

United States Department of the Interior

National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: The Plains Historic District

LISTED ON

VLR: 03/21/2014

Other names/site number: VDHR File No. 311-5001

NRHP: 05/21/2014

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: Parts of Main, Mosby, Lee, Bragg, Stuart, Jackson, Pickett, and Broad streets; Fauquier and Loudoun avenues; Hopewell and Old Tavern roads; and Forrest, Cottage, and Ashby lanes.

City or town: The Plains State: VA County: FauquierNot For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

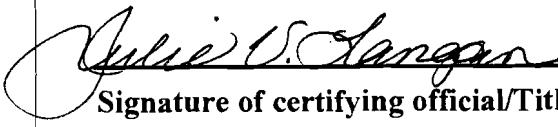
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property 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 local

Applicable National Register Criteria:

A B C D

 4.2.14
Signature of certifying official/Title: DIRECTOR, SHPO Date

Virginia Department of Historic Resources

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title :

**State or Federal agency/bureau
or Tribal Government**

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:	<input checked="" type="checkbox"/> X
Public – Local	<input checked="" type="checkbox"/> X
Public – State	<input type="checkbox"/>
Public – Federal	<input type="checkbox"/>

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Category of Property

(Check only **one** box.)

Building(s)	<input type="checkbox"/>
District	<input checked="" type="checkbox"/>
Site	<input type="checkbox"/>
Structure	<input type="checkbox"/>
Object	<input type="checkbox"/>

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>195</u>	<u>67</u>	buildings
<u>2</u>	<u>0</u>	sites
<u>1</u>	<u>3</u>	structures
<u>0</u>	<u>0</u>	objects
<u>198</u>	<u>70</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions (Enter categories from instructions.)

DOMESTIC: Single Dwelling, Secondary Structure

COMMERCE/TRADE: Department Store: general store

SOCIAL: Meeting Hall

EDUCATION: School

RELIGION: Religious Facility; Church-related residence

FUNERARY: Cemetery

TRANSPORTATION: Rail-Related: train depot

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Current Functions (Enter categories from instructions.)

DOMESTIC: Single Dwelling, Secondary Structure

COMMERCE/TRADE: Department Store; general store

SOCIAL: Meeting Hall

RELIGION: Religious Facility; Church-related residence

FUNERARY: Cemetery

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7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH-CENTURY: Greek Revival

LATE VICTORIAN: Italianate; Queen Anne; Gothic Revival

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival; Classical Revival; Tudor Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:

Bungalow/Craftsman

MODERN MOVEMENT: Minimal Traditional

OTHER: I house; Hall-parlor plan; Folk Victorian

Materials: (enter categories from instructions.)

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

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 Plains is a small incorporated town located in northeastern Fauquier County, Virginia, four miles east of Marshall along State Route 55 (the old road from Thoroughfare Gap and known through town as Main Street). The Plains developed in the early to mid-19th century as a community at the intersection of several major roads. Route 245 (Fauquier Avenue and Old Tavern Road) south of State Route 55 and Route 626 (Loudoun Avenue) north of State Route 55 have long been main north-south thoroughfares through the region. In at least one case, State Route 55 was described in an extremely rare allusion in mid-19th century tax records as "a paved road." Although a post office was established in The Plains in 1831, the village did not develop substantially until after the Manassas Gap Railroad (now the Norfolk Southern Railway) was completed through the community in the early 1850s. It then became a local shipping center for agricultural goods that came from surrounding farms. The Plains received a further economic boost in the early 20th century when wealthy northerners flocked to this region of Virginia primarily to foxhunt. This influx of money and interest in The Plains, which was conveniently accessible by train from cities like New York, led to its incorporation in 1910. The Plains Historic District contains 140 properties within an approximately 130-acre area that reflect the

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evolution of this community from a crossroads in the mid-19th century to a thriving commercial and transportation center in an otherwise rural area by the late 19th century. The variety of architectural resources that survives in The Plains is exceptional and includes primarily residences of vernacular forms such as the I-house. But the historic district also has buildings that illustrate popular architectural styles of the late 19th and early to mid-20th centuries including Greek Revival, Italianate, Queen Anne, Colonial Revival, Tudor Revival, Cape Cod, Craftsman Bungalow, and Minimal Traditional. Although the majority of buildings are residences with their associated outbuildings, the historic district also contains a mid-19th-century hotel, four churches, two former railroad stations, a former school, a former jail, a Masonic lodge, a bank, and numerous commercial buildings. After the cessation of passenger rail service in the late 1940s, The Plains experienced an economic decline that was further exacerbated with Interstate 66's construction that bypassed the town altogether in 1979. However, it could be argued that the interstate's avoidance of The Plains ultimately helped preserve the community's fabric and streetscape. Shortly thereafter a concerted effort was made to revitalize the town, and today The Plains is a vibrant center of activity catering both to local residents and to tourists visiting Virginia's scenic and historic hunt country.

Narrative Description

Landscape and Setting:

The Town of The Plains is located in northeastern Fauquier County in Virginia's Piedmont region. Located 12 miles north of the county seat of Warrenton, The Plains is one of only three incorporated towns in Fauquier County. The 131-acre The Plains Historic District takes in most of the properties within the town limits, plus a small area along Old Tavern Road outside of town. The surrounding open farmland outside The Plains stands in stark contrast to the concentration of historic residential, commercial, religious, and institutional buildings within town and underscores its role as a center of activity in an otherwise rural area.

State Route 55, which serves as Main Street and runs east-west, is balanced on each end by primarily residential buildings; commercial properties are generally limited to the area on Main Street between its intersection with Fauquier and Loudoun avenues. The two train stations, some warehouses, and the old hotel are located directly adjacent to the Norfolk Southern Railway tracks in the northwest part of the historic district. The railroad tracks approach from the east crossing Loudoun Avenue at its junction with Hopewell Road and then gently curve in a southerly direction to cross over Main Street. Two of the historic district's churches are located at the northern and southern edges of town, while two others stand on Main Street. The former school, located at the town's western edge on Main Street, stands adjacent to residential properties that contain agricultural outbuildings serving the farmland just outside the town limits. North of the railroad tracks along Pickett Street at the western edge of The Plains is a small collection of mid-20th-century dwellings of similar design. Another subdivision is found along Mosby Street at the northeast edge of town. Fauquier Avenue contains several large dwellings

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and a church along with Ashby, Adams, and Cottage lanes that lead off of it and are lined with more modest residences. Some of the oldest dwellings in town are found along Bragg and Main streets west of Fauquier Avenue. Concentrations of non-contributing resources in The Plains were not included within the boundaries of the historic district.

The Plains began as a rural crossroads and commercial center at the intersection of the road from Thoroughfare Gap and several other local roads. Many of these roads were established along property lines of various tracts that converged at the site of the community. When The Plains was created, it was not laid out on a formal grid pattern, but instead was dictated by these existing roads, the newly constructed railroad, and property lines. The lot sizes throughout the district are fairly irregular, with the larger properties located at the perimeters of town. As a rule, building setbacks from the road are uniform according to use: residences tend to be sited back from the sidewalk while commercial buildings are placed right off the sidewalks with little or no setback. Concrete sidewalks line most of the roads in town, although sometimes limited to only one side of the street. Many properties feature stone, formed concrete, or wrought-iron fences along their front and side property lines, creating visual interest in the streetscape. Yards are generally landscaped with mature trees, shrubs, and ornamental plantings. The topography of the 131-acre historic district is fairly flat with the exception of an area in the northeast section of town that is hilly. Remarkably picturesque, The Plains has little modern development to distract from its historic integrity. Although archeological resources were not considered as part of this nomination, the historic district contains a historic site associated with a former building.

Detailed Narrative Description:

The Plains Historic District includes 140 properties with over 195 contributing resources and 70 non-contributing resources. The majority of buildings are dwellings and their associated outbuildings, but included as well are commercial, religious, educational, social, and transportation-related resources. Most of the commercial buildings are located along Main Street between its junction with Fauquier and Loudoun avenues, while transportation-related resources are sited along the railroad tracks in the northwest portion of town. The non-contributing resources within the historic district include mainly recent commercial infill, newer sheds and outbuildings, and a handful of historic resources that have been significantly altered thereby causing a loss of historic and architectural integrity.

Of the 140 properties within the district, eight have a primary resource (seven dwellings and one hotel) that date to ca. 1850-1870, after the 1852 arrival of the railroad and the commencement of the development of the town. Fifteen properties contain a primary resource that dates from 1870-1900. These post-Civil War buildings are primarily dwellings but also include two churches, a school, and a frame train depot. Nearly 50 percent of the properties within The Plains Historic District have a primary resource that dates from between 1900 and 1930 and reflects the time of greatest growth and prosperity of the town. Only two resources date to the 1930s. The 1940s and 1950s saw the construction of almost 25 percent of the primary resources in the historic district, while three percent were constructed in the early 1960s. Only seven of the 140 properties (five

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percent) have a primary resource that post-dates 1962, confirming the limited amount of modern period construction within the historic district boundaries.

Some of the earliest buildings in The Plains are of log or heavy timber frame construction, typical of mid-19th-century buildings. Native stone was used as a construction material on multiple buildings and was commonly used in foundations. Brick is found in only one 19th-century building within the historic district but was a predominant material during the mid-20th century, most often used as a veneer over frame or concrete-block construction. Brick and stone were also commonly used as materials for chimneys. Balloon framing, popularized during the late 19th century, was the most common type of construction technique in The Plains, not surprising given that the majority of buildings within the historic district post-date 1900. These buildings are generally clad in weatherboard siding or the more decorative German-lap siding, but many are stuccoed, either as an original treatment or as a later alteration. Some buildings in the historic district have been resided with synthetic materials like vinyl or aluminum, but they maintain the original wood siding beneath. The Plains High School (311-5001-0126), constructed in 1907, is built of rusticated concrete block.

Although The Plains Historic District contains several examples of popular high-style architecture such as the Greek Revival, Colonial Revival, Gothic Revival, Tudor Revival, Queen Anne, Roman Revival, and Craftsman, the majority of buildings follow traditional vernacular forms that are common in the region. For residential architecture, these include the I house, the hall-parlor-plan house, and the side-passage-plan house, often displaying typical decorative components of popular architectural styles on the roofs, porches, eaves, and chimneys. The I house, a form that was prevalent in the region during the 19th and early to mid-20th centuries, refers to a two-story, three-bay dwelling that contains a central passage with a room on either side; this plan was documented in more than ten houses. Side-passage-plan dwellings are asymmetrical and have a hall to one side as opposed to in the center, with rooms off to one side; this plan was only documented in three instances. Hall-parlor plans usually feature two rooms with the stair in one of the rooms and were noted in four dwellings. Several of the mid-19th-century residences in The Plains were enlarged in the late 19th century. In some cases the expansions were large frame additions that subordinated the original section. After World War II a small spurt of residential growth occurred in The Plains, especially along the northeastern end of town. These houses were smaller and less ornate than their earlier counterparts and followed the Cape Cod and Minimal Traditional forms with limited exterior decoration.

The commercial architecture in The Plains is generally vernacular with some buildings exhibiting Victorian decorative detailing. The Fauquier Bank (311-5001-0045), constructed ca. 1957, is a fine example of the Georgian Revival style and the fire station (311-5001-0029), constructed in 1954, was designed in the Colonial Revival style. Two of the four churches in the historic district are vernacular stuccoed buildings, one is brick veneered, and the most ornate is stone in the Gothic Revival style. Located off Stuart Street, the two train stations, one frame with stucco and the other brick, demonstrate a surprising amount of architectural ornamentation.

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The earliest dwellings in The Plains Historic District, dating to the 1850s, stand along Main, Fauquier, and Bragg streets. The house at 4305 Fauquier Avenue (311-5001-0069) is one of several log buildings in The Plains. The ca. 1850, two-story, two-bay, vernacular log dwelling has a stone foundation, exposed square notched logs, a standing-seam metal gabled roof, and two large additions. The Beverley-Moore House (311-5001-0100), located off the south side of Main Street, is a two-story, four-bay, vernacular frame dwelling with a two-bay section on the right constructed first. Clad in German-lap siding and featuring a standing-seam metal roof with an exterior-end brick chimney, the house has a three-bay front porch with turned posts and decorative sawn brackets. The Hulfish House at 4225 Bragg Street (311-5001-0108) is a two-story, four-bay, vernacular house where the northern two bays were constructed first and then the dwelling was extended and transformed into a Victorian I-house when the other two bays were added later in the 19th century. The two-story, two-bay house next door at 4221 Bragg Street (311-5001-0109) is one of the few side-passage-plan dwellings in the historic district. Although the exterior-end chimney is missing, the ghosting of its location is still apparent. The oldest section (ca. 1850) of the Utterback House (311-5001-0113), also located on Bragg Street, is currently the rear one-and-one-half-story log wing that was added to in a way that it now acts as a rear wing to a ca. 1880, front frame addition.

