon began early in

²² Ibid., p. 77.

²³ Ibid., p. 54.

²⁴ Ibid., p. 10.

²⁵ Ibid., p. 48.

this century and has continued since, with an upsurge after World War II and again in the 1970s.

As recently as 1950, over half of the population was involved in some form of agriculture. By 1970, only 20% of the county's labor force were full-time agricultural workers. Today, only 1745 individuals out of a civilian labor force of 29,460, or 6%, work in agriculture.

Agriculture, the traditional economic base, remains a significant land use, but has been replaced as the principal employer by a combination of education, tourism, and small manufacturing and service industries.

ARCHITECTURAL OVERVIEW AND CONTEXT

This architectural overview addresses the types of buildings identified during this survey of the county. Because it does not address structures that were identified in previous surveys of the county, it is not a complete discussion. It does, however, portray these buildings as resources that tell at least part of the county's history and demonstrates the variety of architectural styles and building types in the county covering a period of almost 200 years.

Despite the lack of a database for this project, an attempt to categorize the 214 surveyed properties into architectural styles and forms has been made. The vast majority of buildings identified do not belong to any particular architectural high style. Instead they are "vernacular," a term that refers to the vast range of ordinary buildings produced outside the high-style tradition of architecture. The surveyor classified some of these vernacular buildings into easily identifiable forms such as the I-house, hall-parlor-plan, side-passage-plan, and L-shape. For further information on the stylistic characteristics of each individual building, the reader is directed to the individual form on file with the county and the archives at VDHR.

The majority of dwellings identified during this survey had accompanying outbuildings. These buildings included ones associated with domestic tasks as well as agriculturally-related ones. The outbuildings are listed, described, and photographed in the individual property files.

Colonial Fauquier and the Revolution (1750-1789)

Fauquier County is located in the Northern Piedmont area of Virginia and was formed in 1759 from Prince William County. Encompassing an area of 660 square miles, the county's geography varies greatly depending on the surrounding geological features, ranging from mountainous terrain in the northern end, to gently rolling land draining down to the Rappahannock River in the southern end. The area's rich soils made it an attractive place for early settlers and the county's surviving historic resources reflect the growth and development of a traditionally agricultural-based society. Although this discussion of architectural resources is limited to those buildings identified during this survey, and therefore does not tell the complete story of the county's architectural history, the most common building type in the rural part of the county is undoubtedly the dwelling and its associated agricultural and domestic-related outbuildings. A network of roads, mills, churches, and commercial enterprises around which grew up small communities, are interspersed through these rural areas.

Settlement by Europeans of the area now defined as Fauquier County began in the late 1710s. The community of German Town, located in the southern part of the county near the village of Midland, is the earliest documented settlement and survives today as an archaeological site. Much of the northwestern portion of the county was included in Leeds Manor, a land grant taken by Thomas 5th Lord Fairfax in 1736 from his Northern Neck Proprietary.

Seven resources from this time period were identified during this survey. All are dwellings and associated outbuildings and are interspersed geographically throughout the county.

Property Name	VDHR #
Waverley	030-0891
Log House, Lee Highway South	030-5285
Glendale Farm	030-5294
Greenwood	030-5326
Chadwell House	030-5340
Martin House	030-5358
Summerset	030-0073

Summerset (30-73), located along Route 17 in Crooked Run Valley in the northern part of the county is one of the earliest and most intact dwellings that survives in all of Fauquier. The original 3-room Quaker plan portion of the house is thought to have been constructed in 1759 by John Rout. Later owners include Capt. Hezekiah Turner and Hezekiah Shacklett. Unlike the vast majority of 18th-century buildings that have been remodeled or incorporated into later buildings, Summerset represents the building as it was during the 18th century. In addition, it contains a fine collection of stone outbuildings.



Figure 2: Meticulously restored in the 1960s by noted historian Norman Baker, Summerset is one of the county's most architecturally significant properties.



Figure 3: The left portion of this stone building is an icehouse, while the right portion is a plantation office.

Situated northeast of Remington, Waverly (30-891) is perhaps the most architecturally sophisticated of these early dwellings and reflects the popular Federal style of the period. Constructed around 1878 it was originally owned by the Chapman family.

The other dwellings identified are of log construction except for Greenwood (30-5326), home of Nimrod Ashby. It is built of stone covered in stucco and features two front doors. Glendale Farm (30-5294) is typical of many of the county's earlier resources in that it has been added to and remodeled during later years. The earliest portion of the house, a 1-story log section with exterior-end chimneys, now acts as a side/rear wing to the main part of the house: a 2-story, 2-bay, side-passage-plan frame section added in the 1890s.



Figure 4: Glendale Farm (30-5294) is an excellent example of the evolution of an 18th-century log cabin into a more formal Late-Federal-style dwelling. The house is in relatively unaltered condition since the last addition of 1917.

Fauquier County and the New Nation (1789-1830)

The 18th century in Fauquier can be characterized as the period of earliest settlement, the establishment of county government, and the beginnings of a strong agricultural based economy with tobacco and wheat as the primary cash crops. The first half of the 19th century was a time of further settlement and growth and improvements to existing roads. Also during this period, small rural crossroads, often established around a mill or church, became more fully developed.

Twelve resources were identified from this period.

Property Name	VDHR #
House, Pine View	030-5181
Brittle View Farm	030-5262
House, 4363 Lee Highway	030-5266
Rosevale Farm	030-5269
Montanna	030-0940
Mountain End	030-0683
Greystone	030-5343
Edgehill	030-5351
Rhodes House	030-5352
Log House, John Marshall Highway	030-5357
Log House, Scuffleburg Road	030-5360
Markham United Methodist Church	030-0223

All are dwellings except for the Markham United Methodist church (30-223), a gable-roofed stone building constructed in 1819 and remodeled in the later 19th century.



Figure 5: Located along the north banks of Goose Creek in the village of Markham, this church is the oldest religious building in the community. Constructed around 1819 on land donated by Nimrod Farrow, it was built as a Union Free Church.

The predominant construction material for resources during this period was log. Stone was also used, and to a lesser degree frame construction. Usually chimneys and foundations were of stone and sometimes of brick. The larger, more substantial buildings were usually of masonry construction.

Nine of these twelve resources can be categorized as vernacular; that is, buildings based on local forms and materials rather than on any particular national high style. Three of these, Rosevale Farm (30-5269), Edgehill (30-5351), and Log House, John Marshall Highway (30-5357) are examples of hall-parlor-plan dwellings. The 2-room or hall-parlor plan dwelling generally consisted of a large room that was used for the primary family activities including the preparation and consumption of food, and a smaller room, which was generally used for entertaining, and if a loft was not available, for sleeping. In most cases the oldest portion of the house has been added to and now has a subordinate function.



Figure 6: Located northwest of New Baltimore, Rosevale Farm (30-5269) is a ca. 1810, 1 1/2-story log dwelling that appears to have been constructed in at least two sections.



Figure 7: Montana is an example of an early-19th-century, 1 1/2-story, vernacular log dwelling with a catslide roof and two large exterior-end stone chimneys along the same side. The property also includes a fine collection of log outbuildings-- one of the most complete noted in the county during this survey.



Figure 8: Located along US Route 50 east of Paris, Edgehill is an example of a late-18th-century, 1 ½-story stone dwelling that was greatly enlarged during the 1930s using the Colonial Revival style.

Examples of Federal- and Greek Revival-style dwellings were also identified during this period. The Federal style, popular in the United States from ca. 1790 to 1830 (and later in Fauquier County) was the American version of the English Neoclassical style. Inspired by ancient Roman motifs and Renaissance forms that were popularized in England, the most common examples of Federal-style dwellings can be described as two-story, rectangular, gable-roofed, symmetrical blocks with subdued exterior embellishments.²⁶

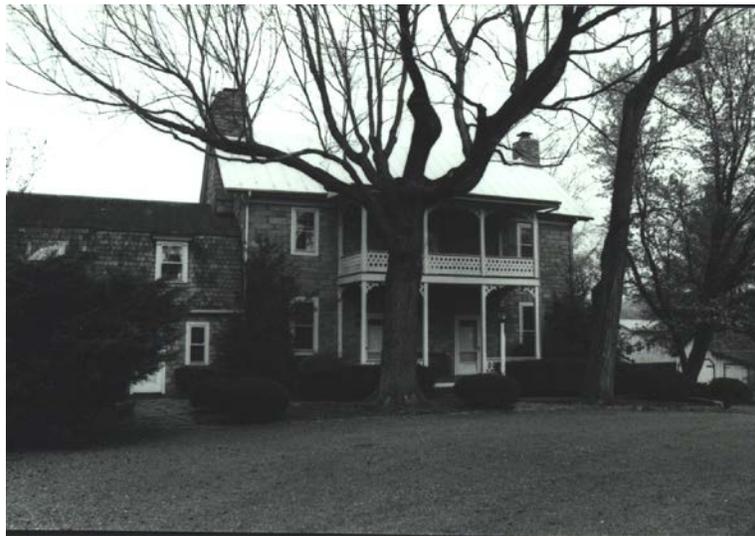


Figure 9: Greystone is an example of an early-19th-century, 2-story, Federal-style stone dwelling with 2 doors on the first floor. The remarkable stonework is composed of cut stone that is laid in coursed rows. The front façade features alternating long and short stones, creating a pattern similar to Flemish-bond brick!

²⁶ Maral S. Kalbian, *Frederick County, Virginia: History Through Architecture* (Winchester, Va.: Winchester-Frederick County Historical Society), p. 39.

Domestic-related outbuildings from this era were sometimes found, but often these are the first buildings that fall into ruin because of non use. The most common types of outbuildings from this era were meat houses. Springhouses, summer kitchens, icehouses, and slave quarters were also noted.

Farm-related outbuildings were identified as well, but these often post-date the construction of the main house. Outbuildings are generally grouped in some order in the farm lot. Building types identified include barns, corncribs, and granaries.

Antebellum Fauquier County through the Civil War (1830-1865)

The antebellum period was generally a prosperous one in the county and the region in general. The arrival of the railroad during the 1850s had a dramatic effect on the county's landscape as well as land-use patterns. The Manassas Gap Railroad, which ran east-west through the county, and the Orange and Alexandria Railroad, which ran north-south superseded the existing primary turnpike routes in the county. These railroads spurred development along their lines while curbing growth in earlier commercial centers that they did not serve.

Thirty-nine resources were identified during the survey that date to this period, 35 of which are dwellings. They are listed below according to architectural style or form. The prosperous economy encouraged the building of larger houses, frequently replacing or adding to older ones. With the railroad, came increased exposure to stylistic trends from other communities. This as well as the increased wealth of the county is reflected in the buildings from this era.

Four examples of the Federal style were identified. Mountain View (30-5171) is of brick construction, while the other three are of frame.

Federal Style

Property Name	VDHR #
Mountain View	030-5171
River's Edge	030-5183
House, 11271 Remington Road	030-5194
Southwood	030-0903

The Greek Revival style was a popular mid-19th-century national style based on classical Greek architecture and the democratic ideals which it meant to evoke. In domestic architecture the style was generally characterized by low-pitched roofs, symmetrical composition, and the prominent use of columns and other decorative Greek motifs.²⁷

While only two examples of the style were identified during this survey, the county has many examples of this popular style, many of which have previously been surveyed.

²⁷ Ibid., pp. 64-65; 267.

Greek Revival Style

Property Name

House, 11635 Freeman's Ford Road
Old Winterset Farm

VDHR

030-5223
030-5301



Figure 10: This house is an excellent example of a Late Greek Revival-style dwelling with very few alterations. An 1856 date on one of the gutter leaders corresponds with the architectural evidence as a construction date.

The other dwellings identified from this period fall under the general category of vernacular; that is, not of any particular academic architectural style. They are organized according to floor plan, when easily apparent. Some did not have a recognizable form and are classified simply as vernacular.

Six examples of side-passage-plan dwellings were identified. This plan features a side hall that extends the full depth of the house and usually contains the stair and accesses one or two rooms off the side

Side-Passage Plan

Property Name

House, 11456 Elk Run Road
Mimosa Hill
Engleside
Laurel Hill
Findings Farm
Cleveland House

VDHR

030-5210
030-5213
030-0369
030-0784
030-5335
030-5344

Two examples of the hall-parlor plan were identified.

Hall-Parlor Plan

Property Name	VDHR#
Brown, Gilbert House	030-5298
Log cabin, Rokeby Road	030-5350

In two cases, hall-parlor-plan dwellings were added to later with cross-gable-roofed sections that created an L-shaped building.

L-Shaped

Property Name	VDHR #
Johnson House	030-5233
Millway Farm	030-5317

The center-passage, single-pile plan, characterized by a central passage flanked by two rooms is also a common form from this period. Termed an I-house by architectural historians, it was to become an extremely popular form during the late 19th and early 20th centuries. Five resources of this form were identified.

Center-Passage-Plan

Property Name	VDHR #
House, 3256 Thompson's Mill Road	030-5178
House, 4086 Midland Road	030-5208
House, 10494 Peter's Run Road	030-5211
House, 6143 Bealeton Road	030-5220
Fox Valley Farm	030-5345

The House, Fauquier Springs (30-336) is an example of a 1 ½-story, 4-bay, vernacular, 2-door, frame dwelling. The two exterior-end brick chimneys are laid in 5-course American bond.



Figure 11: This vernacular 2-door dwelling, constructed ca. 1830, is located in the 19th-century community of Fauquier Springs.

The twelve remaining dwellings identified from this period do not fit into any of the above-listed categories. Most are of log construction, except Oakdale (30-145) and Paradise (30-811), which are built of stone.

Vernacular

Property Name	VDHR #
Oakdale	030-0145
Windy Hill Lodge	030-0170
Paradise	030-0811
Embrey House (House, 13710 Union Church Rd)	030-0880
Redwood	030-5069
Aspen Hall	030-5176
Embrey House	030-5189
Fletcher-Graves House	030-5218
Lunceford House	030-5261
House, 5880 Wilson Road	030-5292
Richards House	030-5310
Millman House	030-5334

Domestic and farm-related outbuildings from this era were also identified. The most common outbuilding was still the meat house. As with the earlier periods, the farm outbuildings on properties generally post date the main house construction.

Three churches from this period were identified: one of stone, one of brick, and one of frame construction.

Churches

Property Name	VDHR #
Emmanuel Church	030-0022
Cool Spring Church	030-0019
Wesley Chapel Church	030-0100

Emmanuel Church (30-22) was constructed in 1858 and features round-arched windows suggestive of the Romanesque Revival style.



Figure 12: Located south of the village of Delaplaine, Emmanuel Church was constructed in 1858 and believed to have been used a hospital during the Civil War.



Figure 13: According to the marble datestone in the front gable end of Cool Spring Church (30-19), this 1-story, 2-bay, gable-end, brick building was constructed in 1858 as a Methodist Episcopal church. The building features full-height brick corner pilasters, a triple-stepped brick cornice, and triple-hung 20/20/20-sash windows.



Figure 14: Wesley Chapel Church (30-100) is a 1-story, 2-bay, gable-end, stone building with two front doors. According to the datestone, it was constructed in 1844 by builder, Abraham Johnson. The first floor is coursed stone and the half-story gable end is laid in random rubble.



Figure 15: Interesting 19th-century graffiti is etched into many of the stones on the side of Wesley Chapel Church (30-100), including one of a rendering of the building itself!

One school was identified from this period. Located west of Delaplane, Edwards Academy (30-368), a stone building in ruinous condition, was constructed in the 1850s.

Fauquier County experienced much devastation during the Civil War. The northern portion of the county was part of Col. John S. Mosby's "Confederacy" and the Manassas Gap Railroad was used to move troops to the Battle of Bull Run in Manassas, the first major battle of the Civil War. The southern end of the county experienced the most actual damage, especially along the Orange and Alexandria Railroad and the area near Remington at the Rappahannock River.

Reconstruction and Growth in Fauquier (1865-1914)

The period immediately following the Civil War was marked by slow growth and recovery. By the 1880s, economic stability was returning to the region. The railroads were repaired and the architectural evidence suggests there was a tremendous building boom in the county during the late 19th century.

During this period, African-American communities began to emerge, often centered around institutional buildings such as churches and schools.

Early in the 20th century, the county experienced an influx of settlers from west and north, as did other neighboring counties such as Clarke. These people were generally drawn to the county because of the presence of fox hunting, relatively inexpensive land, and good climate. Many purchased older homes in the county and restored them, often making them much larger and grander than their original appearance.

The advent of the automobile during the early 20th century eventually brought an end to the period of railroad supremacy. Many of the towns along the lines experienced a decline much in the same way as their turnpike counterparts had when the railroads first arrived.

During the course of this survey, 115 resources that date to this period were identified; 88 of them were dwellings. They are listed below according to architectural style or form.

Some of the architectural styles popular earlier in the century, were still sometimes held over into this period. Sunshine Knolls (30-5238) is of the Federal style and House, 11178 Kilkenny Lane (30-5291) is of the Greek Revival style.

The Italianate style, with its characteristic features of low-pitched hipped roofs, overhanging eaves with brackets, and corbelled chimneys, was used in two dwellings that were identified.

Italianate Style

Property Name

VDHR #

Woodside

030-5268

Moore's Store and House

030-5304



Figure 16: This collection of buildings was once a late-19th-century commercial complex that included the main house, Moore's Mill, and Moore's Store. The house, located to the right in this photograph, was constructed around 1895 and is of the Italianate style. The store is shown in the foreground.

One example of a Gothic Revival-style dwelling was identified: Ingleside (30-5258). Vernacular dwellings during this period often used one or two elements of the Gothic Revival style such as pointed-arched attic windows or a central-front gable. The style was more popular for churches.



Figure 17: This fine, 2-story, cross-gable-roofed, L-shaped, frame dwelling features a steeply-pitched projecting cross gable with overhanging eaves, paired scroll brackets, a wagon wheel attic window, and a front porch with three pointed-arched bays. It is a fine example of the Gothic Revival style expressed in a dwelling.

Thirteen dwellings of the Queen Anne style were identified. This style was popular during the last decades of the 19th century into the late 1910s. It is characterized by irregular floor plans and roof lines, varied exterior surface textures, and cut-away bay windows.²⁸ These range from fairly high-style examples to ones that are more restrained in their use of decoration.

Queen Anne Style

Property Name	VDHR #
Wolf Trap Branch Farm	030-5187
West Lawn	030-5190
Belle Coir Farm	030-5191
Pacific Heights	030-5215
Tolliver-Dowden House	030-5216
House, 11494 Kings Hill Road	030-5222
Ham House	030-5225
House, 6758 Rugby Place	030-5227
Graceland	030-5240
House, Free State Rd	030-5311
Lee, Henry Lake House	030-5321
Bergen	030-5355
House, 11182 Remington Road	030-5196

²⁸ Ibid., p.271.



Figure 18: This large 2-story Queen Anne-style dwelling was constructed in 1905 by Henry Lake Lee, who in 1914 founded the Ford dealership in Marshall, which is still in business.



Figure 19: This house is a wonderful example of a 1 1/2-story Queen Anne-style dwelling that has the appearance of being the top story of a larger building!



Figure 20: Some of the detailing on this Queen Anne-style dwelling includes circular wooden shingle in the gable ends- a treatment found in several other buildings in the county from this period.

Although the Colonial Revival style was most popular later in the twentieth century, five dwellings of the style were identified from this era.

Colonial Revival Style

Property Name	VDHR #
Still Hollow Farm	030-5186
Meadow Grove	030-0931
Edenhurst Farm	030-5327
Dogwood Hill	030-5329
Sherbourne	030-5356

During this period, modern balloon framing had replaced older heavy frame building techniques. The vernacular I-house (2-story, 3- or 5-bay, with central passage plan) grew in popularity. Often it was built with a rear ell or wing for extra room. For the purposes of this report, I houses were broken down into two categories: ones with and ones without central-front gables. Often when I-houses featured a central-front gable they had other decorative details that alluded to Victorian-era styles such as the Italianate, Gothic Revival, and Queen Anne.

Fifteen I-houses without central-front gables were identified.

Vernacular I-house

Property Name	VDHR #
House, 3550 Rock Run Road	030-5184
Cabin Hill Farm	030-0051
Mintbrook	030-5241
Armstrong-Riley House	030-5251
Grass Roots	030-5265
Oakcrest	030-5280
Putnam, Robert House	030-5295
Calico Farm	030-5286
House, 4370 Free State Rd	030-5312
House, 4763 Winchester Rd	030-5313
Wright House	030-5318
Wheatfields	030-5319
Fox Den Farm	030-5338
Hungry Run Farm	030-5339
Burned house, 1041 Winchester Road	030-5353



Figure 21: This is a fairly typical example of an I-house from this era with little exterior embellishment.

Sixteen I-houses with central-front gables were identified.

Vernacular I-house with Central-Front Gable

Property Name	VDHR #
Deerfield Farm	030-5175
Pine View Farm	030-5185
House, 11114 Warrenton Road	030-5197
House, 12149 Old Grassdale Road	030-5198
House, 5174 Ritchie Road	030-5201
House, 4014 Midland Road	030-5207
Timbuktu	030-5219

Property Name	VDHR #
House, 10751 Marsh Road	030-5231
Kane Manor	030-5237
Auburndale Farm	030-5246
Foster House	030-5259
House, 9120 Old Culpepper Road	030-5277
Ramey House	030-5296
Ziegler House	030-5303
House, 8010 Shipmadilly Rd	030-5308
House, 4423 Winchester Road	030-5324
Willow Hill Farm	030-5325



Figure 22: This house, located near Auburn, is a fairly typical example of an early-20th-century vernacular I-house with a central-front gable. Most of the decorative elements are found in the gables, which feature wood-shingle siding, and the 3-bay front porch with turned posts and sawn balustrade and brackets. The inscription of “C.J. Moss May 6, 1908” in the stone foundation is also an interesting element and relates to the builder or owner of the house.



Figure 23: The detailing on many of the porches from this period was remarkable!

Seven examples of L-shaped vernacular dwellings were identified.

L-Shaped

Property Name	VDHR #
House, 11628 Bristersburg Road	030-5170
House, 6473 Fosters Fork Road	030-5271
Edwards House	030-5281
Gibson House	030-5283
Glascock, Thomas House	030-5302
Julius House	030-5320
Sunnyside	030-5348

Three examples of vernacular T-shaped dwellings were identified.

T-Shaped

Property Name	VDHR #
House, 12709 Sillamon Road	030-5173
House, 12062 Remington Road	030-5193
Over Yonder	030-5273

Three examples of side passage-plan dwellings were identified.

Side-Passage-Plan

Property Name	VDHR #
Claxton House	030-5192
Benoga Farm	030-5309
House, Scuffleburg Road	030-5359

The House, Leeds Manor Road (30-5354) is an example of the hall-parlor plan.

The House, 4516 Midland Road (30-5217) is an example of a vernacular 2-door dwelling.

The eighteen remaining dwellings identified from this period do not fit into any of the above-listed categories and are termed Vernacular.

Vernacular

Property Name	VDHR #
Winter Wood Farm	030-5199
Log House, Abandoned	030-5202
House, 2849 Elk Run Road	030-5203
House, 4243 Old Calverton Road	030-5214
House, 11046 Collins Lane	030-5221
House, 10303 Fayetteville Road	030-5230
House, 9565 Woodbrook Lane	030-5242
Whisper Hill	030-5252
House, 7292 Kennedy Road	030-5260
Carter, John House	030-5272

Property Name	VDHR #
Abandoned House, Lovers Lane	030-5276
House, 7680 Opal Road	030-5279
Round Stone Spring	030-5293
Jacobs-Tharpe-Ashby House	030-5305
Allison House	030-5332
House, 4013 Whiting Road	030-5333
House, 3419 Winchester Road	030-5349
House, 10424 Jackson Road	030-0795

Almost all of the dwellings that were identified were accompanied by farm- and domestic-related outbuildings such as meat houses, root cellars, barns, machine sheds, corncribs, and chicken coops. The bank barn, a multi-story barn built into a natural or man made embankment, was a very common barn type from this period. These were most often constructed on stone foundations. The earliest silos documented were wooden ones. Several early concrete silos and ones of terra-cotta blocks were also noted.



Figure 24: This bank barn is typical of ones from this period. It features a stone foundation and a formed concrete silo. Note the decorative detailing of the pointed-arched vent window in the gable end, alluding to the Gothic Revival style.



Figure 25: This extremely unique, ca. 1914, gable-roofed, rectangular wood silo is attached to the side of the barn and features an exterior wooden ladder.

