

VLR 10/3/3
NRHP 2/11/4

(Rev. 10-90)
NPS Form 10-900

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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

1. Name of Property

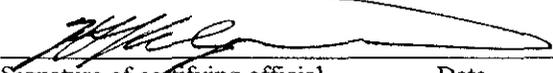
historic name Delaplane Historic District
other names/site number VDHR #030-0002

2. Location

street & number Area including parts of Delaplane Grade Road and Rokeby Road not for publication N/A
city or town Delaplane vicinity _____
state Virginia code VA county Fauquier code 061 Zip 20144

3. State/Federal Agency Certification

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

 12/23/03
Signature of certifying official Date
Virginia Department of Historic Resources
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
___ entered in the National Register
___ See continuation sheet.
___ determined eligible for the National Register Signature of Keeper _____
___ See continuation sheet.
___ determined not eligible for the National Register Date of Action _____
___ removed from the National Register
___ other (explain): _____

7. Description

Architectural Classification (Enter categories from instructions)

Greek Revival _____
 Italianate _____
 Other: I-house _____

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

foundation _____
roof _____
walls _____
other _____

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

8. Statement of Significance

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

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE _____
 TRANSPORTATION _____
 MILITARY _____

Period of Significance 1852-1953 _____

Significant Dates 1852
1861

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

Cultural Affiliation N/A

Architect/Builder _____

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

Name of repository: _____

10. Geographical Data

Acreage of Property Approximately 19 acres

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

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

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

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Delaplane Historic District
Fauquier County, Virginia

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

11. Form Prepared By

name/title: Maral S. Kalbian/ Architectural Historian and Margaret T. Peters/Research Historian

Organization: Maral S. Kalbian date July 30, 2003

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

city or town Boyce state VA zip code 22620

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name See Attached Property Owners List

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

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6. HISTORIC FUNCTIONS:

DOMESTIC

Single dwelling
Secondary structure

COMMERCE/TRADE

Department Store
Warehouse

RELIGION

Religious facility

FUNERARY

Cemetery

INDUSTRY

Manufacturing facility

UNKNOWN

CURRENT FUNCTIONS:

DOMESTIC

Single dwelling
Secondary structure

COMMERCE/TRADE

Department Store
Business

GOVERNMENT

Post Office

FUNERARY

Cemetery

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7. DESCRIPTION

Materials:

FOUNDATION

Stone
Concrete

WALLS

BRICK
WOOD: weatherboard
STONE
STUCCO
SYNTHETICS

ROOF

METAL: tin

OTHER

WOOD
BRICK
STONE

SUMMARY DESCRIPTION:

The Delaplane Historic District is located in the village of Delaplane in northern Fauquier County along the old Winchester-Dumfries Road (US Route 17), and is framed by gently rolling farmland. The village, originally known as Piedmont Station, grew up around the intersection of the road with the confluence of Crooked Run and Goose Creek, and the Manassas Gap Railroad, which opened in 1852. The Delaplane Historic District is very much intact and contains a fine collection of buildings that represent the town's development from the mid-19th century to modern times. The community has a historical highway marker: "Delaplane (Formerly Piedmont Station) B 21," and a Civil War Trails marker "Piedmont Station."

At the heart of the Delaplane Historic District is the old Manassas Gap Railroad line (now the

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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 (030-0002-0010), creating the community of Piedmont Station. A third building, that was exclusively a train station, sat just east of the buildings and has been demolished. These two large buildings, one a warehouse, the other a store, are rare examples of antebellum brick buildings associated with the railroad, and are two of a very few that survive in Virginia.

Although Delaplane has no official limits, the boundaries of the district have been drawn to include historic resources that are clearly visible from Rokeby and Delaplane Grade roads. These represent the development of a mid-19th-century rural community in the Virginia Piedmont that grew up as a consequence of the arrival of the railroad. The district, which takes in approximately 19 acres, contains 27 contributing historic resources including six dwellings and their associated outbuildings, three commercial buildings, a cemetery, a mill, and a former church. More remote rural areas surrounding Delaplane are not included in the district boundaries. The six non-contributing resources are generally outbuildings.

The earliest buildings in the Delaplane Historic District date to the village's creation with the construction of the railroad in 1852. In addition to the two brick warehouse/store buildings, the district includes a fine Late Greek Revival/Italianate-style brick dwelling also constructed around 1852. Six additional properties including residences and commercial buildings date to the late 19th and early 20th centuries. The remaining properties date to the 1920s through 1950s period. New construction has generally been limited to areas outside the center of the village that are not included in the boundaries. Although Delaplane saw a decline in activity when passenger railroad service was discontinued in the mid-20th century, it still remains a focal point for the surrounding area. The post office, located in a former store, is still in operation, and a large antique store is located in the 1852 brick buildings along the railroad tracks.

ARCHITECTURAL ANALYSIS

Delaplane is a small rural community that lies at the southern end of Crooked Run Valley in northwestern Fauquier County. Strategically located along the old Dumfries-Winchester Road, currently US Route 17, at the confluence of Goose Creek and Crooked Run, Delaplane developed after the arrival of the Manassas Gap Railroad in 1852. The community contains several buildings from the mid-19th century as well as late-19th- and early-20th-century dwellings and

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commercial buildings. There has been very little modern construction and the district retains remarkable visual cohesiveness.

The land on which 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.

The Delaplane Historic District contains four commercial buildings, a cattle scale house, a mill, six dwellings, numerous outbuildings, a former church, and a cemetery. The two most prominent buildings in the community were constructed in 1852 and are two, similar, two-story, brick structures that were used as stores, stations, and warehouses (030-0002-0010). Located at 3054 Delaplane Grade Road directly adjacent to the railroad tracks, the two vernacular Greek Revival-style buildings are both two stories tall, multiple bays wide, and of brick construction laid in 5-course American bond (**Photo 1**). Attached to each other by a wooden deck, they feature interior-end brick chimneys, six-over-six-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, Comps Warehouse, and later, Hatcher & McCarty's Store and Warehouse. Its main entrance is at the east gable end and features a three-bay façade with a central door flanked by large windows with batten shutters (**Photo 2**). Architectural details include a stone foundation, gable-end returns, three interior brick chimneys, four-light attic windows, metal bars over some of the first-floor windows, and a shed-roofed frame wing on the south side. Historic photographs show a wrap-around deck that once ran along the north side of the building (**Photo 3**). It has been removed as has a projecting wooden window in the central bay of that elevation. The interior of the building is very much intact and is currently used as an antique store.