The Foster-Slaughter House (311-5004, 311-5001-0123) also developed in this same manner with a rear log or frame mid-19th-century section and then a large frame Victorian I-house with fine Gothic Revival-style detailing added to the front. The property also features a mid-19th-century log shed. Prominently located along Main Street, it is one of the finest and best-preserved houses in the district. The Clarke House (311-5001-0122) also located on Main Street, was constructed ca. 1855 and is a two-story, three-bay, frame I-house with Italianate detailing in its cornice, front porch, and door surround. It features a stone foundation, smooth stucco exterior, and a standing-seam-metal, low-pitched gable roof. The front entrance has a transom with lozenge-shaped lights and two-light sidelights and a door surround with paneled pilasters on plinths and large pilasters on the outside of the doorway that have guilloche trim. The surround is sheltered by a three-bay, hipped-roofed front porch with paneled wood posts on concrete plinths, decorative brackets, a wooden paneled ceiling, and denticulated interior and exterior cornice. The two exterior-end stone chimneys are parged at the top and have coursed rubble stone bases. A two-story wing extends to the rear.

The former Chinn Hotel (311-5002; 311-5001-0127) is located on a small lot just off the west side of the railroad tracks at the northwest corner of the junction with Main Street. Constructed ca. 1858, the rectangular, two-story, three-bay, Greek Revival-style, brick building rests on a stone foundation and is built into a slightly banked site. The exterior walls are laid in five-course American bond, and the shallow-pitched hipped roof is covered in standing-seam metal. The fenestration is comprised of replacement nine-over-nine-sash wood windows and six-over-six-sash wood windows in the basement and on the second floor. The first-floor windows have brick jack arches while the second-floor windows butt up to the wooden friezeboard beneath the overhanging eaves. There are central entrances located on all three levels of the east elevation. Two exterior brick chimneys are located on the building's west elevation. A gabled two-story

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wing with a central brick chimney extends off of the rear giving the building its current T-plan configuration.

Approximately 15 primary resources in The Plains Historic District date to the period after the Civil War up to the turn of the century, most of which are classified as vernacular in form with limited decorative detailing. The small, one-story, two-bay, frame building at 6461 Main Street (311-5001-0052) rests on a raised stone foundation and has a stone chimney. Currently used as a dwelling, it appears to have originally functioned as an office, perhaps for Dr. J. H. Cochran, who at one time lived at 6463 Main Street (311-5001-0053). The frame house at 6463 Main Street appears to have been constructed in at least two sections and features a cross-gabled roof, stuccoed walls, and Victorian detailing including projecting polygonal bays, a wide frieze board, overhanging eaves, pressed tin roofing, and Gothic-arched attic windows. The house at 6325 Fauquier Avenue (311-5001-0072) is an example of a ca. 1870, vernacular hall-parlor-plan frame building and is one of the oldest in the southeastern part of town. The house at 4217 Bragg Street (311-5001-0110) is a representative example of a 19th-century I house, parts of which could be log. The two-story frame house across the street at 4218 Bragg Street (311-5001-0111) follows a hall-parlor plan and has a one-story side wing. Another example at 4349 Fauquier Avenue (311-5001-0077) is a frame I-house covered in stucco with an eight-bay wraparound porch and a rear ell that may contain parts of an earlier building. The house at 6457 Main Street (311-5001-0051) is a vernacular dwelling with both Victorian and Colonial Revival-style elements that illustrate the nature of how buildings often evolved in the community as tastes changed. The late-19th-century frame house at 4225 Loudoun Avenue (311-5001-0006) is one of the oldest buildings on the north end of town. It is a vernacular side-passage-plan dwelling with Folk Victorian detailing in the porch. The Friends' Cabin (311-5001-0047) is a vernacular, one-and-one-half-story dwelling clad in wood shingle siding and appears to have originally been associated with the large Colonial Revival-style house next door at 6433 Main Street (311-5001-0046), which is clad in the same material and sits on a large park-like lot at the southeast corner of the historic district. Many of these residences still maintain some of their original outbuildings, which as a rule included a meat house, shed, and sometimes, a summer kitchen.

As reflected in the surviving architecture, the number of dwellings in The Plains steadily increased in the early 1900s, ultimately peaking in the 1910s after its incorporation and the influx of Northern foxhunting enthusiasts to the area. The dwellings in the district from this era are mostly of balloon-frame construction and follow locally popular vernacular forms with the exception of several examples of the Folk Victorian and Colonial Revival styles. Several of the houses along Fauquier Avenue, particularly on the east side of the road, date to this period and exhibit forms common to the era. The house at 4323 Fauquier Avenue (311-5001-0073) is a two-story, four-bay, vernacular, frame dwelling that may have been constructed in two sections. The house at 4329 Fauquier Avenue (311-5001-0074) is a well-preserved example of an I house on a stone foundation with a one-bay front porch, wide friezeboard, six-over-six, double-hung-sash wood windows, and a rear ell. An example of a relatively unaltered vernacular, hall-parlor-plan frame house is located at 4206 Mosby Street (311-5001-0022) in the northeast portion of the historic district. The two-story, three-bay house features a stone foundation, German-lap siding,

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and a hipped roof of standing-seam metal. A board-and-batten-clad meat house sits in the rear yard along with a one-story frame barn. Another vernacular dwelling from ca. 1900 stands at 6499 Main Street (311-5001-0101), constructed in several sections, and which is notable for the frame summer kitchen in the rear yard.

The Cochran House (311-5001-0125) located on a large prominent lot at the northwest edge of the historic district along Main Street, exhibits elements of the Folk Victorian style. The two-story, three-bay, T-plan, frame house is distinguished by a projecting two-story central gable on the front, a stone foundation, horizontal siding, and a wood shingle roof with two interior brick chimneys. The four-paneled front door has a four-light transom and two sidelights and is sheltered by a one-bay, hipped-roofed front porch with paired paneled square columns, a plain frieze, a wide cornice, and a stone foundation. Fenestration is comprised of six-over-six, double-hung-sash wood windows and Gothic-arched attic windows in the central-front gable and gable ends. A two-story wing extends off of the rear and appears original. The property is further distinguished by the outbuildings that include a garage, barn, and a rare wooden water tower.

Constructed ca. 1901, White Hall (311-5001-0104) is located on a large parcel across Main Street from the Cochran House. The house is set back from the road behind a wrought-iron gated stone wall and a semi-circular driveway. The name White Hall is etched into one of the gateposts. The stone wall along the front has a sloped concrete cap and the piers that project above the wall are topped with pyramidal concrete caps. The park-like setting of the yard includes a variety of mature trees, boxwood hedges, and various shrubs. A rusticated concrete block wall lines the east edge of the yard and a stone wall lines the western edge. The two-story, three-bay dwelling was originally a Queen Anne-style frame house until the early 1950s when it was brick veneered (stretcher bond) and the wraparound porch removed and replaced with a one-level, two-story, pedimented portico giving the house its current Colonial Revival-style appearance. Outbuildings include a meat house, shed, and chicken coop. The land to the southwest (311-5001-0105) at the edge of the historic district was originally part of this property and contains a collection of farm outbuildings that include a tenant house (cook's house), shed, a barn, and three corncribs. The frame barn is unusual for the row of clerestory windows on the east elevation and the attached silo of terra-cotta-tiles stamped with "J. M. Preston Co., Lansing, Mich., MFC by A. V. P. CO, Pat. "2-16-12" "9-8-12" Can. Pat. 1912-1913."

One of the largest houses in the historic district from the ca. 1900 period is located at 6467 Main Street (311-5001-0054). The two-story, three-bay, Colonial Revival-style, frame dwelling rests on a stone foundation, and has German-lap siding, and an asphalt-shingled gabled roof with a central-front gable. A nine-bay, wraparound front porch dominates the façade with a stone pier foundation, plain balustrade, and Tuscan columns. The porch has a projecting gabled bay centered on the front door with its elliptical fanlight and diamond-pane sidelights. Architectural details include large fifteen-over-fifteen-sash wood windows with louvered wood shutters, small circular one-light windows in the gable-ends, a massive central brick chimney with corbelled cap, and paired nine-over-nine-sash wood windows on the west end.

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The most popular architectural forms and styles for dwellings constructed in the first three decades of the 20th century in The Plains continued to be vernacular forms, along with a few examples of the Folk Victorian, Colonial Revival, Craftsman, and Foursquare. The ca. 1910 house at 6348 Hopewell Road (311-5001-0011) is one of the most unusual and whimsical dwellings from this era. The one-and-a-half-story, three-bay, frame dwelling features a six-bay wraparound porch with Tuscan columns and a standing-seam metal roof. An oversized central-front gable with wood shingle and a two-over-two-sash window dominates the façade. From it rise taller gabled dormers extending at 45-degree angles on all sides. The gabled dormers form a cross around a central square, flat-roofed tower that contains an interior concrete block flue. The oversized dormers appear to be fairly recent but have standing-seam metal gable roofs, wood shingle siding, and two-over-two-sash windows, thereby matching the historic portions of the house and could possibly be original, making this house a curious variation of a polygonal-shaped dwelling.

The two vernacular I houses at 4211 and 4216 Loudoun Avenue (311-5001-0003 and 311-5001-0005), at the north end of town, feature limited exterior decoration. The ca. 1905 example at 6342 Hopewell Road (311-5001-0012) demonstrates Folk Victorian detailing in its central-front gable and porch with turned posts and sawn brackets. A one-and-one-half-story frame summer kitchen is located in the rear yard. The large, ca. 1910, vernacular I house at 6446 Main Street (311-5001-0043) has a central-front gable and several side and rear additions. The stuccoed, three-bay, ca. 1920 I house at 6336 Hopewell Road (311-5001-0013) is another notable example of the form and contains multiple outbuildings. The ca. 1920, four-bay, frame I house at 4356 Fauquier Avenue (311-5001-0092) was modified to have two front doors, possibly to accommodate a doctor's office as the current owner suggests. The two-story, two-bay, frame house at 6491 Main Street (311-5001-0099), with its German-lap siding, standing-seam metal gabled roof, original two-over-two-sash wood windows, and entrance door with transom and sidelights, is an example of a side-passage-plan dwelling from this era.

The Payne House (311-5001-0050), located off Main Street behind St. Mark's United Methodist Church (311-5001-0049), is a one-story, three-bay, vernacular dwelling with a gable-end orientation, is clad in wooden shingle siding, and has exposed rafter tails beneath the roof lines. The ruins of a board-and batten barn are found in the rear yard. Several other vernacular dwellings from the early 20th century are located near the commercial center of town along Main Street and have been repurposed as commercial buildings. The two-story, frame building at 6477 Main Street (311-5001-0056) follows a side-passage plan and has a stone foundation, German-lap siding, and full-width front porch. At the junction with Fauquier Avenue stands a vernacular, two-story, three-bay, frame building, 6483 Main Street (311-5001-0058), currently used as a restaurant, but with a form that suggests it was originally a dwelling. The two-story, three-bay, hipped-roofed former dwelling at 6472 Main Street (311-5001-0060) is also now used commercially. The house at 4303 Fauquier Avenue (311-5001-0068) is a vernacular one-and-one-half-story dwelling with a projecting center gable and German-lap siding, and functions as a commercial operation. The vernacular, one-story, stuccoed frame house at 4209 Loudoun Avenue (311-5001-0002) has a hipped roof with a central brick flue and is relatively small in

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size. The house at 6323 Hopewell Road (311-5001-0016) is a vernacular stuccoed dwelling constructed in at least two sections, one of which has an unusual catslide roof.

The Colonial Revival style, which looked to colonial and classical buildings for inspiration, was used infrequently in The Plains until the mid-20th century. Two examples from the first two decades of the 1900s are located along Fauquier Avenue, almost across the street from each other. The two-story house at 4355 Fauquier Avenue (311-5001-0078) has a stuccoed exterior, a hipped roof, stone foundation, and a two-bay front porch with Tuscan columns. The two-and-one-half-story house at 4350 Fauquier Avenue (311-5001-00093) dates to ca. 1915 and was used as a tourist home (The Tourist Inn), a direct reflection of the transformation of the area during this decade because of the influx of people interested in foxhunting. The building features a formed concrete foundation, frame construction with a pebbledash stuccoed exterior finish, and a standing-seam metal hipped roof with a large oversized gable-roofed dormer on the façade and rear elevation. A five-bay, hipped-roof front porch with Tuscan columns has a projecting gable-roofed entry bay. Architectural details include one-over-one-sash wood windows with louvered shutters, overhanging eaves with a plain friezeboard, Gothic-arched attic windows in the gable ends, a large interior brick chimney, wooden trim at the base of the first-floor walls that acts as a water table, and an elaborate Colonial Revival-style door surround with one-light sidelights, a semi-circular fanlight, and Tuscan pilasters. A two-story polygonal bay projects to the south and has three windows on each level, gable-end returns, and a Gothic-arched attic window. Although it has undergone some remodeling, the William Skinker House at 4338 Fauquier Avenue (311-5001-0094) is an example of a ca. 1910 Queen Anne/Colonial Revival-style dwelling with its complex roofline, stone foundation, and projecting polygonal bay.

The house at 6473 Main Street (311-5001-0055), now serving as the town's community center, is another ca. 1915 example of a frame Colonial Revival-style dwelling. The two-and-one-half-story frame dwelling has weatherboard siding, a standing-seam metal hipped roof, and a five-bay front porch with Tuscan columns. One of the best detailed examples of the style from ca. 1920 is found at 4310 Fauquier Avenue (311-5001-0096), where the one-story, three-bay, frame building rests on a brick foundation and has a stuccoed exterior, a gabled roof clad in slate shingle, an exterior-end eight-course American-bond brick chimney with a soldier cap, a modillioned wood cornice, six-over-nine-sash wood windows, and lunette windows flanking the chimney in the south gable end.