Ten churches from this time period were identified. Six of them had no identifiable architectural style and are categorized as vernacular. Most are fairly modest rectangular-shaped, gable-roofed buildings.

Churches (Vernacular)

Property Name	VDHR #
Silver Hill Baptist Church and School	030-5180
Barrow's Run Primitive Baptist Church	030-5234
Auburn Baptist Church	030-5247
Lower Carter's Run Church	030-5288
Waterloo Baptist Church and School	030-5289
Orlean Baptist Church	030-5300

Three of the churches identified were classified as Gothic Revival style for the use of pointed-arched windows.

Churches (Gothic Revival Style)

Property Name	VDHR #
Calvary Church	030-5169
Bealeton Presbyterian Church	030-5195
Mt. Olive Baptist Church	030-5346

The Midland Church of the Brethren (30-5239) is of the Romanesque Revival style and was constructed in the 1930s, replacing an earlier church.

The Reconstruction era saw the establishment of free public education in Virginia. Seven schools from this period were identified during the course of this survey: four are African American. These schools range in size from one-room examples to larger multi-room ones. Most have been converted into dwellings or other uses.

Schools

Property Name	VDHR #
Morrisville School	030-5179
Silver Hill Baptist Church and School	030-5180
Meetze School	030-5245
Auburn School	030-5248
School #12, Catlett	030-5090
Waterloo Baptist Church and School	030-5289
Foster Hill School	030-5341

Although commercial activity was mainly centered in villages and towns throughout the county, eight examples of commercial buildings situated in more rural areas of the county were identified.

Commercial Buildings

Property Name	VDHR #
Grove's Store	030-5172
Commercial Building, Pine View	030-5182
Commercial Bldg., Fauquier Springs	030-5282
Moore's Store and House	030-5304
Conde Store	030-5306
Lee's Barroom	030-5316
Store, Sage Road	030-5328
Moffett's Store	030-5331



Figure 26: Located at the center of the hamlet of Sommerville, Grove's Store was built in 1885 for William Charters and run by the Oliver family. H. Lloyd Grove, an Oliver relative, took over the store in 1912 and it is still run by the Grove family.

Two other resources identified from this period included the Hurleytown Odd Fellow's Hall (30-5235) and an unused concrete and stone bridge on O'Bannon Road (30-5330).

World War I to the Mid-20th Century in Fauquier (1914-1952)

Although Fauquier's economy became more diversified during the twentieth century, it still remained primarily agricultural. More diversification of products including horses, cattle, vineyards, and dairy products strengthened the economy as well as created new kinds of forms for traditional farm outbuildings.

Located about 40 miles west of Washington, D. C., Fauquier is currently serviced by four primary highways (Routes 29, 55, 211, and 28) and an interstate highway (Interstate 66) that crosses the county in an east-west direction. The county seat is Warrenton, which is located approximately in the geographic center of the county.

Although agriculture is no longer the economic base of the county, the land-use patterns that grew from that tradition are still in place today. With the county's proximity to the nation's capital and its network of major roads has come the growth of suburban type

development. Nevertheless the majority of the county is still rural in nature with a high degree of scenic beauty.

Forty-five resources were identified from this period: 22 of which were dwellings and their associated outbuildings.

The most common architectural style identified was the Colonial Revival. Characterized by the use of classical detailing copied from the Colonial, Georgian, Federal, or Neoclassical period of American architecture, many of these dwellings are quite impressive.

Colonial Revival Style

Property Name	VDHR #
House, 3451 Courtney School Road	030-5206
Tantallon Farm	030-5027
Meadowbrook	030-5257
Overbrook Farm	030-5270
Kilkenny Farm	030-5290
Beavers House	030-5342



Figure 27: This frame Colonial Revival-style dwelling features a 2-story, 5-bay main block with semi-exterior-end stone chimneys flanked by 1 1/2-story frame wings.



Figure 28: this 1 ½-story dwelling is an example of the Dutch Colonial Revival style, a sub category of the Colonial Revival style. Its main character-defining feature is the use of the gambrel roof.



Figure 29: This house is an excellent example of Georgian Revival-style architecture and uses many Colonial Revival motifs. Constructed in 1928, it is composed of a 5-part grouping with a 2 ½-story central block, side hyphens and cross-gable-roofed side wings.

Another popular dwelling form during this period was the American Foursquare. Generally, a 2 ½-story, cube-shaped building with hipped roof, front dormer, and a wide front porch, foursquare were so named for their 4-room plan.

American Foursquare

Property Name	VDHR #
Cook House	030-5232
House, 8214 Lees Ridge Road	030-5278
House, Winchester Rd	030-5314



Figure 30: This house along Winchester Road south of Marshall, is typical of the American Foursquare form.

The Craftsman Style also made its appearance during this period. Three examples of this style were identified. Commonly expressed as a 1 1/2-story, horizontally emphasized building with overhanging eaves, exposed rafter ends and a large porch, these buildings are often termed as bungalows. Many were widely available through mail-order catalogues such as Sears and Roebuck.

Craftsman Style

Property Name	VDHR #
House, 12735 Brooks Store Road	030-5188
Robinson, Lemon Ernest House	030-5299
Neal's Corner	030-5336



Figure 31: This dwelling is of a fairly typical Craftsman gable-end with lower gable-end form. It was constructed by local African-American stonemason, Lemon Ernest Robinson between the years of 1923 and 1928.

Two dwellings, both of stone construction, that can be described as examples of the Tudor Revival style were identified. This style was more popular in urban areas than in rural ones, so it is not surprising that more examples were not found.

Tudor Revival Style

Property Name	VDHR #
House, 9554 Woodbrook Lane	030-5243
Rockwood	030-5274



Figure 32: The steeply-pitched cross gable, massive chimney, and stone construction material give this dwelling its Tudor Revival character.

One example each of the following architectural styles were identified: Queen Anne [Garnett Farm (30-5224)]; Shingle [House, 9169 Tally Ho Lane (30-5249)]; and Cape Cod [Anderson House (30-5264)].

Two I-houses with central-front gables were identified.

Vernacular I-house with Central-Front Gable

Property Name	VDHR #
Shipp's Store and House	030-5200
House, 7814 Frytown Road	030-5250

Two vernacular I-houses with simple gable roofs were also identified.

Vernacular I-house

Property Name	VDHR #
Brook Hill Farm	030-5267
Jackson-Grant House	030-5347

The Marshall House (30-5287) was identified as a vernacular dwelling.

Nearly all of the dwellings from this period were accompanied by at least one outbuilding. The most common was still the meat house as well as the chicken coop. Several privies were also identified. As formerly outside domestic functions were consolidated into the main house, these types of outbuildings became obsolete and were no longer used for their original purpose.

Technological advances in construction methods and materials had a great effect on the appearance of farm buildings during this period. Pre-fabricated barns and silos began to appear on farms during the 1930s. The most popular barn type during the earliest part of this period was the gambrel-roofed barn, which allowed for more storage space than the traditional gable roof.



Figure 33: Several examples of barns with this wishbone-shaped roof were identified. This form allowed for increased loft capacity with unhindered attic space for hay forks to run.



Figure 34: This type of barn, with its almost parabolic roof shape, was promoted by state agricultural agents during the 1930s and 40s. It never gained wide-spread popularity because of its excessive cost.

The establishment of public schools for all citizens was a priority during the early part of this period. By the mid-20th century, as transportation methods had improved and many schools consolidated, these buildings were closed. Nine schools from this time period were identified.

Schools

Property Name	VDHR #
Cromwell School	030-5174
Goldvein General Merchandise	030-5177
Ensor's Shop School	030-0481
Licksillet School	030-5226
Oak Shade School	030-5228
Bethel School	030-5275
Crest Hill School	030-5297
Markham School	030-0224
Delaplane School	030-5361



Figure 35: Constructed in 1917 and closed in the 1920s, Crest Hill School retains great architectural integrity. It appears to be one of the best-preserved African-American schools in Fauquier.

Seven churches were also identified during this survey. Five of them were of the Gothic Revival style, while the others are classified as vernacular.

Churches

Property Name	VDHR #
Cross Roads Baptist Church	030-5212
Litchfield Presbyterian Church	030-5229
St. John Baptist Church	030-5236
Jehoash Presbyterian Church	030-5253
Pine Grove School	030-5255
Providence Baptist Church	030-0364
St Andrews Episcopal Church on the Hill	030-5315

Commercial activity continued to flourish during this period, although greater ease in automobile travel often ultimately meant doom for country stores. Five country stores from this period were identified.

Commercial Buildings

Property Name	VDHR #
Shipp's Store and House	030-5200
Smith's Store	030-5204
Elk Run Store	030-5209
Johnson's Store	030-5244
Ashby's Store	030-5307

Two resources were also identified that were related to providing public water to municipalities. The Old Warrenton Filtration Plant (30-5263) was constructed in the 1910s and is representative of industrial architecture of the era. The Old Middleburg Water Treatment Plant (30-5337) is located along the Little River and serviced the Town of Middleburg, located in neighboring Loudoun County.



Figure 36: This gable-roofed stone building was the water treatment plant for the Town of Middleburg, just to the north in Loudoun County. Constructed ca. 1936, it closed in 1972.

SURVEY FINDINGS

Every effort was made during this project to distribute the number of sites to be surveyed throughout the county and not concentrate on any one geographic area. Figure 37 is a map of the county that shows the approximate location of the 214 surveyed sites with an overlay of USGS quads. The total number of properties surveyed within each quadrangle is given below.

USGS Quad Map	# Surveyed
Ashby Gap	2
Catlett	18
Flint Hill	5
Jeffersonton	10
Linden	6
Marshall	15
Middleburg	4
Midland	24
Orlean	22
Rectortown	9
Remington	27
Richardsville	13
Sommerville	8
Thoroughfare Gap	10
Upperville	19
Warrenton	22

In addition, a sampling of different property types was documented. They are listed below according to the building type or historic theme to which they are related. Note that some fall under more than one category.

Historic Theme or Building Type	# Surveyed
Dwellings and related outbuildings	162
Churches	21
Schools	17
Commercial buildings	13
Industry/processing	2
Transportation	2
Social	1

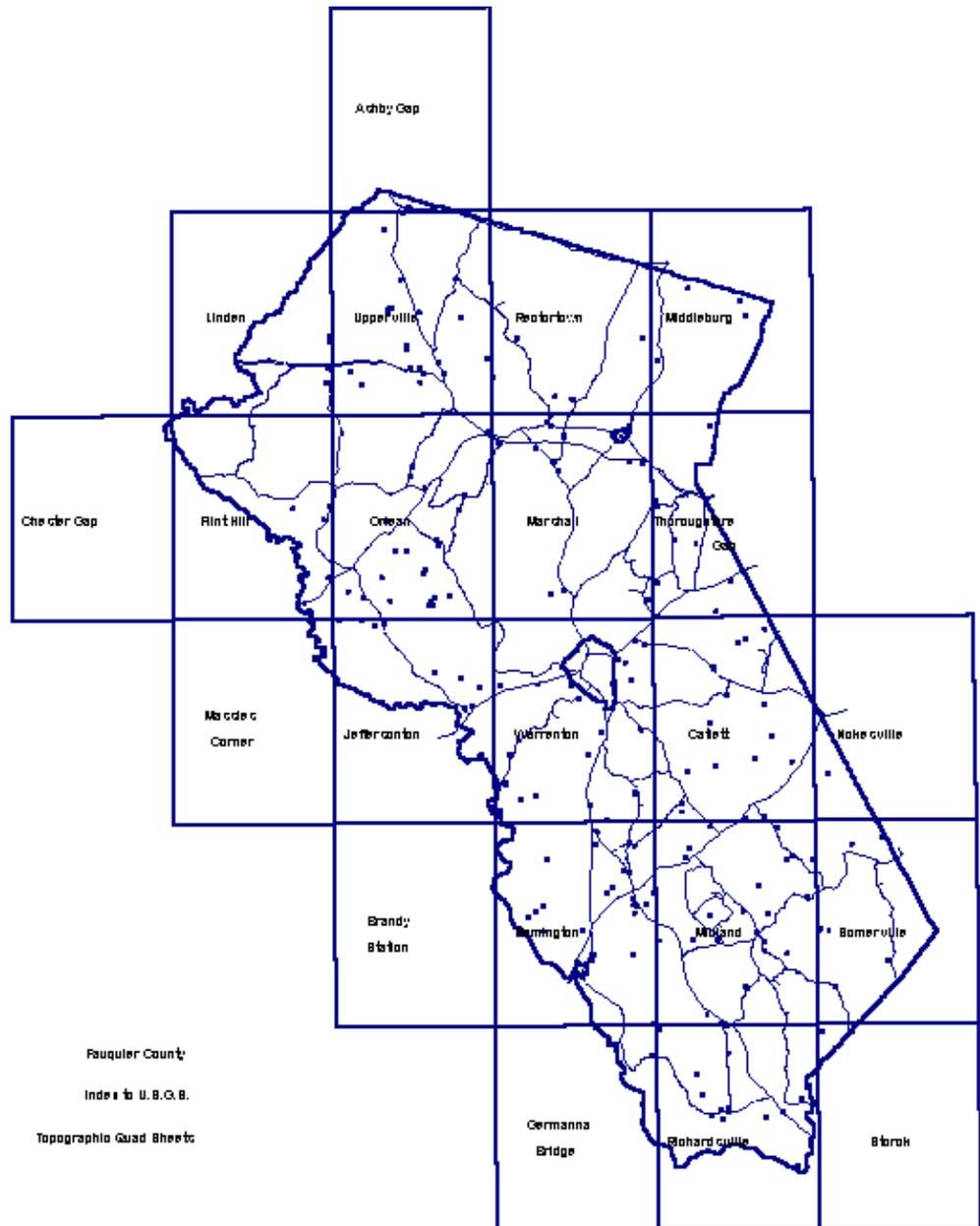


Figure 37: Map of Fauquier County showing locations of 214 surveyed properties with an overlay of USGS Quads.

EVALUATION

In recent years, Fauquier County has recognized that protecting the cultural resources of the community is an important aspect of its planning function. As part of this awareness, the county has also recognized that a professionally documented and compiled inventory of cultural resources is necessary if preservation decisions are to be based on reliable data.

In the late 1970s, approximately 900 properties were documented by Cynthia MacLeod, an architectural historian working for VDHR (then the Virginia Historic Landmarks Commission). Emphasis was placed on documenting the larger, more significant historic properties in the county (mainly large estates). Unfortunately these were never evaluated as to whether they appeared to be eligible for the National Register of Historic Places.

The National Register of Historic Places, and a corresponding state designation, the Virginia Landmarks Register, list properties (50 years or older) that possess either local, state, or national significance in American history, architecture, archaeology, engineering and culture and can be present in districts, sites, buildings, structures, and objects.. Integrity of location, design, setting, materials, feeling, workmanship, and association are considered in addition to the following four National Register Criteria for Evaluation:

Criterion A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B. That are associated with the lives of persons significant in our past; or

Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D. That have yielded or may be likely to yield, information important in prehistory or history. (This criterion applies principally to archaeological resources and is not considered in these evaluations.)

There are a number of considerations to the above criteria that are discussed more fully in National Register literature. The reader is directed to the VDHR or National Register of Historic Places website (www.state.vipnet.org/dhr/home.htm and www.cr.nps.gov/nr/about.htm) for more information on these programs

Registration is an honorific, non-restrictive designation bestowed on historic properties by the state and federal governments. It recognizes the historic value of a property and encourages present and future owners to continue to exercise good stewardship. Owners of registered properties may donate historic preservation easements (which can reduce real estate taxes), qualify for the state and federal historic rehabilitation tax credits, receive technical assistance from VDHR staff for maintenance and rehabilitation projects,

and purchase plaques that mark the property's significance. Listing can also help protect properties from the adverse effects of certain federal and state undertakings.

This project resulted in the preparation of 21 Preliminary Information Forms (PIFs) for potential districts and their evaluation as to National Register eligibility. All were determined potentially eligible by the VDHR Staff Evaluation Team in November 2001 and are listed below and mapped on Figure 38. Copies of the PIFs are included in this report as Appendix C.

Potential Historic District Name	VDHR #
Morgantown Historic District	030-5322
Ashville Historic District	030-5323
Atoka Historic District	030-5154
Auburn Historic District	030-5254
Bristersburg Historic District	030-5161
Calverton Historic District	030-5165
Casanova Historic District	030-5163
Catlett Historic District	030-5162
Delaplane Historic District	030-0002
Georgetown Historic District	030-5168
Hume Historic District	030-5158
Markham Historic District	030-5157
Marshall Historic District	030-5156
Midland Historic District	030-5160
New Baltimore Historic District	030-5166
Orlean Historic District	030-5159
Paris Historic District	030-0222
Rectortown Historic District	030-5155
Remington Historic District	288-5001
Sumerduck Historic District	030-5164
The Plains Historic District	311-5001

The project also resulted in the reconnaissance-level documentation of 214 properties outside of the boundaries of the 21 potential historic districts. As part of the VDHR standards for a survey of this level, exterior descriptions were made, black and white photographs taken, and site plans drawn. Interior inspections are not required for a reconnaissance-level survey. Even though an official determination of potential National Register eligibility for an individual property (not a district) cannot be made without an interior inspection, the surveyor noted that 24 of the 214 properties surveyed stood out as particularly significant either architecturally or historically. They are listed below and it is recommended that they should be investigated further to determine eligibility.

Property Name	VDHR #
Silver Hill Baptist Church and School	030-5180
House, Pine View	030-5181
Commercial Building, Pine View	030-5182
Wolf Trap Branch Farm	030-5187
Waverley	030-0891
Redwood	030-5069

Property Name	VDHR #
Tantallon Farm	030-5027
Ingleside	030-5258
Overbrook Farm	030-5270
Wesley Chapel Church	030-0100
Kilkenny Farm	030-5290
Glendale Farm	030-5294
Crest Hill School	030-5297
Old Winterset Farm	030-5301
Moore's Store and House	030-5304
Meadow Grove	030-0931
Cool Spring Church	030-0019
Greenwood	030-5326
Montanna	030-0940
Greystone	030-5343
Emmanuel Church	030-0022
Bergen	030-5355
Sherbourne	030-5356
Summerset	030-0073

In addition, three resources were identified within the hamlet of Scuffleburg in the northern part of the county. This area should be further investigated in order to determine whether it may be eligible as a potential historic district.

Property Name	VDHR #
Martin House	030-5358
House, Scuffleburg Road	030-5359
Log House, Scuffleburg Road	030-5360

Part of the project involved working with Karen White for the Fauquier County Afro-American Historical Society in The Plains, Virginia. Mrs. White provided a lot of valuable background information and during the course of the survey, 20 of the 214 resources were identified as ones related to African-American history. They are listed below.

Property Name	VDHR #
Cromwell School	030-5174
Silver Hill Baptist Church and School	030-5180
Oak Shade School	030-5228
House, 10303 Fayetteville Road	030-5230
Hurleytown Odd Fellow's Hall	030-5235
St. John Baptist Church	030-5236
House, 7814 Frytown Road	030-5250
School #12, Catlett	030-5090
Abandoned House, Lovers Lane	030-5276
Gibson House	030-5283
Waterloo Baptist Church and School	030-5289
Providence Baptist Church	030-0364
Robinson, Lemon Ernest House	030-5299

Property Name	VDHR #
House, 8010 Shipmadilly Rd	030-5308
Foster Hill School	030-5341
Mt. Olive Baptist Church	030-5346
Delaplane School	030-5361
Bethel School	030-5275
Crest Hill School	030-5297

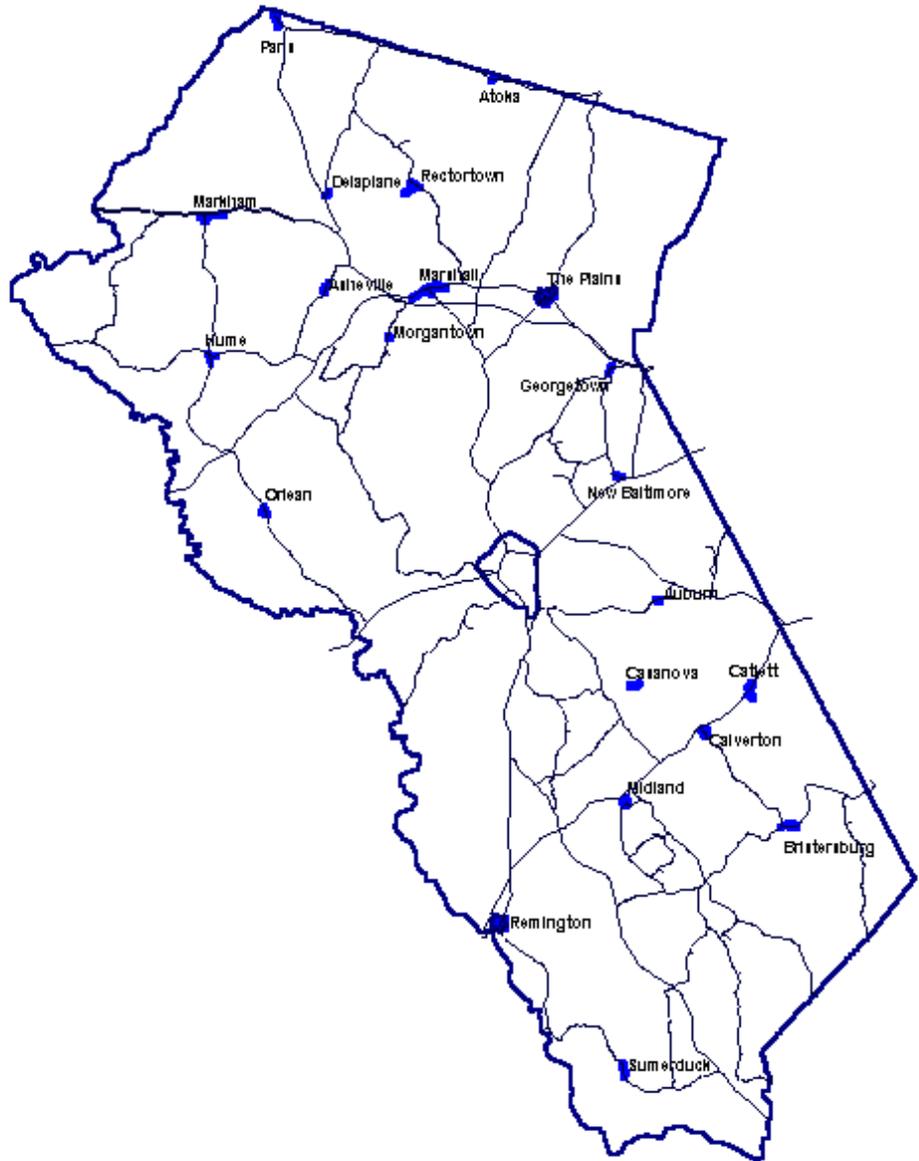


Figure 38: Map of Fauquier County showing location of 21 potential historic districts.

RECOMMENDATIONS FOR FURTHER STUDY

Based on the survey and evaluation of 214 historic properties and 21 potential historic districts in Fauquier County, Maral S. Kalbian recommends that the following actions be taken in planning for future survey work and the stewardship of the historic resources already identified.

Previously-Surveyed Resources:

During the late 1970s approximately 900 resources were documented as part of a county-wide survey conducted by Cynthia MacLeod. Most of these were the oldest and most architectural and historically significant properties in the county. No final report was ever issued from that survey, nor were the properties ever evaluated as to possible National Register eligibility.

- Update the previous survey to determine survival and condition of surveyed resources.
- Evaluate the previously surveyed resources as to possible National Register eligibility.
- Incorporate those resources to develop a more comprehensive Architectural Overview and Context for the county.

Potentially Eligible Properties:

In November 2001, Ms. Kalbian presented the 21 PIFs to the VDHR staff evaluation team in Richmond. Team members concurred with her recommendation that all of the communities appeared to be eligible for listing as historic districts on the Virginia Landmarks Register and the National Register of Historic Places.

- Determining eligibility is only the first step in Virginia Landmarks and National Register listing. A comprehensive survey of all the resources within the proposed district needs to be conducted and National Register nominations written for each of the districts.

As stated in the Evaluation section of this report, 24 individual properties and one additional district appear to possess the significance necessary for National Register listing (see page 51).

- The properties that appear to warrant further survey should be more fully investigated in order to determine their possible listing on the Virginia Landmarks Register and the National Register of Historic Places:

Potential Rural Historic Districts

During the course of the fieldwork phase of this project, Ms. Kalbian noted four general areas of the county that appear to be worthy of designation as potential rural historic districts. These are parts of the county that not only have a high concentration of historic buildings, but have also retained integrity of their natural and cultural landscape.