The building to the west, which is similar but lacks the architectural refinement of the other, was known as Roger's Depot and later H. Roger's Warehouse. It has a wraparound porch, part of which is enclosed, a corbeled brick cornice, three interior brick chimneys, multiple wooden freight doors, an exterior stair with roof, and six-over-six-sash windows, some with metal bars

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(Photo 4). Like the store building, the interior of this warehouse is very much intact. The first story is a large open space and features free-standing exposed wooden posts that support the second floor. The walls are plastered and contain historic graffiti, some of which date to the Civil War era.

The Delaplane House (030-0002-0004), located on the north side of the railroad tracks (3322 Rokeby Road) just east of the two brick buildings, appears to have been constructed around the same time, and the brick may have been simultaneously manufactured for all three buildings. The two-story, three-bay, brick dwelling is laid in 5-course American-bond and features elements of the Late Greek Revival and Italianate styles in its detailing **(Photo 5)**. Probably constructed by Benjamin Shacklett around 1852, the house has a heavily bracketed wooden cornice, interior brick chimneys, six-over-six-sash windows with paneled wooden lintels, louvered wooden shutters, gable-end returns, six-light basement windows, a double-leaf front door, and a door surround with paneled Doric posts, a six-light transom, and four-light sidelights. A section of the rear portion of the house is of log construction and was raised to two stories and attached to the front in 1871, after the house was purchased by Washington E. Delaplane. The Delaplane House is certainly the most architecturally sophisticated dwelling in Delaplane and appears to be the oldest. The property is not only notable for the transitional nature of its architectural style-- from the Late Greek Revival to the Italianate-- but also for its collection of outbuildings, including a meat house, garage, and fine stone icehouse **(Photo 6)**. The 1 ½-story stone structure is composed of two, attached, gable-roofed rectangular sections: the northernmost one is built into the ground and is a stone-lined icehouse, while the southern portion is above ground. The roofs are clad in standing-seam metal and the gable ends in weatherboard siding.

Delaplane was a significant location during the Civil War, as trains from its station were used for the first time during the war to move troops to impending battle. A recently installed 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.*

The other resources in the historic district date to after the Civil War. The center portion of the house at 3011 Delaplane Grade Road (030-0002-0012) was constructed ca. 1868 by Thomas S. Wine. It was sold to W. E. Delaplane and later was the location of the first telephone switchboard operation in the Delaplane area. Sited near the northern edge of the district, the two-story, gable-roofed, vernacular frame dwelling has a large exterior-end stone chimney and compatible

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additions on both its north and south end (**Photo 7**).

The house at 2825 Delaplane Grade Road (030-0002-0013) is one of two vernacular I-houses in the district. This one dates to the last quarter of the 19th century and features a central front gable, an exterior-end stone chimney with brick stack, a three-bay front porch with turned posts, and a rear two-story ell. The house at 3032 Delaplane Grade Road (030-0002-0006) is also an I-house but dates to the early 20th century. It has a plain gable roof, stone foundation, and was remodeled in the late 20th century.

Even during the late 19th and early 20th centuries, the commercial buildings in Delaplane were generally located around the junction of the railroad, Rokeby Road, and Delaplane Grade Road (**Photo 8**). Surviving commercial resources in that location along the north side of Rokeby Road, north of the railroad tracks include a small, 1 ½-story frame building clad in board and batten that originally housed cattle scales (030-0002-0001); the old Shacklett's Mill which ground corn and feed (030-0002-0002); and the old Delaplane Store (Turner Seaton's Store and Shacklett's store) that now houses the post office (030-0002-0003).

The old cattle scale building, located at 3340 Rokeby Road (030-0002-0001), sits on a split-level stone basement and has a gable roof with overhanging eaves, six-over-six-sash windows, and batten shutters (**Photo 9**). Currently vacant, it has good architectural integrity and appears in an early-20th-century photograph of Delaplane with a side shed-roofed wing, probably to house the cattle (**Photo 10**). Just to the west on the same lot is the foundation of what appears to have been a small house from the 1920s or 1930s. The site includes three formed concrete steps, a retaining wall and part of a foundation.

The old mill is located just to the east and was constructed ca. 1910 (030-0002-0002). It is a two-story, gable-end, stuccoed frame building on a concrete pier foundation. Formerly known as Shacklett's Mill, it was a gasoline-powered grain mill and was probably used by local farmers who then loaded their grain onto the train and shipped it to outside markets. Currently vacant, the exterior of the building is very much intact and includes six-over-six-sash windows, exposed rafter ends, double-leaf doors on the front gable end, and a stone and concrete loading dock.

The Delaplane Post Office is located in the former Delaplane Store at 3044 Rokeby Road (030-0002-0003). The eastern portion of this building was constructed first, in the late 19th century, and was known as Turner Seaton's Store and Shacklett Store (**Photo 11**). The left portion, now

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the post office, was added in the first decades of the 20th century and maintains its original storefront and fenestration, while the original part of the building has a new first-floor facade. Mid-20th-century photographs of the building show the original section without its current front porch and as a two-bay structure on a raised stone foundation with a front basement entry. A freestanding hip-roofed canopy shown in the photograph was probably used to house former gas pumps. A comparison of the current view of the store looking east up Delaplane Grade Road with one captured in a late-19th-century postcard show how the building has evolved and how little the environment in the center of Delaplane has changed in more than 100 years (**Photos 12 and 13**).

The other late-19th-century commercial building in Delaplane is located further east at 3024 Delaplane Grade Road and has been converted into a dwelling (030-0002-0007). It is a one-story, five-bay, gable-end building with the original store entrance on the south end. The building has been remodeled but still retains its original stone foundation, standing-seam metal roof, and central interior brick flue.

The Delaplane Historic District also includes three dwellings from the early 20th century. The oldest of these is at 3038 Delaplane Grade Road (030-0002-0005) and is a large, two-story, hip-roofed frame building clad in German-lap siding (**Photo 14**). Constructed around 1912, it is in relatively unaltered condition and was supposedly used as a boardinghouse. It features a formed concrete foundation, overhanging eaves, corbeled brick chimneys, two-over-two-sash windows with stepped caps, a five-paneled front door with transom and sidelights, and three-bay front porch with Tuscan columns.

