

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

VLR Listed: 6/21/2018
NRHP Listed: 1/31/2019

1. Name of Property

Historic name: Midland Historic District
Other names/site number: VDHR File Number 030-5160
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Area including parts of Rogues, Midland, Catlett, Dowell, Germantown, and Old Carolina roads; and parts of Linden, Chestnut, and Second streets
City or town: Midland State: VA County: Fauquier
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local
Applicable National Register Criteria:
X A ___ B X C ___ D

<p>_____ Signature of certifying official/Title: Virginia Department of Historic Resources Date State or Federal agency/bureau or Tribal Government</p>
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<p>In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.</p> <p>_____ Signature of commenting official: Date _____ Title : State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Queen Anne, Italianate, Romanesque Revival

LATE 19TH AND 20TH CENTURY REVIVALS: Tudor Revival

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman

MODERN MOVEMENT: Ranch Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: STONE; WOOD: Weatherboard; STUCCO;
SYNTHETICS: Vinyl; BRICK; CONCRETE; METAL; ASPHALT

Narrative Description

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

Summary Paragraph

The village of Midland is located in southern Fauquier County at the intersection of Rogue's Road (the old Carolina Road) and the Orange and Alexandria Railroad (now the Norfolk-Southern Railroad). Created in 1873 by the Washington City, Virginia Midland and Great Southern Rail Road Company on its main line midway between Alexandria and Orange on essentially unimproved land, Midland is the only known community in Fauquier County whose location with no pre-existing structures was dictated solely by the path of the railroad, as well as the county's only known railroad community that was promoted and sold off by the railroad company itself. The surviving architectural resources in the Midland Historic District represent the community as it was in the mid-20th century. Although some of the outskirts of the settlement have been impacted by modern changes and development, the collection of dwellings, commercial buildings, and churches surrounding the railroad crossing (which is still in use today by the Norfolk-Southern Railroad) and extending north and west, retains a high degree of integrity and exhibits design elements typical of the period. Noncontributing elements within the district are primarily sheds and small outbuildings that are generally visually unobtrusive. Fairly linear in configuration with two arms reaching north and west to encompass significant historic resources, the approximately 98-acre Midland Historic District includes the area of the village with the highest concentration of historic buildings and sites. Although Midland was never incorporated and never had official limits, the main intersection at the railroad, as well as the

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layout of streets and the buildings lining them, visually defines the boundaries of the village. More remote rural areas that do not have an organized community character or concentration of buildings are not included.

Narrative Description

The Midland Historic District contains the relatively small village of Midland, located in southern Fauquier County. Centered near the crossing of the Southern Railroad and the Old Carolina Road, the historic district also includes resources along the Old Carolina Road north of Virginia Route 28 that are visually related to the main core of the village. The Midland Cemetery, located just to the west, is included because of its critical association with the residents of Midland. Although planned and laid out in a grid pattern, Midland was never fully built out, yet it retains the character of a rural village. Roads are paved but generally, there are very few sidewalks. The topography is relatively flat and features varying lot sizes with consistent setbacks. Mature trees and shrubs dot the yards of the residential properties. Commercial and institutional buildings are characterized by having little if any setback from the road. Trains no longer stop in Midland, although the railroad tracks run through the center of the community.

The Midland Historic District includes 33 properties both north and south of present-day Virginia Route 28, with 63 contributing resources and 40 non-contributing resources. The majority of buildings are dwellings, but the village also contains two churches, a former Odd Fellows Hall, five commercial buildings, and two farm complexes. Commercial buildings are located near the junction with the railroad or with old Route 28. None of the rail-related buildings survive, except for the former depot, which was moved a short distance in 1960 and converted into a dwelling. The community's two churches are situated at opposite ends of the village, as are the two cemeteries, which are on the perimeter. The earliest surviving dwellings date to the ca. 1880 period and include several houses located immediately adjacent to the railroad crossing. They are all of frame construction and share the popular I-house form, common to that period. Variety characterizes the style of decoration used on the porches, rooflines, and window and door treatments. The buildings in the district, many of which are vernacular in nature, exhibit design elements of popular architectural tastes of the late 19th and early 20th centuries including the Queen Anne, Craftsman, and Italianate styles. There has been very little contemporary construction, and the district retains remarkable visual cohesion.

The John Pilcher House [030-0951; 030-5160-0012] is sited just off the railroad tracks on the southeast edge of the village at 5465 Midland Road. The two-story, three-bay, frame, I-house rests on a parged concrete foundation and features a standing-seam-metal gabled roof with a central-front gable peak. Details include two-over-two-sash, double-hung wood windows, a double-leaf, round-arched, paneled front door with a four-light transom and three-light sidelights made of snowflake glass, and two interior-end brick chimneys with corbelled caps. The three-bay front porch has Tuscan columns and a hipped roof. The complex of associated farm

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outbuildings includes multiple sheds, and a fine, early 20th century, gambrel-roofed barn with an attached concrete silo.

The Will Cowne House [030-0945; 030-5160-0017] located at 10551 Rogues Road stands near the railroad tracks at the northeast end of the village. The two-story, three-bay, frame I-house rests on a stone foundation and has a standing-seam-metal gabled roof with a central-front gable peak that contains a pointed-arched louvered attic window. The single and paired double-hung wood windows contain six-over-six-sash. Detailing includes overhanging eaves, a plain frieze, two interior-end brick chimneys with corbelled caps, and a single-leaf front door with single-light sidelights. The five-bay, hip-roofed front porch is supported by Tuscan columns and contains a modern wood railing. The house has a rear two-story ell and a rear one-story wing, each with an interior-end brick chimney.

The Hunsberger House [030-0941; 030-5160-0024] is located at 10508 Dowell Road, which was once old Route 28. Unlike the other two examples, this two-story, three-bay I-house, which is clad in German-lap siding, features a double-pile plan. Two large, central interior, brick chimneys with corbelled caps pierce through the standing-seam-metal, side-gabled roof. The two-over-two-sash double-hung windows are intact, as are the plain frieze board, scalloped rafter-ends, and square attic vents. A three-bay, flat-roofed front porch with square paneled columns, sawn brackets, and a sawn balustrade shelters the symmetrically placed single-leaf door with diamond tracery. A door on the second story above the main entrance suggests the porch once had a balcony on its roof. A shed-roofed wing with an enclosed porch extends off the rear of the house.

The Berry House [030-0948; 030-5160-0014], located at 105645 Rogues Road just northwest of the railroad crossing, also dates to the late 19th century but features an L-shaped plan. Houses of this configuration were popular during the 1880s and 1890s and were often adorned with Victorian-era detailing. The Berry House is no exception. Its cross-gabled roof is covered in standing-seam metal while the frame walls are clad in asbestos shingle siding, a replacement material popular in the early 20th century. Victorian details include a sawn vergeboard in the front gable end, circular louvered attic vents, overhanging eaves, single and paired six-over-two-sash, double-hung, wood windows, and two interior-end brick chimneys with corbelled caps. The six-bay, wraparound front porch has turned posts, balusters, and a spindle frieze and shelters an enclosed, projecting front entranceway with a single door. A rear one-and-a-half-story, gable-roofed wing has a gabled wall dormer with a full height door opening to a small porch and an exterior wooden staircase. The property also contains a period meat house with weatherboard siding, a gabled roof covered in standing-seam metal, exposed rafter ends, and a single batten door.

The center-passage-plan, gable-roofed frame dwelling continued to be popular into the early 20th century, as is evidenced by three examples found in Midland. The Sam Spitzer House [030-0961; 030-5160-0001] is located at the southwest edge of the village and is a representative example of an early-20th-century I-house with a central-front gable. The two-story, three-bay vernacular I-

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house rests on a parged foundation and has modern vinyl siding and contemporary one-over-one-sash, double-hung, vinyl windows. Original features include overhanging eaves; a paneled front door with lights and a transom; an interior-end brick chimney with a corbelled cap; and a three-bay front porch with a hipped roof, a central-front gable peak with a segmental arch, square posts, and sawn brackets. The Connely House [030-0954; 030-5160-0011], located at 5211 Chestnut Street is sited just a few feet off the railroad tracks. The three-bay, two-story frame I-house features a standing-seam-metal gabled roof and an enclosed front porch. Today, the main entry to the house is through the rear ell. A fire has recently made the house uninhabitable.

Although the Dowell House [030-0942; 030-5160-0025] has undergone limited remodeling, it is still a good example of an early 20th century, hall-parlor-plan, vernacular frame dwelling. Standing at the northern end of the district and constructed ca. 1900, the house at 10388 Old Carolina Road [030-5160-0032] is a relatively unaltered example of the same form. The two-story, three-bay, frame dwelling rests on a stone foundation and has walls clad in weatherboard siding, except under the porch where there is more decorative beveled siding. The gabled roof features a central-front gable and is covered in standing-seam metal. The Victorian detailing includes two-over-two-sash, double-hung wood windows, overhanging eaves, a decorative verge board in the front gable peak, pointed-arched attic vents, and a central-interior brick chimney with a corbelled cap. The three-bay front porch has turned spindles and brackets and a sawn balustrade. The house features a rear, two-story ell with an interior-end brick flue and an additional, rear, shed-roofed, one-story wing.

Although the majority of dwellings in Midland are vernacular in nature, there are some representative examples that follow high architectural styles. Graceland or the Gowan House [030-5240; 030-5160-0033] stands on a large lot north of the junction of Germantown and Old Carolina roads. The one-and-a-half-story, four-bay, frame, Queen Anne-style dwelling has German-lap siding with corner boards, and a hipped roof clad in standing-seam metal, and rests on a parged foundation. Constructed in the first decade of the 20th century, the house also has a large, projecting, front Queen Anne-style bay with a cross-gable peak featuring wooden shingles, a four-light window, and a decorative verge board in its gable-end. The two-bay front porch has Tuscan column supports. The dwelling is rare in that most houses of this style are two stories in height, while this is only one-and-a-half stories. The property also contains an early-20th-century concrete block barn with a gambrel roof and several modern sheds.