Historic photographs document the ca. 1910 Colonial Revival/Shingle-style Orange County Hunt clubhouse and ancillary buildings that were located along Main Street and which were destroyed by fire in the late 1960s. The only surviving building from this complex is a small frame building located on the property of Grace Church (311-5003; 311-5001-0033). The small, one-story, two-bay building may have served as a groomsman's cottage and was moved to its current location from elsewhere on this site. It rests on a brick pier foundation and has German-lap wood siding with corner boards and a standing-seam metal roof with an interior-end corbelled brick chimney. Others buildings associated with the hunt also stood along Fauquier Avenue, outside the historic district's boundaries.

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A collection of early-20th-century duplexes located along Ashby Lane, off the west side of Fauquier Avenue, are nearly identical in configuration. These two-story, four-bay, gable-roofed dwellings each have two front doors centered in the façade with a window on either side. Most also have a one-story, gabled rear wing. These five duplexes line both sides of Ashby Lane, which dead-ends at the railroad. All are painted yellow and the ones at 6417, 6420, and 6421 (311-5001-0088, 311-5001-0091, and 311-5001-0087) have pebbledash stuccoed walls on stone foundations and date to ca. 1910, while the ones at 6413 and 6412 (311-5001-0089 and 311-5001-0090) have smooth stuccoed walls on formed concrete foundations and were probably constructed ca. 1920 but are of the same architectural form. Similar stuccoed duplexes are also located at 6416 Adams Lane (311-5001-0086) and 4338 and 4384 Old Tavern Road (311-5001-0082, 311-5001-0083), but appear to have been constructed about twenty years later but still using this same design. Another is located at 4209 Pickett Street (311-5001-0134).

Three examples of the American Foursquare, typically cube-shaped, two-and-one-half-story dwellings, and a popular national architectural form of the early to mid-20th century, are found in The Plains. These include the recently renovated house at 43341 Fauquier Avenue (311-5001-0076), constructed ca. 1914; the well-preserved ca. 1920 house at 6300 Lee Street (311-5001-0039); and the house at 6335 Cottage Lane (311-5001-0075), constructed ca. 1910, which exhibits Colonial Revival-style detailing.

Three dwellings in the historic district demonstrate the Craftsman Bungalow style, which emphasized horizontality and was generally one or one-and-one-half stories in height with widely overhanging eaves. The earliest of these is the Moffett House at 6428 Main Street (311-50001-0040), constructed ca. 1909 and featuring widely overhanging eaves with exposed rafter ends and triangular knee braces. Another well preserved example is located next door at 6436 Main Street (311-50001-0041). The most highly detailed example is found at 4198 Mosby Street (311-50001-0025).

The residential architecture in The Plains from the early part of the 20th century is notably more elaborate than some of the town's earlier buildings. This was in part due to the greater availability of diverse building materials, precut trim, pattern books, and kit houses made more readily available through advances in technology, transportation, and communication. The more architecturally elaborate dwellings from this period tend to look to popular national styles as opposed to the vernacular. Along Main Street, the best example of such a trend in the town is found at Kinloch Cottage (311-5001-0042). The well-preserved, one-story, three-bay, frame, Colonial Revival-style dwelling was constructed in 1928 with a formed concrete foundation, weatherboard siding, and a clipped-gable, asphalt-shingled roof with interior brick chimneys with corbelled caps. A painted and carved wood plaque near the front door reads, "Sears Roebuck & Co. Gordon Van-Tine Co. Davenport, Iowa 1928." The front door has a six-paneled wood door with five-light sidelights. The pedimented front entry with modillioned cornice has a barrel vaulted ceiling, paired Tuscan columns, and a raised flagstone porch floor. Other architectural details include paired six-over-one-sash wood windows, louvered shutters with

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crescent moon cut-outs, rectangular vents in the clipped gable ends, window boxes, a rear gabled dormer, wide overhanging eaves with a boxed cornice, and gable-end returns. A hipped-roofed east wing has a carport below it. The house is the Cabot model from the Gordon Van-Tine Company, and is often confused with the Montgomery Ward's Mayflower model. Richly detailed, the house is associated with the Rutledge family, who still reside here. Since The Plains had an active railroad during the 1920s, it is not surprising to find kit houses in the town that were probably shipped by rail.

The 1928 gatehouse for Archwood Farm (now Wakefield School and outside of the town limits) that is sited at 4385 Old Tavern Road (311-5001-0081) was designed by architect William Henry Irwin Fleming and is an excellent example of the Tudor Revival style. It is one of two known buildings that Fleming designed in The Plains. Sited at a right angle to the road, the building has a ground-level garage entry along its west side and is built into a slight hill. A random rubble stone wall with ivy runs north and south along Old Tavern Road and is tied into the house's west end. Stone gateposts with a wrought-iron fence provide access to a circular driveway and parking lot north of the house. Currently used as an office, the one-story, three-bay building has random-rubble stone walls and a gabled slate roof with a small central-front gable at the entrance. It rests on a raised stone foundation. A curving stone staircase with wrought-iron railing and balustrade lead up to a flagstone stoop in front of the arched vertical-board front door with elaborate strap hinges. Fenestration is comprised of paired, six- and eight-light, steel casements that are recessed and topped by stone jack arches with keystones. An interior stone chimney is located at the west end, and a semi-exterior one is on the east end, both of which have a narrow vertical window at the attic level. The rear of the building has a bulkhead basement entry and stone stairs leading up to a door on the main floor. Near the basement entry is a decorative copper scupper on the downspout with the date "1928," presumably the date of construction. The west end is tied into the stone walls with a cat-slide roof over an arched doorway with a wrought-iron gate; a double-leaf garage door with strap hinges is also located on the west end.

The Moriarity House (311-5001-0137), located at the northwestern edge of town on Broad Street, is one of the few buildings in the historic district constructed in the 1930s. The two-story, three-bay, vernacular, frame house has a hipped roof and a full-width porch with chamfered posts. It is one of several houses along the street associated with the Moriarity family. With the initial cessation of passenger train service in the late 1930s that was briefly reinstated after World War II, the town grew minimally in the 1940s and 1950s. It appears that by the mid-1960s, the majority of the existing lots had been built out. Although some of the architectural styles from earlier in the 20th century were still present such as the Colonial Revival, by the 1940s, most of the new residential buildings are either vernacular or examples of the Minimal Traditional or Cape Cod, that is fairly small, gable-roofed, rectangular buildings, one or one-and-one-half stories in height and with very little exterior decoration. The Minimal Traditional form, which incorporates Colonial and sometimes Tudor forms into small rectangular-shaped dwellings, has been identified in 17 dwellings within the district.

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A group of six Minimal Traditional houses, almost identical in design, was built along Pickett Street in the early 1940s, creating a small neighborhood. The houses at 4213, 4214, 4216, 4217, 4220, and 4221 Pickett Street (311-5001-0128 to 311-5001-0133) are one-story, three-bay, gable-roofed, frame houses with simple detailing and one-bay porches. Although these dwellings do not appear on the 1937 USGS map, they are recorded on the 1944 map, confirming that they were built within the historic district during or shortly after World War II. Another group of four identical Minimal Traditional houses was constructed ca. 1956 along Mosby Street on the northeast edge of the district (311-5001-0019, 311-5001-0020, 311-5001-0023, and 311-5001-0024). They are one-story, brick-veneered, cross-gable-roofed, three-bay dwellings. Other examples of the Minimal Traditional from the 1950s are found at 4271 and 4253 Loudoun Avenue (311-5001-0031 and 0032), 6315 Lee Street (311-5001-0034), and 6456 Main Street (311-5001-0044). The example at 6447 Main Street (311-5001-0048) is notable for its Colonial Siding Block construction material that visually imitates weatherboard siding.

Four examples of the Cape Cod form, which draws its inspiration from the Colonial Revival style, were noted in the historic district. The one-and-one-half-story, three-bay, weatherboarded frame houses at 4250 and 4252 Loudoun Avenue (311-5001-0027 and 311-5001-0028), are nearly identical in design and were constructed in the late 1940s. Others examples of the Cape Cod style are found along Stuart Street (311-5001-0114) from ca. 1952, and along Lee Street (311-5001-0037) from ca. 1962. By that time, The Plains was entering a time of limited growth and an economic downturn that would only be reversed in the late 1970s and 1980s.

The dozen or so commercial buildings in The Plains are generally concentrated around the intersection of Main Street with Fauquier and Loudoun avenues to the south and north, although a few are found along Bragg and Stuart streets. The commercial buildings in The Plains generally date from the early and mid-20th century, creating a visually cohesive streetscape. Much of this is due to sensitive infill that was constructed in the 1980s to replace historic buildings that had become derelict or were demolished during the town's economic downturn in the mid-20th century. The earliest and most visually prominent commercial building in town is 6484 and 6486 Main Street (311-5001-0065), the former H.H. Hulfish Store. Constructed ca. 1890, this two-story frame building has a stone foundation, stuccoed exterior, and asphalt-shingled gable-end roof. The asymmetrical façade is split into two sections; the main section on the east end with its central door and two-light sidelights has flanking four-light storefront wood windows. The smaller, west end features double-leaf glass doors with a wrought-iron balconet and a two-over-two-sash wood window. Other details include a plain frieze board, gable-end returns, and two interior brick flues with corbelled cap. A shallow, full-width, shed-roofed rear porch has square posts and a plain balustrade. A ca. 1920, one-story, five-bay, frame carriage house stands in the rear yard. A historic photo of the building reveals that the building originally had half-timbered detailing in the gable-end façade and clapboard siding.

Located on the southwest corner of the intersection of Main Street and Fauquier Avenue is a building constructed ca. 1912 (311-5001-0098) that for many years was The Plains Pharmacy. The one-story, three-bay, frame, vernacular, commercial building features a stone foundation,

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German-lap siding, a standing-seam metal gable-end roof with a parapet, and a northeast corner entry with a brick semi-circular stoop and wrought-iron railings. Two additions extend off of the west end: a gabled one-and-a-half-story, three-bay store with two gabled dormers and a one-story, three-bay, gable-end store with an inset entrance.

Across the street is the Middleton Building (311-5001-0066), a one-and-a-half-story, two-bay, frame building constructed ca. 1910 as a bank. The building exhibits Craftsman-style detailing in its gable-end exterior, partial pebble-dash stuccoed exterior, segmental-arched window and door openings, and scalloped rafter ends in the wide overhanging eaves. A telescoping ca. 1930 addition with interior-end brick flue extends off of the rear. It appears that the building originally had a front porch that has been enclosed. The stucco appears to be a later addition.

The Rail Stop (311-5001-0062), a ca. 1910 frame building, was originally constructed as a general store and now houses a restaurant. The one-and-a-half-story, three-bay building features a stuccoed exterior, a standing-seam metal gable roof with center front-gable parapet, and two-over-two-sash wood windows. Several additions have been made to the building but it retains its historic integrity with its early storefront façade and the side addition fitting well into the surrounding streetscape. Next door at 6482 Main Street (311-5001-0064) is a two-story, three-bay, gable-end, frame building constructed ca. 1920. The building retains its historic integrity despite modern materials like Permastone and Masonite siding. The deep wraparound porch and gable-end storefront façade are architectural features that help the building contribute to the historic district. More recent buildings including 6474 and 6479 Main Street (311-5001-0061, 0057) were constructed in the 1980s as compatible infill along this part of Main Street. They substantially contribute to the visual cohesiveness of the commercial center.

The Plains Post Office building located along Fauquier Avenue (311-5001-0095) is a one-story, three-bay, vernacular, frame building dating to ca. 1920. Resting on a formed concrete foundation, the building has a stuccoed exterior, a gable-end roof with a parapet, two-over-two-sash wood windows with metal bars across them, a flagpole embedded into the front gable end, an interior brick chimney, a plain friezeboard, gable-end returns, and overhanging eaves. A post office still functions in The Plains, but it occupies leased space in a privately owned building.

Constructed ca. 1936 as a gas station, the one-story, two-bay, vernacular, commercial building at 4301 Fauquier Avenue (311-5001-0067) resembles a small 19th-century dwelling. The exterior is covered in stucco, with a partial-exterior-end chimney clad in stone veneer, and a gabled standing-seam metal roof. Other automobile-related commercial buildings in the historic district are found at the northwest corner of Main Street and Loudoun Avenue. The former gas station that now houses The Plains Market (311-5001-0059) was constructed ca. 1940. It was remodeled in the 1980s when it was converted into a grocery. Behind it at 4272 Loudoun Avenue (311-5001-0030) is a one-story, ten-bay, concrete block building from the late 1940s that contains multiple commercial enterprises including ones accommodating vehicle repair.

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The most architecturally sophisticated commercial building along Main Street is the Fauquier Bank (311-5001-0045), constructed in 1957 in the Georgian Revival style, and designed by architect Washington Reed, Jr., of Warrenton. The one-story, five-bay exterior features Flemish-bond brick veneer with a water table, a modillioned wood cornice, and a hipped roof clad in slate shingles. Other details include nine-over-nine-sash wood windows, flat brick jack arches, a pedimented double-leaf door with fluted pilasters, and a front brick stoop with wrought-iron railing. A telescoping, hipped-roofed, two-car, drive-through teller extends off of the east end, and a gabled ell with a chimney with a corbelled cap extends off of the rear.