The house at 3023 Delaplane Grade Road (030-0002-0008), also known as the McDonald House, was constructed in the second quarter of the 20th century and contains a good collection of outbuildings. The main house is a 1 ½-story vernacular frame dwelling with two gable-roofed front dormers, stucco siding, a stone foundation, and six-over-six-sash windows. Behind the house are two sheds, a chicken coop, and a meat house, typical kinds of outbuildings found with dwellings from this period. The property also includes an interesting mound that sits just north of the railroad tracks. It measures roughly 15 feet in diameter with a central pit and some evidence of stones along the top edges. Its appearance suggests a man-made structure as do the stones evidenced along its top portion. No written documentation was found to substantiate its original purpose, but some local residents believe it was constructed by troops during the Civil War in order to defend the railroad.

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The Delaplane Historic District also contains a church and cemetery. Located at 2851 Delaplane Grade Road, at the northern edge of the district, is the former Westminster Church (030-0002-0012), constructed in 1950. The first church on this site was dedicated in 1889 and was known as Westminster Presbyterian Church. The adjacent cemetery is known as Westminster Cemetery and contains the tombs of some of the families associated with Delaplane. According to an inscription in the concrete walk, the current one-story, three-bay, concrete block church was constructed by J. T. Lunsford and dedicated on October 8, 1950. The church has recently been sold and is being converted into a dwelling.

The one noncontributing property in the district is located at 3049 Delaplane Grade Road, just south of the railroad tracks (030-0002-0009). According to deeds, this building, of aluminum construction, is on the site of the former railroad station on land owned by the railroad. Constructed around 1955, for a period the building manufactured cinder blocks and later served as a repair garage. It is now used as a warehouse and office and is a non-contributing element in the Delaplane Historic District due to its age.

Trains still pass through Delaplane, although they only carry freight, and the post office is still operating. It 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. Most of the buildings that are shown in the ca. 1901 photograph of Delaplane are still standing, and the setting is still much the same as it was then (**Photos 8 & 10**).

DELAPLANE HISTORIC DISTRICT INVENTORY

NOTES ON FORMAT AND ORGANIZATION OF INVENTORY:

The properties are listed numerically by street address. All resources are contributing unless otherwise noted and are keyed to the map in regular order.

Delaplane Grade Road

3038 Delaplane Grade Road 030-0002-0005 Other DHR Id #: 030-0985

Primary Resource Information: Single Dwelling, Stories 2, Style: Other, ca 1912

Two-story, 3-bay, hip-roofed (standing-seam metal) double-pile frame dwelling clad in German-lap siding. Architectural details include: stepped window caps, 2 corbeled chimneys,

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overhanging eaves, formed concrete foundation, 2/2-sash windows with louvered wooden shutters, 4 interior chimneys with corbeled caps, 3-bay front porch with Tuscan columns and 5-paneled front doors with 3-light transom and 2-light sidelights. The only alteration appears to be an enclosed shed-roofed rear porch.

Individual Resource Status: **Single Dwelling**

Contributing

Individual Resource Status: **Garage-** 1940s, cinder block (parged), gable-roofed (corrugated metal) garage with modern garage door and exposed rafter ends. It is built into the side of the hill.

Contributing

Individual Resource Status: **Chicken coop-** shed-roofed, frame, chicken coop with plyboard siding.

Contributing

3032 Delaplane Grade Road 030-0002-0006 Other DHR Id #: 030-0986

Primary Resource Information: **Single Dwelling, Stories 2, Style: Other, ca 1920**

Two-story, 3-bay, frame (stuccoed), gable-roofed (standing-seam metal) I-house on a stone foundation. Details include new 6-panel front door; sidelights; new 6-bay wraparound porch on brick pier foundation with square posts; new 1/1 windows; and rear 2-story gable-roofed addition attached to rear of house with an enclosed breezeway. The rear addition has an exterior-end brick chimney and shed-roofed rear wing.

Individual Resource Status: **Single Dwelling**

Contributing

3024 Delaplane Grade Road 030-0002-0007 Other DHR Id #: 030-0989

Primary Resource Information: **Commercial Building, Stories 1, Style: Other, ca 1898**

This 1-story, 5-bay, gable-roofed dwelling was originally a store with the entrance at the front gable end facing south. It has been converted into a dwelling and has the following details: stone foundation, vinyl siding, vinyl 1/1-sash windows, standing-seam metal roof, central interior brick flue, new front porch/deck, and rear/side 1-story addition.

Individual Resource Status: **Commercial Building**

Contributing

3023 Delaplane Grade Road 030-0002-0008 Other DHR Id #: 030-0987

Primary Resource Information: **Single Dwelling, Stories 1.5, Style: Other, ca 1935**

This 1 ½-story, 3-bay, frame (stucco), gable-roofed (standing-seam) vernacular dwelling features

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2 gable-roofed front dormers and appears to have been constructed in the 1930s or early 1940s. Details include: 5-panel entry on south side, plain frieze and cornerboards, central interior flue, 6/6-sash windows, stone foundation, rear shed-roofed dormer, and 1-story shed-roofed concrete block wing.

Individual Resource Status: **Single Dwelling**

Contributing

Individual Resource Status: **Meat House**- ca. 1940, frame (vertical wood siding), gable-roofed (corrugated) meat house.

Contributing

Individual Resource Status: **Shed** - mid-20th-century, frame (vertical wood siding), gable-roofed shed.

Contributing

Individual Resource Status: **Chicken coop**- ca. 1940, shed-roofed, frame (vertical wood siding), 3-bay chicken coop with 4-panel door.

Contributing

Individual Resource Status: **Shed** -mid-20th-century, frame (vertical wood siding), gable-roofed (v-crimp metal) shed located southeast of house.

Contributing

Individual Resource Status: **Earthworks** - 19th-century, mound of uncertain use- measures roughly 15 feet in diameter with a central pit and some evidence of stone along the top.

Contributing

3049 Delaplane Grade Road 030-0002-0009

Primary Resource Information: **Manufacturing Facility, Stories 1, Style: Other, ca 1955**

One-story, aluminum (corrugated metal), gable-roofed (corrugated metal), building with central flue, sliding doors, modern single-light door and paired 1/1 windows.