The Midland Historic District has three Craftsman-style dwellings, two of which date to ca. 1920 and one to ca. 1947. The house at 10632 Rogues Road [030-0960; 030-5160-0002] is an example of a one-story, three-bay, gable-end, stuccoed frame dwelling with a three-bay, Craftsman-style porch with battered wooden posts on parged masonry piers. Other details typical of the form include paired and single three-over-one-sash, double-hung, wood window sash, overhanging eaves, and a gable-roofed rectangular projecting bay on the east façade. The house at 5449 Midland Road [030-0955; 030-5160-0008] is a fine example of the Craftsman style. Constructed ca. 1920, the one-and-a-half-story, three-bay, hipped-roofed, frame dwelling is clad in dark-stained wooden shingles and features a roof deck. The deeply overhanging eaves contain a plain

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frieze, and the two central-interior brick chimneys have corbelled caps. The house displays numerous window configurations including six-over-one-sash, double-hung wood windows, front and rear hip-roofed dormers with paired six-over-one-sash windows, and a ten-over-one-sash in a projecting bay. The five-bay inset front porch has battered wood columns that rest on wooden piers. An enclosed porch with German-lap vinyl siding and an additional shed-roofed porch extend off the rear of the house. The Colonial Revival-style window surrounds are a modern addition. The Embrey House on Old Carolina Road [030-5160-0027] was constructed ca. 1947 and is an unusually late example of the Craftsman style, which primarily had lost popularity by the end of World War II. Constructed by builder W. E. Ritchie, this one-and-a-half-story, three-bay, stone dwelling has a gabled roof clad in asphalt shingles and features large front and rear gable-roofed dormers with vertical wood siding. The house has paired three-over-one-sash, double-hung, wood windows, a centrally placed front door, two exterior-end stone chimneys, and a central-interior brick chimney with a corbelled cap. The three-bay front porch is enclosed with vertical wood siding and sliding glass doors with an integral shed roof, battered wood posts on stone piers, and brick steps. A matching stone garage complements the property.

By the mid-20th century, most of the residential construction in Midland was completed except for the stretch along Old Carolina Road between Virginia Route 28 and north to the Midland Church of the Brethren. Along with the Embrey House [030-5160-0027], two other houses from the 1940s and 1950s were constructed. The Messick House [030-5160-0030] was built ca. 1949 by David Messick. The one-and-a-half-story, Tudor Revival-style stone dwelling rests on a stone foundation and features a gabled roof with multiple cross-gabled peaks and an exterior-end stone chimney on the facade. The façade contains single and paired six-over-six-sash, double-hung, wood windows and a triple one-over-one-sash bay window. A round-arched front door with a flagstone stoop sits within a gabled entry. The side, one-bay carport with a round-arched entryway (now enclosed) has a flat roof with a balcony. A three-bay porch with round arches, a solid balustrade, and a flat roof with a balcony is located on the south side of the dwelling. The rear elevation has a cross-gabled addition, a gable-roofed dormer, and an exterior wood staircase leading to the upper half-story. The former residence now houses a school.

The Midland Historic District contains four representative examples of Ranch-style dwellings dating to the mid-20th century. The house at 10466 Old Carolina Road [030-5160-0029] is a one-story, four-bay, L-shaped, frame, Ranch house with vinyl siding that rests on a raised stone-veneered foundation. Constructed ca. 1959, details include a gable roof with a cross-gable, a central stone chimney with four flues, and a side carport. The house next door at 10478 Old Carolina Road [030-5160-0028] is a one-story, four-bay, brick Ranch with an inset entry and a side carport. The other two Ranch houses in the community are also of brick and are long, one-story, gable-roofed buildings. The house at 10538 Rogues Road [030-5160-0022] was constructed ca. 1960, while the one next door at 5484 Midland Road [030-5160-0023] was built about five years later.

The Midland Historic District contains two historic churches within its boundaries. The older of the two is the Midland Church of the Brethren [030-5239; 030-5160-0031], located along Old

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Carolina Road south of its junction with Germantown Road. Constructed ca. 1883, this one-story, three-bay, gable-end, frame church is encased in a stretcher-bond brick veneer added in 1957. It has a three-bay-deep, center-aisle plan and a roof clad in standing-seam metal. The gable front entryway features a half-circle attic vent, a defined wooden cornice, a centered entry with double-leaf, three-paneled front doors and flanking round-arched windows, and a double set of brick steps with wrought iron handrails. The south elevation contains three bays of round-arched, double-hung, multi-light windows and an exterior brick chimney. Giving the church its Romanesque Revival style is a castellated bell tower placed within the ell of the north elevation and a side-gable wing was added in 1957; the entry has a rounded hood with wood corbels. A final addition was erected to the north in 1970. Directly south of the church is the cemetery that contains burials dating to the early 1880s.

The Midland United Methodist Church [030-0958; 030-5160-0007] was constructed in 1893. The one-story, three-bay, Italianate-style frame church is three bays deep and rests on a low stone foundation. The gable-end building has a roof clad in standing-seam metal, exposed rafter-ends, and asbestos shingle siding. It features a two-story, square bell tower encompassing the church's main entrance of double-leaf paneled doors with a two-light transom, a bell tower with four gables with louvers and wooden shingles, and a metal steeple crowned by a cross. The church has stained glass windows that were added in 2015 and replaced the original six-over-six-sash, double-hung, wood windows. The pedimented window surrounds and louvered vinyl shutters were retained. The brick chimneys include two on the exterior end and an interior corner one. Added in 1954, the one-story addition extends off the rear of the building and is used as the social hall and educational building. Another church, constructed ca. 1885, once stood just to the north and was known as the Midland Church [030-0957], and was of the United Brethren denomination.

The Odd Fellows Hall [030-0956; 030-52160-0006] on Linden Street was constructed ca. 1905 and functioned as a meeting hall for the organization until the 1920s. Currently vacant and clad in weatherboard siding, the two-story, single-bay, gable-end, frame building rests on a poured concrete foundation. It has a standing-seam metal roof, overhanging eaves, a boxed cornice, a plain friezeboard, and elegant elliptical attic vents with a sawn screen in both the front and rear gable-ends. The front elevation has only one opening, a single, off-center entry with a modern, metal door, and the rear elevation has only two second-story windows. The east and west elevations each have three bays of two-over-two-sash, double-hung windows on the first and second floors. A concrete sidewalk and stoop are located at the front of the building.

Multiple commercial buildings are located within the Midland Historic District, all of which date to the late 19th and early 20th centuries. These include Charles Faller's Store [030-0952; 030-5160-0009], T. C. Pilcher's Store [030-0950; 030-5160-0013], the George Crump Store [030-0946; 030-5160-0016], George Robinson Shop [030-0949; 030-5160-0018], and Crockett's Garage [030-0943; 030-5160-0026]. In addition, Dowell's Store [030-0944; 030-5160-0021] functioned both as a dwelling and a store.

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Charles Faller's Store [030-0952; 030-5160-0009] is located directly adjacent to the railroad tracks and still functions as a commercial enterprise. One of the most visually prominent landmarks in Midland, the two-story, two-bay, frame commercial building is clad in pressed-tin siding that resembles ashlar stone and appears to have been constructed in several phases, starting ca. 1910. The building rests on a solid concrete foundation, and the gabled, standing-seam metal roof is concealed behind a stepped parapet. Other details include overhanging eaves with exposed rafter ends, a replacement door and bay window on the front façade, two-over-two-sash, double-hung, wood windows, a side one-story shed-roofed wing with a parapet, and an intact storefront. The single-bay porch in front of the two-story section has a parapet and is clad in pressed tin. Square posts resting on piers clad in pressed tin support the porch that is tied into the two-bay, hip-roofed porch fronting the side wing. A one-story wing along the north side wraps around the back of the building. The concrete islands in front once housed gasoline pumps.

T. C. Pilcher's Store [030-0950; 030-5160-0013] stands across the railroad tracks from Charles Faller's store and contains the community's post office. Constructed ca. 1880, the two-story, six-bay, L-shaped, frame commercial building rests on a parged concrete foundation and appears to have been built in several stages. The cross-gabled roof is clad in standing-seam metal and the exterior walls in asbestos shingle siding. Modern one-over-one-sash, double-hung vinyl windows and new doors have been placed in the original openings, and the seven-bay, hip-roofed, front porch has new metal supports. The portion nearest the road has a gable end and contains the post office on the first floor. Apartments occupy the second floor and the remainder of the first floor. A rear second-story wood porch has a wooden staircase that serves as a fire escape. A one-story wing connects the store to a one-and-a-half-story, two-bay, gable-end barn that has a large catslide roof.

The George Crump Store [030-0946; 030-5160-0016] on Rogues Road just west of the railroad tracks is yet another commercial building centered near the tracks. The two-story, four-bay, frame building rests on a concrete foundation and appears to have been constructed ca. 1880. The gabled roof is clad in standing-seam metal and the walls are currently covered in aluminum siding. Original features include two-over-two-sash, double-hung wood windows, louvered attic vents, and a central-interior brick chimney. The front elevation contains two doors: the right bay door with a two-light transom leads to a stair to the second floor; the second is a beautifully detailed double-leaf, tongue-and-groove-board door with applied octagonal panels and a three-light transom. It is flanked by a window on each side with closed shutters. This building historically served a commercial use on the first floor and a private residence on the second, explaining the presence of two front doors. The four-bay front porch has a hipped roof, square post supports, and a concrete deck. A single-bay, one-story, side wing has a flat roof with front and rear parapets. The rear, two-story, gable-roofed, frame wing features double-leaf doors on the first floor somewhat similar to those on the front, as well as shuttered windows.

Although currently abandoned, Crockett's Garage [030-0943; 030-5160-0026] was originally a gas station and repair shop and stands at the junction of Rogues Road and what used to be the

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original Route 28, now Dowell's Road. Catering to vehicular instead of rail traffic, the one-story, two-bay, frame building rests on a parged concrete foundation and is clad with pressed tin made to resemble rusticated stone. Constructed ca. 1910, the building has a gable-end roof with a stepped parapet covered in standing-seam metal with exposed rafter-ends, and an interior brick chimney with a corbelled cap. The windows have all been covered with plyboard, as has the storefront. Sliding freight doors define the front and side of the building. The building has a two-bay, hip-roofed front porch with square posts and angular braces and the poured concrete gas pump island remains in front of the building.

Several formed concrete foundations, including a loading dock and an ice pit, are located off the southeast side of the railroad tracks at its junction with Midland Road, and likely were associated with commercial buildings that have been demolished.