Both commercial buildings along Bragg Street date to ca. 1910. The one at 4237 (311-5001-0106) is a one-and-a-half-story, four-bay, vernacular building with a stuccoed exterior and gable-end standing-seam metal roof. A full-width shed-roofed overhang shelters an off-center wooden front door with nine lights over two panels flanked by two, two-over-two-sash wood windows and accessed by a small set of wooden steps. A one-story, seven-bay wing is attached to the one-and-a-half-story building by a frame, one-story hyphen. The one-story, three-bay commercial building at 4288 Bragg Street (311-5001-0112) survives in a very unaltered condition with German-lap siding, a standing-seam metal gable-end roof, and a shed roof that shelters the three-part commercial entry.

It is not surprising to find commercial enterprises along Stuart Street, just off the railroad tracks. The one-story, six-bay building at 6377 Stuart Street was constructed ca. 1915 and is of formed concrete construction with multiple bays of sliding vertical-board garage doors. The former Slaughter's Garage (311-5001-0120) is comprised of two distinct units: an older ca. 1915 section and a two-story 1956 addition. The Plains does not contain any more recent commercial enterprises. The ca. 1950, one-story, masonry office building along Main Street near its junction with the railroad tracks was constructed as a medical office (311-5001-0103) for Dr. Sam Adams, who lived next door at White Hall (311-5001-0104). The commercial buildings at 6532 Main Street (311-5001-0102) and 6384 Stuart Street (311-5001-0121) were constructed on the site of earlier commercial buildings that were destroyed in the 1967 fire.

The two train stations located along Stuart Street are strong visual reminders of the railroad's economic stimulus to the town's growth during the late 19th and early 20th centuries. The first building was constructed in 1887 and is located at 6354 Stuart Street (311-5001-0116). The one-story, four-bay, stuccoed, vernacular building, now used as an upholstery shop, has Queen Anne-style detailing in its gabled slate roof, Queen-Anne-sash wood windows (some of stained glass), overhanging eaves with exposed rafter and purlin ends, and diamond-shaped attic vents in the gable ends. It was constructed as a combination passenger/freight depot. Located just to the south of the original train station on the site of the old stockyards, is the elegant brick railroad passenger station (311-5005; 311-5001-0117) constructed in 1915. Measuring roughly 100 by 20 feet, the building exhibits elements of the Craftsman style. The one-and-a-half-story, eight-bay, brick building features a Flemish-bond foundation and exterior walls with glazed headers and a terra-cotta tile hipped roof with a central brick flue, semi-exterior-end brick flue, exposed rafter ends, and flared eaves supported by triangular wooden brackets. Centered on the façade is a

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hipped dormer with a tripartite casement window with diamond tracery. Two single-leaf doors with large transoms with diamond tracery are located along the façade: a third at the southern end has been converted into a window. Fenestration on the building is comprised of single and paired diamond-paned-over-single-light wood sash windows with granite sills and segmental brick jack arches. The rear of the building faces the railroad tracks and features a one-and-a-half-story, projecting, polygonal bay dormer with four diamond-pane sashes and stuccoed finish in the dormer. The original railroad signal post is attached to the rear of the building. The recently remodeled depot is currently used for retail enterprises. The interior of the building features some original features such as the ticket counter. The telegraph and ticket offices stood in the center and originally there were separate waiting areas and toilets designated for “whites” and “Negroes” when the laws called for racially segregated facilities in all transportation venues. A large baggage room was located at one end. The room in the half-story is known as the “Gov. W. Averell Harriman Room” and was a private waiting room for the wealthy visitors to The Plains to participate in the Orange County Hunt.

The Plains contains four churches, the oldest of which is St. Mark's United Methodist Church (311-5001-0049), dating to ca. 1879. Located along Main Street in the center of town, the one-story, one-bay-wide by three-bay-deep, vernacular church rests on a parged stone foundation. The frame church is covered in vinyl siding and features a standing-seam metal gable-end roof. The rear wing was constructed in 1961. The twelve-over-twelve-sash wood windows were installed in 1978. The First Baptist Church of The Plains (311-5001-0001) is located at the north end of the historic district off Loudoun Avenue. According to the date stone and land records, this one-story, three-bay, vernacular Gothic Revival-style, frame church, serving the African-American community, was constructed in 1899. Resting on a random rubble stone foundation, the church is covered in stucco and has a gable-end asphalt-shingled roof with wooden fishscale shingles in the gable ends. The projecting, square, front entrance tower has a pyramidal roof and a gabled one-bay front porch with wrought-iron supports. The south side elevation of the church is four bays deep, with one of the original window bays now converted into a doorway. The Gothic-arched windows are tinted diamond wire glass, and the building has an interior side brick corbelled chimney and overhanging eaves with exposed purlin ends. Built into a slightly banked site, the foundation is tall enough on the southwest corner to accommodate a basement entry door. A two-bay, one-story, gable-roofed wing telescopes off the back of the church, a one-story, wing runs along its north side, and a large modern wing extends to the north. The property contains the only cemetery in town. Spread across the side of the hill behind the church, it contains approximately 50 burials. The earliest gravestone observed is for Queen Augusta Ward, born May 28, 1878, and died October 30, 1891.

The congregation of Grace Episcopal Church (311-5003; 311-5001-0033), located at 6507 Main Street, was organized in the 1850s and built an earlier church that once stood on the property. In 1917, Washington, D.C., architect William Henry Irwin Fleming designed the extant Gothic Revival-style church; its consecration took place in 1918. The church has a random-rubble stone exterior with a slate cross-gabled roof and elements of the Arts and Crafts Movement with its horizontality and detailing. The original four-bay, two-story, cross-gabled structure has a

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massive, two-story, square, stone bell tower with octagonal-shingled roof attached to the east end. The church expanded eastward in 2000 resulting in a U-shaped plan with another gable-end wing with a similar, but smaller, square bell tower attached to the west end. This addition creates a courtyard between the two gable-ends. Architectural details of this large church include Tiffany stained-glass windows, lancet windows, stone-buttressing, Gothic-arched doors, copper vented cupola with finial, and rose windows in the gable-ends. The Plains Baptist Church (3121-5001-0079) is located at the southern edge of the historic district along Fauquier Avenue. Constructed in 1962, the vernacular gable-end church is built into a banked site with the front entrance at grade. The walls are laid in five-course Flemish-variant brick bond with vinyl siding in the gable end. The building is capped by an asphalt-shingled gable roof.

The Cochran Masonic Lodge (311-5001-124), located at the northeast corner of the junction of Main and Stuart streets, is a landmark for the town and one of the most ornate buildings of its type in the county. The rear of the current Cochran Masonic Lodge was constructed ca.1900 and expanded forward in 1922 with a Roman Classical Revival-style addition. Historic photographs show that the building was originally clad in weatherboard and had a second-story cantilevered front section over an open three-bay porch. In 1922, a two-story, three-bay, hipped-roofed, front section was added by local builder Elmo Ball, Sr. It is stuccoed with a wooden belt course that wraps around the original rear section. A one-story, three-bay, pedimented porch with Tuscan columns and pilasters shelters the first-floor six-panel front door. The second-story walls are divided into three bays by Doric pilasters, and the central bay is comprised of a bank of wooden Roman lattice. Roman lattice is also found in the central second-story bays of the side of the front block. The building includes replacement six-over-six-sash windows, a stuccoed water table, a wide frieze with overhanging eaves, and a short gabled attic vent on the peak of the hipped roof. The 1900 section sits behind the 1922 addition and features a gable-end roof, wide overhanging eaves, an exterior-end parged chimney, and a one-story shed-roofed rear addition with a five-panel door. A second-floor spiral staircase extends off of the rear of the east elevation. Originally only the upstairs was used by the lodge, and the first floor contained a commercial enterprise.

Constructed in 1907, the former The Plains High School (311-5001-0126) is a large, two-story, nine-bay, rectangular, vernacular building constructed of rusticated concrete block on a formed concrete foundation. Built into a banked site, the hipped-roofed building has a central-front gable and asphalt-shingle roofing with overhanging eaves. Semi-exterior rusticated concrete block flues are found on the east and west ends of the building. Historic photos show that the school originally had a large hipped-roofed cupola, which has since been removed. The two-story, central entrance bay projects slightly from the rest of the building. The one-bay front porch with Tuscan columns, pipe railing, and concrete stairs and floor was originally three bays and continued around to cover the windows next to the projecting bay. Smooth concrete acts as a visual contrast in the frieze, water table, belt course, and window and door sills. Currently used as apartments, the massive and attractive public building defines the western entrance to The Plains.

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The small, one-story, three-bay, stuccoed building along Stuart Street that most recently was The Plains Library (311-5001-0115) was constructed in 1916 as a jail. The six-over-six-sash wood windows are still secured with metal bars, and the building has a six-panel front door, frieze windows on the rear, overhanging eaves, and exposed rafter ends. As one of the few surviving jail buildings in a rural community in the county, it is a unique resource for The Plains. The one-and-one-half-story, brick-veneered The Plains fire house, constructed ca. 1954, is located at 4260 Loudoun Street (311-5001-0029). The building exhibits Colonial Revival-style detailing that includes a five-course American-bond brick veneer, a gabled slate roof with two gabled dormers on the front and rear, and an exterior-end brick flue. A rear, one-story, two-bay addition extends off of the rear with stretcher brick bond and parapet shed roof. Architectural details include eight-over-eight-sash vinyl windows, an octagonal cupola with a horse weathervane, gable-end returns, and three large replacement overhead garage doors across the façade. The ca. 1960 communications facility at 4315 Fauquier Avenue (311-5001-0070) also exhibits the Colonial Revival style in its stretcher-bond brick walls, standing-seam metal hipped roof, and broken-triangular pedimented door surround with fluted pilasters.

The Plains Historic District contains an exceptionally fine collection of residential, commercial, transportation, and ecclesiastical resources that together tell the story of the community's growth and development from a mid-19th-century railroad town to a mid-20th-century residential and commercial hub for the surrounding rural area.

Inventory of The Plains Historic District

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 areas of significance as listed under Criterion A as Transportation, Commerce, and Social History and under Criterion C for Architecture and based upon the period of significance of ca. 1850, the date of the earliest surviving resource within the historic district, to 1962, when much of the growth and development in the historic district slowed considerably. All non-contributing resources have, therefore, been so noted for being either constructed after 1962 or as having no integrity left to represent the period and areas of significance. The resources are keyed to the accompanying sketch map using the tertiary number of the DHR-assigned inventory number; for example, the location for 6416 Adams Lane (DHR # 311-5001-0086) is marked as 86 on the sketch map. This inventory was generated using the Virginia Department of Historic Resources V-CRIS database. In most cases, the dates generated for the primary resource are circa dates.

Adams Lane

6416 Adams Lane 311-5001-0086

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1920

<i>Individual Resource Status: Multiple Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

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Individual Resource Status: Shed

Non-Contributing

Ashby Lane

6412 Ashby Lane 311-5001-0090

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1920
Individual Resource Status: Multiple Dwelling Contributing

6413 Ashby Lane 311-5001-0089

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1920
Individual Resource Status: Multiple Dwelling Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Shed Non-Contributing

6417 Ashby Lane 311-5001-0088

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1910
Individual Resource Status: Multiple Dwelling Contributing
Individual Resource Status: Shed Contributing

6420 Ashby Lane 311-5001-0091

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1910
Individual Resource Status: Multiple Dwelling Contributing

6421 Ashby Lane 311-5001-0087

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1910
Individual Resource Status: Multiple Dwelling Contributing

Bragg Street

4217 Bragg Street 311-5001-0110

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1870
Individual Resource Status: Shed Contributing
Individual Resource Status: Garage Contributing
Individual Resource Status: Single Dwelling Contributing

4218 Bragg Street 311-5001-0111

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1880
Individual Resource Status: Single Dwelling Contributing

4221 Bragg Street 311-5001-0109

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1850
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing

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4225 Bragg Street 311-5001-0108

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1850

Individual Resource Status: Single Dwelling Contributing

4228 Bragg Street 311-5001-0112

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1910

Individual Resource Status: Commercial Building Contributing

Individual Resource Status: Shed Contributing

4229 Bragg Street 311-5001-0107

Primary Resource Information: Commercial Building, Stories 1.00, Style: No Discernible Style, 1990

Individual Resource Status: Commercial Building Non-Contributing

4230 Bragg Street 311-5001-0113

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Vernacular, 1850

Individual Resource Status: Single Dwelling Contributing

Individual Resource Status: Smoke/Meat House Contributing

Individual Resource Status: Garage Contributing

Individual Resource Status: Chicken House/Poultry House Contributing

4237 Bragg Street 311-5001-0106

Primary Resource Information: Commercial Building, Stories 1.50, Style: Vernacular, 1910

Individual Resource Status: Commercial Building Contributing

Individual Resource Status: Shed Non-Contributing

Broad Street

6364 Broad Street 311-5001-0135

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1949

Individual Resource Status: Single Dwelling Contributing

6369 Broad Street 311-5001-0136

Primary Resource Information: Single Dwelling, Stories 1.00, Style: No Discernible Style, 1965