Individual Resource Status: **Manufacturing Facility**

Non-Contributing

3054 Delaplane Grade Road 030-0002-0010

Other DHR Id #: **030-0150**

Primary Resource Information: **Warehouse, Stories 2, Style: Greek Revival, 1852**

This property is composed of two, nearly identical, 2-story, vernacular Greek Revival-style brick (5-course American-bond) buildings attached by a wooden deck. They were constructed shortly after the railroad line was laid in 1852. The primary entrance to the easternmost building is at the east gable end. The three-bay facade features a central door flanked by large windows with batten shutters. Architectural details include: a stone foundation; 6/6-sash windows with wood lintels; gable-end returns; three interior brick chimneys; 4-light attic windows; and metal barns over the first-floor windows. Historic photographs show a wraparound deck that once ran along the north side of the building. It has been removed as has a projecting wooden window in the

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central bay of that elevation. This building was known as Comps (Company's) Depot and later Comps Warehouse. The building to the west, which is almost identical, but lacks some of the architectural detailing, has a wrap-around porch part of which is enclosed. It has a corbeled brick cornice and was known as Roger's Depot and later H. Roger's Warehouse.

Individual Resource Status: **Warehouse**

Contributing

Individual Resource Status: **Store**

Contributing

Individual Resource Status: **Garage** -early-20th-century, frame (German-lap), gable-end (standing-seam metal) garage with exposed rafter ends.

Contributing

Individual Resource Status: **Shed** - early-20th-century, large, frame (vertical wood siding), gable-roofed (standing-seam metal) shed or storage building on wood pier foundation.

Contributing

3011 Delaplane Grade Road 030-0002-0011

Other DHR Id #: **030-0252**

Primary Resource Information: **Single Dwelling, Stories 2, Style: Other, ca 1868**

Two-story, 2-bay, frame (weatherboard), gable-roofed (standing-seam metal) vernacular dwelling, part of which was constructed ca. 1868. The oldest portion is the center portion - a side 2-bay wing was added to the south ca. 1910. The northern wing is more modern -perhaps from the late 1950s- but is of the same architectural design. Details to the original section include a stone foundation; 6/6-sash windows, an exterior-end stone chimney. The later portions also have stone foundations, similar roofing and siding and 6/6 and 8/8 windows.

Individual Resource Status: **Single Dwelling**

Contributing

Individual Resource Status: **Shed** - Shed- Modern, frame (weatherboard), gable-roofed (asphalt shingle) shed with 3-bay porch with turned spindles.

Non-Contributing

Individual Resource Status: **Garage** Modern, 1-car- frame (weatherboard), gable-roofed (standing-seam metal) garage built into a hill.

Non-Contributing

Individual Resource Status: **Shed** - Shed- Modern, pyramidal-roofed shed that looks like a historic meat house. Details include a batten door, denticulated cornice, weatherboard siding and a standing-seam metal roof.

Non-Contributing

2851 Delaplane Grade Road 030-0002-0012

Primary Resource Information: **Church, Stories 1, Style: Other, 1950**

One-story, 3-bay, concrete block church with 3 side bays, double-leaf 3-panel front doors with surround, fixed steel 12-light windows, and open belfry. According to an inscription in the walk, the building was completed in 1950. It replaced the original church that was constructed in 1889.

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It is currently being remodeled to be converted into a dwelling. Other details include: asphalt shingle roof; open belfry; new front porch supports; side/rear addition currently under construction; split-level foundation; and exterior steel plates on the side elevation.

Individual Resource Status: **Church**

Contributing

Individual Resource Status: **Cemetery** Westminster Cemetery which was associated with the church, contains approximately 50 stones for members of the Ashby, Lunceford, and Green families.

Contributing

2825 Delaplane Grade Road 030-0002-0013

Primary Resource Information: **Dwelling, Stories 2, Style: Other, ca 1870**

This 2-story, 3-bay, frame (vinyl), I-house has a central front gable, a stone foundation and a fine exterior-end stone chimney with brick stack. It appears to have been constructed during the mid-to late-19th century and may have been remodeled during the early 20th century to reflect more Victorian tastes. It also appears to have recently been renovated. Other details include 2/1 vinyl replacement windows, a 3-bay porch with square posts and sawn brackets, louvered shutters, a rear 2-story ell and a side/rear shed-roofed wing.

Individual Resource Status: **Dwelling**

Contributing

Individual Resource Status: **Garage** - Modern gable-roofed garage clad in T-1-11.

Non-Contributing

Individual Resource Status: **Shed** - Modern shed with board and batten siding on a pier foundation.

Non-Contributing

Rokeby Road

3340 Rokeby Road 030-0002-0001

Other DHR Id #: **030-0983**

Primary Resource Information: **Commercial Building, Stories 1.5, Style: Other, ca 1890**

This 1 1/2-story, 2-bay, rectangular frame building is clad in board-and-batten siding and sits on a split-level stone foundation/basement. Details include a gable roof of v-crimp metal, 6/6-sash windows, batten shutters, overhanging eaves, and basement entry on west side.

Individual Resource Status: **Commercial Building**

Contributing

Individual Resource Status: **Foundation** - formed concrete steps (3) and retaining wall and part of a foundation located just west of building. This appears to be the foundation for a dwelling that was known as the Jeffries House that was constructed in the 1920s or 30s. **Contributing**

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Mill, Rokeby Road 030-0002-0002

Primary Resource Information: **Mill, Stories 2, Style: Other, ca 1910**

Two-story, 1-bay, gable-end (standing-seam metal), frame (stucco) mill on pier concrete foundation with lattice between. Details include 6/6 windows, exposed rafter ends, double-leaf doors on gable end, and stone and concrete loading dock.

Individual Resource Status: **Mill**

Contributing

3044 Rokeby Road 030-0002-0003
#: **030-0982**

Other DHR Id

Primary Resource Information: **Commercial Building, Stories 2, Style: Other, ca 1880**

This building is in fact two gable-end buildings that are connected. It appears as though the easternmost portion, now a 3-bay structure, is the earliest. Its current symmetrical three-bay facade is a result of a modern remodeling and gives it the appearance of a domestic structure. Historic photographs show it without the current porch and as a 2-bay structure on a raised stone foundation with front basement entry. A late-19th-century postcard shows it as "Shacklett Store" with a side board-and-batten lean-to wing. The current west portion of the building was added in the early 20th century and currently houses the post office.

Individual Resource Status: **Commercial Building**

Contributing

3322 Rokeby Road 030-0002-0004

Primary Resource Information: **Dwelling, Stories 2, Style: Italianate, ca 1852**

This 2-story, 3-bay, gable-roofed, brick dwelling is laid in 5-course American-bond and features elements of the Late Greek Revival and the Italianate styles in its detailing. Details include: 6/6-sash windows; louvered wooden shutters; paneled wooden lintels; scroll brackets in deeply overhanging eaves; gable-end returns; 2 interior-end brick chimneys; 5-bay front porch on concrete block piers; door surround with 6-light transom and 4-light sidelights; 6-light basement windows; and plain wooden frieze. A portion of the rear 2-story wing is log and was attached to the front portion in 1871 and raised to 2 stories at that time. The log section may predate the front portion or may have been a detached kitchen.