The Midland Cemetery [030-5112; 030-5160-0020] is located on the southwest side of Catlett Road (Virginia Route 28) and is sited above the grade of the road. A graveled driveway leads to a parking area where there is evidence of an earlier road trace. Brick gateposts supporting a wrought iron, arched sign that reads "Midland Cemetery" distinguish the entrance, which is flanked by a three-board aluminum fence. Wire fencing separates the sides of the cemetery from adjoining agricultural fields. The cemetery has few trees or other landscaping. A central graveled driveway leads back to a circle with a flagpole at its center. The active cemetery with approximately 300 or so burials contains stones arranged in approximately seven rows on either side of the central drive. Established in 1905 on land owned by the Spitzer family, many of the long-time local families have plots here, including Armstrong, Leonard, and others.

Integrity Statement

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

The grouping of the historic buildings in Midland centered near the railroad in an otherwise rural part of Fauquier County identifies the district as a residential and commercial center even today. The community has a high degree of architectural integrity of design, materials, and workmanship, and a unique history dating back to the last quarter of the 19th century.

Although a systematic archaeological survey has not been conducted within the boundaries of the Midland Historic District, there are areas that may contain potential archaeological sites. These include known locations of where rail-related buildings once stood, particularly near the railroad tracks as well as where the former Midland Church once stood.

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MIDLAND HISTORIC DISTRICT INVENTORY

NOTES ON FORMAT, ORGANIZATION, AND JUSTIFICATION OF INVENTORY:

In the following inventory, which is listed numerically by street address, all resources, both primary and secondary, have been considered either contributing or non-contributing based upon the district's significance under Criterion A in the areas of Transportation and Commerce, and under Criterion C in the area of Architecture, and based upon the period of significance, ca. 1873-1966. Although some buildings have typical alterations, such as replacement sash, newer siding, and/or newer doors, these are considered minor so long as historic fenestration patterns, building setbacks, form, and massing have been maintained. Newer additions on rear elevations also are considered minor if the original building's form and massing remains apparent. All non-contributing resources have been so noted for being either constructed after 1966 or as lacking integrity to represent the district's period and areas of significance. The resources are keyed to the accompanying sketch map using the last two digits of the 10-digit DHR inventory number; thus, 5211 Chestnut Street (030-5160-0011) is marked as "11" on the Sketch Map, 5435 Midland Road (030-5160-0007) is marked as "7," etc. Photo locations also are shown on the sketch map, with each marked with a small arrow and the photo number placed within a circle.

Catlett Road

Catlett Road 030-5112 Midland Cemetery Other DHR Id #: 030-5160-0020
Primary Resource Information: Cemetery, Style: Other, 1905
Individual Resource Status: Cemetery Contributing (site)

Chestnut Street

5211 Chestnut Street 030-0954 Other DHR Id #: 030-5160-0011
Primary Resource Information: Single Dwelling, Stories 2.0, Style: Vernacular, ca. 1900
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Smoke/Meat House Contributing
Individual Resource Status: Shed Non-Contributing

5215 Chestnut Street 030-5160-0010
Primary Resource Information: Single Dwelling, Stories 1.0, Style: Vernacular, ca. 1970
Individual Resource Status: Single Dwelling Non-Contributing
Individual Resource Status: Shed Non-Contributing

5225 Chestnut Street 030-0952 Other DHR Id #: 030-5160-0009
Primary Resource Information: Commercial Building, Stories 2.0, Style: Commercial, ca. 1910
Individual Resource Status: Commercial Building Contributing

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Dowell Road

10492 Dowell Road 030-0943 *Other DHR Id #: 030-5160-0026*
Primary Resource Information: Commercial Building, Stories 1.0, Style: Commercial, ca. 1910
Individual Resource Status: Commercial Building Contributing

10495 Dowell Road 030-0944 *Other DHR Id #: 030-5160-0021*
Primary Resource Information: Mixed: Commerce/Domestic, Stories 2.0, Style: Vernacular, ca. 1910
Individual Resource Status: Mixed: Commerce/Domestic Contributing
Individual Resource Status: Shed Non-Contributing
Individual Resource Status: Privy Non-Contributing

10508 Dowell Road 030-0941 *Other DHR Id #: 030-5160-0024*
Primary Resource Information: Single Dwelling, Stories 2.0, Style: Vernacular, ca. 1890
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing

Germantown Road

5308 Germantown Road 030-5240 *Other DHR Id #: 030-5160-0033*
Primary Resource Information: Single Dwelling, Stories 1.5, Style: Queen Anne, ca. 1910
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Barn Contributing
Individual Resource Status: Chicken House/Poultry House Contributing
Individual Resource Status: Shed Non-Contributing (3)
Individual Resource Status: Greenhouse/Conservatory Non-Contributing

Linden Street

10516 Linden Street 030-0956 *Other DHR Id #: 030-5160-0006*
Primary Resource Information: Meeting/Fellowship Hall, Stories 2.0, Style: Vernacular, ca. 1905
Individual Resource Status: Meeting/Fellowship Hall Contributing

10522 Linden Street 030-5160-0005
Primary Resource Information: Single Dwelling, Stories 1.0, Style: Minimal Traditional, ca. 1950
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing
Individual Resource Status: Shed, Machine Non-Contributing (3)
Individual Resource Status: Shed Non-Contributing (3)

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Midland Road

5435 Midland Road 030-0958 *Other DHR Id #: 030-5160-0007*
Primary Resource Information: **Church/Chapel, Stories 1.0, Style: Italianate, 1893**
Individual Resource Status: **Church/Chapel** Contributing
Individual Resource Status: **Shed** **Non-Contributing**
Individual Resource Status: **Shelter** **Non-Contributing (structure)**

5449 Midland Road 030-0955 *Other DHR Id #: 030-5160-0008*
Primary Resource Information: **Single Dwelling, Stories 1.5, Style: Craftsman, ca. 1920**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed** **Non-Contributing**
Individual Resource Status: **Garage** **Non-Contributing**
Individual Resource Status: **Pump House** **Non-Contributing (structure)**
Individual Resource Status: **Foundation** Contributing (site, 2)

5465 Midland Road 030-0951 *Other DHR Id #: 030-5160-0012*
Primary Resource Information: **Single Dwelling, Stories 2.0, Style: I-house, ca. 1880**
Individual Resource Status: **Shed** Contributing (3)
Individual Resource Status: **Barn** Contributing
Individual Resource Status: **Pump House** **Non-Contributing (structure)**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed, Machine** Contributing

5471 Midland Road 030-0950 *Other DHR Id #: 030-5160-0013*
Primary Resource Information: **Commercial Building, Stories 2.0, Style: Commercial, ca. 1880**
Individual Resource Status: **Commercial Building** Contributing
Individual Resource Status: **Pump House** Contributing (structure)
Individual Resource Status: **Barn** Contributing

5473 Midland Road 030-0949 *Other DHR Id #: 030-5160-0018*
Primary Resource Information: **Workshop, Stories 2.0, Style: Vernacular, ca. 1900**
Individual Resource Status: **Workshop** Contributing

5484 Midland Road 030-5160-0023
Primary Resource Information: **Single Dwelling, Stories 1.0, Style: Ranch, ca. 1964**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Pump House** Contributing (structure)
Individual Resource Status: **Chicken House/Poultry House** Contributing

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Old Carolina Road

10388 Old Carolina Road 030-5160-0032
Primary Resource Information: **Single Dwelling, Stories 2.0, Style: Vernacular, ca. 1910**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed** **Non-Contributing (3)**
Individual Resource Status: **Workshop** **Non-Contributing**
Individual Resource Status: **Secondary Dwelling** **Non-Contributing**

10434 Old Carolina Road 030-5239 *Other DHR Id #: 030-5160-0031*
Primary Resource Information: **Church/Chapel, Stories 1.0, Style: Romanesque Revival, 1883**
Individual Resource Status: **Church/Chapel** Contributing
Individual Resource Status: **Cemetery** Contributing (site)
Individual Resource Status: **Shed** **Non-Contributing**
Individual Resource Status: **Shelter** **Non-Contributing (structure)**

10456 Old Carolina Road 030-5160-0030
Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Tudor Revival, ca. 1949**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Garage** Contributing
Individual Resource Status: **Mobile Home/Trailer** **Non-Contributing**

10466 Old Carolina Road 030-5160-0029
Primary Resource Information: **Single Dwelling, Stories 1.0, Style: Ranch, ca. 1959**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Barn** Contributing
Individual Resource Status: **Smoke/Meat House** Contributing
Individual Resource Status: **Pump House** **Non-Contributing (structure)**

10478 Old Carolina Road 030-5160-0028
Primary Resource Information: **Single Dwelling, Stories 1.0 Style: Ranch, ca. 1966**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed** **Non-Contributing**

10488 Old Carolina Road 030-5160-0027
Primary Resource Information: **Single Dwelling, Stories 1.5, Style: Craftsman, ca. 1947**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Garage** Contributing
Individual Resource Status: **Shed** Contributing
Individual Resource Status: **Barbecue Pit** Contributing (structure)

10528 Old Carolina Road 030-0942 *Other DHR Id #: 030-5160-0025*

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Primary Resource Information: **Single Dwelling, Stories 2.0, Style: Other, ca. 1910**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Garage** Contributing
Individual Resource Status: **Workshop** **Non-Contributing**
Individual Resource Status: **Garage** **Non-Contributing**

Rogues Road

10538 Rogues Road 030-5160-0022

Primary Resource Information: **Single Dwelling, Stories 1.0, Style: Ranch, ca. 1960**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Pump House** Contributing (structure)

10551 Rogues Road 030-0945

Other DHR Id #: **030-5160-0017**

Primary Resource Information: **Single Dwelling, Stories 2.0, Style: I-house, ca. 1880**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Barn** Contributing

10552 Rogues Road 030-0946

Other DHR Id #: **030-5160-0016**

Primary Resource Information: **Commercial Building, Stories 2.0, Style: Commercial, ca. 1880**
Individual Resource Status: **Commercial Building** Contributing

10558 Rogues Road 030-0947

Other DHR Id #: **030-5160-0015**

Primary Resource Information: **Single Dwelling, Stories 1.5, Style: Vernacular, ca. 1920 moved 1960 (originally train station)**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed** **Non-Contributing**
Individual Resource Status: **Pump House** **Non-Contributing (structure)**

10564 Rogues Road 030-0948

Other DHR Id #: **030-5160-0014**

Primary Resource Information: **Single Dwelling, Stories 2.0, Style: Folk Victorian, ca. 1880**
Individual Resource Status: **Smoke/Meat House** Contributing
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed** **Non-Contributing**