General study areas for these districts are shown in Figure 39. Please note that the limits shown are only study areas, not fixed boundaries. The four potential rural historic districts

that are worthy of further study are: Crooked Run Valley, Cobbler Mountain, Casanova, and Northern Fauquier.

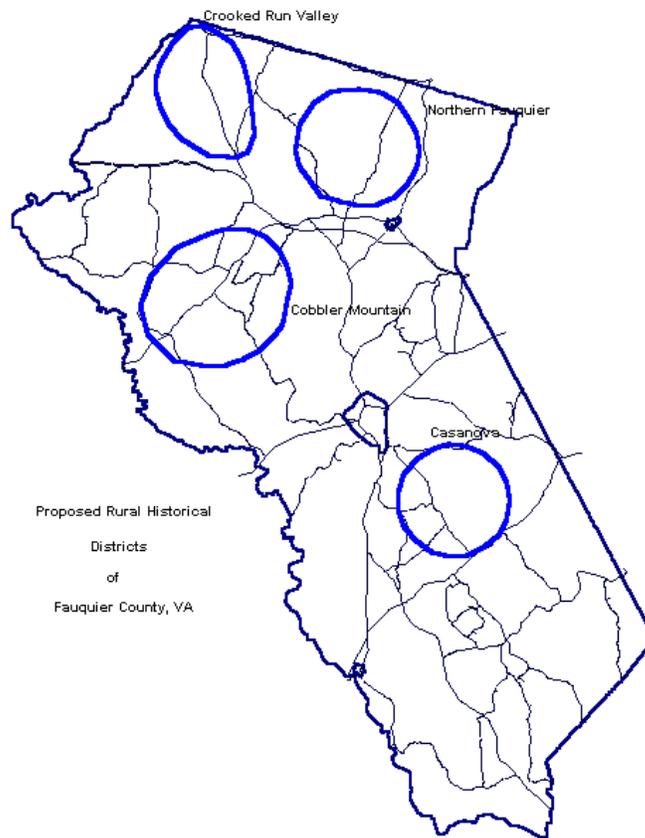


Figure 39: Map of Fauquier County showing general location of area for four potential rural historic districts.

- It is recommended that further study be conducted within these areas in order to determine whether they meet the National Register criteria for eligibility. If they do, then intensive survey work could be conducted for preparation of a National Register nomination. Not only would designation bring a better understanding of the county's history, it would allow all the contributing resources within that area to qualify for the advantages of National Register listing that are discussed in the Evaluation section of this report.

Preservation Policies:

- The Fauquier County Historic Resources Committee published its Historic Resources Preservation Plan in July 2001. This document is a very thorough and carefully thought out vision of the future of county historic preservation. It offers concrete recommendations and strategies that should be followed to ensure continued success.

Fauquier County is fortunate in that many of its most historically significant buildings are currently well maintained. Property owners should continuously be encouraged to ensure that good stewardship continues.

- Encourage and assist property owners to pursue State and National Register designation on an individual basis.
- Encourage and assist property owners to voluntarily place preservation easements on their historic buildings and provide them with information about the financial benefits of doing so.
- Promote community awareness and public education by developing video presentations, seminars, slide lectures, and written information regarding tax incentives, designation procedures, design guidelines, and appropriate rehabilitation guidelines.
- In order to promote heritage tourism in the county, develop self-guided walking and driving tours highlighting the architecture and history of Fauquier. This has already been done in some areas of the county such as Crooked Run Valley.
- Develop a local historic plaque program that would focus attention on particularly significant buildings and sites.
- Actively pursue status as a Certified Local Government (CLG) through VDHR. This would enable the county to be eligible for grants that may help fund many of these projects.

Archaeological Survey:

- The scope of this project did not allow for archaeological investigations. It is recommended that an archaeological assessment to determine and prioritize potential survey needs to be conducted in consultation with VDHR.
- As part of this project, cemeteries associated with historic buildings were documented. A more thorough investigation of cemeteries should be conducted as these are among the most valuable and sometimes most vulnerable historic resources.

Other:

- As previously stated, this report only covers resources that were surveyed during this project. After a comprehensive survey is completed, a more thorough and inclusive historic and architectural context for the county could be written. This could then be published as a handsomely designed and well-illustrated book that would have wide public appeal.
- A central location needs to be created for maintaining copies of all the previous and current survey work. As VDHR makes the DSS database more readily available, the county could also make this data accessible through a computer at that same location.

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APPENDIX A- NUMERICAL INDEX

VDHR #	PROPERTY NAME	USGS QUAD
030-0002	Delaplane Historic District	Upperville
030-0019	Cool Spring Church	Upperville
030-0022	Emmanuel Church	Upperville
030-0051	Cabin Hill Farm	Midland
030-0073	Summerset	Upperville
030-0100	Wesley Chapel Church	Jeffersonton
030-0145	Oakdale	Upperville
030-0170	Windy Hill Lodge	Linden
030-0222	Paris Historic District	Ashby Gap
030-0223	Markham United Methodist Church	Linden
030-0224	Markham School	Linden
030-0336	House, Fauquier Springs	Warrenton
030-0364	Providence Baptist Church	Jeffersonton
030-0368	Edwards Academy	Upperville
030-0369	Engleside	Jeffersonton
030-0481	Ensor's Shop School	Midland
030-0683	Mountain End	Thoroughfare Gap
030-0784	Laurel Hill	Upperville
030-0795	House, 10424 Jacksontown Road	Upperville
030-0811	Paradise	Rectortown
030-0880	Embrey House (House, 13710 Union Church Rd)	Richardsville
030-0891	Waverley	Remington
030-0903	Southwood	Orlean
030-0931	Meadow Grove	Marshall
030-0940	Montanna	Upperville
030-5027	Tantallon Farm	Warrenton
030-5069	Redwood	Catlett
030-5090	School #12, Catlett	Catlett
030-5154	Atoka Historic District	Rectortown
030-5155	Rectortown Historic District	Rectortown
030-5156	Marshall Historic District	Marshall
030-5157	Markham Historic District	Linden/Upperville
030-5158	Hume Historic District	Orlean/Flint Hill
030-5159	Orlean Historic District	Orlean
030-5160	Midland Historic District	Midland
030-5161	Bristersburg Historic District	Sommerville
030-5162	Catlett Historic District	Catlett
030-5163	Casanova Historic District	Catlett
030-5164	Sumerduck Historic District	Richardsville
030-5165	Calverton Historic District	Catlett
030-5166	New Baltimore Historic District	Thoroughfare Gap
030-5168	Georgetown Historic District	Thoroughfare Gap
030-5169	Calvary Church	Sommerville
030-5170	House, 11628 Bristersburg Road	Sommerville
030-5171	Mountain View	Sommerville
030-5172	Grove's Store	Sommerville
030-5173	House, 12709 Sillamon Road	Sommerville

VDHR #	PROPERTY NAME	USGS QUAD
030-5174	Cromwell School	Sommerville
030-5175	Deerfield Farm	Sommerville
030-5176	Aspen Hall	Sommerville
030-5177	Goldvein General Merchandise	Richardsville
030-5178	House, 3256 Thompson's Mill Road	Richardsville
030-5179	Morrisville School	Midland
030-5180	Silver Hill Baptist Church and School	Richardsville
030-5181	House, Pine View	Richardsville
030-5182	Commercial Building, Pine View	Richardsville
030-5183	River's Edge	Richardsville
030-5184	House, 3550 Rock Run Road	Richardsville
030-5185	Pine View Farm	Richardsville
030-5186	Still Hollow Farm	Richardsville
030-5187	Wolf Trap Branch Farm	Richardsville
030-5188	House, 12735 Brooks Store Road	Midland
030-5189	Embrey House	Richardsville
030-5190	West Lawn	Remington
030-5191	Belle Coir Farm	Richardsville
030-5192	Claxton House	Remington
030-5193	House, 12062 Remington Road	Remington
030-5194	House, 11271 Remington Road	Remington
030-5195	Bealeton Presbyterian Church	Remington
030-5196	House, 11182 Remington Road	Remington
030-5197	House, 11114 Warrenton Road	Remington
030-5198	House, 12149 Old Grassdale Road	Remington
030-5199	Winter Wood Farm	Remington
030-5200	Shipp's Store and House	Midland
030-5201	House, 5174 Ritchie Road	Midland
030-5202	Log House, Abandoned	Midland
030-5203	House, 2849 Elk Run Road	Midland
030-5204	Smith's Store	Midland
030-5206	House, 3451 Courtney School Road	Midland
030-5207	House, 4014 Midland Road	Midland
030-5208	House, 4086 Midland Road	Midland
030-5209	Elk Run Store	Midland
030-5210	House, 11456 Elk Run Road	Midland
030-5211	House, 10494 Peter's Run Road	Midland
030-5212	Cross Roads Baptist Church	Midland
030-5213	Mimosa Hill	Midland
030-5214	House, 4243 Old Calverton Road	Catlett
030-5215	Pacific Heights	Catlett
030-5216	Tolliver-Dowden House	Midland
030-5217	House, 4516 Midland Road	Midland
030-5218	Fletcher-Graves House	Midland
030-5219	Timbuktu	Midland
030-5220	House, 6143 Bealeton Road	Remington
030-5221	House, 11046 Collins Lane	Remington
030-5222	House, 11494 Kings Hill Road	Remington
030-5223	House, 11635 Freeman's Ford Road	Remington

VDHR #	PROPERTY NAME	USGS QUAD
030-5224	Garnett Farm	Remington
030-5225	Ham House	Remington
030-5226	Licksillet School	Remington
030-5227	House, 6758 Rugby Place	Remington
030-5228	Oak Shade School	Remington
030-5229	Litchfield Presbyterian Church	Remington
030-5230	House, 10303 Fayetteville Road	Remington
030-5231	House, 10751 Marsh Road	Remington
030-5232	Cook House	Remington
030-5233	Johnson House	Remington
030-5234	Barrow's Run Primitive Baptist Church	Warrenton
030-5235	Hurleytown Odd Fellow's Hall	Warrenton
030-5236	St. John Baptist Church	Warrenton
030-5237	Kane Manor	Remington
030-5238	Sunshine Knolls	Remington
030-5239	Midland Church of the Brethren	Midland
030-5240	Graceland	Midland
030-5241	Mintbrook	Remington
030-5242	House, 9565 Woodbrook Lane	Catlett
030-5243	House, 9554 Woodbrook Lane	Catlett
030-5244	Johnson's Store	Midland
030-5245	Meetze School	Warrenton
030-5246	Auburndale Farm	Catlett
030-5247	Auburn Baptist Church	Catlett
030-5248	Auburn School	Catlett
030-5249	House, 9169 Tally Ho Lane	Catlett
030-5250	House, 7814 Frytown Road	Warrenton
030-5251	Armstrong-Riley House	Catlett
030-5252	Whisper Hill	Catlett
030-5253	Jehoash Presbyterian Church	Catlett
030-5254	Auburn Historic District	Catlett
030-5255	Pine Grove School	Catlett
030-5257	Meadowbrook	Thoroughfare Gap
030-5258	Ingleside	Catlett
030-5259	Foster House	Catlett
030-5260	House, 7292 Kennedy Road	Catlett
030-5261	Lunceford House	Catlett
030-5262	Brittle View Farm	Thoroughfare Gap
030-5263	Old Warrenton Filtration Plant	Warrenton
030-5264	Anderson House	Warrenton
030-5265	Grass Roots	Thoroughfare Gap
030-5266	House, 4363 Lee Highway	Thoroughfare Gap
030-5267	Brook Hill Farm	Thoroughfare Gap
030-5268	Woodside	Thoroughfare Gap
030-5269	Rosevale Farm	Thoroughfare Gap
030-5270	Overbrook Farm	Warrenton
030-5271	House, 6473 Fosters Fork Road	Marshall
030-5272	Carter, John House	Thoroughfare Gap
030-5273	Over Yonder	Thoroughfare Gap

VDHR #	PROPERTY NAME	USGS QUAD
030-5274	Rockwood	Marshall
030-5275	Bethel School	Marshall
030-5276	Abandoned House, Lovers Lane	Warrenton
030-5277	House, 9120 Old Culpepper Road	Warrenton
030-5278	House, 8214 Lees Ridge Road	Warrenton
030-5279	House, 7680 Opal Road	Warrenton
030-5280	Oakcrest	Warrenton
030-5281	Edwards House	Warrenton
030-5282	Commercial Bldg., Fauquier Springs	Warrenton
030-5283	Gibson House	Warrenton
030-5284	House, 9153 Springs Road	Warrenton
030-5285	Log House, Lee Highway South	Warrenton
030-5286	Calico Farm	Warrenton
030-5287	Marshall House	Jeffersonton
030-5288	Lower Carter's Run Church	Jeffersonton
030-5289	Waterloo Baptist Church and School	Jeffersonton
030-5290	Kilkenny Farm	Jeffersonton
030-5291	House, 11178 Kilkenny Lane	Jeffersonton
030-5292	House, 5880 Wilson Road	Orlean
030-5293	Round Stone Spring	Orlean
030-5294	Glendale Farm	Jeffersonton
030-5295	Putnam, Robert House	Orlean
030-5296	Ramey House	Orlean
030-5297	Crest Hill School	Flint Hill
030-5298	Brown, Gilbert House	Flint Hill
030-5299	Robinson, Lemon Ernest House	Jeffersonton
030-5300	Orlean Baptist Church	Orlean
030-5301	Old Winterset Farm	Orlean
030-5302	Glascocock, Thomas House	Orlean
030-5303	Ziegler House	Orlean
030-5304	Moore's Store and House	Orlean
030-5305	Jacobs-Tharpe-Ashby House	Orlean
030-5306	Conde Store	Orlean
030-5307	Ashby's Store	Orlean
030-5308	House, 8010 Shipmadilly Rd	Warrenton
030-5309	Benoga Farm	Orlean
030-5310	Richards House	Orlean
030-5311	House, Free State Rd	Orlean
030-5312	House, 4370 Free State Rd	Marshall
030-5313	House, 4763 Winchester Rd	Marshall
030-5314	House, Winchester Rd	Marshall
030-5315	St Andrews Episcopal Church on the Hill	Orlean
030-5316	Lee's Barroom	Orlean
030-5317	Millway Farm	Orlean
030-5318	Wright House	Flint Hill
030-5319	Wheatfields	Flint Hill
030-5320	Julius House	Flint Hill
030-5321	Lee, Henry Lake House	Orlean
030-5322	Morgantown Historic District	Orlean

VDHR #	PROPERTY NAME	USGS QUAD
030-5323	Ashville Historic District	Orlean
030-5324	House, 4423 Winchester Road	Orlean
030-5325	Willow Hill Farm	Upperville
030-5326	Greenwood	Upperville
030-5327	Edenhurst Farm	Orlean
030-5328	Store, Sage Road	Upperville
030-5329	Dogwood Hill	Marshall
030-5330	Stone Bridge, O'Bannon Road	Marshall
030-5331	Moffett's Store	Marshall
030-5332	Allison House	Marshall
030-5333	House, 4013 Whiting Road	Marshall
030-5334	Millman House	Marshall
030-5335	Findings Farm	Rectortown
030-5336	Neal's Corner	Rectortown
030-5337	Old Middleburg Water Treatment Plant	Middleburg
030-5338	Fox Den Farm	Middleburg
030-5339	Hungry Run Farm	Middleburg
030-5340	Chadwell House	Rectortown
030-5341	Foster Hill School	Marshall
030-5342	Beavers House	Rectortown
030-5343	Greystone	Middleburg
030-5344	Cleveland House	Marshall
030-5345	Fox Valley Farm	Rectortown
030-5346	Mt. Olive Baptist Church	Rectortown
030-5347	Jackson-Grant House	Rectortown
030-5348	Sunnyside	Rectortown
030-5349	House, 3419 Winchester Road	Upperville
030-5350	House, 2697 Rokeby Road	Upperville
030-5351	Edgehill	Ashby Gap
030-5352	Rhodes House	Ashby Gap
030-5353	Burned house, 1041 Winchester Road	Upperville
030-5354	House, Leeds Manor Road	Upperville
030-5355	Bergen	Linden
030-5356	Sherbourne	Linden
030-5357	Log House, John Marshall Highway	Linden
030-5358	Martin House	Upperville
030-5359	House, 2288 Scuffleburg Road	Upperville
030-5360	House, 2300 Scuffleburg Road	Upperville
030-5361	Delaplane School	Upperville
288-5001	Remington Historic District	Remington
311-5001	The Plains Historic District	Marshall

APPENDIX B: ALPHABETICAL NAME INDEX

VDHR #	PROPERTY NAME	USGS QUAD
030-5276	Abandoned House, Lovers Lane	Warrenton
030-5332	Allison House	Marshall
030-5264	Anderson House	Warrenton
030-5251	Armstrong-Riley House	Catlett
030-5307	Ashby's Store	Orlean
030-5323	Ashville Historic District	Orlean
030-5176	Aspen Hall	Sommerville
030-5154	Atoka Historic District	Rectortown
030-5247	Auburn Baptist Church	Catlett
030-5254	Auburn Historic District	Catlett
030-5248	Auburn School	Catlett
030-5246	Auburndale Farm	Catlett
030-5234	Barrow's Run Primitive Baptist Church	Warrenton
030-5195	Bealeton Presbyterian Church	Remington
030-5342	Beavers House	Rectortown
030-5191	Belle Coir Farm	Richardsville
030-5309	Benoga Farm	Orlean
030-5355	Bergen	Linden
030-5275	Bethel School	Marshall
030-5161	Bristersburg Historic District	Sommerville
030-5262	Brittle View Farm	Thoroughfare Gap
030-5267	Brook Hill Farm	Thoroughfare Gap
030-5298	Brown, Gilbert House	Flint Hill
030-5353	Burned house, 1041 Winchester Road	Upperville
030-0051	Cabin Hill Farm	Midland
030-5286	Calico Farm	Warrenton
030-5169	Calvary Church	Sommerville
030-5165	Calverton Historic District	Catlett
030-5272	Carter, John House	Thoroughfare Gap
030-5163	Casanova Historic District	Catlett
030-5162	Catlett Historic District	Catlett
030-5340	Chadwell House	Rectortown
030-5192	Claxton House	Remington
030-5344	Cleveland House	Marshall
030-5282	Commercial Bldg., Fauquier Springs	Warrenton
030-5182	Commercial Building, Pine View	Richardsville
030-5306	Conde Store	Orlean
030-5232	Cook House	Remington
030-0019	Cool Spring Church	Upperville
030-5297	Crest Hill School	Flint Hill
030-5174	Cromwell School	Sommerville
030-5212	Cross Roads Baptist Church	Midland
030-5175	Deerfield Farm	Sommerville
030-0002	Delaplane Historic District	Upperville
030-5361	Delaplane School	Upperville
030-5329	Dogwood Hill	Marshall
030-5327	Edenhurst Farm	Orlean

VDHR #	PROPERTY NAME	USGS QUAD
030-5351	Edgehill	Ashby Gap
030-0368	Edwards Academy	Upperville
030-5281	Edwards House	Warrenton
030-5209	Elk Run Store	Midland
030-5189	Embrey House	Richardsville
030-0880	Embrey House (House, 13710 Union Church Rd)	Richardsville
030-0022	Emmanuel Church	Upperville
030-0369	Engleside	Jeffersonton
030-0481	Ensor's Shop School	Midland
030-5335	Findings Farm	Rectortown
030-5218	Fletcher-Graves House	Midland
030-5341	Foster Hill School	Marshall
030-5259	Foster House	Catlett
030-5338	Fox Den Farm	Middleburg
030-5345	Fox Valley Farm	Rectortown
030-5224	Garnett Farm	Remington
030-5168	Georgetown Historic District	Thoroughfare Gap
030-5283	Gibson House	Warrenton
030-5302	Glascock, Thomas House	Orlean
030-5294	Glendale Farm	Jeffersonton
030-5177	Goldvein General Merchandise	Richardsville
030-5240	Graceland	Midland
030-5265	Grass Roots	Thoroughfare Gap
030-5326	Greenwood	Upperville
030-5343	Greystone	Middleburg
030-5172	Grove's Store	Sommerville
030-5225	Ham House	Remington
030-5230	House, 10303 Fayetteville Road	Remington
030-0795	House, 10424 Jacksontown Road	Upperville
030-5211	House, 10494 Peter's Run Road	Midland
030-5231	House, 10751 Marsh Road	Remington
030-5221	House, 11046 Collins Lane	Remington
030-5197	House, 11114 Warrenton Road	Remington
030-5291	House, 11178 Kilkenny Lane	Jeffersonton
030-5196	House, 11182 Remington Road	Remington
030-5194	House, 11271 Remington Road	Remington
030-5210	House, 11456 Elk Run Road	Midland
030-5222	House, 11494 Kings Hill Road	Remington
030-5170	House, 11628 Bristersburg Road	Sommerville
030-5223	House, 11635 Freeman's Ford Road	Remington
030-5193	House, 12062 Remington Road	Remington
030-5198	House, 12149 Old Grassdale Road	Remington
030-5173	House, 12709 Sillamon Road	Sommerville
030-5188	House, 12735 Brooks Store Road	Midland
030-5359	House, 2288 Scuffleburg Road	Upperville
030-5360	House, 2300 Scuffleburg Road	Upperville
030-5350	House, 2697 Rokeby Road	Upperville
030-5203	House, 2849 Elk Run Road	Midland
030-5178	House, 3256 Thompson's Mill Road	Richardsville

VDHR #	PROPERTY NAME	USGS QUAD
030-5349	House, 3419 Winchester Road	Upperville
030-5206	House, 3451 Courtney School Road	Midland
030-5184	House, 3550 Rock Run Road	Richardsville
030-5333	House, 4013 Whiting Road	Marshall
030-5207	House, 4014 Midland Road	Midland
030-5208	House, 4086 Midland Road	Midland
030-5214	House, 4243 Old Calverton Road	Catlett
030-5266	House, 4363 Lee Highway	Thoroughfare Gap
030-5312	House, 4370 Free State Rd	Marshall
030-5324	House, 4423 Winchester Road	Orlean
030-5217	House, 4516 Midland Road	Midland
030-5313	House, 4763 Winchester Rd	Marshall
030-5201	House, 5174 Ritchie Road	Midland
030-5292	House, 5880 Wilson Road	Orlean
030-5220	House, 6143 Bealeton Road	Remington
030-5271	House, 6473 Fosters Fork Road	Marshall
030-5227	House, 6758 Rugby Place	Remington
030-5260	House, 7292 Kennedy Road	Catlett
030-5279	House, 7680 Opal Road	Warrenton
030-5250	House, 7814 Frytown Road	Warrenton
030-5308	House, 8010 Shipmadilly Rd	Warrenton
030-5278	House, 8214 Lees Ridge Road	Warrenton
030-5277	House, 9120 Old Culpepper Road	Warrenton
030-5284	House, 9153 Springs Road	Warrenton
030-5249	House, 9169 Tally Ho Lane	Catlett
030-5243	House, 9554 Woodbrook Lane	Catlett
030-5242	House, 9565 Woodbrook Lane	Catlett
030-0336	House, Fauquier Springs	Warrenton
030-5311	House, Free State Rd	Orlean
030-5354	House, Leeds Manor Road	Upperville
030-5181	House, Pine View	Richardsville
030-5314	House, Winchester Rd	Marshall
030-5158	Hume Historic District	Orlean/Flint Hill
030-5339	Hungry Run Farm	Middleburg
030-5235	Hurleytown Odd Fellow's Hall	Warrenton
030-5258	Ingleside	Catlett
030-5347	Jackson-Grant House	Rectortown
030-5305	Jacobs-Tharpe-Ashby House	Orlean
030-5253	Jehoash Presbyterian Church	Catlett
030-5233	Johnson House	Remington
030-5244	Johnson's Store	Midland
030-5320	Julius House	Flint Hill
030-5237	Kane Manor	Remington
030-5290	Kilkenny Farm	Jeffersonton
030-0784	Laurel Hill	Upperville
030-5321	Lee, Henry Lake House	Orlean
030-5316	Lee's Barroom	Orlean
030-5226	Licksillet School	Remington
030-5229	Litchfield Presbyterian Church	Remington