Individual Resource Status: Single Dwelling Non-Contributing

6370 Broad Street 311-5001-0137

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1932

Individual Resource Status: Single Dwelling Contributing

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Individual Resource Status: Shed
Individual Resource Status: Garage

Non-Contributing
Non-Contributing

6371 Broad Street 311-5001-0138

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1910
Individual Resource Status: Single Dwelling Contributing

6376 Broad Street 311-5001-0139

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1920
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed **Non-Contributing**

6377 Broad Street 311-5001-0140

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1920
Individual Resource Status: Single Dwelling **Non-Contributing**

Cottage Lane

6335 Cottage Lane 311-5001-0075

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1910
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed **Non-Contributing**

Fauquier Avenue

4301 Fauquier Avenue 311-5001-0067

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1936
Individual Resource Status: Commercial Building Contributing

4303 Fauquier Avenue 311-5001-0068

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Vernacular, 1910
Individual Resource Status: Single Dwelling Contributing

4305 Fauquier Avenue 311-5001-0069

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1850
Individual Resource Status: Single Dwelling Contributing

4308 Fauquier Avenue 311-5001-0097

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Vernacular, 1910
Individual Resource Status: Single Dwelling Contributing

4310 Fauquier Avenue 311-5001-0096

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1920

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Individual Resource Status: Single Dwelling Contributing

4314 Fauquier Avenue 311-5001-0095

Primary Resource Information: Post Office, Stories 1.00, Style: Vernacular, 1920
Individual Resource Status: Post Office Contributing

4315 Fauquier Avenue 311-5001-0070

Primary Resource Information: Communications Facility, Stories 1.50, Style: Colonial Revival, 1960

Individual Resource Status: Communications Facility Contributing

4323 Fauquier Avenue 311-5001-0073

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1900

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Smoke/Meat House Contributing
Individual Resource Status: Shed Contributing

4325 Fauquier Avenue 311-5001-0072

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1870

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Non-Contributing (6)

4329 Fauquier Avenue 311-5001-0074

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1900

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Shed Non-Contributing

4338 Fauquier Avenue 311-5001-0094

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Queen Anne, 1910

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Non-Contributing

4341 Fauquier Avenue 311-5001-0076

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1914

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing

4349 Fauquier Avenue 311-5001-0077

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1880

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Smoke/Meat House Contributing

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Individual Resource Status: Garage **Non-Contributing**

4350 Fauquier Avenue 311-5001-0093

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1915

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Secondary Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

4355 Fauquier Avenue 311-5001-0078

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1905

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Non-Contributing

4356 Fauquier Avenue 311-5001-0092

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1920

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

4359 Fauquier Avenue 311-5001-0079

Primary Resource Information: Church/Chapel, Stories 1.00, Style: Vernacular, 1962

<i>Individual Resource Status: Church/Chapel</i>	Contributing
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4365 Fauquier Avenue 311-5001-0080

Primary Resource Information: Archaeological Site, Stories 2.00, Style: Vernacular, 1880

<i>Individual Resource Status: Archaeological Site</i>	Contributing (site)
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4372 Fauquier Avenue 311-5001-0085

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1915

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Privy</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

4378 Fauquier Avenue 311-5001-0084

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1920

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

Forrest Lane

6349 Forrest Lane 311-5001-0071

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1940

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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Hopewell Road

6315 Hopewell Road 311-5001-0015

Primary Resource Information: Commercial Building, Stories 1.50, Style: Vernacular, 1925

<i>Individual Resource Status: Commercial Building</i>	Non-Contributing
<i>Individual Resource Status: Barn</i>	Contributing
<i>Individual Resource Status: Storage</i>	Non-Contributing (structure)

6322 Hopewell Road 311-5001-0014

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 2006

<i>Individual Resource Status: Single Dwelling</i>	Non-Contributing
<i>Individual Resource Status: Garage</i>	Contributing

6323 Hopewell Road 311-5001-0016

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1910

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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6336 Hopewell Road 311-5001-0013

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1920

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing
<i>Individual Resource Status: Chicken House/Poultry House</i>	Contributing

6342 Hopewell Road 311-5001-0012

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1905

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Kitchen</i>	Contributing
<i>Individual Resource Status: Garage</i>	Non-Contributing

6348 Hopewell Road 311-5001-0011

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Victorian, Folk, 1910

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

6350 Hopewell Road 311-5001-0017

Primary Resource Information: Single Dwelling, Stories 1.00, Style: No Discernible Style, 1950

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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6352 Hopewell Road 311-5001-0010

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Ranch, 1961

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Individual Resource Status: Single Dwelling
Individual Resource Status: Shed

Contributing
Non-Contributing

Jackson Street

4243 Jackson Street 311-5002 Other DHR #: **311-5001-0127**
Primary Resource Information: Hotel/Inn, Stories 2.00, Style: Greek Revival, 1858
Individual Resource Status: Hotel/Inn Contributing

Lee Street

6292 Lee Street 311-5001-0038
Primary Resource Information: Warehouse, Stories 1.00, Style: Vernacular, 1955
Individual Resource Status: Warehouse Contributing
Individual Resource Status: Shed **Non-Contributing**

6300 Lee Street 311-5001-0039
Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1920
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing

6303 Lee Street 311-5001-0037
Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, Cape Cod, 1962
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed **Non-Contributing**

6307 Lee Street 311-5001-0036
Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, 1945
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed **Non-Contributing**

6311 Lee Street 311-5001-0035
Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, 1945
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Shed **Non-Contributing**

6315 Lee Street 311-5001-0034
Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1950
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing

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Individual Resource Status: Workshop
Individual Resource Status: Shed

Contributing
Non-Contributing

Loudoun Avenue

4159 Loudoun Avenue 311-5001-0001

Primary Resource Information: Church/Chapel, Stories 1.00, Style: Gothic Revival, 1899

Individual Resource Status: Church/Chapel Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Cemetery Contributing (site)

4209 Loudoun Avenue 311-5001-0002

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1910

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Chicken House/Poultry House Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Garage **Non-Contributing**

4211 Loudoun Avenue 311-5001-0003

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1910

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

4215 Loudoun Avenue 311-5001-0004

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1955

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing
Individual Resource Status: Shed Contributing

4216 Loudoun Avenue 311-5001-0005

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1915

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing

4223 Loudoun Avenue 311-5001-0009

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1945

Individual Resource Status: Single Dwelling Contributing

4225 Loudoun Avenue 311-5001-0006

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1890

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing

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4228 Loudoun Avenue 311-5001-0007

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Ranch, 1970

<i>Individual Resource Status: Single Dwelling</i>	Non-Contributing
<i>Individual Resource Status: Garage</i>	Non-Contributing

4229 Loudoun Avenue 311-5001-0008

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Vernacular, 1970

<i>Individual Resource Status: Single Dwelling</i>	Non-Contributing
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4244 Loudoun Avenue 311-5001-0026

Primary Resource Information: Commercial Building, Stories 2.00, Style: No Discernible Style, 1900

<i>Individual Resource Status: Commercial Building</i>	Non-Contributing
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4250 Loudoun Avenue 311-5001-0027

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, Cape Cod, 1948

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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4252 Loudoun Avenue 311-5001-0028

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, Cape Cod, 1948

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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4253 Loudoun Avenue 311-5001-0032

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Minimal Traditional, 1958

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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4260 Loudoun Avenue 311-5001-0029

Primary Resource Information: Fire Station, Stories 1.50, Style: Colonial Revival, 1954

<i>Individual Resource Status: Fire Station</i>	Contributing
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4271 Loudoun Avenue 311-5001-0031

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1950

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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4272 Loudoun Avenue 311-5001-0030

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1948

<i>Individual Resource Status: Commercial Building</i>	Contributing
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Main Street

Main Street 311-5001-0105

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1920

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing (3)
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Barn</i>	Contributing
<i>Individual Resource Status: Corncrib</i>	Contributing (2)
<i>Individual Resource Status: Cornerib</i>	Non-Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

6411 Main Street 311-5001-0047

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Vernacular, 1890

<i>Individual Resource Status: Single Dwelling</i>	Contributing
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6428 Main Street 311-5001-0040

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1909

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing
<i>Individual Resource Status: Swimming Pool</i>	Non-Contributing (structure)

6433 Main Street 311-5001-0046

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1890

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

6436 Main Street 311-5001-0041

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1925

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

6442 Main Street 311-5001-0042

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1928

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

6446 Main Street 311-5001-0043

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1910

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

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Individual Resource Status: Shed **Non-Contributing**
Individual Resource Status: Swimming Pool **Non-Contributing (structure)**

6447 Main Street 311-5001-0048

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1954

Individual Resource Status: Single Dwelling **Contributing**
Individual Resource Status: Shed **Contributing**
Individual Resource Status: Garage **Non-Contributing**

6451 Main Street 311-5001-0049

Primary Resource Information: Church/Chapel, Stories 1.00, Style: Vernacular, 1879

Individual Resource Status: Church/Chapel **Contributing**

6453 Main Street 311-5001-0050

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1910

Individual Resource Status: Single Dwelling **Contributing**
Individual Resource Status: Privy **Contributing**
Individual Resource Status: Barn **Contributing**
Individual Resource Status: Shed **Non-Contributing**

6456 Main Street 311-5001-0044

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1958

Individual Resource Status: Single Dwelling **Contributing**
Individual Resource Status: Workshop **Non-Contributing**

6457 Main Street 311-5001-0051

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1880

Individual Resource Status: Single Dwelling **Contributing**
Individual Resource Status: Garage **Non-Contributing**

6461 Main Street 311-5001-0052

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1870

Individual Resource Status: Single Dwelling **Contributing**

6463 Main Street 311-5001-0053

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1870

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

6464 Main Street 311-5001-0045

Primary Resource Information: Bank, Stories 1.00, Style: Gothic Revival, 1957

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Individual Resource Status: Bank

Contributing

6467 Main Street 311-5001-0054

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1900
Individual Resource Status: Single Dwelling Contributing

6470 Main Street 311-5001-0059

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1940
Individual Resource Status: Commercial Building Contributing

6472 Main Street 311-5001-0060

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1920
Individual Resource Status: Single Dwelling Contributing

6473 Main Street 311-5001-0055

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1915
Individual Resource Status: Single Dwelling Contributing

6474 Main Street 311-5001-0061

Primary Resource Information: Commercial Building, Stories 1.50, Style: Vernacular, 1985
Individual Resource Status: Commercial Building Non-Contributing

6477 Main Street 311-5001-0056

Primary Resource Information: Commercial Building, Stories 2.00, Style: Craftsman, 1910
Individual Resource Status: Commercial Building Contributing

6478 Main Street 311-5001-0062

Primary Resource Information: Commercial Building, Stories 1.50, Style: Vernacular, 1910
Individual Resource Status: Commercial Building Contributing

6479 Main Street 311-5001-0057

Primary Resource Information: Commercial Building, Stories 2.00, Style: Vernacular, 1988
Individual Resource Status: Commercial Building Non-Contributing

6480 Main Street 311-5001-0063

Primary Resource Information: Commercial Building, Stories 1.50, Style: Vernacular, 1982
Individual Resource Status: Commercial Building Non-Contributing

6482 Main Street 311-5001-0064

Primary Resource Information: Commercial Building, Stories 2.00, Style: Vernacular, 1920
Individual Resource Status: Commercial Building Contributing

6483 Main Street 311-5001-0058

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Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1910
Individual Resource Status: Single Dwelling Contributing

6484 Main Street 311-5001-0065

Primary Resource Information: Commercial Building, Stories 2.50, Style: Vernacular, 1890
Individual Resource Status: Commercial Building Contributing
Individual Resource Status: Carriage House Contributing

6485 Main Street 311-5001-0098

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1912
Individual Resource Status: Commercial Building Contributing

6488 Main Street 311-5001-0066

Primary Resource Information: Commercial Building, Stories 1.50, Style: Craftsman, 1910
Individual Resource Status: Commercial Building Contributing

6491 Main Street 311-5001-0099

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Vernacular, 1910
Individual Resource Status: Single Dwelling Contributing

6494 Main Street 311-5001-0122

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1855
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Smoke/Meat House Contributing
Individual Resource Status: Shed Non-Contributing

6495 Main Street 311-5001-0100

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1850
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Barn Contributing

6499 Main Street 311-5001-0101

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1900
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Kitchen Contributing

6507 Main Street 311-5003

Other DHR # 311-5001-0033

Primary Resource Information: Church/Chapel, Stories 2.00, Style: Gothic Revival, 1918
Individual Resource Status: Church/Chapel Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Shed Non-Contributing (3)

6508 Main Street 311-5004

Other DHR #: 311-5001-0123

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Primary Resource Information: Single Dwelling, Stories 2.00, Style: Gothic Revival, 1858

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing

6514 Main Street 311-5001-0124

Primary Resource Information: Meeting/Fellowship Hall, Stories 2.00, Style: Classical Revival, 1900

Individual Resource Status: Meeting/Fellowship Hall Contributing

6523 Main Street 311-5001-0102

Primary Resource Information: Shed, Stories 1.00, Style: No Discernible Style, 1967

<i>Individual Resource Status: Other</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