10626 Rogues Road 030-0959

Other DHR Id #: **030-5160-0003**

Primary Resource Information: **Single Dwelling, Stories 1.0, Style: Vernacular, ca. 1930**
Individual Resource Status: **Single Dwelling** Contributing
Individual Resource Status: **Shed** Contributing
Individual Resource Status: **Shed** **Non-Contributing**

10632 Rogues Road 030-0960

Other DHR Id #: **030-5160-0002**

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Primary Resource Information: **Single Dwelling, Stories 1.0, Style: Craftsman, ca. 1920**

Individual Resource Status: **Smoke/Meat House** Contributing

Individual Resource Status: **Single Dwelling** Contributing

Individual Resource Status: **Garage** Contributing

10647 Rogues Road 030-0961

Other DHR Id #: **030-5160-0001**

Primary Resource Information: **Single Dwelling, Stories 2.0, Style: I-house, ca. 1910**

Individual Resource Status: **Single Dwelling** Contributing

Rogues Road 030-5160-0019

Primary Resource Information: **Cattle Shed, Stories 1.0, Style: Vernacular, ca. 1910**

Individual Resource Status: **Shed** Contributing

Second Street

50126 Second Street 030-5160-0004

Primary Resource Information: **Single Dwelling, Stories 1.0, Style: Vernacular, ca. 1945**

Individual Resource Status: **Single Dwelling** Contributing

Individual Resource Status: **Pump House** Contributing (structure)

Individual Resource Status: **Shed** **Non-Contributing (2)**

Individual Resource Status: **Carport** **Non-Contributing (structure)**

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

Enter categories from instructions.)

ARCHITECTURE
TRANSPORTATION
COMMERCE

Period of Significance

1873-1966

Significant Dates

1873
1905
1960

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Messick, David (Builder [030-5160-0030])
Ritchie, W. E. (Builder [030-5160-0027])

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

The Midland Historic District is comprised of a small unincorporated village that straddles the main north-south line of the Norfolk-Southern Railroad in the southern portion of Fauquier County in the piedmont region of Virginia. Its name likely derives from its location at the mid-point of the Washington City-Virginia Midland and Great Southern rail line between its historic starting point in Washington, D. C. and the county seat of neighboring Orange County. The district's significance stems from not only its handful of well-preserved late-19th- and early-to mid-20th-century residences, commercial buildings, two historic churches, and two cemeteries, but also from its origins. The great majority of railroad towns in northern Virginia evolved from pre-existing villages, crossroads or settlements; Midland, however, was a creation of the railroad company itself when it established a station or stop on the rail line to service trains running from the nation's capital through Virginia to the southern heartland and Atlanta. This was accomplished despite there being two existing railroad towns nearby – Bealeton and Calverton. A single deed for land on either side of the railroad was conveyed by local land owners, Elizabeth and Hannah Beale. The railroad company, after laying out the town and dividing it into small lots, then sold parcels to individual owners. Rather than evolving, Midland has a very specific starting date of 1873, with 50 percent of its surviving historic resources dating from a three-decade period between 1880 and 1910. Although there are no surviving railroad structures, the presence of at least four commercial buildings, one of which housed the post office, and an Odd Fellows Hall and a community cemetery attests to the importance of the town to the surrounding area. The significant dates for the district are 1873, the deed for the town; 1905, the establishment of Midland's community cemetery, and 1960 when the railroad station was moved a short distance from its original location. Well documented in both public and church cemetery records, Midland is significant at the local level under Criterion A in the areas of Transportation because of its setting, which is directly related to the railroad and the railroad tracks that still define it, and of Commerce because of its central role to the commercial and business activity of the region. The district is also locally significant under Criterion C for its well-preserved commercial, domestic, and religious architecture. The period of significance begins in 1873, when sisters Elizabeth and Hannah G. Beale sold to the Washington City, Virginia Midland, and Great Southern Railroad (W.C.V.M.&G.S. RR) two large parcels of land between Bealeton and Calverton on the old Orange and Alexandria line that then became the community of Midland. It concludes in 1966 to encompass the majority of mid-20th century modest residential construction in the town.

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

The small community of Midland sits astride the main line of the Norfolk-Southern Railroad in the southern portion of Fauquier County, Virginia, and has an intriguing but complex history. Unlike many railroad towns, Midland occupies an arbitrary location, dictated by its location midway between Washington and the town of Orange. Historically, the railroad, which began as the Orange and Alexandria in the mid-19th century and morphed into the Washington City, Virginia Midland and Great Southern (WCVM&GS) Railway in the 1870s, already had a number of railroad stops or towns along its corridor, notably Calverton, Bealeton, and Remington, also known as Rappahannock Station. However, in 1873, sisters Elizabeth and Hannah G. Beale sold to the Washington City, Virginia Midland, and Great Southern Railroad (W.C.V.M.&G.S. RR) two large parcels of land that lay between Bealeton and Calverton on the old Orange and Alexandria line. The site was enhanced by its location at the point where the old Carolina Road (today's Rogue's Road) crossed the railroad right-of-way. According to local historian Eugene Scheel, the Carolina Road was "the most important (north-south) travel way" in colonial Fauquier and Loudoun counties. It essentially followed the routes of modern-day U.S. Highway 29 and Virginia Route 28.¹ The area around Midland was, and continues to be, a rich agricultural landscape, particularly for dairy farmers who would benefit from a central point from which to ship their products. Examination of the census records between 1880 and 1920 for the area confirm that most of the residents were associated in one way or another with cultivation and use of the surrounding farmland.

One of the parcels deeded by the Beales to the railroad contained 444 acres and lay north of the railroad tracks; the other had 481 acres and lay to the south.² These two parcels encompass the largest part of Midland. The plat accompanying the deed is particularly revealing, as it shows that at least three of the owners depicted as adjacent neighbors became primary lot holders in Midland when the railroad turned around and resold the Beale property in the following three to five years.³ The plat identifies the rail line as the "O.A.M.RR", likely meaning the "Orange and Midland Rail Road," the earlier guise of the W.C.&V.M.RR. The Orange and Alexandria Railroad itself played a prominent role in the Civil War history of the area and is referenced many times in discussions of Civil War battle activity. However, on maps dating from the war years, the settlement at Midland had not yet been established, and the area was essentially uninhabited.⁴ The Sneden map shows that Bealeton station had been "burnt," perhaps the impetus for establishing a new rail facility at Midland after the war. Subsequent maps show "Midland," located between Warrenton Junction (Calverton) and Bealeton, including the H. G. Garden map of 1876, the 1893 and 1897 maps of the newly consolidated Southern Railway, the USGS Warrenton Quad Map of 1894, the Fauquier County Board of Trade map of 1914, and the 1932 state and county roads map for Fauquier County.

In 1871, the Virginia General Assembly authorized the consolidation of the Orange and Alexandria Rail Road and the Lynchburg and Danville Railroad. In March 1873, the Assembly

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authorized a name change for the recently consolidated rail companies to be the Washington City, Midland and Great Southern Railway Company. The newly named railroad company was authorized to borrow an amount not to exceed \$8 million for the general “improvement of its road.” By 1879, the entire new railroad company was in receivership to a John S. Barbour with debts of \$1.5 million. With the company renamed the “Virginia Midland Railroad,” there were numerous schemes developed to address the financial problems. An order of the Circuit Court of the City of Alexandria referring to the newly named Virginia Midland Railroad stated “it shall be lawful for the rail road company to acquire, hold in fee simple and sell lands along its railway or tributaries...such lands not to be included in any mortgage or deed of trust.” The order provided that lands exceeding 2,000 acres should not be held by the railroad for longer than fifteen years except for “village lots, depots, machine shops, and other necessary purposes connected with business of said company.” Obviously the railroad company complied and chose not to hold any of the property acquired from the Beales in Midland except for the railroad depot. Even that small parcel was not held by the railroad beyond the 1879 citation showing the newly constructed depot.⁵ There are no notations in the tax records to show that either the Virginia Midland or the successor Southern Railway Company owned any property in Midland, except for their right-of-way. If there were any railroad service buildings, they do not appear in the land tax records.

There is little question that the railroad was the dictating force that led to the establishment of the town, but its creation was not without contention and litigation. A lengthy suit filed in 1878 by Eliza Beale against Joseph H. Russell, representing the railroad, claimed that the railroad had failed to pay her \$1,302.79 that it had owed her since 1875 for a 73 ¾-acre parcel of land “lying near the crossing of the Virginia Midland Railroad by Licking Run.” It is clear that this parcel was not part of the town as it was referred to as “below Midland” in the Chancery Case papers, but it does confirm that all was not well with the railroad. The railroad went into receivership in 1879 and ultimately would become the Southern Railway Company.⁶

Following acquisition of the Beale property, the railroad immediately turned around and resold it to various local buyers. A number of the purchasers resided on larger tracts of land outside the village. Most of the larger farm parcels near Midland were described as “near” or “at” Midland in the land tax books. A page from the general index to Fauquier County deeds records 28 transactions between the Washington City, Virginia Midland, and Great Southern Rail Road Company (W.C.V.M.&G.S. R.R. Co.) and various individuals. Notable among the grantees were Theodore Pilcher, John Cowhig, Cornelius Connolly, Patrick O’Donnell, Frederick Linder, and F. E. Larkin, all of whose names would appear in the land tax books for Midland and the surrounding area in subsequent years.⁷

The deeds from the railroad company to individual owners point to the activity in the area. A deed from 1873 to John Pilcher, possibly a brother to Theodore Pilcher, refers to a small parcel of land in Midland that included some “appurtenances.” Language in the deed cites “Connolly” as a neighbor, possibly Cornelius Connolly.⁸ Frederick Linder, for example, received several lots of land from the railroad, including numbers 33, 34, 37, and 54, along with additional lots

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described as lots 48, 64, and 65. In this particular deed to Linder, language refers to a “map of said lots on file in the General Land offices of said (railroad) company.” Of added interest in the deed’s text is the directive that “a public road shall be reserved and kept open...”⁹ Another deed from the railroad to Theodore Pilcher refers to six lots in the town of Midland – numbers 7, 8, 9, 12, 13, and 14, described as being located at the “north west corner of Maple Street in Midland.” This also suggests that the streets in Midland were named. Another reference cites the “forks of roads,” and again alludes to the plan of the town.¹⁰

Several deeds reference a plat showing the numbered lots in Midland, with specific language saying that the plat was in the records of the Fauquier County Circuit Court. However, this plat has not been found in the court records.¹¹ Contemporary county tax maps show multiple small lots within Midland.¹² It is uncertain as to whether these correspond to the missing plat of the town. The numbering system for the lots points to a large number of lots, with the highest lot number being 146 charged to Theodore Pilcher in the 1885 Land Tax Records. That same year, Pilcher was charged with 24 numbered lots that he had bought from John Cowhig, according to the tax records. Franklin George was charged in the same year with 33 lots in Midland, including 25 lots he acquired from the Special Commissioner, H. R. Gordon, and eight lots from Theodore C. Pilcher. It is likely that in most cases the lots were consolidated to form larger parcels. Pilcher appears to have held the majority of numbered and mostly unimproved lots during the years between 1880 and 1920.¹³ Only a handful of the lots within Midland were developed or improved, and ownership was confined to a very few individuals. The land tax records confirm that many of the owners resided outside the town’s boundaries.