VDHR #	PROPERTY NAME	USGS QUAD
030-5202	Log House, Abandoned	Midland
030-5357	Log House, John Marshall Highway	Linden
030-5285	Log House, Lee Highway South	Warrenton
030-5288	Lower Carter's Run Church	Jeffersonton
030-5261	Lunceford House	Catlett
030-5157	Markham Historic District	Linden/Upperville
030-0224	Markham School	Linden
030-0223	Markham United Methodist Church	Linden
030-5156	Marshall Historic District	Marshall
030-5287	Marshall House	Jeffersonton
030-5358	Martin House	Upperville
030-0931	Meadow Grove	Marshall
030-5257	Meadowbrook	Thoroughfare Gap
030-5245	Meetze School	Warrenton
030-5239	Midland Church of the Brethren	Midland
030-5160	Midland Historic District	Midland
030-5334	Millman House	Marshall
030-5317	Millway Farm	Orlean
030-5213	Mimosa Hill	Midland
030-5241	Mintbrook	Remington
030-5331	Moffett's Store	Marshall
030-0940	Montanna	Upperville
030-5304	Moore's Store and House	Orlean
030-5322	Morgantown Historic District	Orlean
030-5179	Morrisville School	Midland
030-0683	Mountain End	Thoroughfare Gap
030-5171	Mountain View	Sommerville
030-5346	Mt. Olive Baptist Church	Rectortown
030-5336	Neal's Corner	Rectortown
030-5166	New Baltimore Historic District	Thoroughfare Gap
030-5228	Oak Shade School	Remington
030-5280	Oakcrest	Warrenton
030-0145	Oakdale	Upperville
030-5337	Old Middleburg Water Treatment Plant	Middleburg
030-5263	Old Warrenton Filtration Plant	Warrenton
030-5301	Old Winterset Farm	Orlean
030-5300	Orlean Baptist Church	Orlean
030-5159	Orlean Historic District	Orlean
030-5273	Over Yonder	Thoroughfare Gap
030-5270	Overbrook Farm	Warrenton
030-5215	Pacific Heights	Catlett
030-0811	Paradise	Rectortown
030-0222	Paris Historic District	Ashby Gap
030-5255	Pine Grove School	Catlett
030-5185	Pine View Farm	Richardsville
030-0364	Providence Baptist Church	Jeffersonton
030-5295	Putnam, Robert House	Orlean
030-5296	Ramey House	Orlean
030-5155	Rectortown Historic District	Rectortown

VDHR #	PROPERTY NAME	USGS QUAD
030-5069	Redwood	Catlett
288-5001	Remington Historic District	Remington
030-5352	Rhodes House	Ashby Gap
030-5310	Richards House	Orlean
030-5183	River's Edge	Richardsville
030-5299	Robinson, Lemon Ernest House	Jeffersonton
030-5274	Rockwood	Marshall
030-5269	Rosevale Farm	Thoroughfare Gap
030-5293	Round Stone Spring	Orlean
030-5090	School #12, Catlett	Catlett
030-5356	Sherbourne	Linden
030-5200	Shipp's Store and House	Midland
030-5180	Silver Hill Baptist Church and School	Richardsville
030-5204	Smith's Store	Midland
030-0903	Southwood	Orlean
030-5315	St Andrews Episcopal Church on the Hill	Orlean
030-5236	St. John Baptist Church	Warrenton
030-5186	Still Hollow Farm	Richardsville
030-5330	Stone Bridge, O'Bannon Road	Marshall
030-5328	Store, Sage Road	Upperville
030-5164	Sumerduck Historic District	Richardsville
030-0073	Summerset	Upperville
030-5348	Sunnyside	Rectortown
030-5238	Sunshine Knolls	Remington
030-5027	Tantallon Farm	Warrenton
311-5001	The Plains Historic District	Marshall
030-5219	Timbuku	Midland
030-5216	Tolliver-Dowden House	Midland
030-5289	Waterloo Baptist Church and School	Jeffersonton
030-0891	Waverley	Remington
030-0100	Wesley Chapel Church	Jeffersonton
030-5190	West Lawn	Remington
030-5319	Wheatfields	Flint Hill
030-5252	Whisper Hill	Catlett
030-5325	Willow Hill Farm	Upperville
030-0170	Windy Hill Lodge	Linden
030-5199	Winter Wood Farm	Remington
030-5187	Wolf Trap Branch Farm	Richardsville
030-5268	Woodside	Thoroughfare Gap
030-5318	Wright House	Flint Hill
030-5303	Ziegler House	Orlean

APPENDIX C: COPIES OF PIFS FOR COMMUNITIES

*Please note that this appendix does not include the USGS maps showing the exact proposed boundaries nor photographs of the resources. For that information, the reader is directed to the individual file on each district.

Name of Historic District	VDHR #
Morgantown Historic District	030-5322
Ashville Historic District	030-5323
Atoka Historic District	030-5154
Auburn Historic District	030-5254
Bristersburg Historic District	030-5161
Calverton Historic District	030-5165
Casanova Historic District	030-5163
Catlett Historic District	030-5162
Delaplane Historic District	030-0002
Georgetown Historic District	030-5168
Hume Historic District	030-5158
Markham Historic District	030-5157
Marshall Historic District	030-5156
Midland Historic District	030-5160
New Baltimore Historic District	030-5166
Orlean Historic District	030-5159
Paris Historic District	030-0222
Rectortown Historic District	030-5155
Remington Historic District	288-5001
Sumerduck Historic District	030-5164
The Plains Historic District	311-5001

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

The following constitutes an application for preliminary consideration for the nomination potential of a historic district to the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that a district is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the Board's actions, in writing, following the meeting.

Please type and use 8 1/2" x 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):
_____ Ashville Historic District (30-5323) _____

2. LOCATION:
Street(s) or Route(s): _____ Route 731 _____ (Orlean Quad) _____
County or City _____ Fauquier County _____

3. LEGAL OWNER(S):
Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State/ Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

SIGNATURE REQUIRED FOR PROCESSING ALL APPLICATIONS

4. GENERAL DATA OF DISTRICT

- A. Date(s) of selected building(s): _____ ca. 1874, 1899, 1910 _____
B. Approximate acreage: _____ 20 _____
C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____
D. Primary use of Building(s): _____ Residential, Church, School _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The historical information for Ashville comes from notes gathered by Karen White of the Fauquier County Afro-American Historical Association of Fauquier County in The Plains, VA.

The proposed Ashville Historic District is a linear district located primarily along the west side of Route 731 in northwestern Fauquier County, 3 ½ miles west of Marshall. The Reconstruction-era African-American district contains approximately 10 resources, the majority of which are dwellings. At the center of this community are the Ashville Church and School. The First Ashville Baptist Church was organized in 1874, although the current vernacular Gothic Revival-style church dates to 1899. It is a one-story, three-bay, gable-roofed (standing seam metal), stuccoed, frame building on a stone foundation with a cornerstone. A two-stage tower with an open pyramidal-roofed belfry tops the protruding entrance bay, located at the front gable end. Pointed-arched double-hung windows in rectangular frames are found throughout the building. Modern additions are limited to a side/rear one-story wing. Across the road is the ca. 1920 Ashville School, a one-story gable-end frame building on a stone foundation. It is currently being restored and converted into a residence and contains vinyl siding, a standing-seam metal roof, new 1/1 windows and an interior flue. Some of the original 6/6 windows still hang in the rear of the building.

The rest of the buildings in Ashville are residences, generally of frame construction with varying degrees of modern alterations. The single log dwelling is located on the north end of the district and appears to be one of the oldest buildings in the community. It is a fairly modest one-story, three-bay building with a large central front gable and a large exterior-end stone chimney with brick stack. It is in very unaltered condition and includes 6/6 windows, and a three-bay front porch. Stucco has been added to the sides and rear of the building, but the original weatherboard siding is still exposed under the porch and in the central front gable.

Another building of comparable age is the southern-most building in the community, just south of the church. It is a stuccoed frame, two-story, two-bay, side-passage-plan, gable-roofed (standing-seam metal) dwelling with a fairly large exterior-end stone chimney and 6/6-sash windows.

Heading north along Route 731, the rest of the buildings are all located off the west side of the road. Some are built into the gently rolling hillside located west of the small wet-weather creek that winds parallel to Route 731, while others are sited just off the right-of-way. The boundaries of the district have been drawn to include the dwellings that are clearly visible from Route 731.

Of these dwellings are a two-story, four-bay, abandoned frame house with a rear lean to; a fairly large American Foursquare with a formed concrete foundation, vinyl siding, hip-roofed dormers, and a two-bay front porch; and a fairly altered 1 ½-story vernacular frame dwelling with large shed-roofed front dormer. A two-story, three-bay I-house with interior flue is located on a hillside west of town and is surrounded by several farm outbuildings.

In general the buildings in Ashville range from fairly modest, late-19th-century log buildings to examples of more common early-20th-century forms such as the American Foursquare. The district has few if any modern intrusions and appears to be eligible for listing as a district on the National Register of historic places under Criterion C for architecture and Criterion A for Ethnic Heritage. It is one of the best-preserved African-American communities in all of Fauquier County.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The Ashville community was formed after the Civil War and was named after sisters Harriett and Catherine Ash, who in 1869 willed about 150 acres of land to their newly-freed slaves. Some of the freed blacks that were willed land included Betty and William Ash, Jacob Douglas, and Frank Settle. The new community grew on land deeded to Jacob Douglas by the Ash sisters in 1870. At its center was the Ashville Baptist Church, organized in 1874 and replaced by the current building in 1899. Classes were taught in the old church starting in 1876 and continued there until a separate school building was constructed across the road in 1920. The local school finally closed in 1963. The Ashville community also included dwellings and a store; all the buildings are now used exclusively as dwellings.

As in most cases with African-American communities, little written evidence exists documenting their development. Ashville is one of only two Reconstruction-era African-American communities in Fauquier County that is so well defined by its historic buildings (Morgantown is the other). The Afro-American Historical Association of Fauquier County is the area's best resource on this community and others in the county. The director, Mrs. Karen White, agrees that Ashville is the best-preserved Reconstruction-era African-American community in Fauquier County.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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Please type and use 8 2" x 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____Atoka Historic District__(30-5154)_____

2. LOCATION:

Street(s) or Route(s):_____Route 713__(Rectortown Quad)_____

County or City_____Fauquier County_____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State/ Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s):_____ca. 1874, 1899, 1910_____

B. Approximate acreage:_____5_____

C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____

D. Primary use of Building(s):_____Residential, Commercial_____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The Atoka Historic District is located in the northern-most part of Fauquier County, almost on the Loudoun County line. It is sited on either side of the original roadbed of the Ashby's Gap Turnpike. Current US Route 50 bypassed the community to the west in the 1950s. The Historic District is composed of seven buildings: four dwellings (one stone; two log, one frame); a stone springhouse; a late-19th-century country store; and a vacant gas station. At least four of the buildings appear to date to the early 19th century. These include the large 2 1/2-story stone Rector House (30-705); the one-story stone springhouse across the road from it; a 1 1/2-story log house along the main road; and a two-story log house located behind the current store. The other dwelling in the community is the large, L-shaped, Clarence Rector House, constructed in 1893. It sits on a knoll back off the road surrounded by a fine wrought iron fence. Across the road from the Clarence Rector house is the one-story, gable-end Rector's Store that was also constructed by Clarence Rector in the 1890s. The building, which continues to be used as a country store, housed the post office until service was suspended in the early 1900s. The Rector family also constructed the gas station next door in 1927; it is currently non-operational.

Although Atoka only contains a handful of historic buildings that span a period of about 130 years: they all maintain a high degree of architectural integrity. The crossroads continues to be a vibrant intersection with the hamlet serving as the headquarters of the John Mosby Heritage Area located in the Rector House, and a still operational and locally popular grocery store.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Atoka, originally known as Rector's Crossroads, grew up at the intersection of the road to Rectortown and the Ashby's Gap Turnpike. The crossroads was given an official name after a post office was established here in 1893. Since the name Rector's Crossroads was too close to Rectortown, 5 miles away, the name Atoka was chosen by a committee of local residents. Atoka is the Indian Territory, which in 1907 became the state of Oklahoma. The ca. 1800 Rector House, now housing the John S. Mosby Heritage Area offices, is recognized as the place where, on June 10, 1863, John S. Mosby and nine men formally organized Mosby's Rangers. Passing soldiers often used the springhouse across the road from the main house. Col. Jeb Stuart and his army rested there during the late June 1863 fighting in the area. The post office was established in 1892 and was housed in the Clarence Rector store, which is still a popular local grocery. A small gas station was built next door in 1928 but is currently vacant.

When US Route 50 was shifted away from the crossroads to the west in 1957, this small community was preserved in time. It is one of Fauquier County's best-preserved rural crossroads as well as having historical significance for its associations with Col. John S. Mosby. Its significance is further enhanced by the fact that it is still a vibrant community in northern Fauquier County.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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Please type and use 8 2" x 11" paper if additional space is needed.

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Auburn Historic District (30-5254) _____

2. LOCATION:

Street(s) or Route(s): _____ Route 602, Rt. 670 (Catlett Quad) _____

County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One) _____

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ ca. 1772, ca. 1850, 1863, 1900, 1930 _____

B. Approximate acreage: _____ 18 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): _____ Residential, Commercial, industrial, school, cemetery _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The proposed Auburn Historic District is within the boundaries established for the Auburn Battlefields Historic District (30-5140), which has already been determined as eligible. One of the resources within the proposed Auburn district is Neavil's Grist Mill (30-199), which has been determined ineligible for individual listing.

Auburn is located in southeastern Fauquier County, five miles southeast of Warrenton. It is sited at the junction of Rogue's Road (Route 602) and the Dumfries-Winchester Road (Rt. 670). Both of these roads are among the oldest in the region and were in use by the 1740s, and the village of Auburn grew at their intersection with Cedar Run. The first building here was George Neavil's Ordinary, which was constructed around 1740 but no longer stands. It was mentioned in George Washington's diary entry dated March 11, 1748. George Neavil built a stone gristmill, located just south of the ordinary off the banks of Cedar Run in 1772. This mill, which operated until 1920, was rebuilt in 1962 and is now used as an office. Directly across Route 670 from the mill appear to be the ruins of yet another undetermined building.

All the structures in Auburn are located along Route 602. The millpond and millrace associated with Neavil's gristmill parallel Cedar Run. The remainder of buildings in the district are late-19th- and early-20th-century frame dwellings. An older gable-end church has been converted into a dwelling. The district also contains two abandoned late-19th-century dwellings: one is a 2-story, 3-bay I-house with a gable-roof of standing seam metal, and the other is a large Queen Anne-style dwelling (Henry Ivy House) clad in German-lap siding with a cross-gable roof, and a 2-story polygonal bay on one of the gable ends. This building has a front entrance as well as a prominent side entrance and may have been used as a store/post office.

West of the mill, on the west side of Route 602, is a 2-story, 3-bay, late-19th-century, hall-parlor-plan dwelling that may have been a miller's house. It has had a fair amount of alteration. West of it is a fine example of an early- to mid-20th-century, 1 ½-story Cape Cod-style dwelling on a cinder block foundation with asbestos shingle siding, three front dormers, and a large central brick chimney. Directly south of these two building is the intact, but overgrown millrace.

Across the road to the north is the McCormick Family cemetery, which includes 2 semi-legible markers and three footstones. One reads "Elizabeth M. wife of Stephen McCormick died in 1865." Near this cemetery once stood the home and shop of Stephen McCormick, cousin of Cyrus McCormick. In 1816, Stephen McCormick invented a cast iron plow, which had detachable parts and allowed for deeper plowing with fewer horses than other conventional plows. The plow was first manufactured in Auburn and was widely popular by the 1840s.

The community of Auburn contains the mill, millrace, millpond, three late-19th-century dwellings, a late-19th-century church converted into a dwelling, an early to mid-20th century dwelling, a cemetery, and the possibility of at least two archaeological sites. Auburn's significant location at the intersection of two major colonial roadways, confirms its importance from the mid-18th-century through to the mid-20th century.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The community of Auburn has several important historical associations. First known as Barnett's Tavern, after the ordinary at the site operated by George Neavil in the 1740s, the community grew up at the intersection of two major Colonial thoroughfares: Rogue's Road (Carolina Road) and the Dumfries Winchester Road. Although the tavern is no longer standing, a 1962 reconstruction (using many of the old rocks and wooden members) of Neavil's 1772 mill is the major landmark in Auburn. A Historical Highway Marker tells of the significance of the mill. The millrace and millpond are still clearly evident.

Auburn was significant enough in 1839 to support its own post office. During the early and mid-19th century, it was the home of Stephen McCormick, inventor of a revolutionary iron plow with removable

parts that allowed for more efficient and deeper turning of the earth. McCormick's house and shop are no longer standing but their presumable ruins are located near his family cemetery within the proposed district boundaries.

During the Civil War, Auburn was at the center of military actions during the period of October 13 and 14, 1863, as part of the Bristoe Station Campaign, when thousands of troops converged on the area. A 2,100-acre Auburn Civil War Battlefield District, which includes the potential Auburn Historic District, was determined eligible for the National Register of Historic Places on July 6, 1999 under Criteria A and B. Confederate and Union troops fought in the immediate area in the Battle of Coffee Hill -- located just north of the proposed boundaries of this district.

Auburn's diverse history covers a period of more than 200 years and exemplifies the changing face of many small rural Virginia communities. It has evolved from the site of a mid-18th-century tavern along major east/west and north/south Colonial thoroughfares, to an early and mid-19th-century industrial center around Neavil's Mill, to the site of a fairly large Civil War battle, and finally to a 20th-century rural Virginia crossroads.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____Bristersburg Historic District__(30-5161)_____

2. LOCATION:

Street(s) or Route(s):_____Route 806__(Sommerville Quad)_____

County or City_____Fauquier County_____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State/ Zip Code:_____

CONTACT PERSONS SIGNATURE:_____

DATE:_____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s):_____ca. 1838, 1852, 1880, 1900, 1910, 1920_____

B. Approximate acreage:_____17_____

C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____

D. Primary use of Building(s):__Residential, Commercial, Religious, Educational _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Bristersburg is located in the southeast portion of Fauquier County and can be classified as one of southern Fauquier's main trading centers during the mid-19th century. The district boundaries are generally drawn in a linear fashion along Route 806, from its junction with Route 616 west to the Bristersburg School. Three resources within the proposed district have been previously surveyed: the Bristersburg School (30-586), the Zoar Baptist Church (30-159), and a store (30-182). The Bristersburg School, constructed in 1910, was found to be eligible for listing on the National Register of Historic Places on December 13, 1994.

The Historic District is composed of eleven buildings: five dwellings, a stone church, a school, and four stores. All four commercial buildings are vacant and the school has been converted into a dwelling. The character of the district can be described as a grouping of buildings within a rural setting. Starting from the west, the district begins with an L-shaped frame and log dwelling. The exterior is currently covered in asbestos shingle, and the left portion appears to be of log construction, probably dating to the mid-19th century. Just east of the house is Griffith's blacksmith shop, constructed in 1915. Located just off the roadway, the fairly large, hip-roofed (standing-seam metal), one-story, frame commercial building is clad in tin pressed in a brick pattern. Square wooden posts support front and side overhangs.

Farther west is a small complex of buildings. The three-bay, two-story house was constructed in at least two sections. The earliest section is the two bays to the left, which are of log with an exterior-end stone chimney and appear to date to the second quarter of the 19th century. The house was converted into a central-passage plan with the addition of the frame two-story bay to the right with an interior-end brick chimney, probably in the late 19th century. In the backyard are a 20th-century garage and shed. The entire complex is currently abandoned. Zoar Baptist Church (30-159), a fine two-story, two-bay, gable-end stone building is located at the center of the district. Constructed in 1852, the current building replaced the original 1837 structure. The church features three bays on the sides, two front entrances on the gable end with four-paneled wooden doors, and massive stone lintels. Across the road are two abandoned late-19th-century stores: Payne's Store, a ca. 1880, two-story, gable-end frame building with a lunette attic vent in the gable end, and another one-story commercial building with board and batten siding and large double doors.

Across the road from these two buildings and diagonally across from Zoar Church is the Joseph D. Tulloss house. Although the house appears to be a late-19th-century L-shaped building, it is said to contain at its core an 1838 dwelling. The building was also used as the local post office and store for many years. West of Zoar Church is Compton's Store and bus stop. Constructed in 1920, this one-story hip-roofed building is oriented parallel to the road and features an intact three-part commercial entry and is clad in pressed tin in a brick pattern. Directly behind the store is the 1911 Compton House, a 2-story, 3-bay I-house with a central-front gable with decorative verge board and a Queen Anne-style cutaway bay on the gable end. Behind the Compton house and store is a one-story, early-19th-century log cabin with a very large exterior-end chimney. This building appears to have recently been renovated. The last building in the district is the Bristersburg School (30-586), a large, impressive two-story, hip-roofed, five-bay building constructed in 1910 and housing grades 1-12. The school has been converted into residential use and retains most of its original characteristics including the large 6/6-sash windows, hipped roof of standing-seam metal, and open cupola.

The architectural resources in Bristersburg include a variety of building types and architectural styles ranging in date from the 2nd quarter of the 19th century to the 1920s. Although all the commercial buildings are vacant, the district contains a high degree of architectural integrity and is one of the best preserved districts in this portion of Fauquier County

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Bristersburg's 19th-century beginnings were as a commercial center of southeastern Fauquier County. Tradition maintains that the village was named for a man named Bristers, who was hanged there. Henry Peters first conveyed the land to J. D. and William H. Tulloss in 1848. The Tulloss brothers were the first merchants in town, where they opened a store in 1838 in the same building as their house. They expanded their services to include the Bristersburg Post Office in 1841; it continued in the still-standing building until the early 1900s.

Zoar Baptist Church was constructed in 1852, replacing an earlier building of 1837. The congregation broke off from the Elk Run Baptist Church, which was organized in 1822. The church was supposedly used as a Civil War hospital and Union stable during the Civil War. The first school in Bristersburg was constructed in 1893 and replaced with the current building in 1910. It closed in 1969 and was converted into a dwelling. Some of the older family names associated with the community includes Mauzy, Peters, Payne, Griffith, Compton, and George.

Bristersburg contains four commercial buildings, all of which are abandoned and in good-to-fair condition. They range in date from the late 19th century to the 1920s and are a testament to the community's important role in commerce during that period. Zoar Baptist Church, an example of a vernacular Greek Revival-style church rendered in stone is the architectural centerpiece of the community. The various dwellings and school further contribute to this district.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):
_____ Calverton Historic District__ (30-5165) _____
2. LOCATION:
Street(s) or Route(s): _____ Routes 616__ (Catlett Quad) _____
County or City _____ Fauquier County _____
3. LEGAL OWNER(S):
Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____
Address: _____

City / State/ Zip Code: _____
CONTACT PERSONS SIGNATURE: _____
DATE: _____

4. GENERAL DATA OF DISTRICT
 - A. Date(s) of selected building(s): _____ ca. 1852, 1887, 1890s _____
 - B. Approximate acreage: _____ 24 _____
 - C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____
 - D. Primary use of Building(s): __Residential, Commercial, Religious _____

5. GENERAL DESCRIPTION:
Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Calverton is located in southeast Fauquier County at the intersection of Routes 616 and 28 and the Old Orange and Alexandria Railroad. The railroad reached the region in 1852 and Calverton grew up around it. It was basically an economic and social center, offering to local farm families several stores, dwellings, and

a post office. It was described in a 1950s newspaper article as “a railroad junction, and dairy center...one of Fauquier’s best known smaller communities.”

Although modern Route 28 has bypassed the town in recent years, Calverton remains as a clearly identifiable community with many of its buildings intact. These include about 15 resources such as a farmstead, several dwellings, four stores, and the old post office building. The old school and Wesleyan Methodist Church, which are located just south of the proposed district along Route 616, were not included because of alteration that have seriously affected their architectural integrity.

A survey of resources in Calverton that are located northwest of the bypass was conducted by VDOT in 1997. These include the Gibson House (30-5088), Wilson Cattle Co. (30-5089), House (30-5087) and House (30-5085). These are outside the proposed boundaries for the district. Within the boundaries, four resources have previously been surveyed. These include Tenant House (30-5099), Foursquare House (30-5100), Day-Embry House (30-5101) and Maple Hill (30-212). These were all also determined ineligible by VDHR in January 1998. Regardless, it is the opinion of the surveyor that the resources within the proposed boundaries do make up a concentration of historic buildings that possess sufficient integrity to warrant a historic district.