Individual Resource Status: **Dwelling**

Contributing

Individual Resource Status: **Meat house** - mid-to- late-19th-century meat house moved to current site from area just east of house. Details for this frame (German-lap) building include a pyramidal roof of wood shingle, a concrete block foundation, and a rear lean-to with 4-panel door.

Contributing

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Individual Resource Status: **Garage** - ca. 1930s, frame (vertical wood siding), 1-bay, gable-roofed (standing-seam metal) with modern garage door. **Contributing**

Individual Resource Status: **Icehouse** - ca. 1852, 1 ½-story stone structure composed of two, attached, gable-roofed rectangular sections. The northernmost one is built into the ground and is a stone-lined ice house, while the southern portion is above ground. The roofs are clad in standing-seam metal and the gable ends in weatherboard siding. Details include 6/6 and 4/4 windows and a shed-roofed lean-to entry. **Contributing**

8. STATEMENT OF SIGNIFICANCE

Known until the 1870s as Piedmont Station, the small village of Delaplane in Fauquier County, Virginia, is significant as an unusually well preserved collection of late-19th- and early-20th-century structures centered on the Manassas Gap Railroad, one of the early rail lines in northern Virginia linking the Shenandoah Valley with the eastern portion of that region. A broad range of transportation-related, industrial, agricultural, religious, mercantile, and residential building types are represented. Delaplane is also significant as the site of the first use of railroads to transport troops to battle when Stonewall Jackson's brigade of General Joseph E. Johnston's corps coming from Winchester were moved on mass to the First Battle of Manassas in July, 1861. Historians agree that this use of railroad passenger and freight cars to transport over 10,000 troops marked "the arrival of a new era in military transportation and contributed significantly to the Confederate victory at Manassas."¹

Delaplane is strategically located just north of Warrenton on old Dumfries-Winchester Road, now US Route 17, where it crosses the confluence of Goose Creek and Crooked Run. Among the most significant surviving buildings are two large, antebellum, nearly identical brick structures adjacent to the railroad tracks. Dating to 1852, they have served as both warehouses and stores throughout their history. Because there have been virtually no modern intrusions, and most of the road beds are still identifiable, Delaplane retains a remarkable level of visual integrity.

The Delaplane Historic District is eligible for inclusion on the National Register of Historic Places under Criteria A and C. It is significant on a statewide level in the area of Transportation as it contains two of the very few known brick pre-Civil War rail-related buildings in Virginia, as well as Military, because it was the site of the first instance in history where a railroad had been

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used to transport a large number of troops to battle.² As a district containing a varied collection of mid-19th-century and later buildings with a high degree of architectural integrity, it meets Criterion C. Even though passenger train service has ceased, the district maintains much of its mid-19th-century ambiance as a small rural train stop along the Manassas Gap Railroad.

HISTORICAL BACKGROUND

With the creation of the Board of Public Works in 1816, Virginia began its drive to develop a statewide transportation system, beginning with canals and ultimately leading to railroads. By the 1830s, railroads, with underwriting and support from the state, had surpassed canals as the primary transportation system. Nearly half of the \$37 million that the state invested in internal improvements was spent in the 1850s.³ The Manassas Gap Railroad, which was to link the Orange and Alexandria Railroad at Manassas with Strasburg in the Shenandoah Valley, was built in the 1850s. According to the historian for the Southern Railway, the little railroad that would link the Orange and Alexandria line at Manassas with Strasburg in the Shenandoah Valley “owed its existence to the vision of [Chief Justice] John Marshall” who advised his son Edward Carrington Marshall in his campaign for the Virginia legislature, that transportation was the “most pressing problem” in Virginia. It was young Marshall who obtained the charter for the Manassas Gap Railroad in 1850, and among its numerous stockholders was Robert E. DeButts whose grandson, Harry DeButts, would become president of the Southern Railway 102 years later.⁴ The site that was to become Piedmont Station was strategically located where the railroad crossed the main road from Warrenton to Winchester; moreover, it was well suited for a rail center, being sited at the confluence of Crooked Run and Goose Creek. It was between 1854 and 1855 that the turnpike between Piedmont Station and Upperville was completed by Irishmen imported for the work and who lived in a temporary town just two miles north of Delaplane.⁵ Edward Marshall, who was president of the Manassas Gap line, was quoted in 1854 when the line reached Strasburg that “the iron horse of Manassa this day takes its first drink of limestone water” (referring to the water of the Shenandoah Valley).⁶ A number of towns sprang up in Virginia along the rail lines that could provide fast and less expensive means to ship agricultural goods and receive manufactured products from the east and north. Piedmont Station joined towns such as Marshall and The Plains in Fauquier County as important shipping points within the county. Piedmont Station, which became known as Delaplane Station or Delaplane in 1874, encompasses domestic, commercial, industrial, mercantile, and residential buildings dating from the mid-19th to the early 20th centuries. The railroad and its all-important right-of-way were

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eventually acquired by the Southern Rail Way system in 1894. The land on which Piedmont Station or Delaplane stands was part of the 2,132 acre estate of Moore F. Carter, grandson of Landon Carter who had received a grant for the land in 1731. Hugh Rogers bought a portion of Moore Carter's estate in 1825. On March 9, 1850, the Virginia General Assembly chartered the "Manassa Gap Railroad Company" to build a railroad from Prince William County through Thoroughfare Gap and Manassas Gap to Strasburg in the Shenandoah Valley.⁷ The name "Manassa" or "Manassas," likely derived from a Jewish innkeeper at Manassas Gap whose name was "Manasseh," a name first found in Genesis 48 verses 1-22. Manasseh was the elder son of Joseph and grandson of Jacob.⁸