Theodore Pilcher would play a singular role in the growth of Midland, as he and his family owned and improved a number of lots in the town for more than half a century. Pilcher also operated the store that carried his name [030-0950; 030-5160-0013] that stands at 5471 Midland Road, which was valued at \$1,300 in 1879. He appears in the 1880 census for the area as a “farmer,” and “merchant.” This building housed the post office that had functioned since the mid-1870s. Others who were charged with improved lots at Midland in the 1879 Land Tax records were Cornelius Connolly, with \$150 worth of improvements on his Midland lot; John Cowhig, with \$150; and Patrick O’Donnell with \$400. In the 1870 census, John Cowhig, a native of Ireland, was recorded as a “railroad hand,” and, along with Patrick O’Donnell, are presumed to have had modest dwellings in Midland. Census records for the period show a sizable number of individuals described as working on the railroad.¹⁴ Frederick Linder and F. E. Larkin were charged with several unimproved lots in the newly created town. The W.C.V.M. & G.S. Railroad was charged for a lot with a “new depot valued at \$300,” confirming the construction of railroad facilities in the town by 1879. According to long-time residents, Mr. and Mrs. Gene Longerbeam, the depot was ultimately moved from its original site near the tracks to 10558 Rogues Road and converted into a dwelling ca. 1960 [030-0947; 030-5160-0015].¹⁵

Land tax records for the 1880s suggest that most of the lots with building improvements in the town of Midland were owned by Theodore Pilcher. Six of his lots appear to have been consolidated into one parcel with \$1,100 worth of buildings. That entry likely reflects his store, a

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substantial building. Each of the five individual lots (numbers 2, 31, 32, 33, 34) shows \$300 worth of improvements by 1885.¹⁶ Another large lot owner was Mary C. Gordon, sister of Eliza Beale. She was charged with six unimproved lots in the town while living on an improved farmstead outside Midland. Members of the Beale family owned a number of large farms in the area, and the town of Bealeton carries their name. J. G. Beale's name appears on Robert Sneden's Civil War map of the area. In the case of the Pilchers, Mary Gordon, and several other owners, including George Crump, it appears that the Pilchers, Mary Gordon and other Midland lot holders resided outside the town's boundaries. George Crump, for example, paid taxes on three unimproved lots (numbers 43, 44, and 47) in the town while at the same time owning acreage near Midland with \$800 of improvements. By 1900 and 1905, Crump appears to have added \$200 and \$300 respectively to two of his lots in Midland, one of which is likely the building now known as "George Crump's Store [030-0946; 030-5160-0016] at 10552 Rogues Road. George Crump was a merchant operating a grocery store in the 1910 census.¹⁷ Eugene Longerbeam, a current resident and landowner in the town, suggests that the Crump Store may have intermittently housed the post office as well. Rogues Road was an important roadway that in part paralleled the railroad tracks and is noted on maps drawn by Captain J. K. Boswell and by Jedediah Hotchkiss in 1863 for their surveys of the Orange and Alexandria Railroad.¹⁸

Other names associated with operations within the village include Franklin George, who was charged with 25 lots in Midland in 1886. One of the parcels, which included lot numbers 60, 64, 65, and 66, records \$1,000 worth of buildings improvements. By 1900, these improved parcels are charged to Mrs. Ada Pilcher, wife of Theodore Pilcher. Although Franklin George was a native of Fauquier County, there are no records that indicate he ever lived there. He probably acquired these lots only as an investment.¹⁹

Another family surname associated with early lot ownership in the Midland area was Dowell. In 1895, Arthur Dowell was taxed for a lot in Midland with \$300 worth of building improvements. By 1905, John E. Dowell was charged with a Midland lot with \$450 for building improvements. This is quite likely the house that stands at 10492 Dowell Road [030-5160-0025]. John Dowell is listed in the 1910 census for Fauquier County as a "blacksmith" with his own shop.²⁰

The railroad also sold parcels to the Methodist Episcopal Church Society and to the School Trustees for the Rappahannock District of the County. In the deed to the church, the language refers to "lots 101 and 102" and states that the Methodist Episcopal Church, South "can erect church house to be free to use by all *orthodox* denominations when not in use by the Methodists..."²¹ According to the church's history, the formal date for the organization of the congregation was 1882, and the present building was constructed in 1893. Theodore Pilcher was listed as one of the Methodist trustees, and a large number of the Armstrong family were founding members of the congregation. Lumber for the building was donated by T. C. Pilcher, and several of the members helped with the construction.²² The sanctuary for the Midland United Methodist Church stands today [030-0958; 030-5160-0007] at 5435 Midland Road. According to the church history, the sidewalk in front of the church was funded by the Midland Ladies Aid Society ca. 1920.

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Midland Church of the Brethren [030-5239; 030-5160-0031] with its associated cemetery stands at 10434 Old Carolina Road. Built in 1883, shortly after its congregation was formed, it likely was the first house of worship in Midland. Established by a group of Germans who came from the Shenandoah Valley, this was the first Dunkard Church formed east of the Blue Ridge. The presence of this church, along with the Methodist Church, and the Midland Church (demolished), confirms that Midland was viewed as a central location for houses of worship for those who lived in the surrounding area. A deed was recorded in 1909 from Susan and David Kessler to among others, Benjamin Switzer, a trustee of the Dunkard Church, with the caveat that the property should be used “for religious purposes only...and no trees shall be cut.” No earlier deed was found for the church property, so it is assumed that the church building was already standing at the time the deed was recorded.²³

The cemetery adjacent to the Brethren Church is the resting place for a number of Midland area residents. The earliest burials date from the early to mid-1880s. Families buried there include Germanic names such as Myers, Funkhouser, Dettweiler, Kline, Shaver, Hinegarner, Miller, and Weimer. A large number of Armstrongs, whose family members were associated with the later operation of the Pilcher Store [030-0960; 030-5160-0012], are buried there as well. Significant among the burials are John W. Spitzer (b. 1845; d. 1892) and his wife Susannah (b. 1846, d. 1909). The Spitzers came to Midland from Rockingham County in the Shenandoah Valley, and their son Samuel was associated with the house that stands at 10647 Rogues Road. [030-0961; 030-5160-0001]. Samuel Spitzer, listed as a mail carrier from as early as 1910 until 1930, lived in Midland most of his life.

The Spitzer family also owned the land on which the Odd Fellows Hall [030-0956; 030-5160-0006] stands at 10516 Linden Street.²⁴ The Odd Fellows Hall was constructed ca. 1905 at a time when the fraternal and charitable organization known as the International Order of Odd Fellows was at its zenith in the United States. Its presence in Midland confirms the centrality of the town’s location to the farmers and their families who lived nearby. No other buildings associated with the IOOF stood in either nearby Bealeton, Remington, or Calverton.²⁵ Midland, whose post office served a large area around it, was viewed as the “town” with which people defined their residency. Even though they did not reside in the village itself, it served as the locus of their social institutions.

Another significant resource in Midland is the Midland Cemetery [030-5112; 030-5160-0020], located on the south side of Catlett Road, (Virginia Route 28) west of the central section of the village. It was established in 1905 when Joseph E. Spitzer sold a three-acre parcel to the Midland Cemetery Association.²⁶ In the deed, the property was described as “recently purchased of Frank [likely Samuel F.] Spitzer,” suggesting that the land had been in the Spitzer family for some years. Several members of the Spitzer family, including Samuel F. and Joseph E., appear in the tax records with parcels of land “near Midland.” Numerous families in the Midland area chose to have their loved ones buried in the Midland Cemetery. The community cemetery had no association with any religious organization or church congregation. No records of the Midland

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Cemetery Association have been found, but a deed refers to the 2.9-acre cemetery for which a court order appointed trustees in June 1975. Seventy years after its founding, the cemetery trustees appointed were Norman Armstrong, James Pilcher, William H. Armstrong, and Carl Grohs.²⁷ A 1975 plat accompanies the most recent record. The great majority of those families associated with the town of Midland, including notably the Armstrong, Pilcher, and Grohs families, are buried in this community burial ground. According to the inscriptions on several gravestones in the burial ground, members of the Grohs family were “born in Germany.” It was not unusual for there to be cemeteries that served people who either chose not to be buried at their respective churches or those whose churches might not have been nearby. By this time, church burial grounds were growing overcrowded, and many families turned to cemeteries that were central to their communities. Since Midland never had any sort of municipal government, it fell to private trustees to establish a cemetery to supplement the one associated with the Dunkard Church.