Several small one-story, early-20th-century dwellings are located along Route 616 at the northwest end of the district, just south of the Route 28 bypass. The older, larger, and more substantial houses are found closer to the railroad crossing. The grandest dwelling in town is Maple Hill (30-212), a large, eclectic frame building employing decorative elements from several different styles. The jerkinhead-roofed building features a large central chimney, pressed tin shingles as roofing a Colonial Revival-style porch and a side 1 ½-story wing. Located behind it is a large grouping of farm outbuildings that appear to date to the late 19th century. Across the road is a ca. 1880 cross-gable-roofed dwelling with a Mansard-roofed entrance tower. The 1-story, 2-bay, frame post office is still standing right along the railroad tracks. The commercial buildings in the district are all located on the south side of the railroad tracks. These include the ca. 1910, 2-story, gable-end Tolsen’s Store, Crittendon’s Store, Spicer’s Auto Dealership and the Midway Skating Rink. A derailment in 1944 caused a fire that burned the railroad station, hotel and the Bastable and Simpson Store.

The surviving architectural resources in the Calverton Historic District represent the community as it was in the early 20th century. It is one of several communities in southeastern Fauquier County that grew up as a consequence of the arrival of the railroad in 1852.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The majority of this historical information comes from research conducted by Geraldine Landis, a Calverton resident, in 2001.

The land on which the community of Calverton is located was originally part of the 500-acre Owl Run Farm, which was devised in the 18th century, and was subsequently subdivided in the mid-19th century. The single-most driving force in the development of Calverton was the arrival of the Orange and Alexandria Railroad in 1852 and the subsequent construction of the Warrenton Spur, a major connection to the county seat of Warrenton. Local landowners took advantage of the presence of the railroad and Calverton became the focal point of local trade and transportation as well as community social life. Not only was Calverton a local commercial center, it also provided support services for the train: water storage tanks for the steam locomotives, and a telegraph office and block signal tower for communication. The community was first called Warrenton Junction, then Owl Run, and finally Calverton: a name given by resident Gilbert M Bastable, who came from Calvert County, Maryland.

During the Civil War, Calverton was the scene of several Civil War skirmishes over possession of the railroad and telegraph station. Local tradition maintains that Confederate Col. John S. Mosby experienced one of his few defeats here after being attacked by the enemy. In 1919, Mosby's funeral train passed through Calverton on its way to Warrenton. In 1944, a train derailment and consequent fire destroyed several stores, the hotel, and the railroad station. Regardless, Calverton still has a fairly intact collection of commercial buildings south of the railroad tracks including three stores and an old car dealership with skating rink and dance hall above. The tracks were repaired and trains were running through the town again a year later when Franklin Delano Roosevelt's funeral train passed through the town.

The collection of historical resources in Calverton evokes a lost era when the railroad was a dominant force in the local economy. Although the role of the train has changed somewhat, it still is the physical centerpiece of this mid- 19th-century Fauquier County village.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):
_____ Casanova Historic District (30-5163) _____
2. LOCATION:
Street(s) or Route(s): _____ Route 616, Route 747 (Catlett Quad) _____
County or City _____ Fauquier County _____
3. LEGAL OWNER(S):
Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One) _____

Daytime Telephone: _____ Area Code (_____) _____ - _____
Address: _____

City / State/ Zip Code: _____
CONTACT PERSONS SIGNATURE: _____
DATE: _____

4. GENERAL DATA OF DISTRICT
 - A. Date(s) of selected building(s): _____ ca. 1879, 1890, 1906, 1911 _____
 - B. Approximate acreage: _____ 14 _____
 - C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____
 - D. Primary use of Building(s): _____ Residential, Commercial, Religious, Industrial _____

5. GENERAL DESCRIPTION:
Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Casanova is located a few miles southeast of Warrenton and was developed in the 1850s at the intersection of Rogue's Road (Carolina Road) and the newly laid Warrenton Branch Railroad, a spur of the Orange and Alexandria Railroad that connected the main line at Calverton to the county seat of Warrenton. When a switching station was installed, the village, originally called "Three Mile Switch" grew up around it. Although the train station is no longer standing, and the name of the village has changed, the proposed district is very much intact and contains a fine collection of buildings that represent the town during the late 19th and early 20th centuries. A historic marker on the west side of the tracks contains a picture of the old train station, which stood along the east side of the tracks.

Five properties within the district boundaries were previously surveyed by VCU in February 26, 1997. These include four houses along Route 616 (30-5078, 5072, 5073, and 5074), a house along Route 747 (30-5077) and the Casanova Store (30-5076).

Centered around the intersection of the road and railroad, the district contains a mill, store, post office, parish hall, and 9 houses, mainly from the late 19th century. The earliest building is the stone mill constructed in 1879 by the Holtzclaws for the Wetmore family and located just off the railroad tracks. Wetmore's mill originally made barrel staves and later was turned into a gristmill; it closed in 1910 and has since been converted into a dwelling. W. T. Cowhig's store, a large 2-story, gable-end building clad in pressed tin metal simulating rusticated stone, was constructed in 1906 and housed the post office until 1956 when it moved into the small Model A garage next door. That building, which still contains the post office, measures 12 x 18 feet and is one of smallest in Fauquier County, and possible the United States!

The four frame dwellings along Route 616 date to the late 19th and early 20th centuries and include a 2-story, 2-bay gable-end building, a four-bay I-house with central front gable, and a three-bay I-house with a large modern gable-roofed portico, and a two-story, 3-bay I-house with central front gable. The older houses are found along Route 747 and include two Folk Victorian-style, three-bay I-houses with Gothic Revival-style detailing, and a 2-story, 3-bay I-house with exterior-end chimney. At the northeastern edge of the district is the L-shaped, Gothic Revival-style Grace Church Parish House, constructed in stages between 1891 and 1920. The wonderful Gothic Revival-style parsonage behind it was constructed in 1911.

The village of Casanova is surrounded by many large estates and will probably be in an area recommended as a potential rural historic district. Adjacent to the village are several properties listed on the National Register of Historic Places or determined eligible for listing.

The concentration of buildings at the intersection of Route 616 and the railroad in Casanova make up a collection of historic buildings with high architectural integrity that appears to possess sufficient significance to warrant a historic district.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The land on which the community of Casanova is located was originally part of a grant from Lord Fairfax to King Carter and another to Mann Page. The 19th-century families that eventually settled here, many of them descendents of Carter and Page, were of English descent from the Tidewater region and retained ownership of the land in unusually large parcels. They brought with them their desire to set up fairly large plantations, a land-use pattern that is still visible in the countryside around Casanova today.

The village of Casanova was established in the mid-19th-century at the intersection of the Colonial route called Rogue's Road and the Warrenton spur of the Orange and Alexandria Railroad. The railroad installed a switch at this location in the 1850s and in fact the community that grew up was first known as Three-Mile Switch. At that time the community became a focal point for local farmers to load their goods onto trains headed for Eastern markets. In the late 1850s and 1860s several Irish immigrant families bought land in the area on which to build houses, and Casanova became an Irish community of sorts with Irishman Jerry Sullivan becoming a major landowner. The area near Casanova continued to be subdivided, with smaller parcels close to the heart of the village. The name for the community was changed to Melrose and eventually to Casanova, for Mr. Casanova who married into the Murray family and lived at nearby Rock Hill.

Although the train that passes through Casanova is now only used by a local quarry company, the historical character of the village is still retained by its fairly intact collection of commercial and residential buildings.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Catlett Historic District (30-5162) _____

2. LOCATION:

Street(s) or Route(s): _____ Routes 667 and 806, and new and old Route 28 (Catlett Quad) _____

County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ 1862, 1866, 1872, 1876, 1898, 1900, 1923 _____

B. Approximate acreage: _____ 36 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): _____ Residential, Commercial, Religious _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Catlett is located 9 miles southeast of Warrenton at the intersection of Routes 667, 28, 806 and the old Orange and Alexandria Railroad. The railroad passed through the region in the early 1850s and Catlett grew up around it. Best described as a rural economic and social center, it offered a post office, school, several stores and churches, as well as numerous dwellings.

The proposed district contains approximately 50 buildings and is mainly situated along Routes 667, 806, old Route 28 and modern Route 28. Although modern Route 28 has bypassed the town in recent years, Catlett retains its character as a clearly identifiable community with many of its buildings intact. This is particularly true of the area southeast of Route 28. Parts of Catlett along the northern portion of Route 667 were not included because of integrity issues. Previously surveyed resources in the proposed district are limited to Trinity Church (30-256) and the Herbert Wilson Farm (30-5083). Property number 30-5083 was determined ineligible as a result of a survey by VDOT conducted in 1997. Several other resources in Catlett were surveyed and determined ineligible, but all lay outside of the proposed district boundaries.

The Catlett district can be characterized as a small village with a varied collection of late 19th and early-20th century building types and styles. Starting at the northwestern edge of the district is Trinity Church (30-256), a vernacular gable-end building with front entrance/bell tower with open belfry. According to a date stone, the church was built in 1879 and remodeled in 1898. Across the road from the church, at the corner of Route 667 and Route 28, is a fine example of a Folk Victorian I-house with a central front gable and gingerbread-type trim. Next to the church is a modern house and next to that is the 2-story, hip-roofed, 2-bay dwelling on the previously surveyed Herbert Wilson Farm (30-5083). Heading north along Route 28 is the Catlett Cemetery. The old school, which is no longer standing, once stood just to its north. The highest concentration of historic resources is along Route 806 south of Route 28. The area at the intersection of the old Route 28 (now Route 818), Route 806 and the railroad tracks includes six late-19th and early 20th century commercial buildings. These include Edmond's Millinery Shop, a rectangular 2-story building constructed in 1912. Wilson's Store, a one-story three-bay commercial building of terra cotta tile with a parapet topped by a heavily bracketed wooden cornice was constructed in 1926 to replace an earlier store that burned. Across Route 806 and butting up to the railroad tracks is Trenis' Department store, a 2-story frame building with heavily bracketed parapet, built in 1866 with a cinder block 2-story wing constructed in 1923.

West of this building along Route 818 is Ensor's Store, a now-abandoned, 2-story, gable-end frame building constructed ca. 1900. Next to it is another 20th-century store with a false parapet, and behind that along the railroad tracks is a long 2-story building that was a feed store. On the north side of Route 818, next to Wilson's Store, is the 2-story 4-bay, side-passage-plan Trenis Place. Constructed in 1876 by local builder William Waite, the building is unusual in its arrangement of bays, and features a pyramidal roof with large central brick chimney, friezeboard with ogee arched-design, paired brackets under overhanging eaves, and 6/6 windows with louvered wooden shutters. The same builder, William Waite, was also responsible for the Edmond's Place, constructed in 1862. The elegant, 3-bay, 2-story, Italianate-style, gable-end building sits on a brick foundation and features deeply overhanging eaves with sawn brackets, a central brick chimney, and what appears to be shiplap siding.

The buildings on the south side of the railroad tracks along Route 806 include a large, 2-story cinder block building that may have been a boarding house. Next to it is a small, one-story gable-end frame building with a large parapet. This was used as the Creamery, where local dairy farmers left cream that was then loaded on the train. Across the road is a large 2-story warehouse building clad in pressed tin simulating rusticated stone. Farther south along Route 806 are a series of dwellings on both sides of the road. They mark the southeastern boundary of the district, and include 4 ca. 1900, frame I-houses, most with central front gables, and several early-20th century bungalows.

Catlett has a fine collection of surviving historic buildings, particularly commercial ones. All have a fairly good, if not excellent, degree of integrity and make Catlett one of the most intact of the communities that grew up along the Alexandria and Orange Railroad in Fauquier County.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Much of the historical information came from a paper on Catlett written by Gary Powers in 2001.

The village of Catlett grew up around the Orange and Alexandria Railroad that was laid through the region in 1852. Catlett was a busy mail, telegraph, and transportation center that developed a commercial significance that extended well into the latter part of the 20th century. The land on which the community is located was originally part of a 1715 land grant to John Catlett and the village was eventually named for him. Initially, however, the post office was established as Colvin's Station in 1853 after the Colvin family; its name was changed to Catlett Station the following year.

During the Civil War, hundreds of thousands of Union troops camped in the area during the first and second battles of Manassas. According to historian Eugene Scheel, Gen. J. E. B. Stuart's forces destroyed Gen. John Pope's supply train in Catlett in August, 1862 and on May 28, 1863, Mosby and forty-eight men were responsible for derailing a Union infantry train in Catlett.

After the end of the War, Catlett grew as a commercial center, with the train at its very core. The Trenis family, in a building that survives today, opened the earliest store in Catlett in 1866. Many of the stores that were in operation in 19th century Catlett including a millinery shop, barbershop, warehouse, feed store, creamery, and several general stores and groceries are still extant although not serving their original purpose.

Catlett also has a fine collection of single dwellings. These range in date from the mid-19th to the mid- 20th century and include examples of popular vernacular forms as well as high architectural styles such as the Italianate.

Serving the village was the Old Trinity Methodist Church, constructed in 1872 and remodeled in the 1890s. Although, Catlett's role in the local economy has changed in modern years, the village still maintains its late- 19th-to early-20th-century appearance and character.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Delaplane Historic District __ (30-2) _____

2. LOCATION:

Street(s) or Route(s): _____ Route 712, ___ (Upperville Quad) _____

County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code (_____) _____ - _____

Address: _____

City / State/ Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ ca. 1852, 1898, 1920s, 1950 _____

B. Approximate acreage: _____ 16 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): Transportation, Residential, Commercial, religious, and Educational

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Delaplane is located in northern Fauquier County along US Route 17, the old Dumfries-Winchester Road. It is framed by gently rolling farmland and known originally as Piedmont Station, the village grew up around the intersection of the road, Crooked Run, and the Manassas Gap Railroad, which opened in 1852. The proposed district is very much intact and contains a fine collection of buildings that represent the town during the mid-19th century. The community has a Historic Highway Marker: "Delaplane (Formerly Piedmont Station) B 21," and a Civil War Trails Marker "Piedmont Station."

The district (unknown boundaries) was determined eligible for the National Register of Historic Places on November 30, 1993 under Criteria A and C. Six properties within the district boundaries have been previously surveyed. (30-981, 982, 986, 997, 988, 352, 149

At the heart of the Delaplane district is the old Manassas Gap Railroad line (now the Southern Railroad), which is still in use today. Shortly after the railroad was laid in 1852, two large, almost identical, brick buildings were built just south of the tracks (30-150), creating the community of Piedmont Station. A third building, that was exclusively a train station (30-149), sat just east of the buildings, and has been demolished. The two brick buildings are both 2-stories tall and multiple bays wide. They are laid in 5-course American bond and feature interior-end brick chimneys, 6/6-sash windows with wooden lintels, and gable roofs of standing-seam metal. The one to the east has a boxed wooden cornice with gable-end returns and was known as Comps (Company's) Depot, and later Comps Warehouse. The one to the west has a corbelled brick cornice and was known as Roger's Depot, and later H. Roger's Warehouse.

The Delaplane House, located just east of the two brick buildings on the north side of the tracks, appears to have been constructed around the same time as the two brick depots and warehouses. The two-story, Italianate-style brick dwelling has a heavily bracketed wooden cornice, interior brick chimneys, and 6/6 windows with unusual paneled lintels and was probably constructed by Benjamin Shacklett.

Other contributing buildings in the district are located on the north side of Route 712 and include the Delaplane Store, part of which was Turner Seaton's store built 1898 with the east section added about 1920 (30-982). West of the post office is the old Shacklett's Mill, an early-20th-century gasoline-powered mill that ground corn and feed. Just west of it is a small, 1 1/2-story board and batten building on a stone foundation that housed cattle scales. West of the scale house is a set of concrete steps leading to an empty lot, which presumably was the site of another building.

Heading east along Route 712 past the post office is a 3-bay, 2-story, hip-roofed, mid-19th-century frame dwelling, with corbelled brick interior chimneys (30-986). Farther east is a late-19th-century I-house (30-987). At the top of the hill is the old School, a multi-bay, one-story, gable-roofed frame building (30-988) constructed in 1896 and closed in 1925. Across the road is the old Switchboard House (30-252). Constructed in 1867, it is one of the oldest houses in Delaplane and was the site of the local telephone switchboard. Farther north is the ca. 1950 Westminster Church; a concrete block building that replaced the frame church of 1882, and includes a small cemetery. The northern edge of the district is marked by a mid- to late-19th-century vernacular I-house with exterior end stone chimney and central-front gable.

Delaplane is an excellent example of a small mid-19th-century rural community that grew up as a consequence of the arrival of the railroad. It has a remarkable degree of architectural integrity and is surrounded by an area that could be recommended as a potential rural historic district. Delaplane is made up of approximately a dozen historic buildings with high architectural integrity that appears to possess sufficient significance to warrant a historic district.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to

the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The land on which the community of Delaplane is located was once part of the 2, 132-acre estate of Moore F. Carter, grandson of Landon Carter who received a grant for the land in 1731. It was subdivided in 1825 after Moore Carter's death and Hugh Rogers bought the portion under consideration. When the General Assembly chartered the "Masassa's Gap Railroad Company" in 1850, it had become necessary to purchase 57 acres of land from Rogers in this area. The railroad was completed this far in 1852 and a stop at the intersection of Crooked Run and the "Warrenton and Winchester Road" was chosen as the site for "Piedmont Station," a name the community kept until 1874 when it was changed to Delaplane in honor of the postmaster.

Rogers sold the land to Frank Fred who then sold it to John B. Jeffries in 1857. In 1859 the Railroad President deeded the company's depot to Benjamin Cook Shacklett and the post office at the "Oak Hill" community was moved to Piedmont Station. The first postmaster was Samuel T. Ashby. In 1871 the postmaster and storeowner, Washington E. Delaplane, purchased the Railroad Station and adjacent property from Shacklett and in 1874 the community changed its name to Delaplane.

The two most prominent buildings in the community were constructed in 1852 and are two, almost identical 2-story brick structures that were used as stores, stations, and warehouses. The village also contains two old stores, a cattle scale house, an old school, an old mill, five dwellings, and a church and cemetery.

Delaplane was also significant during the Civil War, as trains from this station were used for the first time in history to move troops to impending battle. A Civil War Trails Marker notes that the community looked similar then to what it does today when troops boarded trains in July 1861 to head to the Battle of Bull Run in Manassas, the first major battle of the Civil War

Trains still pass through Delaplane, although they only carry freight, and the post office is still operating. Delaplane is a fairly active community that still maintains its historical character because of its fairly intact collection of buildings that effectively echo the beginnings of its growth and development.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Georgetown (Little Georgetown) Historic District (30-5168) _____

2. LOCATION:

Street(s) or Route(s): _____ Route 628 (Thoroughfare Gap) _____

County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ mid-19th century, 1838, 1887, ca. 1900 _____

B. Approximate acreage: _____ 17 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): _____ Religious, Residential, Commercial, Funerary _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The Georgetown or Little Georgetown Historic District is located in northeast Fauquier County. Strung out along Route 628, this district includes 2 churches (one converted into a house), a cemetery, an abandoned store, and a dwelling, all located in a rural setting. The district is just south of I-66 almost on the Prince William County line. All the properties within the proposed district boundaries have been previously

surveyed. They include the Little Georgetown Cemetery and Church (30-480), Heflin's Store (30-520), House Route 628 (30-5004), and Upper Broad Run Baptist Church (30-234).

The oldest building in the district is probably Heflin's Store (30-520), a 1 ½-story, 3-bay, gable-end, plastered stone structure. It faces east and is currently under restoration. Lillie and George Washington Heflin operated the store from 1897-1950. Gen. Stonewall Jackson and Col. John S. Mosby's men supposedly frequently visited it during the Civil War era.

At a right angle to the store facing south, is the Church of Our Savior (Grace Episcopal). The one-story gable-end frame church was constructed in 1887 and is of the Carpenter Gothic style. It features German-lap siding, pointed-arched window openings, double-hung stained glass windows, a gable-roofed entrance vestibule with pointed-arched diagonal batten doors, a circular attic vent and decorative half timbering in the gable end, and a standing-seam metal roof. The cemetery to the east is surrounded by a stone wall and is well maintained, with picturesque views of the Pond and Bull Run Mountains to the east.

The other resources in the Georgetown District are located farther south along Route 628. The first is a small farm complex that includes a 2-story, T-shaped, late-19th-century frame house (30-5004). Sited on a hill overlooking the road, a frame bank barn on a stone foundation sits behind the house. This property was previously surveyed by VCU in 1997.

The Upper Broad Run Baptist Church (30-234), located at the northeast corner of the junction of Routes 628 and 674, defines the southern edge of the district. Constructed in 1838, the 2 1/2-story, gable-end, brick building features central doors along the south and east sides. Laid in 5-course American bond, it features brick jack arches, 6/6-sash windows, a stone foundation and a central brick flue. Currently used as a dwelling, the property was determined ineligible for the National Register due to alterations. To the north is a small, 1-story, log (now covered in plywood), gable-roofed summer kitchen with a large squared stone chimney on the east exterior end.

Although Little Georgetown only contains a handful of historic buildings, they span the entire 19th century and all maintain a high degree of architectural integrity. In addition, the variety of building types -- 2 churches, a cemetery, a store, and a dwelling -- illustrate well the type of resources that were often at the core of small, 19th-century, rural communities in Fauquier County.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Georgetown, also known as Little Georgetown to differentiate it from the other Georgetown in Washington, DC, is a small crossroads community that contains 2 churches, a cemetery, a store, and a dwelling. The oldest resource appears to be the early-19th-century Heflin's store, a 1 1/2-story, gable-end stone structure. The community was too small to maintain a post office. The Upper Broad Run Church, located in the south end of the district, was constructed in 1838 and was also used as a private school and a public school in the late 1870s. It is currently a dwelling. According to historian Eugene Scheel, Confederate troops and Mosby's Rangers used to frequent Heflin's Store.

Georgetown is an extremely well preserved rural hamlet in Fauquier County with historic resources that all date to the 19th century. Because it is so rural in nature, the boundaries were drawn to include the highest concentration of historic buildings that were closely associated. Larger, more rural estates were not included.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Hume Historic District__ (30-5158) _____

2. LOCATION:

Street(s) or Route(s):_Routes 688 and 635__(Flint Hill and Orlean Quads)_____

County or City_____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State/ Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s):___ca. 1787, ca. 1800-1920s. _____

B. Approximate acreage:_____28_____

C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____

D. Primary use of Building(s):_Residential, Commercial, Religious _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The village of Hume is located in northwestern Fauquier County at the intersection of Route 688, a main north-south connector in the western part of the county, and Route 635. It is surrounded by pristine rolling farmland, midway between Big Cobbler and Buck Mountains and was originally part of Thomas Lord

Fairfax's Leeds Manor. Hume was first known as "Barbee's Crossroads," then simply "Barbees" for Joseph Barbee who leased the land on which Hume is located in the 18th century. The name was changed to Hume in 1885, after the Hume family who lived in the area.

The proposed district contains approximately 26 historic resources; only one of which has previously been surveyed (Barbee's Tavern, 30-685). The boundaries have been drawn to include the highest concentration of historic buildings. The northern edge of the proposed boundary is at the Hume Baptist Church, along Route 688 north of the actual intersection of Routes 688 and 635. This is an early-20th century Gothic-Revival style building with some rear additions. Heading south, the district contains a late-19th century I-house, an American Foursquare, and a vernacular cross-gable dwelling. Just before the intersection, along the east side of Route 688 is an L-shaped commercial/residential building with a side 1-story wing. Constructed around 1880, this building was known as Captain Marshall's Store and has a 2-bay front porte cochere that was added to accommodate automobile traffic. At the NW corner of the intersection is Barbee's Tavern (30-685), which is believed to have been constructed around 1787 by Joseph Barbee. The 1 1/2-story, 3-bay, gable-roofed building has a large interior stone chimney and appears to be partially of log construction.

The district boundaries do not extend to the west along Route 635, as there is too large a break between the historic resources along Route 688 and those farther to the west. The district does extend, however, east along Route 635 to take in the following buildings, starting at the intersection and heading west: a mid-19th-century, 2-story, 3-bay, I-house with central-front gable, exterior-end stone and several rear additions; a 1 1/2-story, early-20th-century, stuccoed bungalow with shed-roofed front dormer and integral 4-bay porch; a 3-bay, 2-story, pyramidal-roofed American Foursquare clad in bricktex siding; a late-19th-century, 2-story, hall-parlor-plan dwelling with significant additions; and a ca. 1900 vernacular Gothic-Revival-style church that has been converted into a dwelling. This building, which has been added to significantly, marks the eastern-most boundary of the proposed district.