The Manassas Gap Railroad purchased 57 acres from Rogers, and by the fall of 1852, the tracks reached to the mouth of Crooked Run at Goose Creek and the Dumfries-Winchester Road; it was at this point that the railroad established Piedmont Station. The farm land surrounding the site at this point was owned by Hugh Rogers and most likely was unimproved. An 1852 plat of Piedmont Station shows the original brick buildings (030-0002-0010) standing just south of the railroad; one is marked as the Hugh Rogers warehouse (or depot) and the other the railroad company depot (or warehouse). The survival of these two large antebellum brick structures associated with the railroad is a rare occurrence in Virginia since few antebellum brick railroad buildings of this scale can be documented anywhere else in Virginia.⁹ The Land Tax Books for 1860 value these buildings at \$3,000, an enormous amount for that time and indicative of both the size and sophistication of the structures.¹⁰ It is likely that another depot building, likely the passenger depot, stood just east of the warehouses. It was replaced in 1907 with another depot building that is visible in a postcard of Shacklett's Store that probably dates from around 1910. The second depot, a passenger depot, has been demolished.¹¹ According to Eugene Scheel, local historian, a railroad roundtable stood where the tracks cross modern-day Route 17, which allowed trains to "turn around" and return eastward from what was the western terminus of the Manassas Gap Railroad at the time of the Civil War.¹²

Hugh Rogers sold his Piedmont Station property to Frank L. Fred who in turn sold it to John B. Jeffries in 1857. The deed specified that "the road running from the Warrenton and Winchester Road bet[ween] The MG [Manassas Gap] Railroad and Goose Creek to the bridge across said creek for the use of Hezekiah Shacklett and Catherine Shacklett." In 1859, the president of the Manassas Gap Railroad deeded the company's "depot" lot to Benjamin Shacklett. Shacklett had also acquired the 261 ½ acre tract known as "Ashland" along with the "depot" lot from Frank L. Fred in 1858.¹³ In 1859, the post office at Oak Hill, Thomas Marshall's estate, was moved to

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Piedmont Station and Samuel T. Ashby was appointed the first postmaster.¹⁴ In 1871, Washington E. Delaplane, who by now was also the postmaster and a storekeeper, bought the railroad station, depot lots, and the adjacent property from Benjamin Shacklett. Piedmont Station was named "Delaplane" in 1874 for the family that controlled most of the primary land in the village, including his own dwelling and the entire large parcel just north of the railroad (030-0002-0004).

A 1901 plat for the Southern Railroad shows some of the key structures in the tiny village along with the road beds and the rail right of way. J. W. and G[eorge] A. Delaplane and H. S. Ashby owned land on both the north and south side of the tracks. The two large brick warehouses along with a railroad depot are shown immediately to the south of the tracks. Another large "warehouse" along with stock pens and a stable, none of which survives, are shown on Delaplane's parcel just south of the tracks. Another railroad building called the "Section Tool House" appears just to the north of the tracks. A large dwelling that is now called the "Delaplane House" is noted along with a "store" on the northwest side of what is now Delaplane Grade Road. Also lining the tracks are several "stock pens" and a complex of small buildings identified as "a corn house." From this plat, we can identify what was standing in 1901; it does appear, however, that several houses, most notably the Switch Board House built in 1868, are not rendered on the plat, possibly because it was not located either on, or immediately adjacent to, the railroad right-of-way.

A deed of 1909 refers to land owned jointly by J. W. Delaplane, George A. Delaplane, and Henry S. Ashby. The parcels consisted of the brick dwelling house with outbuildings; the Jackson Lot, which Benjamin Shacklett and his wife deeded to Washington Delaplane in 1871 lying on the north side of the railway; 1/8 of an acre parcel deeded to Henry Ashby; and 5 acres with "Brick Store House and Brick Ware House and other outbuildings."¹⁵ Architectural evidence suggests that the dwelling, now at 3322 Rokeby Road (030-0002-0004) was constructed at about the same time as the large brick warehouse/store buildings and likely was built by Benjamin Shacklett. A plat dated 1936 calls this Delaplane dwelling parcel "Delaplane Garden."¹⁶ An interesting addendum to a deed for this property on Rokeby Road in 1944 enumerates the structures on the parcel, including a 10-room brick and frame house, a wood smokehouse, a wood garage, a stone icehouse and two wells, one a new one and one an old one.¹⁷ Known as the "Delaplane House," this tract of a little more than an acre remained in the Delaplane family until 1976 when it was deeded to the present owner's family. Early easements mentioned in this mid-19th-century deed provided Delaplane residents access to the wells.¹⁸

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Another of the older dwellings in Delaplane is the Switchboard House (030-0002-0011) at 3011 Delaplane Grade Road. According to tax records, it was constructed ca. 1868 by Thomas S. Wine and valued at \$175. Wine had acquired the lot from B. C. Shacklett in 1867.¹⁹ In 1872, Wine sold the small parcel to W. E. Delaplane who by 1897 held the lot jointly with H. S. Ashby and John W. Delaplane. Henry S. Ashby was born in 1845. He served as a private in the Civil War and was killed by a train on July 10, 1909. By 1898, a deed indicates that Emma V. deButts was to have life residence in the dwelling on the lot identified as the "Wine" lot.²⁰ The Switchboard house served as the first telephone switchboard operation in the Delaplane area; holes in the exterior weatherboards evidence the wires that were run into the house for the operation of the phone system.²¹

The property at 3024 Delaplane Grade Road (030-0002-0007) is often described as having "a small dwelling thereon."²² According to Eugene Scheel, this small dwelling built in 1884 was Mrs. Essex's Millinery Shop until the late 1890s. Scheel indicates that it once had a sign that read "Mrs. V. E. Essex-Mantua Maker."²³ The lot was acquired by W. H. Lunceford in 1940 from Emma deButts and John Delaplane. In a plat attached to the 1927 deed, it shows a "store" on this lot. The deed indicates that Ella deButts acquired the parcel from John W. Delaplane in 1909.²⁴ It is currently used as a private residence.

Another interesting group of buildings stands on the westernmost parcel in the village (030-0002-0001, 0002, 0003). The old Shacklett's Mill, is an early-20th-century gasoline-powered mill that ground corn and feed operated after 1914 by R. C. Iden. It was well sited just north of the railroad tracks and could grind grains that could then be loaded onto the train and shipped to outside markets. Next to it is a small frame building on a stone foundation that housed cattle scales, apparently the last surviving cattle scales in the county (030-0002-0001).²⁵ The third building on the parcel, 3044 Rokeby Road (030-0002-0003), currently houses the post office. The east portion of the building, now used as a dwelling, is the earliest and was constructed ca. 1880. The west portion was added in the early 20th century. Known as Turner Seaton's Store and later Shacklett's Store, this building is prominently located at the junction of Delaplane Grade Road, Rokeby Road, and the railroad crossing, and has been in continuous use since the late 19th century. From these buildings and the 1901 plat showing stock pens and a corn house, it is clear that Delaplane was an important agricultural center for the area, in large part due to its location on the railroad.