Beyond the churches, cemeteries, and the Odd Fellows Hall, from an early date Midland was also the location of a school. An 1876 deed from the Washington City, Virginia Midland and Great Southern Railroad to the School Trustees of the Rappahannock District confirms the early decision to locate a school in Midland.²⁸ The 1886 and 1895 land tax books record two lots in Midland charged to the “Trustees of the Public School.” There were no buildings reported in those years, which may merely reflect that the public property and school buildings were not taxed. Eugene Scheel wrote that the school in Midland dates from ca. 1909.²⁹ Virginia’s public schools were racially segregated at this time, and the 1914 Fauquier County Board of Trade Map shows a “white” school located in the area of the house that stands at 10626 Rogues Road [030-0959; 030-5160-0003] at the southwestern corner of the village. Although unconfirmed by physical inspection, it is altogether possible that the current dwelling incorporates part of the original school building. A later school that stood along Virginia Route 28 has also been demolished. The one-time location of a school at Midland again points to the centrality of the village to the lives of the surrounding populace, with Midland considered the “town” and location of institutions associated with life in the unincorporated community.³⁰

Commercial and business resources are among the most important properties associated with Midland in its role as a community locus for this area. The earliest stores include the T. C. Pilcher Store [030-0950; 030-5160-0013] at 5471 Midland Road (ca. 1886) and the G. R. Crump Store [030-0946; 030-5160-0016] at 10552 Rogues Road. The Pilcher Store was later operated by the Armstrong family. The Armstrong name appears throughout records for Midland. Many of their family members are buried in both the Midland Cemetery and in the burial ground for the Church of the Brethren. Both the Pilcher and Crump stores stand at the heart of the village. Pilcher acquired six lots in the town of Midland from the W.C.V.M.&G.S. Railroad in 1875, described as being at the “NW corner of Maple Street...at the forks of roads” in Midland, for which he paid \$781.³¹ The 1879 tax records shows Pilcher charged with “1 lot at Midland,” with \$1,300 worth of buildings, likely reflecting his store because the post office had been established there ca. 1874. The 1880 Census records that Theodore C. Pilcher was both a “Farmer” and a “Merchant” by that year. In 1887 the tax records indicate that Pilcher added \$1,400 worth of

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improvements to another one of his lots in the town. From this data, it can be presumed that Theodore Pilcher acquired lots from the railroad in 1875, built his store worth \$1,300 by 1879, and was recognized as both a farmer and merchant by 1880. In 1881, the City Directory for Alexandria shows Theodore Pilcher as a general merchant operating at Midland Station.³² A. J. A. Pilcher bought a small two-acre parcel from the W.C.V.M.&G.S. Railroad in 1873, but it is unclear whether this was within the confines of the village. The house at 5465 Midland Road [030-0951; 030-5160-0012] is known as the "John Pilcher House." John Pilcher (born 1870) was Theodore Pilcher's son. The Armstrong family succeeded the Pilchers in the operation of the store and post office. John B. Armstrong, who had been recorded as a "farmer" in 1910, is listed as a "retail merchant" in the Federal Census for Cedar Run District in Fauquier County by 1920.³³

The building date for the Crump Store [030-0946; 030-5160-0016], at 10552 Rogues Road, is less clear, but improvements on George Crump's lots appear to date from ca. 1900. In 1880, George Crump and his wife Sallie were living in Fauquier County. His occupation is listed as "railroad ties," probably suggesting he manufactured railroad ties. His residence near the railroad would make that occupation an appropriate one. By the 1900 census, his son, also George Crump, is listed as a merchant, but recorded as living in the nearby Bealeton District rather than the Lee District. The younger Crump appears as a "store merchant" working in a "grocery store" at Midland in the 1910 census, and his name continues to be associated with this building.

Another interesting property is the Berry House [030-0948; 030-5160-0014] at 5471 Midland Road, the former residence of David Berry. Berry appears in the 1880 Census for Midland as a "carpenter." He appears in the 1910 census as owning his own house and continues to be listed as a "carpenter." John E. Dowell, a blacksmith who lived at 10528 Carolina Road [030-0942; 030-5160-0025], appears in the 1910 census on the same page as Berry and Crump. His son is listed as working in his father's shop. That the three men, who owned their own homes and shops, and their families, are grouped together is confirmed by the proximity of the three properties that are extant today. All three families were still in Midland in 1920, along with Samuel Huntsberger, a miller who lived at 10528 Dowell Road [030-0941; 030-5160-0014]. Huntsberger (1861-1954), who had a large family, was from Pennsylvania, and he and his wife Rosie (1875-1958) are buried in the Midland Cemetery.³⁴ At a time when the great majority of heads of households are listed as "farmers," or "dairy farmers," the residents of Midland were generally engaged in either commerce or trade or, in some cases, employed by the railroad.

Another prominent store in Midland is the Charles Faller Store, [030-0952; 030-5160-0009] at 5224 Chestnut Street, built ca. 1910. Faller first appears in the 1910 census. His parents were from Germany and Kentucky and his wife was a Canadian. His occupation is listed as "salesman" of "general merchandise." The 1915 Land Tax books indicated that by that year Charles Faller owned four lots at Midland with \$300 worth of buildings. In 1920, he is listed with a large family as a "farmer;" and by 1930 he is listed as a "general merchant." His home was generously valued at \$1,500 in the 1930 census.³⁵ Formed concrete foundations from an ice

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house and creamery, which were demolished sometime after 1937, stand on the southwest corner of Midland Road and the railroad tracks across the street from the store.³⁶

The George Robinson Shop, constructed ca. 1900, [030-0949; 030-5160-0018] at 5473 Midland Road is another early commercial building in Midland. George Robinson first appears in the census in 1920 as a mechanic, age 45, living in the household of his father, M. E. Robinson. According to Eugene Scheel, George Robinson repaired automobiles and actually worked for President William H. Taft from 1909 to 1913. Although that cannot be confirmed, George Robinson is recorded in the 1930 census as a mechanic in Midland working on “machinery.”³⁷ The shop with which he is identified may date from as early as 1900 and likely is one of the small buildings valued at \$100 to \$300 on parcels owned by Theodore Pilcher.³⁸

Another garage [030-0943; 030-5160-0026] at 10492 Dowell Road operated by a family named Crockett dates from the early years of the 20th century. Charles Crockett was born in Fauquier County ca. 1901; he is listed as a laborer in the 1920 Fauquier census and as the stepson of Carol Stafford, along with his brother William. Although he does not appear in the 1930 census, he died in Midland in 1994. This ca. 1910 building probably stood on one of Theodore Pilcher’s improved lots in Midland recorded in the 1915 land tax records.³⁹ The presence of two so-called garages in the small village confirms the importance of transportation – in this case automobile travel – in the town located on several primary transportation routes.

The Will Cowne House [030-0945; 030-5160-0017], built ca. 1880, stands at 10551 Rogues Road. Cowne is not listed among the lot owners in Midland in that year, but by 1900 he is listed as owning his own home and his occupation is given as “surveyor.” In the 1910 census William Cowne is recorded as having a “home farm,” which may suggest a small farm rather than a larger farmstead outside the village. His neighbors, all grouped together in the 1910 census for that part of Fauquier County are listed as John Dowell, blacksmith, David Berry, carpenter, and George Crump, operator of a grocery store in 1910, all of whom resided within the village.

The farmstead with the house known as Graceland or the Gowan House [030-5240; 030-5160-0033] that stands at 5308 Germantown Road dates from the first decade of the 20th century. A deed recorded in 1910 states that the property described as located one-half mile north of the center of Midland was conveyed from Frederick W. Fowke and his two sisters to Carroll P. Morris. The 1910 census shows Fowke, age 60, as a farmer living with his two sisters, Ellen H. Fowke and Mary K. Fowke. Carroll P. Morris and her husband, Edward, are listed in the 1920 census as living on the Calverton and Midland Road, presumably at Graceland, and he is recorded as a “general farmer.”⁴⁰

There are several families in the area of Midland with the surname of Helm. The bungalow at 10632 Rogues Road [030-0960; 030-5160-0002] was built ca. 1920 and is known as the Helm House, probably built by Eddie C. Helm. The two Helms in the Midland area at the time were Eddie L. Helm, Sr., age 64, who is recorded as a “carpenter,” and Cornelius Helm is listed as a “farmer.” It is likely that the Eddie Helm family resided in this bungalow as the elder Helm’s

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occupation suggests living in the village proper rather than being categorized as a “farmer.”⁴¹ In the 1930 census, Eddie Helm, Jr. age 24, is recorded as a carpenter and “house builder” implying that he probably followed in his father’s footsteps and may have actually built some houses in the area.⁴²

Perusal of the census records for residents of the area near Midland in 1910 substantiates the close relationship of the tiny village’s residents with the railroad. The presence of the post office clearly resulted from the railroad’s decision to establish a platted town. Beyond the expected occupations of merchant or store clerk or blacksmith, John Pilcher is listed as a “postal clerk – railway mail;” Samuel Spitzer is listed as a “mail carrier;” John Connolly as a “telegraph operator,” his son as a “railway worker;” and Thomas Weaver as a “telegraph operator.”⁴³

Another resource that confirms the focus of Midland for the surrounding agricultural area is a rare surviving “cattle shed,” [030-5160-0019] that stands on Rogues Road. It dates from ca. 1910 and was used to house cattle awaiting transport. A large number of the farmers in the area are specifically described in the census returns as “dairy farmers,” and it is very likely that milk was shipped both by trucks and rail from Midland.

There are several residences in Midland that date from the 1940s and 1950s that are contemporary with the substantial 1957 remodeling of the 1883 United Church of the Brethren sanctuary [030-5239; 030-5160-0031] at 10434 Old Carolina Road, north of the railroad tracks and of the core of Midland. These houses do not appear to stand on any of the original numbered lots in Midland. Several houses on Old Carolina Road occupy parcels subdivided by the Embrey family. These include 10488 Old Carolina Road [030-5160-0027], built ca. 1947 and known as the Embrey House; the Cooke House [030-5160-0029] at 10466 Old Carolina Road, built ca. 1959; and the Messick House [030-5160-0030] at 10456 Old Carolina Road, built ca. 1949. Members of the Embrey family were large landholders throughout this area of Fauquier County. They were primarily described as farmers. Houses that stand at 10526 Second Street [030-5160-0004] known as the Young House, (ca. 1945), and 10522 Linden Street [030-5160-0005], known as the McCarthy House, (ca. 1950), date from the post-World War II period as well. The construction of these residences suggests that Midland continued to be viewed as a favorable residential location although never sufficiently robust to warrant incorporation as a town. Residential construction continued in Midland through the mid-1960s. The brick Ranch at 10478 Old Carolina Road known as the Cooke House [030-5160-0028] was constructed in 1966. Eugene Longerbeam and his wife Virginia Armstrong (deceased) built the Ranch house at 5484 Midland Road [30-5160-0023] in 1964 and named it Midlynn. Her parents had built the other Ranch style house that stands next door at 10538 Rogue’s Road [030-5160-0022] five years earlier. Her father, Norman Armstrong, operated “Armstrong’s Cash and Carry” country store in the middle of Midland [30-0959; 030-5160-0013]. That building currently houses the Midland Post Office.⁴⁴

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Criteria A and C: Commerce, Transportation, and Architecture

Although Midland was the creation of the railroad, which doubtless envisioned the development of a large town, the community never really moved beyond a commercial and transportation center and location for several important social institutions. Despite the fact that the postal address for the area was, and continues to be, “Midland,” the critical mass of residents that would call for the incorporation of a town never occurred, possibly because of its proximity to Bealeton and Calverton. Today, with the re-routing of Virginia Route 28 in 2000 to avoid the core of the village, many of the older buildings and houses still stand. The district captures the greatest concentration of the resources that straddle the still-operating Norfolk Southern rail line that today runs from Washington to Charlotte, Atlanta, and New Orleans. Most of the buildings and structures directly associated with the railroad operations are no longer extant. However, Midland continues to retain its residences, stores, and shop buildings that have characterized the community since the late 19th century and continuing into the middle decades of the 20th century.