The majority of resources in the district are south of the intersection, along both sides of Route 688. All are built fairly close to the road and include a combination of residential and commercial buildings. These include a small, 1-story post office building that was constructed in 1954 and will soon be pre-empted by a larger building to the rear; a 1-story, gable-end, ca. 1890s store clad in board and batten; a hip-roofed, 1-story, early-20th century, stuccoed store with front port cochere, 6/6 windows, and exposed rafter ends; an early-20th-century 2-story, gable-roofed stuccoed house with a 2-story cut-away Queen Anne bay on one end and a 2 1/2-story cross-gable wing on the other end; a mid-19th-century log and frame 2-story cross-gable-roofed dwelling with outbuildings; an early-20th-century, 1-story, gable-end, 3-bay store with side multiple-bay addition, 4 late-19th-century vernacular, 2-story frame dwellings, most with associated domestic-related outbuildings; and an interesting 2-story, gable-roofed frame store with an unusual recessed 3-bay round-arched loggia. The southern end of the district is at a 2-story, vernacular I-house that sits back off the road more than its neighboring buildings. Several of the resources in this part of the district (south of the crossroads), sit above the grade of the road and have stone retaining walls.

The Hume Historic District can be characterized as a small village in northwest Fauquier County with a varied collection of 18th, 19th, and 20th century building types and styles that fully document its history as a rural crossroads and commercial center.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Much of the historical information came from Eugene M. Scheel, *The Guide To Fauquier* (1976).

Originally part of Thomas Lord Fairfax's Leeds Manor, Hume's 18th-century beginnings were as a crossroads. The first building in the district was Barbee's Tavern (30-685), supposedly constructed ca. 1787

as a tavern by Joseph Barbee, who leased the land on which the village eventually grew. It is located at the northwest corner of the intersection of Route 688 (Leeds Manor Road) and route 635, a main road from Warrenton to Chester's Gap. A post office, first known as Barbee's Crossroads, then Barbees, and eventually Hume, was established in the community in 1805. Because, of the significance of the roads that pass through Hume, troops moved through the area during the Civil War.

The surviving buildings in the district seem to indicate that the era of the greatest growth in Hume occurred during the Reconstruction era. The village contains at least 5 stores from that period, as well as churches and dwellings. The old schoolhouse was demolished. Hume's village streetscape is very much intact and further enhances the district. Although, Hume's role in the local economy has changed in modern years, the village still maintains its late-19th-to early-20th-century appearance and quality.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Markham Historic District (30-5157) _____

2. LOCATION:

Street(s) or Route(s): _____ Route 55, Route 688 _____ (Linden and Upperville Quads) _____

County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ ca. 1811, 1819, 1855, 1880, 1900, 1918 _____

B. Approximate acreage: _____ 37 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): _____ Residential, Commercial, Transportation, Religious, Educational, Industrial _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from Eugene M. Scheel, *The Guide To Fauquier* (1976), and John G. Lewis's 1976 report on Markham.

Markham is located in northwest Fauquier County, just south of I-66 and is nestled in a hollow between Red Oak, Hardscrabble, and Naked mountains. The district boundaries are drawn to include resources along Route 688 west to the village of Farrowville and north to resources along the north side of US Route 55, but do not extend north across I-66. Farrowville and Markham have been included as one district because the boundaries between the two communities are almost indistinguishable. Farrowville is the older community, as it is located directly at the intersection of Route 688 (the old Leeds Manor Road) and Goose Creek. When the Manassas Gap Railroad was completed through the area in 1852 the station was located where it is today as the grade at Farrowville was too steep to stop and start traffic. The name Markham was chosen by Edward C. Marshall, the president of the new railroad, in honor of his great grandmother's family. In many ways Markham has been preserved because of its physical limitations: it is situated in a hollow between three mountains, is flanked by US Route 55 and I-66 to the north, and has Goose Creek and the old Manassas Gap railroad running through it.

Although many of the approximately 30 resources in Markham have been previously surveyed, the district has never been officially evaluated. The 26 previously recorded sites within the proposed boundaries include: 30-224, 223, 221, 163, 131, 132, 127, 104, 114, 113, 112, 115, 125, 126, 123, 124, 107, 108, 122, 110, 105, 103, 117, 109, 111 and 102. The majority of these were done as part of a 1976 architectural survey conducted by John G. Lewis entitled "MARKHAM or Farrowville," and do not have individual files but are instead included in a report. The Hollow (30-803), a 1760s log building that was a boyhood home of Chief Justice John Marshall is outside of the boundary as it is north of I-66. Wolf's Crag (30-97), a ca. 1800 dwelling that was the home of Turner Ashby and sits on top of a hill above Markham, was not included as it is not clearly visible from the village.

The district has three nodes: the eastern edge along US Route 55; the buildings flanking the railroad at the center of town; and the western edge where Route 688 crosses the railroad tracks at Farrowville. The earliest resources in the district are at the western edge of the district near Farrowville. Mountain View (30-132), a large farm complex, has a significant collection of early 19th-century log and stone outbuildings. Across Route 688, also on the south side of the tracks, are a late-19th-century, side-passage-plan frame dwelling and an early-20th-century American Foursquare-type dwelling. At the railroad crossing, on either side of Route 688, are commercial buildings now used as residences; one is a two-story gable-end structure and the other a 2-story side gable building with two-exterior-end stone chimneys – that once served as A. G. Green's Store. At one time Route 688 continued and crossed Goose Creek to Upper Goose Creek Church and Markham School, but it now turns and continues to the west to the central part of Markham.

Upper Goose Creek Church (30-223) is the oldest religious building in the community. The current building was constructed around 1819 on land donated by Nimrod Farrow. The 2-story, gable-end stone building was constructed as a Union or Free Church to be used by multiple denominations until they could build their own churches. The building was then to eventually become exclusively a Baptist Church. A small cemetery sits just south of the building. The 2-story, 3-bay, gable-end, random-rubble stone building appears to have undergone alterations, as some of the openings have been made smaller. Just west of the church is the 1918 Markham School (30-224), now used as a residence. The 2-story, 4-bay frame building is clad in German Lap siding and operated as a school until the 1950s.

The railroad track, which was laid in the early 1850s as the Manassas Gap Railroad, acts as a spine through the district with buildings located on either side of it wherever geographically possible. A 2-story frame dwelling with 6/6 windows and an exterior-end stone chimney is located on the south side of the tracks along the portion of Route 688 that runs between Farrowville and the center of Markham. The old Markham Railroad Station (30 123), constructed around 1900 and located on the north side of the tracks, is a 1-story, hip-roofed frame freight station with deeply overhanging eaves supported by brackets. The roofing material is terra cotta tile and the siding is asbestos shingle.

Across the tracks from the railroad station are two nearly identical, mid-19th-century, 2-story buildings that were constructed as hotels, taverns or boarding houses (30-124, 125). The one to the west is stuccoed and may be of stone construction. It appears to predate the one to the east, which is of frame. The multi-bay buildings feature exterior-end and interior brick chimneys, 2-story bi-level integral porches (the one on the

frame building is no longer bi-level) and multiple openings on each level. Also in that immediate area: a mid-19th-century, 2-story stone dwelling with 2-story integral porches (30-115); a mid-19th-century, 2-story stuccoed I-house (30-114); the 1854 Ashby's Mill (30-122), now a packing shed; and a late-19th-century, 2-story, gable-end store and post with side 1 ½-story addition (30-107).

The eastern-most edge of the district is defined by a group of resources along the northern side of US Route 55; only one resource is on the south side. These include: a late-19th-century, 2-story commercial building (30-117), a late-19th-century I-house with a central front gable (30-109); and an early 19th-century, possibly log dwelling with a large exterior-end stone chimney (30-111). On the hill west of these resources, between US Route 55 and I-66, are several other historic dwellings including a very large, mid-19th-century frame building with exterior-end stone chimneys that has been "Victorianized" in the late 19th century (30-105); and Rose Bank (30-101), an early-19th-century dwelling that was the birthplace of Col. Turner Ashby.

Markham is one of the best-preserved mid-19th-century communities in all of Fauquier County. It contains a wide range of building types and architectural styles. Much of this has to do with its physical limitation due to topography as well as the construction of I-66, which bypassed it in the 1970s.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are not necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The land on which Markham is located was originally part of Lord Fairfax's Leeds Manor. The area was settled by the mid-18th century as nearby resources, such as The Hollow, date to that period. Farrowville, the western edge of the proposed district, was the earliest commercial settlement. Named for Nimrod Farrow, who owned a store and a nearby mill, the settlement may have marked the northern point of a stage line that came from Culpeper and was originally called North Point. Current Route 688 is the old Leeds Manor Road, a colonial north-south corridor through much of Leeds Manor. In the 1836 Martin's Gazetteer, Farrowville is described as "situated on the head waters of Goose Creek, 4 ms. below Manassa's Gap - It contains a tavern, 2 mercantile stores, and a house of public worship free for all denominations. Population 20."

When the Manassas Gap Railroad reached the area in 1852, it was decided that the grade at Farrowville was too steep for a stop so a site east of it was chosen. It was named "Markham" by Edward C. Marshall, president of the Manassas Gap Railroad and nearby resident, in honor of his great grandmother's family. During the mid-19th-century, Markham was a bustling commercial and industrial center. The community contained several mills, two hotels, a church, several commercial enterprises and numerous dwellings.

The Markham area is historically associated with the Marshall family, who owned much of the surrounding land. Several of the old Marshall family estates are still standing. In addition, Markham was the home of Turner Ashby. According to accounts by Col. Stribling who lived at Mountain View at the time, Markham was occupied by Union troops during the Civil War. In the 1890s, many summer boarders came to Markham for holidays in the mountains.

The town retains many of its architectural resources that portray it as a mid- and late-19th-century railroad town. These include two hotels, a railroad station, cobbler's shop, old school, mill, store, church and several dwellings.

The community appears to be eligible for listing to the National Register based on Criterion A (Transportation and Commerce) and C. It has an extremely high degree of architectural integrity.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

The following constitutes an application for preliminary consideration for the nomination potential of a historic district to the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that a district is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the Board's actions, in writing, following the meeting.

Please type and use 8 1/2" x 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Marshall Historic District (30-5156) _____

2. LOCATION:

Street(s) or Route(s): _____ Route 55, Route 17 (Marshall Quad) _____
County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ ca. 1771, ca. 1800-1951 _____

B. Approximate acreage: _____ 80 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____ Irwin Fleming, H. L. Crain,

D. _____ William Sutton (builder)

D. Primary use of Building(s): _____ Residential, Commercial, Religious, Industrial

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from John K. Gott, *High in Old Virginia's Piedmont: A History of Marshall (formerly Salem), Fauquier County, Virginia* (1987), and Eugene M. Scheel, *The Guide To Fauquier* (1976).

Marshall is the second oldest town in Fauquier County and is located at the intersection of US Routes 55 and 17 in the north central part of the county. The district boundaries are drawn to include both sides of Route 55 from the west end of town (where signs indicate entering Marshall) to the east end of town past the African-American neighborhood of Rosstown, which is located east of the railroad tracks. Only resources along US Route 17, south of town are included in the district boundaries. The area north of US Route 55 along Route 710 is not included in the district because of excessive modern intrusions.

Minimal architectural survey work has been conducted in Marshall. According to DHR maps in the archives, only three resources within the proposed district boundaries have been previously documented (Upper Carter's Run Baptist Church 30-933, Pollard House 30-855, State Insurance Building 30-856), none of which have been evaluated for the National Register. A comprehensive survey would need to be conducted in order to better define the proposed boundaries, but from a cursory investigation it appears the district would cover an area of about 80 acres and include approximately 110 resources; only about 15 of those would be considered non-contributing.

The west end of the district is primarily residential, with the dwellings sitting fairly close to the edge of US Route 55. When Route 55 was widened in the mid-20th century, concrete sidewalk and, in some front yards, stone retaining walls were constructed. The houses on the west end of town vary in age from the mid-19th- to the mid-20th century. The oldest examples appear of log construction with exterior-end stone chimneys while the mid-to late-19th century examples are frame with interior end chimneys. Also found are examples of American Foursquares, Craftsman Bungalows, and small Colonial Revival forms such as the Cape Cod.

As one nears the center of town, more commercial and institutional buildings are found including the 1899 Methodist Church, a Gothic Revival-style, cross-gable-roofed building with a corner bell tower with steeple. It replaced an earlier church that was destroyed when struck by lightning. From the intersection with Frost Street west to Route 17, the buildings along US 55 are primarily of commercial use. They include a range of architectural styles from several different periods. Some examples are: the 1923 Marshall National Bank, a 2-story Neoclassical building; several late 19th to early-20th century commercial buildings with three-part storefronts; 2, ca. 1830, Federal-style, 2-story brick dwellings; a 1 1/2-story, 1908, vernacular Gothic Revival-style building of rusticated concrete block that was constructed as the Marshall National Bank; an American Foursquare; several mid-19th century dwellings with later alterations; 2, one-story stone buildings with semi-exterior-end stone chimneys -- these may be some of the earliest buildings in town; a 1 1/2-story, ca. 1900 frame building with a pedimented parapet on the front gable end- the building housed the Marshall movie theatre; an 1893, 2-story, Folk Victorian-style, stuccoed dwelling with central front gable and paired brackets in the eaves; and the 1916, 2-story, stuccoed Marshall Ford Motor Company building, which is reputed to be one (if not, the) oldest Ford Motor Company sales establishment in the United States still in operation in the same building. Within this area are several non-contributing buildings including a convenience store, a new bank, a grocery store, and a few other commercial ventures. In spite of these, the visual streetscape is surprisingly intact.

The buildings along US Route 55 east of its junction with US 17 are mainly residences and are sited on bigger lots than those east of the junction. Some of these include: a 1853, 2-story, 3-bay, frame dwelling with weatherboard, Frye House (a vacant dwelling that reputedly had a cannon ball land in the house during the Civil War); an early-19th-century, 3-bay, 2-story, log dwelling with exterior-end stone chimney with brick stack; several late-19th-century, L-shaped frame dwellings; and a one-story gable-end commercial building with stepped parapet.

The Manassas Gap railroad track had been laid and operations began through Marshall in June 1852. Several transportation-related buildings were erected in town at that time. The train station is no longer standing but several other late-19th and early-20th century related buildings are. The most prominent is Maddux's Grain elevator, a 100-foot high, formed concrete structure built in 1922. Other buildings along the railroad tracks include a late-19th-century board and batten gable-roofed building; a 2-story stuccoed

building; and the one-story concrete block Marshall's Farmers Coop building. Most of these appear to date to the early 20th century.

The area east of the railroad tracks is still technically part of Marshall but is often referred to as Rosstown, and is a Reconstruction-era African-American neighborhood. At its center is the gable-end, stuccoed, vernacular Gothic-Revival-style Salem Church. The church was organized in 1872 but the current building was built in 1929. Also in the area are about 10 one-story dwellings of fairly modest size.

The area along US Route 17 near its junction with US Route 55 is also part of the proposed district. The oldest building in Marshall is located here: the rear stone section of a 1-story Craftsman Bungalow. Constructed in 1771 as the Upper Carter's Run Baptist Church, this one-story, 2-bay stone structure was used as the Salem Academy established in the early 1800s; it became a public school in 1871. The front section was added in 1887 and remodeled in 1921 when it was converted into a dwelling. It now houses the offices of the Fauquier Heritage Society.

Across the road is Trinity Church, constructed in 1849 by local builder William Sutton. The front portico and steeple were added in 1921, after designs by architect Irwin Fleming. Just to the south is the Colonial Revival-style brick Marshall Baptist Church, constructed in 1923 and designed by architect H. L. Crain. The buildings south of here along US 17 include late-19th- and early-20th-century examples of dwellings of the Folk Victorian, Colonial Revival, and Craftsman style.

Marshall is the second oldest and second largest town in Fauquier County. It contains a wide range of building types and architectural styles dating from the latter part of the 18th century to the mid-20th century that tell the story of the town's growth and development. The buildings are in varying degrees of preservation but the district as a whole has a great deal of integrity.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from John K. Gott, *High in Old Virginia's Piedmont: A History of Marshall (formerly Salem), Fauquier County, Virginia* (1987), and Eugene M. Scheel, *The Guide To Fauquier* (1976).

The land on which Marshall now stands was originally part of "Ball's Horsepen Tract," a 2000-acre patent that James Ball received in May of 1732. The land was subsequently subdivided and in 1796 John Monroe and his neighbors were granted a petition by the General Assembly to establish the town of Salem on 30 acres of Monroe's land (to be laid out in 1/2 acre lots). Salem (now known as Marshall) was located at the intersection of two important Colonial thoroughfares: one led west into the Shenandoah Valley by way of Ashby's Gap and the other to the eastern port of Dumfries. In its earliest days Salem was a commercial and trading center at the intersection of these roads.

After Rectortown, Salem was the second town in Fauquier County to be established by an Act of the General Assembly. During the 19th century it was an important crossroads in upper Fauquier County. In Martin's Gazetteer of 1836, Salem (also identified as Salem Fauquier) is described as a village:

...laid out with one main street running E. and W.- nearly half a mile in length; and two cross streets, as yet unimproved.- It is situated on the stage road leading from Warrenton to Winchester...on a handsome ridge, which divides the waters which flow through Goose creek into the Potomac, from those which flow into the Rappahanock. It contains 33 dwelling houses, 3 mercantile stores, 1 Academy, used as a place of public worship by all denominations, until a large and handsome brick meeting house, which is now being erected shall be completed, 1

common school, 1 well organized Sunday school, and 3 taverns...the principle article of trade is lumber...There is a tri-weekly stage running from Fredericksburg to Winchester, and a cross mail 3 times a week from Buckland to this places. Population 250 persons; of whom one is a physician.

The community continued to grow and prosper with the advent of the Manassas Gap Railroad in 1852. The town's critical location at the intersection of several roads and the railroad made Salem a convenient meeting place for Confederate Col. John S. Mosby and his Rangers during the Civil War. The town's railroad depot was burned and several churches were damaged, but what remained of the town survived the War relatively unscathed. A marker at the Marshall National Bank gives tribute to Mosby and his men, "Here, April 21, 1865, Col. John S. Mosby disbanded His Gallant Partison Rangers- the Forty-Third Battalion Virginia Cavalry."

After the War, Salem was able to recover fairly quickly. The damaged railroad lines were repaired, and the churches that had been damaged. In 1881, the name of Salem was changed to Marshall by request of the US Postal service. There was confusion with the town of Salem near Roanoke, which had been established in 1806, and the postal service records indicate that Salem (Marshall) had been established in 1809, and despite a change to "Salem Fauquier" in 1830, there was still confusion. After a town meeting in 1881 it was decided to rename the town Marshall in honor of Chief Justice John Marshall who was born in Fauquier County (then Prince William) and lived just four miles west of Marshall.

Marshall's prosperity continued into the 20th century, reflected in the numerous commercial buildings from that era. As new businesses were established, Marshall expanded to the east beyond the railroad tracks to the African American area known as Rosstown. Further evidence of economic prosperity in the first quarter of the 20th century came with the founding of The Bank of Marshall in 1905, the establishment of telephone service in 1907, and the construction of the Maddux grain elevator along the railroad tracks in 1922. Yet the town's bucolic setting enticed summer borders to come out by train from Washington DC and private residence often doubled as tourist homes.

In spite of modern intrusions along the edges of town, Marshall still retains its small town appeal. Many of the buildings that were there in the early 20th century are still in use today. Although there has been some rather insensitive new construction and renovation, the streetscape remains fairly intact and appears worthy of listing to the National Register of Historic Places.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____Midland Historic District__(30-5160)_____

2. LOCATION:

Street(s) or Route(s):_____Route 610__(Midland Quad)_____

County or City_____Fauquier County_____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State/ Zip Code:_____

CONTACT PERSONS SIGNATURE:_____

DATE:_____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s):_____ca. 1870, 1893, 1905, 1923_____

B. Approximate acreage:_____40_____

C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____

D. Primary use of Building(s):__Residential, Commercial, Religious _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Midland is located in south central Fauquier County, at the intersection of Rogue's Road (the old Carolina Road) and the Orange and Alexandria Railroad (now the Southern Railroad). It is a relatively new settlement, as it was sold off in lots by the railroad, then called the Virginia Midland Railway, in 1875 from land the railroad company had purchased from Eliza Beale in 1873. The Orange and Alexandria Railroad had been laid through the county some twenty years earlier and the site of Midland was halfway between the railroad terminal points of Washington and Orange. It is located less than one mile south of the Germantown settlement, which was a thriving settlement in 1724 and is the oldest settlement in Fauquier County. Germantown was later the birthplace of Chief Justice John Marshall and is now an archaeological site.

The proposed district boundaries include approximately 20 historical resources that reflect Midland as a late-19th century railroad village. Modern Route 28 has bypassed the town in recent years, and Midland remains as a clearly identifiable community with many of its buildings intact. The majority of buildings are dwellings, but the village also contains a church, an Odd Fellow's Hall, 2 stores, and a farm complex. Buildings on the west side of Route 28 were not included within the boundaries because they are too far removed from the center of town. They include the old Midland School and church.

Almost all of the buildings within the proposed district were previously surveyed (30-941 through 30-963) as part of a Phase I survey for the airport in April 1995. It was determined that Midland is potentially eligible as a historic district, though it is uncertain as to what the proposed boundaries were.

The most prominent resources in Midland are centered on either side of the railroad tracks. These include: the store and post office, an early-20th-century, 2-story, cross-gable-roofed frame building clad in asbestos shingle; the 1923 Faller's Store, a 2-story frame store clad in pressed tin simulating rusticated concrete block with a large stepped front parapet; the Midland Methodist Church, an 1890s vernacular gable-end church with bell tower and steeple; a 2-story gable-end frame building constructed in 1905 as the Odd Fellow's Hall; an early-20th-century shingled Bungalow; several late-19th-century dwellings including cross-gable roofed forms, hall-parlor plans, and I-houses. The town also includes one farmstead made up of an I-house with central-front gable farmhouse and gambrel-roofed barn with formed concrete silo.

The surviving architectural resources in the Midland Historic District represent the community as it was in the early 20th century. It is the only known railroad community in Fauquier County that was promoted and sold off by the railroad itself. It appears that some of the outskirts of the settlement have been impacted by modern changes and development, but this collection of buildings surrounding the railroad crossing (which is still in use today by the Southern railroad) retains a high degree of integrity.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The majority of this historical information comes from a 1955 article in the 50th Anniversary Edition of the *Fauquier Democrat* entitled "Midland, A Community Near 230-Year Old Germantown," (page L-6).

Midland is one of Fauquier County's most unusual communities because it owes its existence solely to the railroad. Unlike other Fauquier railroad communities that grew up on private land along the Orange and Alexandria and the Manassas Gap lines, the land on which Midland sits was actually owned and sold off by the railroad as a community. In Fauquier County at least, most railroad communities were comprised of private commercial ventures and post offices that took advantage of a newly created intersection where the railroad tracks crossed an established road or entered a previously established community. Midland is the exception to this rule, and it is uncertain how common this practice of marketing and creating towns was among the railroads in Virginia.

From the 1955 article: “The first recorded mention of Midland shows that in 1875, the Washington City, Virginia, Midland and Great Southern Railroad sold lots and tracts which had been purchased in 1873 from Eliza Beale and laid off in lots and streets for a city, this land being a natural divide between the Rappahannock and Potomac Rivers.” By 1879 the community had three stores, a post office and a freight depot. In 1876 land was sold to the Methodist church, which did not build there until nearly 20 years later. The first schoolhouse was built in 1881, but was replaced with a larger brick building in the 1920s, located outside the proposed boundaries. In 1903 a flourmill was built, and two years later the Odd Fellow’s Hall, now used as community center, was constructed. The still standing Faller’s store was built in 1923. The current post office building is housed in a late-19th to- early-20th century commercial building. The district also contains several Victorian-era dwellings and an abandoned store.

The collection of historical resources in Midland, along with the still active railroad, evokes a lost era when the railroad was a dominant force in the local economy. Although the role of the train has changed somewhat, it still is the physical centerpiece of this late-1870s Fauquier County village.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):
_____Morgantown Historic District_____(30-5322)_____

2. LOCATION:
Street(s) or Route(s):_____Route 721_____(Orlean Quad)_____
County or City_____Fauquier County_____

3. LEGAL OWNER(S):
Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____
Address: _____

City / State/ Zip Code: _____
CONTACT PERSONS SIGNATURE: _____
DATE: _____

4. GENERAL DATA OF DISTRICT

- A. Date(s) of selected building(s):_____ca. 1876, 1877, ca. 1900_____
- B. Approximate acreage:_____8_____
- C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____
- D. Primary use of Building(s):_____Residential, Church, School_____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The historical information for Morgantown comes from notes gathered by Karen White of the Fauquier County Afro-American Historical Association of Fauquier County in The Plains, VA.