Manufacturing took place in the town until well into the 20th century. Prior to 1965, concrete and

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cinder blocks were manufactured in a building that still stands on the south side of the railroad (030-0002-0009). The aluminum building, probably dating from the immediate post-World War II period, later served as a repair garage and now is owned by McCarty Electric Company. A 1965 deed explains that the land continued to be owned by the Southern Railroad; only the ownership of the building was transferred. The building owner actually leased the land from the railroad, an indication that as in most areas, railroads were usually reluctant to give up ownership of land that bordered their tracts and lay within their right-of-way. The 1965 deeds transfers ownership of the aluminum building, all the equipment, all materials and supplies for the manufacture of concrete or cinderblock, and all concrete blocks.²⁶

The MacDonald House (030-0002-0008) at 3023 Delaplane Grade Road appears on a plat prepared for John W. Delaplane in 1944. The plat describes the tract as having two parcels, one of 6.3 acres and one of .03 acres.²⁷ The Delaplane Garden is shown as standing to the west of this parcel and the Delaplane School Lot was noted as located across the road to the north at 3032 Delaplane Road (030-0002-0006). The school building no longer survives and the lot on which it stood is outside the district boundaries.

According to Scheel, in its heyday in the last decades of the 19th century and the early years of the 20th century, seven trains stopped at Delaplane daily, and nearly all residents of the village took in boarders.²⁸ Due to a sharp decline in train passengers following World War II, attributable to expanded auto and air travel, the Southern Railway discontinued passenger service on nearly all of its branch lines in the late 1940s, which likely included the old Manassas Gap line through Piedmont Station.²⁹

The other institutional building in most small towns is the church. Westminster Presbyterian Church (030-0002-0012) was built in 1950 to replace an 1882 frame church. An adjacent cemetery has stones for members of the Ashby, Lunceford, and Green families. The earliest stone appears to be for an infant, Charles Poston Ashby, who died November 20, 1876. A handsome memorial stone marks the burial site of Mary Virginia Delaplane who died in 1917. Many of the stones pre-date the construction of the current church building, which, according to an inscription in the concrete walk, was built by J. T. Lunsford and dedicated October 8, 1950. The building is no longer used as a church, and is presently being converted into a residence.

Possibly the most significant historical event that took place at Delaplane was when it was known as Piedmont Station. In July, 1861, Major W. H. C. Whiting was ordered by General

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Joseph E. Johnston to notify railroad officials to send all their available rolling stock to Piedmont Station. The railroad officials complied, sending two or three locomotives and both freight and passenger cars. Stonewall Jackson's brigade of General Joseph E. Johnston's corps marched from Winchester to Piedmont Station, and on July 19, 1861, members of the Georgia Regiments were the first to board the train and set out for Manassas. It was the first train ride for most of the soldiers. Over the next two days, over 6,000 men, the remainder of Johnston's Army of the Shenandoah, traveled in both freight and passenger cars to the Battle of First Manassas. Major Whiting urged the railroad to continue its runs throughout the night, but the railroad official refused to work all night and only resumed the trips early the next morning. The deployment of large numbers of Confederate troops by rail to Manassas from Piedmont Station is considered to have contributed significantly to the victory of the Confederacy at First Manassas. This transfer of troops marked the first time in history that railroads were used to move troops to the site of battle. From that time forward, trains, depots, and rail lines were significant strategic resources and often were targets of major military maneuvers.³⁰

The measure of the importance of Piedmont Station is demonstrated by the appearance of a map in the New York Times in 1862 showing Fauquier County and prominently marking Piedmont Station on the Manassas Gap Railroad line. In November of 1862, Union forces occupied Piedmont Station, considered an "important rail station" by Federal forces.³¹ In October, of 1864, the original railroad passenger station was destroyed by Mosby's Mountain howitzers, and some fighting occurred in the vicinity of Piedmont Station, which was described as having a brick depot, a brick warehouse, and a brick store.³² The Confederate forces made every effort to tear up as much of the track as possible so that the Union forces could not use them.

There are a number of small towns in Fauquier County that have rich histories and retain excellent collections of 19th- and early-20th-century resources. Delaplane with its unusually intact collection of historic buildings and its direct association with an important part of the history of the Civil War in Virginia is among the most significant of that collection of communities.

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- ² John S. Salmon. The Official Virginia Civil War Battlefield Guide. Mechanicsburg, PA: Stackpole Books, 2001, 8.
- ³ Emily J. Salmon and Edward D. C. Campbell, Jr. The Hornbook of Virginia History, Richmond: The Library of Virginia, (1984), 39-40.
- ⁴ Burke Davis, The Southern Railway: Road of the Innovators, Chapel Hill and London: University of North Carolina Press (1985) 112.
- ⁵ Eugene M. Scheel, The Civil War in Fauquier County, Virginia, Warrenton: Fauquier National Bank, (1985), 49.
- ⁶ *Ibid.*, 113.
- ⁷ Norman L. Baker, Valley of the Crooked Run – The History of a Frontier Road, Delaplane, Virginia: (2001), 118.
- ⁸ Salmon, A Guidebook... 20.
- ⁹ Virginia Department of Historic Resources, Data Sharing System Database (2003).
- ¹⁰ Fauquier County Land Tax Books, 1858-1860.
- ¹¹ Baker, 119-120; Fauquier County Deed Book 98/100 (1907).
- ¹² Eugene M. Scheel, The Guide to Fauquier: A Survey of the Architecture and History of a Virginia County, Warrenton: Fauquier County Bi-Centennial Commission(1976) 29.
- ¹³ Department of Historic Resources, File # 030-0150.
- ¹⁴ Baker, 120.
- ¹⁵ Fauquier County Deed Book 102/477 (1909); Deed Book 77/408 (1886); Deed Book 88/72 (1897) Deed Book 64/103 (1871); Deed Book 62/415 (1870).
- ¹⁶ Fauquier County Deed Book 142/473 (1936).
- ¹⁷ Fauquier County Deed Book 156/212 (1944).
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- ¹⁹ Fauquier County Deed Book 61/226 (1868).
- ²⁰ Fauquier County Deed Book 92/358 (1898).
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- ²⁴ Fauquier County Deed Book 138/443 (1927); Deed Book 102/477 (1909).
- ²⁵ Scheel, The Guide to Fauquier...., 29.
- ²⁶ Fauquier County Deed Book 678/1485 "Exhibit A" (1965)
- ²⁷ Fauquier County Deed Book 156/212 (1944)
- ²⁸ Scheel, The Guide to Fauquier County...., 29.
- ²⁹ Burke Davis, The Southern Railway: Road of the Innovators, Chapel Hill and London: University of North Carolina Press, (1985), 88, 215.
- ³⁰ Angus Johnston, Virginia Railroads in the Civil War. Chapel Hill: University of North Carolina Press for the Virginia Historical Society, 1961, 30-31.
- ³¹ Scheel The Civil War in Fauquier...., 42-43.
- ³² *Ibid.*, 2.