The district is significant under Criterion A in the areas of Transportation, with its setting retaining active railroad tracks and road traces, and in the area of Commerce, for its remarkably well-preserved collection of stores and associated documentation. Under Criterion C, the architectural resources in Midland tell the story of its establishment, growth, and development dating back to its roots in 1873 and continuing its role as a residential center to 1966. Vernacular interpretations of nationally popular styles, such as Queen Anne, Tudor Revival, Craftsman, and Ranch, characterize the district’s residential buildings. The two extant churches are modest examples of the Italianate and Romanesque Revival styles, both of which were widely popular during the late 19th century. The applied embellishments on these residential and religious buildings are generally mass-produced materials that would have been available through mail-order catalogs and delivered by railroad, again demonstrating the significance of the railroad to Midland’s history. By the 1870s, mass production and rail delivery had also placed more elaborate decorative options within reach of a much wider audience than in earlier decades, making it possible even for rural residents to express their preferences and tastes when it came to architecture. The assortment of commercial buildings in Midland are representative of Commercial style buildings found in rural settings of the late 19th and early 20th centuries. According to the *Classic Commonwealth* style guide, “Buildings of this style are one or two stories and a rectangular plan. These minimally ornamented buildings may have stylistic influences, but are usually vernacular and simple in appearance. Crossroads Commercial style buildings may have flat, gabled or shed roofs. False fronts may be used. Wood framing is the most common structural system for these buildings, though various cladding materials may be used. Facades are typically symmetrical with a central doorway...”⁴⁵ Charles Faller’s Store [030-0952; 030-5160-0009] is a particularly good example showing these characteristics. Finally, the two cemeteries within the district provide insight into rural funerary practices from the 1880s through late 20th century, with generally rectilinear layouts, mass-produced, machine-cut stone markers, and minimal landscaping. Midland’s architectural assemblage and its historic documentation together convey the district’s local significance in Commerce, Transportation, and Architecture.

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): VDHR # 030-5160

10. Geographical Data

Acreeage of Property Approximately 98 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | | |
|---|------------------------|------------------------|
| 1 | Latitude: -77.72476352 | Longitude: 38.61116895 |
| 2 | Latitude: -77.72311633 | Longitude: 38.61008297 |
| 3 | Latitude: -77.72375652 | Longitude: 38.6096204 |
| 4 | Latitude: -77.72428875 | Longitude: 38.60752324 |
| 5 | Latitude: -77.72471806 | Longitude: 38.60787346 |
| 6 | Latitude: -77.72423724 | Longitude: 38.60028309 |
| 7 | Latitude: -77.72397896 | Longitude: 38.60001776 |

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- | | | |
|----|-------------------------|------------------------|
| 8 | Latitude: -77.72364989 | Longitude: 38.60027507 |
| 9 | Latitude: -77.72185666 | Longitude: 38.59868146 |
| 10 | Latitude: -77.72260014 | Longitude: 38.59820448 |
| 11 | Latitude: -77.72173523 | Longitude: 38.59737081 |
| 12 | Latitude: -77.72268243 | Longitude: 38.59677986 |
| 13 | Latitude: -77.72237752 | Longitude: 38.59646067 |
| 14 | Latitude: -77.72278639 | Longitude: 38.59618467 |
| 15 | Latitude: -77.7230778 | Longitude: 38.59645846 |
| 16 | Latitude: -77.72441592 | Longitude: 38.59555017 |
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| 18 | Latitude: -77.72457991 | Longitude: 38.59429222 |
| 19 | -Latitude: -77.72523103 | Longitude: 38.59516447 |
| 20 | Latitude: -77.72471784 | Longitude: 38.59549725 |
| 21 | Latitude: -77.72585319 | Longitude: 38.59656336 |
| 22 | Latitude: -77.7254206 | Longitude: 38.59685019 |
| 23 | Latitude: -77.72623301 | Longitude: 38.59764779 |
| 24 | Latitude: -77.72615009 | Longitude: 38.59771177 |
| 25 | Latitude: -77.72768479 | Longitude: 38.59914983 |
| 26 | Latitude: -77.73740517 | Longitude: 38.59782268 |
| 27 | Latitude: -77.73690136 | Longitude: 38.5955911 |
| 28 | Latitude: -77.73790096 | Longitude: 38.59544933 |
| 29 | Latitude: -77.73853389 | Longitude: 38.59817611 |
| 30 | Latitude: -77.72546103 | Longitude: 38.60045321 |
| 31 | Latitude: -77.72567163 | Longitude: 38.60653836 |
| 32 | Latitude: -77.72700626 | Longitude: 38.60686572 |
| 33 | Latitude: -77.72574103 | Longitude: 38.60870952 |
| 34 | Latitude: -77.72664181 | Longitude: 38.60943768 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

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

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

The true and correct historic boundary of the district is shown on the accompanying scaled Sketch Map/Photo Key, which was prepared by the Fauquier County Geographic Information Systems Office.

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Boundary Justification (Explain why the boundaries were selected.)

The Midland Historic District boundaries were drawn to include the largest concentration of historic buildings that tell the story of the growth and development of the village. Noncontributing resources, whenever possible, particularly when on the edges of the settlement, were excluded. The district boundaries coincide with property lines and natural landscape features whenever possible.

11. Form Prepared By

name/title: Maral S. Kalbian, Architectural Historian, Margaret T. Peters, Historian
organization: Maral S. Kalbian, LLC
street & number: PO Box 468
city or town: Berryville state: VA zip code: 22611
e-mail: maral@mkalbian.com
telephone: 540-955-1231
date: March 22, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Name of Property: Midland Historic District
City or Vicinity: Midland
County: Fauquier County State: VA
Photographer: Maral S. Kalbian
Date Photographed: January 2018

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

Photo 1 of 20

Looking southwest along Midland Road across railroad tracks toward T. C. Pilcher's Store [030-0950; 030-5160-0013].

Photo 2 of 20

Northeast view of Charles Faller's Store [030-0952; 030-5160-0009].

Photo 3 of 20

Streetscape looking north along Rogues Road showing post office, houses and railroad.

Photo 4 of 20

Streetscape looking northwest along Midland Road toward the center of the villages with Midland United Methodist Church [030-0958; 030-5160-0007] and cattle scale shed [104-5160-0019] in foreground.

Photo 5 of 20

Streetscape looking southwest along Dowell Road toward Crockett's Garage [030-0943; 030-5160-0026] on right and Dowell's Store [030-0944; 030-5160-0021] on left.

Photo 6 of 20

Streetscape looking north at junction of Midland and Dowell roads showing Hunsberger House [030-0941; 030-5160-0024] and Dowell House [030-0942; 030-5160-0025].

Photo 7 of 20

Streetscape looking east at junction of Midland and Dowell roads showing the George Robinson Shop [030-0949; 030-5160-0018] on the right and the rear of the Berry House [030-0948; 030-5160-0014] on the left.

Photo 8 of 20

Southeast view of Odd Fellows Hall [030-0956; 030-5160-0006]

Photo 9 of 20

Northeast view of Midland United Methodist Church [030-0958; 030-5160-0007].

Photo 10 of 20

Southeast view of John Pilcher House [030-0951; 030-5160-0012].

Photo 11 of 20

Southeast view of Berry House [030-0948; 030-5160-0014].

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North view of entrance of Midland Cemetery [030-5112; 030-5160-0020].

Photo 13 of 20

Southwest view of Graceland (Gowan House) [030-5240; 030-5160-0033].

Photo 14 of 20

Northeast view of Embrey House [030-5160-0027]

Photo 15 of 20

East view of Messick House [030-5160-0030]

Photo 16 of 20

Southwest view of Will Cowne House [030-0945; 030-5160-0017]

Photo 17 of 20

Northeast view of House, 5449 Midland road [030-0955; 030-5160-0008]

Photo 18 of 20

Southeast view of Midland Church of the Brethren [030-5239; 030-5160-0031]

Photo 19 of 20

Southeast view of George Crump Store [030-946; 030-5160-0016]

Photo 20 of 20

View of Midland looking west from Midland Road.

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. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

ENDNOTES

¹ Eugene Scheel. "The Carolina Road." <http://www.loudounhistory.org/history/carolina-road-htm>; Kathi Brown et al. 250 Years in Fauquier County: A Virginia Story. [Fairfax, VA: George Mason Press, 2008], 55.

² Fauquier County Deed Book 65 (1873), 199-201.

³ *Ibid.*, 201.

⁴ Robert Knox Sneden. "Map of Warrenton Junction, Orange and Alexandria R.R. showing destruction of R. R. by enemy." October, 1863. Show location of the Beale residence and the area northwest of Bealeton

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and south of Germantown. The railroad is prominently displayed and it shows that the Bealeton Station as “burnt.”

⁵ Charles Minor Blackford. Legal History of the Virginia Midland Railway Company. [Lynchburg, 1881], 87-103.

⁶ 1878 Chancery Case, (Fauquier County): “Beale v. Russell.” Also see Charles Minor Blackford, Legal History of the Virginia Midland Railway Company. [Lynchburg, VA: 1881].

⁷ Index to the Grantors Index for Fauquier County Deeds, p. 100 (“Grantor T-Z,” 1873-1876).

⁸ Fauquier County Deed Book 68/10 (1873).

⁹ Fauquier County Deed Book 67/68, 416 (1875).

¹⁰ Fauquier County Deed Book 67/182 (1875).

¹¹ Visit to Fauquier County Clerk’s Office in Warrenton by MTP 3/29/2011 and conversation with the acting clerk on that date.

¹² Fauquier County Tax Records, 10th Edition of the Commissioner of Revenue Books, revised 9/10/1973.

¹³ Fauquier County Land Tax Records, Fourth District (1885).