The proposed Morgantown Historic District is a small district at a crossroads along Route 721 in north central Fauquier County, two miles south of Marshall. The Reconstruction-era African-American district contains five resources: two dwellings, a church, and an abandoned church and school. Although there are other resources in the community of Morgantown, including a cemetery to the east, these were not included in the boundaries because of they are either considered non-contributing or there are too many non-contributing resources surrounding them to be drawn into the boundaries.

At the physical center of Morgantown is Mt. Nebo Baptist Church, organized in 1877. The current building was constructed by local builder T. J. Orndorff in 1902, on land deeded by Peter Grigsby. The original church, which was moved to the rear yard of the current building, was constructed in the 1870s and is now abandoned awaiting restoration. Mt. Nebo Church is a one-story, 3-bay, gable-end, stuccoed frame building (aluminum siding on sides) on a stone foundation with a protruding square entrance/bell tower. The square-headed window frames feature pointed-arched windows and the building has a date stone of September 21, 1902. Located in the rear yard is a one-story, gable-end board and batten frame building with central brick flue and standing-seam metal roof. This is the original ca. 1877 church, which was moved to this site around 1910 from near the cemetery (to the east). It was then known as the Morgantown Colored Baptist Church and was used as a meeting hall when the new Mt. Nebo Church was constructed in front of it. It is currently abandoned.

Located diagonally across Route 721 to the southwest from Mt. Nebo Church is a 2-story, 3-bay, hall-parlor plan dwelling. It sits on a stone foundation and is clad in German-lap siding and features a standing-seam metal roof and 2/2 windows. It has a rear saltbox extension and a 3-bay front porch. The concrete block flues and rear deck are modern additions. This house is associated with the Wins and O'Banion families and was probably constructed around 1900.

Just south of the Wins-O'Banion House is the abandoned Morgantown School. Constructed around 1890, the school closed in the 1950s. Although in fairly poor condition with one of the walls almost entirely missing, it still retains its character defining features including its one-bay, one-story gable-end form, the open wooden school bell on the gable end, stone foundation, weatherboard siding, corner boards and plain frieze. The windows are missing, as is the side wing. It has recently been deeded to the Afro-American Historical Association of Fauquier County, which hopes to restore it as a museum.

The other resource in the proposed Morgantown Historic District is a dwelling that was associated with the Miles family. The 2-story house is currently abandoned and is located at the southeast corner of the district. The rear of the house appears to be the oldest (1870s), as it is of log construction with an exterior-end stone chimney. The section now acts as a rear T to a front, 2-story, frame hall-parlor-plan addition from ca. 1900. Details include 6/6 and 4/4 windows, stucco siding, and gable roofs of standing-seam metal.

Although the proposed historic district of Morgantown includes only five buildings, they are the core of this Reconstruction-era African-American community and represent the oldest and most significant buildings in it. The buildings range in date from the 1870s to 1902 and although some are not in the best of condition, they all retain a high degree of architectural integrity with few if any modern intrusions within the district boundaries. Morgantown is one of only two Reconstruction-era African-American communities in Fauquier County that is this well preserved.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

The historical information for Morgantown comes from notes gathered by Karen White of the Fauquier County Afro-American Historical Association of Fauquier County in The Plains, VA.

The first reference to the community name of “Morgantown” is in the 1876 Fauquier County Land Tax records. Although property in the area was deeded by the Morgan family to African-Americans as early as 1871, it was not recorded until 1875, and not described as Morgantown until the following year.

Some of the earliest family names that received deeds from the Morgans were Payne, Grigsby, George, Welch, Lawson, King, and Gant. It is uncertain whether these were once slaves of the Morgan family. Nevertheless, a settlement at the site developed and was named in honor of the Morgan family. By the late 1870s, the community had a church and cemetery. The school was constructed in the 1890s. Many of the people residing in the community today are descendents of the original African-American landowners. New construction has occurred along the road between Mt. Nebo church and the old cemetery.

The school closed in the 1950s but the Mt. Nebo Church is still active. One of the dwellings in the district is abandoned but in fairly good condition. As in most cases with African-American communities, little written evidence exists documenting its development. The Afro-American Historical Association of Fauquier County is the area’s best resource on this community and others in the county. The director, Mrs. Karen White, agrees that Morgantown is a significant cultural resource in Fauquier County’s history and one of only two (Ashville is the other) that are so well preserved.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____New Baltimore Historic District__(30-5166)_____

2. LOCATION:

Street(s) or Route(s): _____Route 674____(Thoroughfare Gap Quad)_____
County or City _____Fauquier County_____

3. LEGAL OWNER(S):

Contact Person: _____Mr, Mrs, Miss, Ms (Circle One)_____

Daytime Telephone: _____Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ca. 1800, 1823, ca. 1810-1950_____

B. Approximate acreage: _____16_____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): _____Residential, Transportation_____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Much of the history for New Baltimore came from a draft National Register Nomination for James Hampton's Tavern (30-160) written by Carol White in June of 1993.

New Baltimore is located about 5 miles north of Warrenton off current US Route 29, and developed as a crossroads community centered around a mill and tavern. The town is situated at the base of Pond Mountain, at the junction of the old road from Warrenton to Alexandria (modern US Route 29) and two smaller roads that coursed around Pond Mountain to Thoroughfare Gap (modern Routes 600 and 674). This strategic location made it a commercial vantage point for trade being conducted in many directions. One of the earliest buildings in New Baltimore was the Broad Run Baptist Church of 1762. The current building, which sits on or near the site of the original church, is east of the boundary of the proposed district.

The boundaries of the proposed district include approximately 20 historic buildings located along the stretch of Route 674, west of US Route 29, to the junction of Route 693. Not included are resources along the eastern side of US Route 29. Although once associated with New Baltimore, too many modern intrusions have eroded the integrity of that area and those buildings.

The majority of buildings in the district are dwellings, ranging in date from the late 18th to the mid-20th centuries. Three properties within the boundaries have previously been surveyed: 30-170 through 30-173, and 30-160. One of these, Ball's Inn (30-160), was determined eligible for listing on the National Register in 1989 under Criteria A and C.

The most prominent building in the community is Ball's Inn (30-160). Located at the western edge of the district, along the old Alexandria Turnpike (Route 674), the two-story, Flemish-bond brick Federal-style building was constructed around 1823 by James Hampton as a tavern. Since then it has been enlarged with five additions but the main core, with its two front doors, is remarkably intact. Its location along the Alexandria Turnpike, a major early toll road, guaranteed use by travelers as well as teamsters who were transporting farm goods, and especially wheat, to the port of Alexandria. Although commonly believed to have been constructed around 1810 by William Ball who ran a mill in town, recent research indicates the building was in fact constructed about 10 years later by James Hampton.

Other buildings in the community include: a log 1 ½-story stuccoed dwelling (with exterior-end stone chimney) that has been enlarged with a 2-story frame side wing; a late-19th century L-shaped plan frame dwelling with Victorian detailing; 3, 2-story, early-19th century frame dwellings with exterior-end stone chimney and brick stack with side 1 ½-story wings; a late-19th century, 2-story, hall-parlor plan frame dwelling with weatherboard siding; a 1 ½-story late-18th century log dwelling; 2, 1½-story frame Craftsman bungalows; a 2-story, late-19th-century, gable-end stuccoed building that was originally a store; 2, 1 ½-story, mid-20th-century Cape Cod-style cottages- one brick and one frame; and a late-19th century stuccoed side-passage-plan dwelling. On a hillside at the eastern end of the village is a 1 ½-story, ca. 1915, cross-gable-roofed building that was originally a school and is now a dwelling.

The buildings within the district are all uniformly set back from the road and feature well-landscaped yards. Some properties have stone or brick retaining walls in front. Maps by local historian Eugene Scheel show the location of at least two mills were located within the proposed boundaries, but no archaeological sites were evaluated as part of this study. New Baltimore contains approximately 20 resources that span a period of nearly 130 years and all maintain a high degree of architectural integrity. The village developed as a crossroads community along a major Virginia turnpike and remains today as a testament to that phenomenon.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Much of the historical information came from Eugene M. Scheel, *The Guide To Fauquier* (1976).

New Baltimore was an early-19th century crossroads community that developed at the intersection of the Alexandria Turnpike and two local roads (Routes 600 and 674) that led to Thoroughfare Gap. Originally known as Ball's Mill or Ball's Store, named for local miller and storekeeper William Ball. New Baltimore was not officially incorporated until 1822. According to Eugene Scheel, the name New Baltimore was chosen by Ball who was an agent for the *Niles Register*, a Baltimore, Maryland, newspaper. Perhaps Ball was attempting to promote his community as a great center of commerce, not unlike Baltimore!

The historical resources within the community of New Baltimore are fairly typical of what is found in surrounding areas of Fauquier County. Ball's Inn (30-160) is unique for its feature of two front doors, perhaps owing its form to its function as a tavern. In 1825 Marquis de LaFayette stopped at the tavern, as did President Andrew Jackson in 1832.

Martin's Gazetteer of 1836 described New Baltimore in terms that seemed to support William Ball's hopes for the town's prospects:

“...Situated in the eastern part of the county, on the post road leading from Warrenton to Alexandria, 5 miles from the former. It contains 17 dwelling houses, 1 flourishing Academy, incorporated 5 years since by the legislature, and now in high estimation, 2 mercantile stores, a tanyard, wheelwright, blacksmith, boot and shoe factory, and 2 wheat fan factories on an improved plan—A Colonization Society, auxiliary to the State Society has recently been formed.- In the vicinity there is a Baptist house of worship, called Broad run meeting house. Population 115 persons; of whom 2 are physicians.

The town's industrial growth may have peaked at that point as most extant structures built after this time were dwellings. Because of its strategic location at the intersection of major roads, New Baltimore was often the scene of troop movements during the Civil War. The original Broad Run Baptist Church was apparently burned by Federal troops, destroying the century-old landmark in the town. A replacement was built in the years following the War to serve a growing residential population.

When present-day Route 29 was shifted away from the crossroads of the old Turnpike and Route 674, it bisected New Baltimore. Luckily this collection of buildings was preserved, whereas new construction and inappropriate remodelings have occurred along the new Route 29 roadbed. New Baltimore appears to contain enough historical and architectural significance as well as architectural integrity to merit listing to the National Register of Historic Places.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____Orlean Historic District__(30-5159)_____

2. LOCATION:

Street(s) or Route(s):_Route 688__(Orlean and Jeffersonton Quads)_____
County or City_____Fauquier County_____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State/ Zip Code:_____

CONTACT PERSONS SIGNATURE:_____

DATE:_____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s):___ca. 1817, mid 19th C., 1879,1885, 1907, 1928_____

B. Approximate acreage:_____20_____

C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____

D. Primary use of Building(s):__Residential, Commercial, Religious _____

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Historical information for Orlean came primarily from Eugene M. Scheel, *The Guide To Fauquier* (1976) and a 1955 article in the *Fauquier Democrat*, 50th Anniversary Edition, written by Mrs. R. O. Updike (page K-7).

Orlean is located in northwestern Fauquier County along Route 688, a main north-south connector in the western part of the county. Situated about 5 miles south of Hume and 3 miles east of the Rappahannock River, it is surrounded by pristine rolling farmland and was originally part of Thomas Lord Fairfax's Leeds Manor. The village appears to have developed as a farm trading center during the first quarter of the 19th century. A post office was established in 1817 and the community is reputed to have been named by a member of a local family after the January 1815 Battle of New Orleans, where Andrew Jackson routed the British (Scheel, 14). More likely the town was named for a local landmark, as a farm (30-86) that is adjacent to the village also bears the same name.

The proposed district contains approximately 17 historic buildings, ranging in date from the first quarter of the 19th century to the early 20th century. The types of buildings represented include commercial buildings, a church, and residences and their ancillary outbuildings, and the majority of buildings date to the 19th century. The northern edge of the district is marked by the buildings at the junction of Routes 688 and 732; the district then continues south along both sides of Route 688 to the Orlean Methodist Church (30-411).

The seven previously-surveyed resources in the proposed district include: Sites near Orlean (30-380 and 30-410), both of which are missing files; Orlean Methodist Church (30-411); Orlean Farm Tenant House (30-925); The Anderson-Rector House (30-180); Maria Smith House (30-730); and Orlean Farm (30-86).

The earliest resource in the district appears to be the 2-story log (?) house at Orlean Farm (30-86). Located south of the intersection of Routes 732 and 688, it features an exterior-end stone chimney and a taller 2-story, 3-bay, side-passage-plan stone wing with exterior-end stone chimney. Also associated with the property are some early-20th century farm outbuildings. Across Route 732 from it is the most prominent building in Orlean, the Anderson-Rector House (30-180). Constructed around 1870, it is a large, 2-story, 3-bay frame I-house with large exterior-end stone chimneys with brick stacks. Attached to its west by a one-story breezeway, is the Orlean Market, a 2-story gable-end building from the early 20th century. At the west side of the junction of Routes 688 and 732 is the Greek Revival-style Maria Smith House (30-730). The 2-story, stuccoed- gable-end building appears to date to the 1830s and contains several outbuildings including a frame summer kitchen. This is the core of buildings that make up the main intersection in Orlean.

South of the intersection and off Route 688 are a variety of other contributing buildings. They include: a 1-story, stuccoed post office; a 2-story, stuccoed Victorian-era farmhouse with associated farm outbuildings; an early-20th-century, 2-story, hip-roofed I-house; an L-shaped, Queen Anne-style, frame dwelling; a fine, 1 ½-story frame bungalow with stone detailing; a mid-19th-century, 2-story, frame hall-parlor-plan dwelling with exterior-end stone chimney; a ca. 1885, gable-end frame store (Jeffries Store) with side 3-bay residential wing; and a 1928 frame store with front porte cochere. The buildings at the southern end of the district are the 1879, gable-end, Late Greek Revival-style stuccoed Orlean Church (30-411) and a 2-story, 4-bay stuccoed duplex with exterior-end stone chimney.

The Orlean district can be characterized as a small rural village in northwest Fauquier County with a varied collection of 19th and 20th century building types and styles that fully document its history as a crossroads and rural commercial center.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Historical information for Orlean came primarily from Eugene M. Scheel, *The Guide To Fauquier* (1976) and a 1955 article in the *Fauquier Democrat*, 50th Anniversary Edition, written by Mrs. R. O. Updike (page K-7).

Orlean is a crossroads community within a rural region in northeastern Fauquier County. Its location along Route 688 (the Old Leeds Manor Road) made it a popular and logical center for local trade and commerce. Agriculturally oriented regions of the county needed centers where commerce could be conducted, and Orlean provided just such services, including a post office, which opened in 1817 and continues in operation today.

Originally part of Thomas Lord Fairfax's Leeds Manor, much of the surrounding land was later owned by Chief Justice John Marshall. From the surviving architectural resources, it appears that Orlean's commercial peak occurred in the early 20th century. The grouping of these historic buildings in an otherwise rural area sets Orlean off from its surroundings and identifies it as a commercial center even today. The buildings have a high degree of architectural integrity and represent close to 120 years of the Orlean's growth and development.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Paris Historic District (30-222) _____

2. LOCATION:

Street(s) or Route(s): _____ Route 701 (Ashby Gap Quad) _____
County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State / Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ ca. 1800-1950 _____

B. Approximate acreage: _____ 26 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): _____ Residential, Commercial, Transportation, Religious, Educational

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information for Paris came from Eugene M. Scheel, *The Guide To Fauquier* (1976) and a draft nomination for the Paris Historic District prepared by a University of Virginia School of Architecture Class in 1983 (see VDHR file 30-222).

Paris, Virginia is located in northwest Fauquier County at the foot of Ashby's Gap in the Blue Ridge Mountains. Sited at the junction of Ashby's Gap Turnpike (present day Route 50) and the Winchester-Dumfries Road (present day Route 17), Paris grew up in the 1790s as a logical stopping point to and from the west. When the town was bypassed by modern Routes 50 and 17 in the mid-20th century, the community was preserved. Traffic through Paris now is primarily local, and the northern-most access to Route 50 has recently been closed.

The district boundaries are drawn to include all the historic resources within the immediate Paris area, on the south side of US Route 50. Non-contributing resources on the edges of the district have been excluded. The district contains approximately twenty-five resources along Main, Federal and Republic streets. Although many of the resources in the village have previously been surveyed and a draft district nomination was written in 1983, the village has never been officially determined eligible. The previously recorded sites within the proposed boundaries other than the district itself (30-222) include: Watts-Ashby Tavern (30-61); Stone Parsonage (30-188); Thomas House (30-190); Berry House (30-213); and Frame house with stone outbuilding (30-203).

Paris's backdrop to the north and west are the Blue Ridge Mountains and Ashby's Gap. The village sits at the northern end of the Crooked Run Valley that extends approximately 8 miles to the south. This whole area of Fauquier County, extending south to I-66 and east to Rectortown could be a potential rural historic district encompassing multiple rural communities, large farms, and a preserved agricultural countryside.

Paris itself is a fairly compact district with a formal arrangement of streets laid out in a modified rectangular grid pattern. The Main Street is the old roadbed of the original Ashby's Gap Turnpike, with historic buildings lining it on either side. The lots on the south side generally extend all the way or half way back to Republican Street. The original plat of the town proposed 14 streets, an indication that its founder, Peter Glascock, envisioned Paris developing into a town of considerable size. Only a few of these streets were ever laid out and the town was eventually divided in to 44 lots.

Paris includes many different types of resources ranging in date from the early 19th to the mid-20th century, but the primary building type is the single dwelling. The overwhelming architectural style favors Federal detailing on vernacular forms, and many of the residences are of log construction. The district also includes several stores, 2 churches, a tavern, an old school, and an old gas station now converted into an antique shop.

The oldest resources in the Paris historic district are the approximately 10, 1 ½ and 2-story log dwellings with one or multiple exterior-end stone or brick chimneys. These date to the early 19th century and although many have been enlarged, they retain their historic integrity. The district also contains several early to mid-19th-century brick dwellings with Federal-style detailing such as fanlights and interior-end chimneys, as well as late-19th-century frame houses with weatherboard or stucco siding.

The one-story brick Paris Meetinghouse is the oldest church in town and was constructed ca. 1830 on land donated by the town founder. It was built to be used by all denominations and later became a public school. The Paris Methodist Church was constructed in 1892 replacing an earlier church. Its Gothic Revival-style detailing and prominent corner tower with enclosed belfry makes it a landmark on Main Street. Next door to it is the 1893 Paris School, now converted into a dwelling. Other resources in the district include a Greek-Revival-style gable-end frame dwelling; an early-20th century frame garage with pressed-tin siding simulating rusticated concrete block; and a 1-story gable-end frame store.

Paris is an extremely well-preserved early-19th-century community in northern Fauquier County. Its formal layout is still clearly evident in its street patterns and it contains a range of building types and architectural styles that well represent its period of greatest development. Its pastoral setting with dramatic backdrops

remains unspoiled in a large part because of the protection of its surrounding acreage by the Piedmont Environmental Council and the nearby Sky Meadow State Park. Paris today is primarily a residential community, with a regionally famous bed and breakfast as its primary commercial venture.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information for Paris came from Eugene M. Scheel, *The Guide To Fauquier* (1976) and a draft nomination for the Paris Historic District prepared by a University of Virginia School of Architecture Class in 1983 (see VDHR file 30-222).

The land on which Paris is located was originally part of Lord Fairfax's Leeds Manor. Settlement occurred in the late 18th century and a post office was established in the community in 1801, making it the second oldest established post office in Fauquier County. The town was formally established in 1810 on land owned by Peter Glascock, and was first known as Pun'kinville: the village's name was later changed to Paris in honor of Marquis de LaFayette, with whom Glascock was acquainted.

Paris's location at the foot of Ashby's Gap in the Blue Ridge Mountains at the intersection of the roads leading from Alexandria, Dumfries, and Fredericksburg to Winchester made it a logical place to establish a community that could serve settlers and travelers. According to Martin's Gazetteer, Paris in 1836 contained 25 dwellings, 3 mercantile stores, a church (for use by all denominations), a school, 2 saddlers, a cabinetmaker, a tailor, a turner, 2 blacksmith shops, 2 wagon makers, a chair maker, and 3 boot and shoe factories. Several taverns also operated in town, catering to the clientele that passed through the village. The routing of the Manassas Gap railroad to the south in 1852 left Paris somewhat isolated and removed much of the traffic that otherwise passed through town on its way west. This commercial detriment created a halt in major development after the 1850s, and this is reflected in the architecture of the town, where the majority of buildings date to the first half of the 19th century.

The Main Street of Paris, the original roadbed of the Ashby's Gap Turnpike, is the prominent route in town. The buildings are arranged on fairly narrow lots that often extend one block deep. The village retains many of its architectural resources that portray it as a 19th-century town. These include dwellings, 2 churches, a school, and several commercial buildings. The community appears to be eligible for listing to the National Register based on Criteria C and has an extremely high degree of architectural integrity.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____ Rectortown Historic District__ (30-5155) _____

2. LOCATION:

Street(s) or Route(s): _____ Routes 710, 624__ (Rectortown Quad) _____
County or City _____ Fauquier County _____

3. LEGAL OWNER(S):

Contact Person: _____ Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: _____ Area Code () _____ - _____

Address: _____

City / State/ Zip Code: _____

CONTACT PERSONS SIGNATURE: _____

DATE: _____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s): _____ ca. 1772, 1792, ca. 1800, 1835, 1852, 1890, 1920s;
1772-1951__

B. Approximate acreage: _____ 50 _____

C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

D. Primary use of Building(s): __Transportation, Residential, Commercial, Religious,
Educational__

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from *Fauquier County, Virginia 1759-1959* by the Fauquier County Bicentennial Committee (1959); Eugene M. Scheel, *The Guide To Fauquier* (1976), and *The*

Foothills of the Blue Ridge in Fauquier County, Virginia, compiled and edited by Clara S. McCarty (1974).

Rectortown is located in the northeastern portion of Fauquier County about 4 miles north of Marshall and is sited at the intersection of several old roads. It was established by an act of the General Assembly in 1772 on land owned by John Rector, and is considered the oldest town in Fauquier County. Originally named Maidstone, after Lord Fairfax's home in England, it was known locally as Rectortown, the name that survives today. John Rector and his family, like most of the settlers in the area, were of German descent and moved there from the Germantown settlement in Fauquier County.

The previously surveyed properties in the proposed boundaries of the Rectortown Historic District include: Aspen Hill (30-800), Slack Log House (30-766), Site in Rectortown, file missing (30-767); Rectortown Store (30-835), Maidstone Ordinary (30-36); Rectortown School (30-208), Site in Rectortown, file missing (30-833); Maidstone (30-834), House near Rectortown (30-927); Railroad Buildings; Entertainment House (30-71). None of these has been determined as individually eligible and the town has never before been evaluated as a potential district.

Rectortown's architectural resources document the town's growth and development from a mid-18th-century crossroads to a bustling mid-19th-century railroad community. The village is considered the unofficial capital of "Mosby's Confederacy," and there was considerable troop movement here during the Civil War.

Rectortown has a fair number of buildings that date back to the late 18th and early 19th centuries. These are generally located in the northern part of the community, away from the railroad tracks located to the south. These include: Maidstone Ordinary (30-36), a ca. 1770, log and stone vernacular building with exterior-end chimneys and 2 front doors -- situated at the corner of Rectortown Road (710) and Crenshaw Road (624); Slack Log House (30-766), a ca. 1770, 1-story, 1-room log cabin with an exterior-end stone chimney and stone side lean-to -- supposedly, Methodist Bishop Francis Asbury visited here in 1781; the George Mann House, a late-18th century, 2-story, 2-bay stone dwelling with 2 interior-end chimneys, a side 1 ½-story stone wing, and an impressive stone dairy; the Daniel Green House, a large 2-story stone house constructed in the 1790s; and Aspendale (30-800), an early-19th-century, 2-story, Federal-style brick dwelling with diminutive side brick service wing -- built by Dr. Jacob Sowers.