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10. GEOGRAPHICAL DATA

UTM REFERENCES

A	18 246648E 4311080N
B	18 246638E 4311202N
C	18 246811E 4311573N
D	18 246923E 4311563N
E	18 246953E 4311121N
F	18 246801E 4311075N

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VERBAL BOUNDARY DESCRIPTION:

The boundaries of the nominated Delaplane Historic District are included within a polygon whose vertices are marked by the following UTM reference points: A -18 246648E 4311080N; B-18 246638E 4311202N; C-18 246811E 4311573N; D-18 246923E 4311563N; E-18 246953E 4311121N; and F-18 246801E 4311075N.

BOUNDARY JUSTIFICATION:

The Delaplane Historic District boundaries were drawn to include the largest concentration of historic buildings in the village of Delaplane, at the junction of Rokeby Road, Delaplane Grade Road, US Route 17, and the railroad. Noncontributing buildings and more rural areas were excluded.

PHOTOGRAPHIC DOCUMENTATION

Unless otherwise noted, all photographs are of:

DELAPLANE HISTORIC DISTRICT

Location: Delaplane, Virginia (Fauquier County)

VDHR File Number: 030-0002

Date of photograph: April 2003

Photographer: Maral S. Kalbian

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

SUBJECT: Store and Warehouse, 3054 Delaplane Grade Road (030-0002-0010)

VIEW: Southwest view

NEG. NO.: 20415

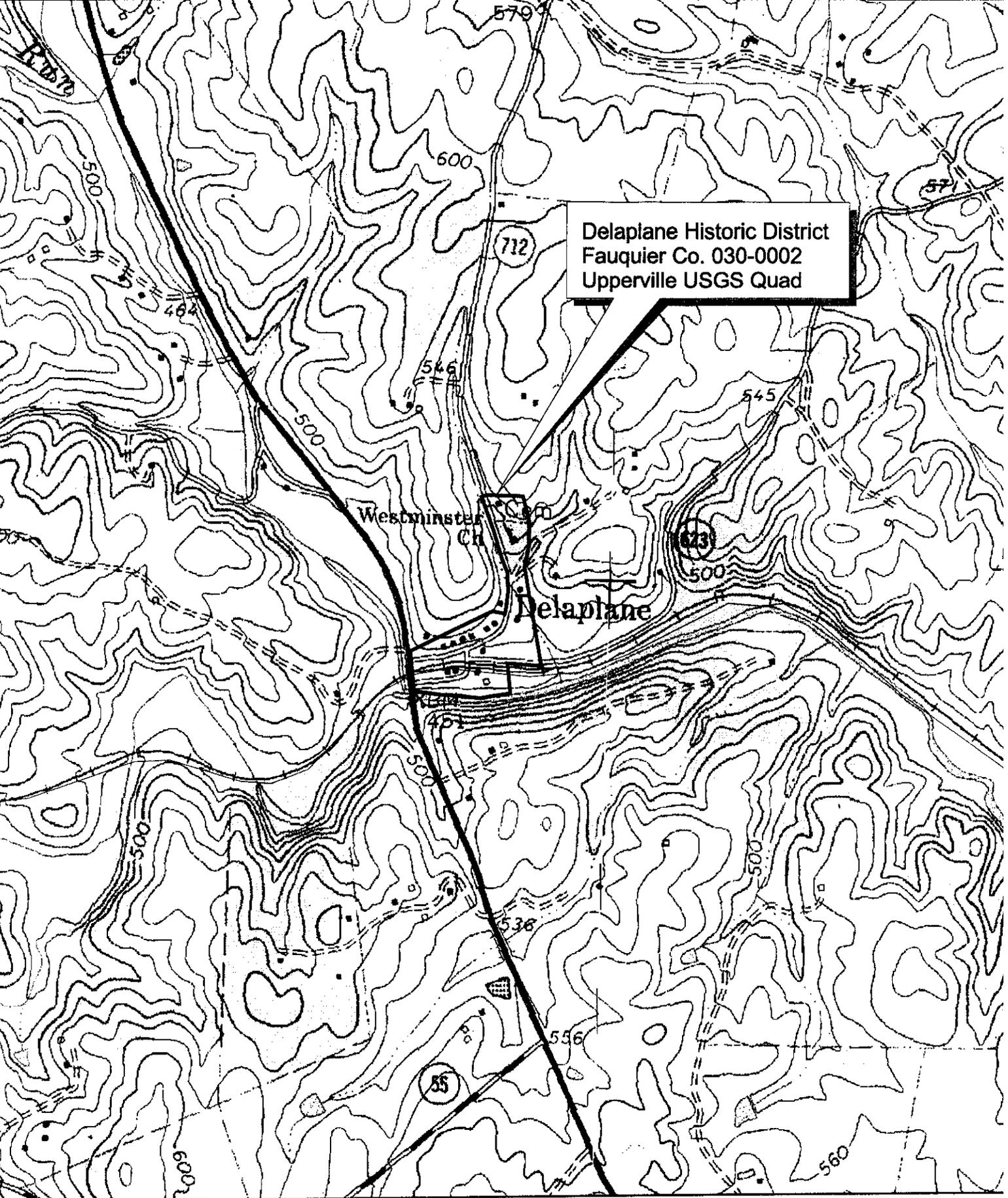
PHOTO 1 of 14

SUBJECT: Store and Warehouse, 3054 Delaplane Grade Road (030-0002-0010)

VIEW: Southeast view

NEG. NO.: 20415

PHOTO 2 of 14



Delaplane Historic District
Fauquier Co. 030-0002
Upperville USGS Quad

Westminster Cr

Delaplane

Virginia Department of Historic Resources

Delaplane Historic District boundaries

August 2003 nomination

Map printed 8/22/2003

120 0 120 240 Meters



1:12000