¹⁴ Federal Census for 1870 and 1880, Fauquier County, Virginia. (First Revenue District-1870, and Rappahannock District-1880).

¹⁵ Fauquier County Land Tax Records, 1879 (Third District); M.S. Kalbian conversation with Mr. and Mrs. Longerbeam, March, 2011.

¹⁶ Fauquier County Land Tax Books for 1885, 1886. (Center District-1885 and Fourth District-1886.

¹⁷ Federal Census for 1910, Fauquier County, Virginia. (Lee District # 44).

¹⁸ “A Map of Fauquier County, Virginia/compiled from various sources, including a reconnaissance by J. K. Boswell, Chf. Eng. 2nd C, surveys of the O&A and the MG railroads,...and by Jed. Hotchkiss, Acting Top. Eng. 2nd Corps, ANV. See Library of Congress site “American Memory.” <http://memory.loc.gov>.

¹⁹ Fauquier County Land Tax Records, 1886, 1886, 1891, and 1900.

²⁰ Fauquier County Land Tax Records, 1905, 1910; Federal Census for 1900, 1910, Lee district, Fauquier County, VA.

²¹ Fauquier County Deed Book 67/421 (1876).

²² Betty Armstrong Price. “Midland United Methodist Church History.” Brochure published June 1982, page 5.

²³ Fauquier County Deed Book 104/279 (1909).

²⁴ Federal Census, 1880-1930, Fauquier County (Lee District); Federal Census, 1860, 1870, 1880, Rockingham County, Va.; Nancy Chappellear Baird, Carol Jordan, Joseph Scherer. Fauquier County, Virginia, Tombstone Inscriptions, [Bowie, MD: 2000], Volume I, 66; Will of Fannie S. Spitzer. Fauquier County Will Book, 198/1279 (1999).

²⁵ See the official web site for the International Order of Odd Fellows at <http://www.ioof.org>. Visited January 30, 2018. The fraternal order had its roots in 18th-century England and was officially established in the United States in 1819. The organization thrived until the Civil War and was reinvigorated in the period after the war. It declined during the 1930s when many of its responsibilities were assumed by the government in the area of social services. It is still active today, delivering services to children and the elderly. It can be assumed that it did not function in Midland after the onset of the Depression.

²⁶ Fauquier County Deed Book 97/55 (1905).

²⁷ Fauquier County Deed Book 318/34 and Deed Book 334/147 (1975).

²⁸ Fauquier County Deed Book 68/159-160 (1876).

²⁹ Eugene Scheel. The Guide to Fauquier: a Survey of the Architecture and History of a Virginia County. [Warrenton, VA: Fauquier County Board of Supervisors, 1976], 41.

³⁰ Fauquier County Board of Trade, 1914 Map.

³¹ Fauquier County Deed Book 67/182 (1875).

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³² Chataigne's Alexandria City Directory, 1881/82, 201.

³³ Federal Census for Fauquier County (Cedar Run District), 1920. In the 1910 Census, John Armstrong was still listed as a "farmer."

³⁴ Baird. Virginia Tombstone Inscriptions- Fauquier County. Volume 1 and 2 page 32.

³⁵ Federal Census for 1910, 1920, 1930, Lee district, Fauquier County, Va.; Fauquier County Land Tax Books, 1915.

³⁶ Maral Kalbian site visit with local resident Lewis Ray January 25, 2018. These foundations are now part of Mr. Ray's property at 5449 Midland Road [030-0955;030-5160-0008].

³⁷ Federal Census for Fauquier County (1920); 1930. (Lee District).

³⁸ Land Tax Books for Fauquier County, (1900).

³⁹ Federal Census for 1920, Lee District, Fauquier County; family tree for Charles Crockett, www.ancestry.com; Fauquier County Land Tax Records, 1915.

⁴⁰ Fauquier County Deed Book 106/71 (1911); Federal Census for Fauquier County, Cedar Run Magisterial District; Fauquier County Deed Book 248/90 (1968) includes a plat of the property.

⁴¹ Federal Census, Fauquier County (Lee District), 1920.

⁴² Federal Census, Fauquier County (Cedar Run District), 1930.

⁴³ Federal Census for Fauquier County (Lee District), 1910. (images 40 and 44 of 50; image 1 of 32).

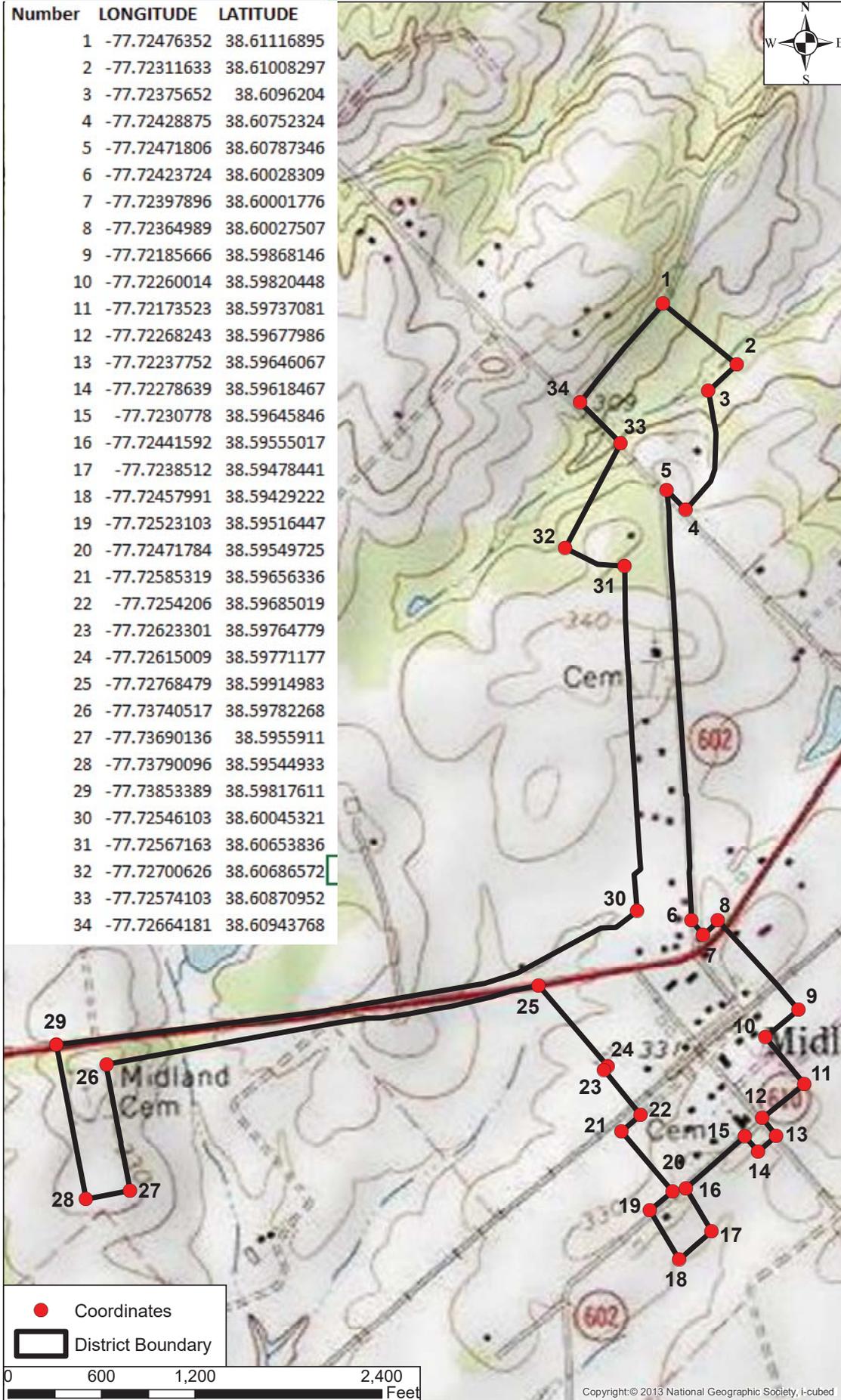
⁴⁴ Cassandra Brown. "Longerbeams Keeping Alive Midland's History and Spirit." Fauquier Now. December 25, 2013. Accessed on line January 30, 2018.

http://www.fauquiernow.com/index.php/fauquier_news/article/longerbeams-keep-midlands-history-and-spirit-alive.

⁴⁵ Chris Novelli, Melina Bezirdjian, Calder Loth, and Lena Sweeten McDonald, *Classic Commonwealth: Virginia Architecture from the Colonial Era to 1940* (Richmond, VA: Department of Historic Resources, 2015), 82.

Midland Historic District Fauquier County, VA, DHR# 030-5160

Number	LONGITUDE	LATITUDE
1	-77.72476352	38.61116895
2	-77.72311633	38.61008297
3	-77.72375652	38.6096204
4	-77.72428875	38.60752324
5	-77.72471806	38.60787346
6	-77.72423724	38.60028309
7	-77.72397896	38.60001776
8	-77.72364989	38.60027507
9	-77.72185666	38.59868146
10	-77.72260014	38.59820448
11	-77.72173523	38.59737081
12	-77.72268243	38.59677986
13	-77.72237752	38.59646067
14	-77.72278639	38.59618467
15	-77.7230778	38.59645846
16	-77.72441592	38.59555017
17	-77.7238512	38.59478441
18	-77.72457991	38.59429222
19	-77.72523103	38.59516447
20	-77.72471784	38.59549725
21	-77.72585319	38.59656336
22	-77.7254206	38.59685019
23	-77.72623301	38.59764779
24	-77.72615009	38.59771177
25	-77.72768479	38.59914983
26	-77.73740517	38.59782268
27	-77.73690136	38.5955911
28	-77.73790096	38.59544933
29	-77.73853389	38.59817611
30	-77.72546103	38.60045321
31	-77.72567163	38.60653836
32	-77.72700626	38.60686572
33	-77.72574103	38.60870952
34	-77.72664181	38.60943768



Midland Historic District, Fauquier County, VA, DHR # 030-5160

SKETCH MAP/ PHOTO KEY

Numbers indicate properties in inventory.
All numbers are preceded by the District # 030-5160

Resource Status

-  Contributing
-  Non Contributing
-  Tax Parcels
-  Roads
-  Railway

Boundary

-  Midland Historic District
-  Picture Key

Map Created on March 2018 with Fauquier County GIS Dept.