6537 Main Street 311-5001-0103

Primary Resource Information: Office/Office Building., Stories 1.00, Style: Vernacular, 1950

Individual Resource Status: Office/Office Building. Contributing

6548 Main Street 311-5001-0125

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Victorian, Folk, 1900

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Garage</i>	Contributing
<i>Individual Resource Status: Barn</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing
<i>Individual Resource Status: Water Tower</i>	Contributing (structure)
<i>Individual Resource Status: Pool House</i>	Non-Contributing

6551 Main Street 311-5001-0104

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1901

<i>Individual Resource Status: Single Dwelling</i>	Contributing
<i>Individual Resource Status: Smoke/Meat House</i>	Contributing
<i>Individual Resource Status: Shed</i>	Contributing
<i>Individual Resource Status: Chicken House/Poultry House</i>	Contributing
<i>Individual Resource Status: Swimming Pool</i>	Non-Contributing (structure)

6562 Main Street 311-5001-0126

Primary Resource Information: School, Stories 2.00, Style: Vernacular, 1907

<i>Individual Resource Status: School</i>	Contributing
<i>Individual Resource Status: Shed</i>	Non-Contributing

Mosby Street

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4198 Mosby Street 311-5001-0025

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Craftsman, 1928

Individual Resource Status: Single Dwelling

Contributing

Individual Resource Status: Shed

Non-Contributing

4199 Mosby Street 311-5001-0024

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1956

Individual Resource Status: Single Dwelling

Contributing

4205 Mosby Street 311-5001-0023

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1956

Individual Resource Status: Single Dwelling

Contributing

4206 Mosby Street 311-5001-0022

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Vernacular, 1900

Individual Resource Status: Single Dwelling

Contributing

Individual Resource Status: Barn

Contributing

4210 Mosby Street 311-5001-0021

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Vernacular, 1945

Individual Resource Status: Single Dwelling

Contributing

Individual Resource Status: Garage

Non-Contributing

Individual Resource Status: Shed

Non-Contributing

4211 Mosby Street 311-5001-0020

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1956

Individual Resource Status: Single Dwelling

Contributing

Individual Resource Status: Shed

Non-Contributing

4216 Mosby Street 311-5001-0018

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, Cape Cod, 1990

Individual Resource Status: Single Dwelling

Non-Contributing

4219 Mosby Street 311-5001-0019

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1956

Individual Resource Status: Single Dwelling

Contributing

Individual Resource Status: Shed

Contributing

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Individual Resource Status: Shed

Non-Contributing

Old Tavern Road

4384 Old Tavern Road 311-5001-0083

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1940
Individual Resource Status: Multiple Dwelling Contributing

4385 Old Tavern Road 311-5001-0081

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Tudor Revival, 1928
Individual Resource Status: Single Dwelling Contributing

4388 Old Tavern Road 311-5001-0082

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1940
Individual Resource Status: Multiple Dwelling Contributing
Individual Resource Status: Shed Contributing

Pickett Street

4209 Pickett Street 311-5001-0134

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Vernacular, 1910
Individual Resource Status: Multiple Dwelling Contributing
Individual Resource Status: Shed Non-Contributing

4214 Pickett Street 311-5001-0133

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1940
Individual Resource Status: Single Dwelling Contributing

4215 Pickett Street 311-5001-0132

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1940
Individual Resource Status: Single Dwelling Contributing

4216 Pickett Street 311-5001-0131

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1940
Individual Resource Status: Single Dwelling Contributing

4217 Pickett Street 311-5001-0130

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1940
Individual Resource Status: Single Dwelling Contributing

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4220 Pickett Street 311-5001-0129

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1940

Individual Resource Status: Single Dwelling Contributing

4221 Pickett Street 311-5001-0128

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Minimal Traditional, 1940

Individual Resource Status: Single Dwelling Contributing

Stuart Street

6325 Stuart Street 311-5001-0114

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, Cape Cod, 1952

Individual Resource Status: Single Dwelling Contributing

6329 Stuart Street 311-5001-0115

Primary Resource Information: Jail, Stories 1.00, Style: Vernacular, 1916

Individual Resource Status: Jail Contributing

6354 Stuart Street 311-5001-0116

Primary Resource Information: Depot, Stories 1.00, Style: Victorian, Queen Anne, 1887

Individual Resource Status: Depot Contributing

6364 Stuart Street 311-5005

Other DHR #: 311-5001-0117

Primary Resource Information: Depot, Stories 1.00, Style: Craftsman, 1915

Individual Resource Status: Depot Contributing

6372 Stuart Street 311-5001-0118

Primary Resource Information: Shed, Stories 1.00, Style: Vernacular, 1915

Individual Resource Status: Shed Contributing

6377 Stuart Street 311-5001-0119

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1915

Individual Resource Status: Commercial Building Contributing

6381 Stuart Street 311-5001-0120

Primary Resource Information: Commercial Building, Stories 1.00, Style: Vernacular, 1915

Individual Resource Status: Commercial Building Contributing

6384 Stuart Street 311-5001-0121

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Primary Resource Information: Commercial Building, Stories 1.50, Style: Colonial Revival, 1969

Individual Resource Status: Commercial Building Non-Contributing

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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
SOCIAL HISTORY

Period of Significance

ca. 1850 –1962

Significant Dates

1852
1887
1910
1915

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Fleming, W. H. Irwin (Grace Church; House, 4385 Old Tavern Road);

Reed Jr., Washington (Fauquier Bank);

Builder: Ball Sr., Elmo (Cochran Masonic Lodge).

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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.)

Framed by scenic landscapes on every side, The Plains is located in northeastern Fauquier County in Virginia's Piedmont region and contains approximately 130 acres. As confirmed by contemporaneous maps, a location identified as "The Plains," or "White Plains," dates from the 1820s, and a post office was first established there in 1831, although no extant buildings survive from that period. It was not, however, until the arrival of the Manassas Gap Railroad in the early 1850s that The Plains achieved its prominence and identity in the area as a commercial center and a community that served the surrounding agricultural estates. Although no major battle occurred there, its location on the railroad led to its strategic presence during the years of the Civil War, drawing sustained attention from both warring armies. Along with its surviving residences, the community features several well-preserved institutional, commercial, and transportation-related buildings, along with a rare Masonic lodge building and four churches. Wealthy northerners, notably railroad magnate Edward H. Harriman, who was a founder of the Orange County (New York) Hunt, came to The Plains in the early 20th century to relocate his operations in an area that offered expansive scenic landscapes in which to enjoy fox hunting. The presence of the Orange County Hunt is largely credited with the reinvigoration of the town in the first three decades of the 20th century. The Plains retains its original configuration dictated by the roads and the railroad right-of-way that traverse it and the surrounding residential enclaves. The Plains Historic District is locally significant under Criterion C in the area of Architecture for its well-preserved structures that tell the story of the community's growth and development from ca. 1850 to the early 1960s. It is also eligible on a local level of significance under Criterion A in the area of Transportation for its railroad buildings and supporting hotels and boarding houses and for its surviving identifiable transportation corridors; in the area of Commerce for the surviving buildings spanning more than a century that have housed commercial and retail functions serving nearby farmsteads; and in the area of Social History as illustrative of the phenomena of Northern industrialists relocating to Virginia and infusing communities with capital and an enthusiastic commitment to revitalization. The Period of Significance for The Plains Historic District stretches from ca. 1850 when the earliest surviving buildings were constructed and shortly before the railroad first reached the community, linking it with Northern Virginia communities and the nation's capital, to 1962, the construction date of one of the four churches and several of the small residences. The significant dates are 1852, the year in which the Manassas Gap Railroad reached The Plains, 1887 when the substantial railroad depot was constructed, 1910 when the community sought and secured its own charter as an incorporated town, and 1915 when a new brick passenger train station was constructed. The historic district has integrity of location, setting, feeling, association, design, materials, and workmanship and contains over 195 contributing resources and 70 non-contributing resources.

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

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HISTORICAL OVERVIEW

Antebellum Period, 1820-1865

The tiny hamlet of The Plains first appears in local documents on the 1826 Herman Boye's map and on a rare surviving plat from 1826.¹ Located where the main road that linked Fauquier County seat at Warrenton with the county seat of Loudoun County at Leesburg, The Plains is rendered on the Boye's map as "The Plains" and on the plat of the Division of Major Joseph O'Bannon as "WhiPlains," [sic] being located at the intersection of the road leading to Warrenton and the Hopewell Road leading eastward to Fairfax. The name "White Plains" may have derived from the 18th-century plantation purchased by William Carr called "White Plains Farm."² Mr. Carr was a merchant who lived in Dumfries whose heirs owned property in the area well into the 19th century, which may account for the prefix "White" that continued to appear on maps during the Civil War.³ Speculation abounds as to the source of the name of White Plains or The Plains, some suggesting it was from the underlying white quartz of the area, and others claiming that it was derived from White Plains, New York, where the Third Virginia Regiment fought during the Revolutionary War. But the name is sufficiently documented to have been accepted at the time with its appearance on the Boye's map. Of notable interest is that there is a building rendered on the 1826 O'Bannon Estate plat that could conceivably have been a tavern, not unexpected in a period where stopping places were important to travelers. According to local historians, "O'Bannon's Tavern at the crossroads site later became "Lawrence's, as Mason Lawrence was O'Bannon's son-in-law," with Lawrence having secured a tavern license in 1821.⁴ Surrounding farms and estates would have required a post office, a need that was filled with the establishment of a post office at The Plains in 1831.⁵

A particularly illuminating description was penned in 1839 by Reverend Joseph Packer, who was visiting his wife's home in Gordonsville when he said "I remember how The Plains looked, one store and one house."⁶ This would suggest that there was no cluster of multiple buildings that would have defined a real "town," or even a minimal village or hamlet. Historians suggest that the stone store building, constructed ca. 1830, belonged to James William Foster, who with his brother operated the store. James Foster is listed among several merchants in the area in the personal property tax records for 1831; in 1832 the operation is recorded as "Foster and Taylor." Foster served several terms as postmaster for The Plains. The Foster family name continued to be associated with mercantile activity at The Plains through most of the succeeding years of the 19th century. It was common for a post office to be located within a store that served the surrounding farms. The stone building was razed ca. 1915 to make way for new construction, but a surviving photograph shows the simple one-story stone building with the requisite front porch that was the nucleus of The Plains for more than 80 years. Dr. William P. Taylor, whose name is associated with The Plains in subsequent years, built a house at the tiny hamlet in 1826 that was later used as a Civil War hospital. He also served a term as postmaster for the village. It was razed in ca. 1940 for an Esso gas station, which later was remodeled to house The Plains Market (311-5001-0059).⁷

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It was during the decade of the 1850s that The Plains began to assume its identity as a thriving village amidst the rich Fauquier County farming country. One of the earliest confirmations of this was the construction of the first sanctuary for Grace (Episcopal) Church in 1854. The parish register records, “In April, 1854, a church was begun at The Plains –not to divide the parish, but to afford more convenient service to the congregation.” Its construction was in response to the growing number of residents in the immediate area who heretofore had to journey to Salem (now Marshall) to attend services at Trinity Church. The new white frame church building was consecrated by Bishop William Meade in 1855.⁸ It served The Plains community until it was replaced in 1918 with the English Gothic stone church that stands today (311-5003; 311-5005-0033). Two other extant dwellings from ca. 1850 were constructed. One was built by Robert Beverley who lived at nearby Avenal Farm (311-5001-0100) and the other at 6494 Main Street (311-5001-0122) dating from ca. 1855 by Dr. Edward C. Clarke, longtime physician whose name appears regularly in all subsequent census and land records. The 1851 land tax records show James W. Foster living in the area of The Plains with buildings valued at \$2,000 (presumably his dwelling and store) and Charles Chinn (likely related to Hugh Chinn the hotel operator) with \$500 worth of buildings, described as located “on Paved Road.” This rare reference to a *paved* road is probably Route 55, now Main Street. It suggests that at this very early date at least one of the primary roads in the county was actually paved.⁹

The year 1852 marked the real debut of “The Plains” as a recognizable settlement and town in the area. During the middle decades of the 19th century, Virginia localities competed fiercely to secure rail service for their residents, primarily to provide an effective method to ship their agricultural products to markets but also to provide a viable link with other localities for their residents. The history of the Manassas Gap Railroad Company is one of an on-going campaign, where prominent residents were pressed to raise funds. In 1850, “interested residents from the area around the Plains and Salem (now Marshall) . . . appointed delegates . . . to meet at Front Royal to consider the route of the anticipated rail service from Alexandria.”¹⁰ Frantic fundraising and politicking ensued. The Plains ultimately prevailed over Middleburg because the route that led to Thoroughfare Gap through The Plains was eight to ten miles shorter than a route through Middleburg, a critical factor in the railroad’s decision. An extraordinarily rare first-hand description from the *National Intelligencer* newspaper, dated May 18, 1852, describing the arrival of rail service to The Plains, reported:

A train of really superb cars was in readiness, attached to a powerful locomotive of peculiar construction and high finish . . . the first twenty-five miles were over a main stem common for both roads and from which they diverge – the Manassas to the west, and the Orange (and Alexandria) to the southwest. . . . at the end of some twenty-five miles some more (visitors) arrived at the station called “The Plains,” beyond which the road is not completed, though in vigorous progress and will in the course of next month reach the town of Salem, five miles further and only twenty from the Blue Ridge where it will pass into the “land of Promise,” the great valley of fruitful fields but, we are sorry to say, of political darkness.