Rectortown continued to prosper in the early 19th century and by 1836 had 24 houses, 1 church, 2 stores, a tavern and several industrial enterprises. The 3-story stone and brick store at the intersection of Route 710 and 713 is one of these buildings. It housed a store, post office, and tavern where Col. John S. Mosby was to have been hidden in the attic on numerous occasions. Rectortown received a huge economic boost in the mid-19th century, when the Manassas Gap Railroad was planned through Fauquier County. Alfred Rector, a shareholder in the railroad, apparently gave the railroad the land necessary to make a loop past his property in Rectortown. This spurred more commercial growth, especially along the railroad track. Rector had already established a store there in the 1830s, but the newly arrived railroad encouraged him to expand his complex to include a warehouse. The 1-story stone and stucco building was his store and was used to house Federal prisoners during the Civil War; clear evidence of this use is still visible in the metal bars on the doors and windows. Across the tracks to the south was a 2-story frame house that was known as the Dulaney Clubhouse, which was recently torn down. Along route 713 near the store is a recently installed Civil War Trails Marker that describes how Federal General George McClellan had set up a headquarters here on November 5, 1862, when he received word from President Lincoln that he was being relieved of his post. Two years later, it was here that "The Raffle" occurred when Col. Mosby had three men selected from the prisoners to be hanged in retaliation for the execution of seven of his Confederate Rangers in Front Royal. The Civil War Trails marker also refers to the traces of graffiti written by Federal prisoners, which can still be seen on the walls of the old prison building.

Rectortown also contains late 19th and early 20th century buildings including: several late-19th-century vernacular dwellings with Victorian-era trim; the 1894 Methodist Church; the 1890s school (now a dwelling); the 2-story, gable-end, frame Slack's Store; the 1920s, one-story, gable-end Kincheleo's Store; and a fine 1 ½-story 1920s shingled Bungalow.

The proposed Rectortown Historic District is very much intact and contains a fine collection of buildings that represent the town from the late 18th to the early 20th centuries. It has a remarkable degree of architectural integrity and is surrounded by an area that could be recommended as a potential rural historic district. Rectortown is comprised of approximately 30 historic buildings with high architectural integrity and appears to possess sufficient significance to warrant a historic district.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from *Fauquier County, Virginia 1759-1959* by the Fauquier County Bicentennial Committee (1959); Eugene M. Scheel, *The Guide To Fauquier* (1976), and *The Foothills of the Blue Ridge in Fauquier County, Virginia*, compiled and edited by Clara S. McCarty (1974).

According to the history of Fauquier County published by the Bicentennial Committee in 1959, the land on which Rectortown is located was originally part of a 1741 land grant to Jacob and Tilman Weaver; it was later passed to John Rector. In 1772, Rector petitioned the General Assembly to grant him permission to lay out a town on his property. Permission was granted and there were originally 12 houses there with 30 additional acres given by Rector for additional expansion. The majority of settlers were of German descent and had come from the Germantown settlement near present-day Midland. Several resources in the town remain from the early period of settlement. The town continued to grow in the 19th century, encouraged in part when the Rector family donated land in the 1850s to the Manassas Gap Railroad in order to ensure that the tracks would make a loop and come through Rectortown, passing their already-established store.

The buildings in the northern part of Rectortown are generally the oldest, although early-20th-century infill development also occurred there. The buildings in the southern part of the district around the railroad tracks date to the 19th century. The majority of buildings in Rectortown are dwellings, but the village also includes a church, a school, an old tavern, several commercial buildings, and a cemetery.

In Martin's Gazetteer of 1836, Rectortown is described as having a population of 100 with 24 dwellings, 3 blacksmith shops, 3 merchant mills, two stores, one Methodist church, and one of each of the following: tavern, saw mill, carding machine, wagon maker, cabinet maker, boot and shoe maker, and tailor.

Rectortown was also significant during the Civil War, as it was Gen. John S. Mosby's unofficial headquarters and the old Rector's store was used as a prison for captured Federal troops. A Civil War Trails Marker notes the significance of the community.

Rectortown is now predominantly a residential area with its own post office. The train still passes through town, although it no longer stops and most of the stores have been converted into dwellings. To drive through Rectortown is to experience a fairly intact collection of buildings that capture the town's character during the 19th and early 20th centuries.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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Please type and use 8 1/2" x 11" paper if additional space is needed.

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):
_____Remington Historic District__(288-5001)_____

2. LOCATION:
Street(s) or Route(s):_____Franklin, Main, Marshall, and Streets__(Remington Quad)_____
County or City_____Fauquier County_____

3. LEGAL OWNER(S):
Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____
Address: _____

City / State/ Zip Code: _____
CONTACT PERSONS SIGNATURE: _____
DATE: _____

4. GENERAL DATA OF DISTRICT
A. Date(s) of selected building(s):_____ca. 1880-1950_____
B. Approximate acreage:_____57_____
C. Architect(s) or Carpenter(s) / Mason(s) (if known):_____

D. Primary use of Building(s):__Residential, Commercial, Religious

5. GENERAL DESCRIPTION:
Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from "Welcome To Remington: A Walking Tour," and Eugene M. Scheel, *The Guide To Fauquier* (1976).

Remington is one of three incorporated towns in Fauquier County. Located at the extreme southwestern part of the county, it is situated on the main line of the old Alexandria and Orange Railroad (now the Southern) about ½ mile from the Rappahannock River. Remington is laid out in a grid and the proposed district boundaries are drawn to include the majority of historic resources in the town. Excluded are areas that contain a large number of non-contributing resources, such as part of Main Street and James Madison Highway. The district includes approximately 75 resources consisting of multiple dwellings, two churches, and several commercial buildings that date from the late-19th and early-20th centuries.

Remington is included within the boundaries of the proposed Remington Station Battlefield Historic District (23-5050), most of which is located in Culpeper County. This battlefield district was identified as part of the Civil War Sites Advisory Commission Survey conducted in the early 1990s. No evidence suggests it was ever officially evaluated by DHR to determine eligibility. Previously surveyed individual properties within the proposed Remington Historic District boundaries are limited to the Remington Farmer's Co-op (30-95), and Grove's Hardware Store (30-164), neither of which has been evaluated for National Register eligibility.

The proposed Remington district contains four linear areas of residential buildings as well as the part of Main Street just west of the railroad track that is primarily commercial. The walking tour brochure of Remington suggests that 102 E. Main Street is the oldest house in the town, having been constructed ca. 1840. However, the vast majority of dwellings date from the late 19th century and include common architectural styles and forms of the period such as the Queen Anne, the I-house, and the L-plan house. The degree of architectural decoration varies from resource to resource, but in general, the buildings in Remington tend to be fairly ornamental, especially when compared to buildings in other similar towns in the county. Common Victorian-era decorative features found on many houses include corbelled chimneys, pressed tin or slate shingles as roofing material, towers, projecting Queen Anne bay, wooden shingle or decorative wooden panels in gable ends, and sawn and turned woodwork in porch detailing.

Several of the neighborhoods in Remington include dwellings that are very similar in design and were probably constructed at the same time by one builder. These include the large 2-story Queen-Anne-style houses along Church Street that feature hipped roofs with lower cross gables, interior brick chimneys, protruding 2-story cut-away bays, and multiple-bay porches with Tuscan columns. Another grouping on the northern end of Franklin Street have an L-shaped form with a hipped roof and front cross gable.

The Remington Historic District also contains a few early-20th-century dwellings of vernacular forms including the 1 1/2-story bungalow and the American Foursquare. These tend to be more modest than their late-19th century Victorian counterparts. Two churches are also found in the district: the frame St. Luke's Episcopal Church (1881) and the brick Baptist Church (1884). The current St. Luke's, which uses stylistic features from the Romanesque and Gothic Revival, replaced an earlier church that burned during the Civil War and. St. Luke's crenellated tower was added when a windstorm blew the original steeple down in 1937. The Remington Baptist Church bears a datestone "Sept. 8, 1884," and is a fine gable-end brick building with round-arched windows on the side bays, gable end returns, and a semi-exterior square entrance bay with octagonal bell tower with Gothic-arched louvered vents topped by a conical spire.

The majority of commercial buildings in town are located along east Main Street and almost all date to the first quarter of the 20th century. These can be characterized as two- and three-story buildings, most of which are of brick construction. Some of these include: the Farmer's Co-op Building (30-95), constructed in 1903 as store and pharmacy and featuring a decorative cast iron front; the Old Post Office Building, a 1918, 2-story brick building with angle entry, and decorative brick arches and belt courses; the Groves Hardware Building (30-164), a 1905, 2-story brick building featuring a stepped front parapet and segmental-arched openings. The district also contains several transportation/commercial-related buildings associated with the train. These include a freight station, a warehouse, and a grain elevator.

Remington is well-preserved late-19th-century town that by the early-20th century had assumed much of its present character. It contains a wide range of building types and architectural styles that are typically found in mid-sized rural communities of this era. Most streets in town have sidewalks and mature vegetation.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from "Welcome To Remington: A Walking Tour," and Eugene M. Scheel, *The Guide To Fauquier* (1976).

Members of the Stone and Bowen families originally owned the land on which Remington is located. The area was settled in the early- to mid-19th century and from 1839 was known as Millview, in reference to a mill along the nearby Rappahannock River. The community was renamed Bowenville around 1850, and again changed to Rappahannock Station after 1852 when the Orange and Alexandria Railroad was completed through town. In 1890 the name was changed once more, this time to Remington. According to one account, the name Remington was chosen because the citizens liked the way it sounded, while another story maintains it was chosen in honor of a well-liked railroad conductor named Captain Remington.

Remington is sited about ½ mile from the Rappahannock River. In January, 1829 the General Assembly granted the Rappahannock Company a charter to build a canal from Falmouth to Ward's Mill in Rappahannock County. The canal was finally completed about 20 years later only to be overshadowed by the arrival of the Orange and Alexandria Railroad in the early 1850s. Whereas Remington's earliest history was tied to the River and the mill it powered, the arrival of the train through the community spurred growth in a new direction. Architectural evidence supported by a cursory review of Civil War-era maps seem to indicate that the presence of the train did not substantially affect the town until after the Civil War.

Remington (then known as Rappahannock Station) was the site of much Civil War activity. Both sides fiercely contested control of the Rappahannock River and there was considerable destruction in the area, resulting in the loss of several buildings and structures. The town of Remington was included in the proposed Remington Station Battlefield District (23- 5050) that was identified in the early 1990s as part of the Civil War Sites Advisory Commission's survey. In addition, many of the surrounding hillsides have surviving earthworks.

Remington was officially chartered in March of 1890 and a new charter approved in March of 1932. Three large fires in town, in 1895, 1919 and 1925, destroyed several commercial buildings. In spite of this, the dwellings, commercial buildings, and churches in town depict Remington much as it would have appeared in the early 20th century. New construction has been generally limited to the area outside of the proposed boundaries.

Remington appears to be eligible for listing to the National Register based on Criteria C.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

Historic District

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):
_____ Sumerduck Historic District__ (30-5164) _____

2. LOCATION:
Street(s) or Route(s): _____ Route 651 _____ (Richardville Quad) _____
County or City _____ Fauquier County _____

3. LEGAL OWNER(S):
Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____
Address: _____

City / State/ Zip Code: _____
CONTACT PERSONS SIGNATURE: _____
DATE: _____

4. GENERAL DATA OF DISTRICT
 - A. Date(s) of selected building(s): _____ ca. 1885, 1880, 1884, 1898, 1915, 1917 _____
 - B. Approximate acreage: _____ 15 _____
 - C. Architect(s) or Carpenter(s) / Mason(s) (if known): _____

 - D. Primary use of Building(s): _____ Residential, Commercial, Religious, Educational _____

5. GENERAL DESCRIPTION:
Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information for Sumerduck came from Eugene M. Scheel, *The Guide To Fauquier* (1976), and an article by Hilda M. Edwards in the *The Fauquier Democrat* special 50th Anniversary Edition, 1955 (E-5).

Sumerduck is located in southwest Fauquier County, about 2 miles east of the Rappahannock River. The district boundaries are drawn in a linear fashion along Route 651, from its junction with Route 632 south to the old Sumerduck School. The Sumerduck School (30-23) is the only resource within the proposed district that has been previously surveyed and was determined eligible for the National Register in December 1994.

The Historic District is composed of eleven buildings: seven dwellings, two churches, a school, and a store. The churches are still in use, while the store is vacant and the school has been converted into an antique shop. The district can be characterized as a collection of late-19th and early-20th century buildings in an otherwise rural setting. Starting from the west at the junction with Route 632, the district begins with the Union Primitive Baptist Church, a one-story one-bay, gable-end, stuccoed frame building with 6/6 windows that was constructed in 1898 on land donated by Margaret Allen Jones. South of it, across Route 632 is a 2-story, L-shaped frame dwelling with interesting star cutouts in the decorative verge board. This dwelling was constructed in 1914 for J. Hackley Jones. Across Route 631 is the large 2-story "Mill Place," constructed in the 1880s for Samuel and Martha Mills. It features Victorian-era decorations including verge boards, three-part windows, ramped pedimented window surrounds, gable-end returns, wraparound porch and wooden shingles in the gable ends.

On the other (east) side of Route 631 is a fine 1 1/2-story Gothic Revival dwelling constructed around 1885 for Henry Broadus Jones. According to Eugene Scheel it is called the "Santa Claus House," or the "House of Seven Gables." Just south of the house is the Old Jones's Store, now vacant. Constructed in 1884 by Broadus Jones, this was the site of the Sumerduck post office. It features a pier foundation, 6/6 windows, and a rear lean to. Continuing south along Route 631 are three late-19th and early-20th century dwellings of vernacular form. The Sumerduck Baptist Church is a one-story, vernacular frame building with a square tower and enclosed belfry. Constructed in 1915, it was originally named the Embrey Memorial Church, in honor of Robert Calvin Embrey, who donated the land and money to build it.

Across the road from the church is the Sumerduck School (30-23), constructed in 1917 and used until 1945. The one-story, frame, weatherboarded building features paired 6/6 windows and a front entrance tower with open belfry.

According to Eugene Scheel, a wooden boardwalk was constructed in the 1880s to run parallel to Route 631 from the school north to the Union Church. It apparently deteriorated beyond repair in the 1930s.

The architectural resources in Sumerduck include the core type of buildings usually found in small rural communities: a store and post office, a school, a church, and several dwellings. Sumerduck also contains good examples of late-19th and early-20th-century residential styles. The district contains a high degree of architectural integrity and is one of the best-preserved districts in this portion of Fauquier County.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information for Sumerduck came from Eugene M. Scheel, *The Guide To Fauquier* (1976), and an article by Hilda M. Edwards in the *The Fauquier Democrat* special 50th Anniversary Edition, 1955 (E-5).

Sumerduck is a late-19th-century crossroads community in southwest Fauquier County. It contains numerous dwellings as well as two churches, and an old school and store. The earliest buildings in town

are located at the north end of the village, while the more recent are on the south end. The post office was established here in the late 1880s. According to Scheel, the village was to have been named Jonesville, after a family in the area, but that name was already taken. A 1955 article by Hilda M. Edwards in *The Fauquier Democrat*, entitled "Wildfowl Gave Village Its Name," Sumerduck was named after Summerduck Run, which was named in the 1740s by owner Landon Carter for the hundreds of ducks that migrated there every summer. Edwards claimed the post office was established in 1889 with James E. Taylor serving as the postmaster. One "m" was eventually dropped from "Summerduck" because the post office department complained about the length of the name.

Sumerduck is a well-preserved example of a late-19th-century rural crossroads that eventually grew to have two churches, a school, and a store, in addition to numerous Victorian-era dwellings. It retains a high degree of architectural integrity and appears to meet the criteria needed for listing to the National Register of Historic Places.

DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue
Richmond, Virginia 23221

PRELIMINARY INFORMATION FORM

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1. HISTORIC NAME OF PROPERTY (if not known, use current name of area):

_____The Plains Historic District__(311-5001)_____

2. LOCATION:

Street(s) or Route(s):_____Routes 55, 246 and 626__(Marshall Quad)_____
County or City_____Fauquier County_____

3. LEGAL OWNER(S):

Contact Person: Mr, Mrs, Miss, Ms (Circle One)

Daytime Telephone: Area Code () _____ - _____

Address: _____

City / State/ Zip Code:_____

CONTACT PERSONS SIGNATURE:_____

DATE:_____

4. GENERAL DATA OF DISTRICT

A. Date(s) of selected building(s):__ca. 1850-1951 _____

B. Approximate acreage:_____130_____

E. Architect(s) or Carpenter(s) / Mason(s) (if known):_ Elmo Ball, Sr. and W. H. Irwin
Fleming_____

D. Primary use of Building(s):__Residential, Commercial, Religious, Educational,
Transportation, Social

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

Most of the historical information came from *Train Whistles and Hunting Horns: The History of the Plains, Virginia* by D'Anne Evans and John K. Gott (1993); *One Hundred Years of Cochran Lodge 1899-1999* by John K. Gott (2000); "A Very Brief History of The Plains, Virginia" by Marsha Markey; and Eugene M. Scheel, *The Guide To Fauquier* (1976).

The Plains is located in northeastern Fauquier County 4 miles east of Marshall along State Route 55 (the old road from Thoroughfare Gap). It developed in the early 19th century as a community at the intersection of several critical roads. Route 245 south of Route 55 and Route 626 north of Route 55 were, until the mid-1940s, a main north-south thoroughfare through the region. A post office was established in The Plains in 1831, but the village did not substantially develop until after the Manassas Gap Railroad was completed through the community in the 1850s. It then became a local shipping center for agricultural goods that came from surrounding farms.

Framed by beautiful rural landscapes on all sides, the boundaries of the proposed district follow the incorporated town limits on the south, east, and west borders and Route 601 as the north border. A comprehensive survey would need to be conducted in order to better define the proposed boundaries, but from a cursory investigation it appears the district would cover an area of about 130 acres and include approximately 75 resources; very few of which would be considered non-contributing. Not included are resources along Route 626 north of the railroad track that are associated with The Plains, as too many modern intrusions have eroded the integrity of that area and those buildings.

Four properties have been previously surveyed within the district boundaries, two of which have been evaluated and determined individually eligible for the National Register. These include the Hotel (30-221), Grace Episcopal Church (30-537) determined eligible in June 1997, the Plains Railroad Depot (30-541) determined individually eligible in December 1979; and the Foster-Turner House (30-540). The DHR file contains a rating sheet on the district dated March 12, 1984, determining the district was not eligible. Little deterioration and a greater appreciation for the historic significance of communities warrants another evaluation of that earlier position.

Although the majority of buildings in the district are dwellings, which range in date from the mid-19th to the mid-20th centuries, the district also contains a school, hotel, Masonic lodge, 2 churches, 2 railroad stations, and numerous commercial buildings. Route 55, which serves as Main Street, is balanced on each end by primarily residential structures; commercial properties are limited to the area in between at the junction with Routes 245 and 626. The two train stations and the old hotel are located directly off the railroad tracks in the northern part of town.

The western end of the district is primarily residential, with fairly large and substantial mid-19th to mid-20th-century dwellings along Route 55. Some of the more prominent buildings include: White Hall, a large 2-story brick house with Greek Revival-style portico, The Plains School, a large, 2-story, 7-bay, hip-roofed former school constructed in 1907 of formed rusticated concrete blocks; and a 2-story 3-bay, mid-19th century, frame I-house with central front gable containing a pointed-arched attic window (The Foster-Turner House 30-540). Just before the railroad tracks and north of Route 55 is a small early-20th century neighborhood made up of 1-story vernacular houses of similar design.

One of the most prominent buildings in town is located just off the railroad tracks at the intersection with Route 55. The Carter's Hotel (30-221) is a now abandoned 2-story, 3-bay, Greek-Revival-style brick building with exterior brick chimneys placed on the rear side gable. Constructed ca. 1853, the hotel took advantage of the newly arrived Manassas Gap Railroad and catered to travelers. Just east of it, on the other side of the railroad tracks is the Cochran Lodge Building built by the Masons in 1899, a year after the Cochran Lodge was organized. The 1 1/2-story, hip-roofed Roman Revival style façade was added to the building in 1922. The building originally had a gable-end façade with an integral 4-bay one-story porch.

Also along Main Street (Route 55) is Grace Episcopal Church (30-537) determined eligible in June 1997. The ca. 1917 Gothic Revival-style stone church was designed by architect W. H. Irwin Fleming and replaced an 1855 frame structure.

The commercial buildings in town are concentrated around the intersection of Route 55 with Routes 245 to the south and 626 to the north. These commercial buildings generally date from the early and mid-20th century and create a visually cohesive streetscape. Located on the southwest corner of the intersection of Routes 55 and 245 is The Plains Pharmacy, a ca. 1910, gable-end frame building with a corner entry originally constructed as a general store. Across Main Street are a series of other commercial buildings that create an almost solid wall of structures up to the intersection with Route 626. The largest of these buildings is the ca. 1920, 2 ½-story, stuccoed former Hulfish's Store. Also included are other smaller historic buildings as well as some more modern compatible infill.

The buildings on the north side of Main Street in the block from Route 626 east to the edge of the district boundaries include the 1957, 1-story, hip-roofed, Colonial Revival-style Fauquier National Bank building and a series of early-20th century dwellings. The buildings on the south side of Main Street from the intersection with Route 245 east to the town limits include a wide variety of buildings, mainly dwellings, from the late 19th and early 20th century. These include common forms such as the I-house, hall-parlor plan, and American Foursquare, but also include the ca. 1875, frame, gable-end Methodist Church and the 1-story, stuccoed building of the same era that was the office of Dr. Henry Cochran.

The area along Route 245 south of Main Street contains a variety of buildings such as the gable-end stuccoed post office, a 2-story log dwelling with exterior-end stone chimney, and a long wooden-shingled multiple dwelling that was once associated with the Orange County Hunt. Larger lots with more significant early-20th-century dwellings are located along the east side of Route 245 heading south out of town. The west side of the road contains several late-19th and early 20th century vernacular dwellings.

The area along the railroad tracks off Route 626 north of Main Street contains the town's two train stations: the stuccoed frame freight station constructed ca. 1890 and the brick station next to it constructed in 1914 (30-541) and determined individually eligible in December, 1979. Other resources in this part of town include the non-contributing fire station, several early-20th century houses, and several early-20th century commercial enterprises.

The Plains was not incorporated until 1910 and is one of three such towns in Fauquier County. Interstate 66 bypassed the town in 1979 and shortly thereafter, a concerted effort was made to revitalize the community, which had fallen into disrepair. The success of this effort is reflected in the several restaurants and shops that cater to the tourist trade. The Plains appears to be eligible for listing on the national Register of Historic Places under Criteria C.

6. HISTORY

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. (Detailed family genealogies are **not** necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the State Review Board members. (Additional information may be submitted on typed, consecutively numbered 8-1/2" x 11" sheets, as necessary.)

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According to John Gott's History of Cochran Lodge (2000), the land on which The Plains is situated was originally part of several 18th-century tracts. The community was first called White Plains, the source of that name being the subject of great speculation. According to Gott, one of the earliest references to that name was in a December 1806 Fauquier County Minute entry describing the laying out of a road "to the White plains." By 1819, an estate in the area was called White Plains. Gott maintains that the "best guess is that 'White Plains' was named after an estate which was, itself, named possibly after White Plains, New

York, which it vaguely resembles” (Gott: 10). However, it seems equally likely the town was named for some now-forgotten geographic or atmospheric condition.

The Plains began as a rural crossroads and commercial center at the intersection where the road from Thoroughfare Gap met several other local roads. Many of these roads were established along property lines of various tracts that converged at the site of the community. The Plains first appeared on the Nine Sheet Map prepared by Herman Boye in 1825, and a post office was established there six years later. The architectural evidence suggests that the community was not well established by that time, as few resources from that early period were identified.

The arrival of the Manassas Gap Railroad in 1852 spurred new growth and development, and The Plains became a local shipping center for goods from surrounding farms. By 1855 land had been given to construct Grace Episcopal Church, as well as several new homes and a hotel were built.

During the Civil War, The Plains was the site of much military activity. It was part of Col. John S. “Mosby’s Confederacy;” as well as along the railroad line that transported men and materiel to and from the Shenandoah Valley.

After the War, The Plains entered a period of growth and relative prosperity that eventually led to its incorporation in 1910. The Orange County Hunt established its headquarters here and families from the North moved into the area. When rail service ended after World War II, The Plains entered a period of relative decline that was finally addressed after it was bypassed by I-66 in the late 1970s. Beginning in 1981, Mr. Arthur W. Arundel, a locally prominent businessman and publisher, began a conscious effort to revitalize The Plains by renovating buildings and investing in commercial ventures. His plan was successful, as The Plains today is a thriving country community that enjoys a burgeoning tourist trade. A local historic district has been set up in town in recent years.

The Plains contains a varied collection of historic buildings that tell the story of its growth and development. Modern intrusions are relatively few and the streetscape is fairly intact. The Plains appears worthy of listing to the National Register of Historic Places.