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The road passes through a fine agricultural country, especially after it enters Fauquier, and its present terminus at The Plains in the midst of a very fertile district affords one of the most lovely and picturesque scenes which nature and rural industry have combined anywhere to create. At the Plains were numerous wagons from the neighboring country delivering loads of agricultural products for the freight trains, although a very long and heavily-laden one had just been met on its way to Alexandria. At the Plains also the visitors had the good fortune to meet the President of the Company, Edward Marshall, Esq. and Mr. Goldsborough, Engineer-in-Chief, and some of the gentlemen of the neighborhood, whose politeness added much to the pleasure of the excursion. After an hour or two spent at this agreeable station, the company re-entered the cars and returned to town....¹¹

This news item is particularly valuable in its recognition of the scenic and agricultural richness of the area, both of which would define the history and development of The Plains in succeeding years. During the decade of the 1850s, the census records many of the names associated with The Plains' history. James W. Foster is listed as a "farmer" with real estate assessed at \$15,000, a measure of the successful agricultural enterprise he operated; he and his brother, in an extremely rare entry in the census for 1860, are listed as both "farmer and merchant," with James Foster's real property appraised at the substantial sum of \$43,540. That his occupation is a double one confirms the dual role that agriculture and commerce played in the history of the tiny village. In the same year, his brother, Thomas R. Foster, is also described as "farmer and merchant" with real property valued at \$30,100. The 1860 census for The Plains confirms the occupations of other residents: Daniel M. Adams, carpenter, and James B. King, cabinet maker. In the area of transportation Eugene Blackley is recorded as a saddler; Richard B. King as a wagon maker; James Kirkpatrick as the assistant depot agent; and two young Irishmen, Daniel Daily and Danny Mathews as railroad hands. Hugh Chinn is listed as a hotel keeper, an indication of the hostelry operations in established railroad towns, and William Smithers is recorded as the town's "tailor." And probably most important for the community, Dr. Edwin C. Clarke was listed as "midwife and doctor." "The Plains" is prominently noted as the Post Office address for the area and the grouping of the residents in a discrete listing suggests that The Plains, between 1850 and 1860 had definitely "arrived."¹² Being located on a rail line that traversed the mountains to the Shenandoah Valley, and reached north and east to the thriving section of Virginia's northern counties and the nation's capital, well prepared the tiny railroad village for a thriving future.

Sturdy dwellings and commercial structures that survive from the 1850s include among others the house at 4305 Fauquier Avenue (311-5001-0069); the Beverley-Moore House at 6495 Main Street (311-5001-0100); and the Foster-Slaughter House at 6508 Main Street (311-5004; 311-5001-0123). Probably one of the most important surviving antebellum buildings is Chinn Hotel at 4243 Jackson Street (311-5002; 311-5001-0127), immediately adjacent to the railroad a testament to the Plains as an early location for travelers along the railroad. The rare surviving hostelry was operated by Hugh Chinn and his family and served as a familiar landmark for travelers on the railroad.

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The Civil War, 1861-1865

There was, however, a downside to this well-placed location on a railroad. During the Civil War, although no major battles took place there, The Plains was vulnerable to constant depredations from both warring armies seeking to control the significant new element in conducting war, the rail lines.¹³ Early in the war, the first great battle in July 1861 was the Battle of First Manassas, in which the Confederate forces prevailed because of the South's ability to transport a large number of fresh troops via the Manassas Gap rail lines to the battlefield. A state historical marker entitled "Campaign of Second Manassas," dating to 1928 stands on the Main Street of The Plains, stating "Here Jackson on His March Around Pope to Bristoe Station, turned to the southeast, August 26, 1862."¹⁴ By the spring of 1862, recognizing the importance of control of critical transportation and communication lines, Union forces under the leadership of Col. John Geary began to repair the damaged portion of the Manassas lines. In the ensuing months, residents of The Plains endured constant raiding of their farm larders. For most of the war years, Federal and Confederate troops alike controlled and foraged in the area. Prior to the huge Second Battle of Manassas, both armies marched through the tiny town. A particularly graphic description of the wartime situation in The Plains was written by Ned Carter Turner in his diary for August 27, 1862, when he stated:

All day long our house and yard are filled with soldiers, hungry, thirsty, barefooted . . . but bright and buoyant, asking only a mouthful to eat. . . The people everywhere relieve them to the utmost of their ability, but having been severely plundered by the Feds, little . . . is left to feast them on. . . . August 28: Crowds of men and horses are pouring into our gate to be fed. The prospect of having our humbled stock of provisions devoured alarms us."¹⁵

It can be presumed that many buildings endured damage although likely it was barns and other agricultural structures that suffered the most. Surprisingly, the railroad station survived and was not replaced for another 25 years. Confederate Colonel John S. Mosby and his raiders made The Plains an important part of their campaign to harass Union forces, bringing wrath upon the small community and resulting in the despoiling of the village.

Reconstruction and Recovery, 1865-1900

The Plains, however, moved fairly quickly to recover following the war, undoubtedly because its location on the railroad and the necessity for commercial and mercantile services continued. Local cattle merchants were forced to travel to Texas to replenish cattle stock. Thereafter, most of the commercial farming focused on fattening and selling cattle, along with other livestock such as sheep and hogs, and the railroads accommodated the demand for rolling stock to carry the cattle to market.¹⁶

Stimulated by the ready access to rail transportation, The Plains flourished in the period from 1875 to 1900. The 1870 census does not record The Plains as a separate town and post office; residents of The Plains appear as living in the historic district of Upperville Post Office. It was

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not until the 1880 census that The Plains again is listed separately. But the land tax records are particularly illuminating beginning in 1875. Twelve houses or other building improvements were taxed, with building values ranging from a small house owned by Mary Monroe, a seamstress, valued at \$150, to a very large dwelling and associated buildings owned by Dr. E. P. Clarke, the local physician, valued at \$2,600. "Depot buildings," presumably including the station and other rail-related buildings, were charged to Edward Carter and valued at \$2,400.¹⁷

A measure of the reinvigoration of The Plains was the organization of a Methodist congregation in 1873 and the construction of a house of worship at 6451 Main Street (311-5001-0049) for its congregants in 1879. The First Baptist Church of The Plains was organized in 1870, the African-American congregation then known as Cephas (St. Peter) Baptist Church. The congregation did not acquire its permanent site until 1895, and the current sanctuary building (311-5001-0001) was constructed in 1899. Although subsequent records do not show a substantial African-American presence within the town of The Plains, this church clearly drew its membership from the entire area.¹⁸ Most of those recorded as "Negro" in the town were domestic servants or laborers; several Negro women were identified as "laundresses," a common livelihood for African-American women throughout the South in the post-Civil War period, and one that often led to home ownership by women. Mary Moore, a divorced African-American woman, owned her own house and was the head of her household in The Plains as early as 1875. The 1880 land tax records show that her house was valued at \$200 in 1880 and her name continued to appear on the land tax rolls until at least 1890.¹⁹

Land tax records and census returns beginning in 1880 confirm the expanding position of The Plains as a vibrant community in the area between Warrenton and Middleburg. Chataigne's 1881 Directory confirms Dr. E. A. Clarke as the community's physician along with Dr. D. D. Dulany, a dentist. Edward Furlong was described as an Irish shoemaker, thus confirming the presence of several Irishmen in the community, most of whom worked for the railroad. General store owners included James A. Kirkpatrick and Edward Carter. The 1880 census is even more revealing, recording in "The Plains Village" in addition to Drs. Clark and Cochran, John Washington, a merchant in dry goods; Garrett Hulfish, a wheelwright; Irishman Edward Furlong and Henry Crawford, shoemakers; and John Davis, blacksmith. Land Tax records show William Kendall paying taxes on his "tanyard" with \$400 worth of building improvements in 1880 and, by 1881, Mr. Kendall had added a \$1,000 dwelling. The year 1881 saw at least nine houses within the informal boundaries of the village, with improvement values totaling nearly \$7,000.²⁰

Notable in this period was the construction of the new train station (311-5001-0116) in 1887. The town had limped along in the immediate aftermath of the war, with the railroads bankrupted and struggling to rebuild and replace rolling stock. Although the land tax records define The Plains village as a separate entity, it would not be until the 1910 incorporation of the town that the census takers would officially separate out the residents of the village. Most of the residents of the vicinity are described as "laborers," with possibly one or two merchants actually living in the town. But in 1887, a new station depot was constructed and the Cochran family, whose members included some of the most prosperous in the community, was recorded in 1900 as Dr.

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J. C. Cochran, a physician, J. T. Cochran as the owner of the “Depot” property, and R. S. Cochran as owner of a 2.5-acre house and lot. A news article in the *Alexandria Gazette* on March 1, 1887, confirms the significance of the new railroad depot. It reports that the Richmond and Danville Railroad (the new railroad company that had acquired the old Manassas Gap Railroad and its rolling stock) was building a “handsome and commodious passenger and freight depot...” that was “much needed” on land bought from Mr. Garrett Hulfish, a family who owned several substantial parcels of land near the railroad. The land tax records show that the “Depot Property” buildings were taxed at \$2,200 in 1890, suggesting that the new train station was in service by then. The prosperity of The Plains in the period from 1870 to 1900 is underscored by the number of surviving dwellings that date from that period, including the ca. 1880 house at 4218 Bragg Street (311-5001-0111); and houses on Main Street at 6457, 6461, and 6463 (311-5001-0051; 311-5001-0052; 311-5001-0053). Tax records show a growing number of improvements on the lots within the confines of the small hamlet; by 1890, 14 lots show substantial improvements that were assessed from \$125 to \$2,200.²¹ Both tax records and census lists show many family names familiar in the area, including Cochran, Hulfish, Carter, and Clarke. The Hulfish family was associated with one of the earlier dwellings in the village that stands at 4225 Bragg Street (311-5001-0108). Garrett Hulfish was a wheelwright offering a service that was critical to the transportation hub. Notable in the history of The Plains, the hotel property, known as the Chinn Hotel (311-5002; 311-5001-0127) that dated from the 1850s adjacent to the railroad was owned by Julia Davis in 1900 with the buildings assessed at \$2,000. It was not unusual for there to be boarding and hotel facilities in railroad towns, and The Plains was no exception.

A real measure of the extent of the thriving village was the organization in 1898 of the Cochran Lodge of the Masons. The Masonic trustees acquired land for their meeting hall in 1899 from Kate Foster Slaughter and built their new building (311-5001-0124) that stands today at 6514 Main Street, formerly known as the “Thoroughfare Gap Road.” The building was improved in 1922 with the enclosing of the façade by master craftsman, Elmo Ball Sr. The lodge was named for John T. Cochran, who served as master of the lodge at The Plains and later as Grand Master of the Masons for the Commonwealth.²² His house at 6548 Main Street (311-5001-0125) was built ca. 1900 and census records show J. T. Cochran, a native of Texas, as a merchant, also being taxed for “Depot” property with buildings valued at \$1,450. Land tax records indicate that his house alone was valued at \$2,600.²³

The “col’d” church (First Baptist) is listed in the 1890 tax assessment as owning $\frac{1}{4}$ of an acre. Since it was not taxable as a religious property, there is no value on any improvements, which was the same practice with the property belonging to Grace (Episcopal) Church. The 1900 tax returns show four African-American families with lots improved with dwellings assessed at \$250 to \$300. The subsequent census records for The Plains indicate a relatively small African-American community within the confines of The Plains, but one that retained a measurable vested interest in both its church and property ownership.²⁴

Northern Entrepreneurs and Incorporation of The Plains, 1900-1920

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Although The Plains was well on its way to becoming a thriving piedmont railroad town in 1900, it appears that interest from northern railroad magnates and industrialists would contribute substantially to the prosperity of the town, beginning in the first decade of the 20th century. Even earlier, William Skinker, long-time area resident, maintained his own private pack of hounds, providing a receptive community for the northern sportsmen. Fox hunting was a sport that was highly favored by many of the wealthiest Americans dating back to the last quarter of the 19th century. One notable person in particular, Edward Harriman, was instrumental in the organization of the Orange County (New York) Hunt in 1900, joined by three other wealthy New Yorkers. To secure a longer hunting season and more scenic open space in which to fox hunt, Harriman ultimately acquired and expanded the Orange County Hunt to the scenic rural area of Fauquier County at The Plains. Skinker sold to the Orange County Hunt his property known as “Windy Knoll” that became the site of the Orange County Hunt’s kennels. Skinker also sold the land on which the Orange County Hunt constructed its massive complex of club house and other ancillary buildings adjacent to the property of Grace Church. The buildings are visible in a rare surviving photograph dating from ca. 1910.²⁵

Given Harriman’s long association and elevated position in the railroad industry as president of the great Union Pacific Railroad, as well as of the Southern Pacific, The Saint Joseph and Grand Island Railroad, the Illinois Central, the Central of Georgia, and the Wells Fargo Express Company, it was not surprising that the railroad magnate chose a location immediately adjacent to a primary railroad line of the Southern Railway system. The convenient access to the railroad would facilitate the transportation of not only the people but also the horses and hounds required for fox hunting. It was during the period between 1903 and 1910 that the buildings associated with the Orange County Hunt were constructed at The Plains, with their value assessed at more than \$23,000. Only one of these buildings survives today, and stands on the property of Grace Church (311-5003; 311-5001-0033). That sum value of the Orange County Hunt’s buildings greatly overshadowed the value of any other taxable real estate in the entire area. It is also quite likely that in the contest for votes to support the incorporation of The Plains, the influx of taxable real property figured heavily in the ultimate decision to support the incorporation. After all, incorporation carried with it costs associated with having a real government structure and providing services. During the decade prior to incorporation, census records suggest an expanding commercial and residential presence within the tiny town that, supported by the railroad facilities, would have been a thriving location.

Edward Harriman was born in Hempstead, New York, in 1848. Through family connections and an exceptional enterprising spirit, Harriman rose to become a director of the Union Pacific Railroad, a large rail conglomerate he ultimately controlled along with the Southern Pacific. His estate known as “Arden” near the town of Tuxedo, New York (just north of New York City), included some 20,000 acres and forty miles of bridle paths. A revealing news item in the December 24, 1901, issue of the *New York Times*, reported that “a pack of twenty couples of Irish fox hounds will be removed from their kennels (in New York) to Warrenton, Virginia,” where “they will hunt the Pierpont country for three months.” Leaders of The Orange County Hunt, including E. H. Harriman, “will take their families to Virginia for the hunting season.”²⁶ It

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would not have been surprising for the *Times* to refer to the northern portion of Virginia as “Pierpont” country, as it was viewed differently than the “Confederate” area of the state to the south. It was Francis Pierpont, first governor of West Virginia, and governor of the northern portion of occupied Virginia sitting in Alexandria during the Civil War, whose name often described this region in the minds of northern newspaper readers. Seven years later, another news item from the *New York Times*, with a headline “Wants Public to Hunt,” reported that E. H. Harriman through the Orange County Hunt had “acquired a large tract in Virginia” and would hold “most of its meets there.” The newspaper stated that “it is Mr. Harriman’s desire that the public have every opportunity to enjoy these hunts, not only as witnesses, but to participate in them, and everyone will be welcome to follow the hounds.”²⁷

The impact of Mr. Harriman’s decision to relocate the Orange County Hunt to The Plains and his stated commitment to opening the hunting activities to a broader audience cannot be overestimated. As noted above, real property tax records for The Plains in 1910 show that the “lot, Club House and buildings,” of the Orange County Hunt in The Plains was assessed for the astronomical sum of \$23,200. Meanwhile, all other parcels within The Plains itself were recorded with building assessments totaling nearly \$30,000. The conclusion can be drawn that Mr. Harriman’s selection of The Plains as an alternative hunting locus for himself and his wealthy friends had a significant impact on The Plains community as a whole. It is certainly not surprising that a majority of The Plains residents sought incorporation for the town.

It is also from this decade (1900-1910) from which the surviving buildings at White Hall Farm (311-5001-0104 and 311-5001-0105) were constructed. Located on a large parcel at the western end of Main Street in the historic district, this complex symbolizes the close relationship between the agricultural community and the town itself, a symbiotic relationship that had been distinctly confirmed in the 1860 census when several of the residents were described as both “farmer” and “merchant.” Floyd Nicholas Adams built the dwelling and farm buildings at White Hall Farm ca. 1901. In 1920 the census records him as a “farmer” with a large family living on what the census takers in that year called the Marshall Road, the extension of Main Street. On the parcel adjacent to the present dwelling house lot is a large collection of farm buildings, including a dairy building. Local residents suggest that Mr. Adams’ large farming operation provided employment for a number of farm hands, who may have lived in the handful of duplexes that still stand in the historic district, such as the 1920 duplex at 6416 Adams Lane (311-5001-0086).²⁸ The farmhouse and its associated buildings exemplify the dual nature of The Plains, and explain the close links between farms and the mercantile and other services utilized by the agricultural community that surrounds the town.

Considerable disagreement arose about whether incorporation should be sought for The Plains. Those who opposed it claimed that the increased costs of providing town services were not supportable. Judge C. M. White ruled on April 26, 1910, for the proponents of incorporation. A rare photograph of what the town looked like in ca. 1910 shows a cluster of buildings including the massive club house of the Orange County Hunt.²⁹ The incorporation document, after spelling out that the population for the Town of The Plains “exceeds two hundred (inhabitants) and does

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not exceed five thousand," is a valuable record of what stood in The Plains and what the street names were in 1910. The first notable reference in the incorporation document was to The Plains High School (311-5001-0126) at the western end of the community. The school housed both high school and elementary school students. Students from surrounding communities of Delaplane, Rectortown, and Marshall traveled by train to attend The Plains High School, underscoring not only the centrality of The Plains to the surrounding region, but also the significance of the rail line that provided transportation for the students.³⁰ The number of persons listed in the 1910 census as "attending school" would confirm the prominent position of the school which was constructed in 1907.³¹ There is one allusion to a "stone fence," suggesting that such property boundary markers were not uncommon. The references to the railroad name the rail line as the "Southern Railway Track," confirming that by this date the rail lines in the area were all part of the greater Southern Railway system. Roads are referred to as Hopewell Road, Thoroughfare Gap Road, Warrenton, and Plains Road. The map that accompanies the incorporation document shows that Main Street (present-day State Route 55) north of the railroad was named "Marshall Road (that essentially ran parallel to the railroad and led to the town of Marshall on present day Virginia Route 55;)" southeast of the Middleburg Road (present-day Route 626), it was called "Thoroughfare Road." The map shows a cluster of buildings lining the primary roads, with the largest concentration along the railroad where it intersected with Main Street. The incorporation document directed that "on the second Sunday in June, 1910," an election should be held at the shop of H. H. Hulfish, a surname that appears in many of the lists of residents of the town, to elect a mayor and council.³² Howard H. Hulfish, Sr., subsequently was elected the first mayor of The Plains. The Hulfish family had a lengthy association with The Plains, with their dwelling (311-5001-0108) one of those built in the 1850s when the railroad first reached the hamlet.

The decade following the incorporation saw the greatest growth and development in The Plains. Nearly 25 percent of the buildings that survive today in The Plains date from the period between 1910 and 1920. Commercial buildings like the Rail Stop (311-5001-0062), and the two former dwellings now repurposed for commercial use at 6477 (311-5001-0056) and 6483 (311-5001-0058) Main Street were constructed around 1910 as the town's incorporation took place. Constructed ca. 1912, The Plains Pharmacy at 6485 Main Street (311-5001-0095) is a notable survivor from this period and, with the presence of several doctors from as early as the middle years of the 19th century, would suggest that medical services had historically been located in The Plains. The Plains saw the construction of a new railroad passenger depot in 1915 (311-5005; 311-5001-0117) as well as the extensive sheds (311-5001-0118) associated with the railroad shipping operations. The impetus for the new passenger station was to provide a more elegant arrival venue for those huntsmen traveling from the north to participate in the Orange County Hunt. Many of these travelers arrived in their private railroad cars. The room in the half-story portion of the brick depot was dedicated to a private waiting room for the northern visitors. It was named the Governor W. Averell Harriman Room in honor of Edward Harriman's son who was governor of New York. Fairfax Harrison, president of the Southern Railway System who lived nearby, was particularly influential in seeing that the new railroad station was built. At a cost of \$14,060, it represented a substantial investment in the architectural fabric of the town.³³

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Today, The Plains Library (311-5001-0115) is located in a building originally constructed to house the town's jail in 1916. Such a facility would have been needed to fulfill the new responsibilities of becoming an incorporated town six years earlier. Also dating from this decade was a commercial building at 6377 Stuart Street (311-5001-0119), and Slaughter's Garage, ca. 1915 (311-5001-0120). The 1920 census records for The Plains confirm a growing number of merchants, craftsmen, clerks, railroad workers, telegraph operators, bank cashiers, and shop owners.³⁴

Spearheaded by the Rev. Edmund Lee Woodward was the construction of a new stone Gothic Revival-style Grace Church (311-5003; 311-5001-0033). Built using local stone from nearby farms, the church was designed by Washington, D.C., architect W. H. Irwin Fleming. The church bell for Grace Church from the 19th-century sanctuary was incorporated into the new structure, and the carillon was later installed to honor a former vestryman and Master of the Fox Hounds of the Orange County Hunt, William Skinker.³⁵ There is little doubt that the sophisticated ecclesiastical building was in no small part due to the intermittent presence of and contributions from, wealthy New Yorkers who were members of the Orange County Hunt. Even the succeeding census records show a number of men living in The Plains described as "hostlers" or as "working at stables."³⁶ Fleming was a much favored architect in Fauquier County with his attributions including Hopefield (also known as Chestnut Grove) in Warrenton; The Oaks (030-0320); and several dwellings in the nearby Marshall Historic District (030-5156). Within The Plains Historic District, Fleming was also responsible for designing the house built in 1928 that served as the gatehouse for Archwood Farm, now the Wakefield School (311-5001-0081). The Plains undoubtedly benefitted as well from the Southern Railway promotional literature, including a 1917 pamphlet entitled "Southern Railway System Summer Resorts" that listed The Plains with four boarding facilities including Gordon Hatcher's Plains Hotel (311-5002; 311-5001-0127),³⁷ earlier known as Chinn's for its first owner, Hugh Chinn, who appears in the 1850 census as Hotel Keeper.³⁸ In 1900 and 1910, the real estate records show one of the largest hostelleries in The Plains, owned and operated by William and Julia Davis and valued at \$2,000.³⁹ Boarding houses and hotels had been part of the scene in The Plains since the decade when the railroad reached The Plains, and it was not unusual for city dwellers to seek respite from their urban environments in locations convenient to the railroad. Among the new tourist structures constructed in this period was a tourist inn on the main road coming into town from Warrenton at 4350 Fauquier Avenue (311-5001-0093). Its location at a greater distance from the railroad corridor and passenger depot was likely a bow to the newly emerging automobile travel in the area.

The Plains Between Two World Wars, 1920-1940

The period from 1920 to World War II in The Plains reflects the general history of the country. According to local historians, one of the most profitable enterprises during this period was "bootlegging," with possibly as many as 28 bootleggers in the area.⁴⁰ Otherwise, commercial and building activity remained relatively static, with most residents listed as clerks, laborers, railroad employees, small merchants, or service providers. One notable dwelling recorded as standing in the early 1930s was owned by Richard T. Moriarity, a railroad worker and native of Northern

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Ireland. The census records that his residence was valued at the sum of \$4,000 and may be the two-story frame house along Broad Street (311-5001-0137). His daughter was recorded as employed as a ticket agent with the Southern Railway in 1930. Another member of the Moriarity family, Richard J., age 26, possibly a son of Richard T. Moriarity, rented a house in The Plains in 1930 and was listed as working for the Southern Railway.⁴¹

The Town's population remained overwhelmingly white, with the black residents in domestic service or as farm laborers. The 1920 census recorded 275 residents in The Plains; by 1940, that number had declined to slightly less than 240 residents. Passenger service on the railroad ceased in the late 1930s, resuming only briefly after World War II. A rare newspaper story from June 1937 confirms the general decline of the town, reporting that "The old town hall here, scene of theatricals, dances, and costume balls in the days when Fauquier County . . . flourished as a summer resort . . . will be abandoned as a public building . . ." The news item goes on to report that the property would be re-conveyed to the heirs of William R. Skinker, who had originally conveyed the property to the town in 1897.⁴² Skinker was closely associated with the Orange County Hunt, and the house associated with him, dating to ca. 1910, stands at 4338 Fauquier Avenue (311-5001-0094). Truck and automobile travel prevailed as the decade of the 1930s progressed, with Main Street (now State Route 55) carrying the bulk of the traffic. In 1936, to accommodate this traffic, Tom Frost built a new commercial building as a service station (311-5001-0067) with a form resembling that of a dwelling.⁴³ Mr. Frost must have been fairly successful in his business since by the 1940 census he is recorded as residing in a house valued at \$15,000.⁴⁴ Following a flurry of construction in the early 1920s, including the Gate House building by W. H. I. Fleming discussed above, there were a handful of dwellings from the 1930s. There was little new construction until a group of six houses were built on Pickett Street just north of the railroad after 1940, possibly reflective of the emergence from the Great Depression years. Also constructed in this period were two duplexes (311-5001-0081 and 311-5001-0082) on the extension of Fauquier Avenue, now known as the Old Tavern Road.

Survival of The Plains after World War II, 1945-1962

Declining mercantile activity and increasing large truck traffic rumbling through town took its toll in the post-World War II years. Between the end of the war and the mid-1960s, The Plains withered, with many merchants abandoning the town and leaving many buildings deserted. Despite several efforts, there appears to have been little success in reinvigorating the community. A handful of buildings, mostly residences, were constructed between 1945 and 1962. In a bow to the continuing presence of the railroad, a few storage sheds were constructed adjacent to the tracks in 1950 on the site of earlier sheds (documented on the 1910 plat) that had stood there for many years. Four residences dating from the mid-1950s were built in the neighborhood north of the railroad and east of the main road leading to Middleburg (311-5001-0019, 311-5001-0020, 311-5001-0023, and 311-5001-0024). Notable among the new buildings, and a measure of the enduring nature and vitality of the community, was the construction of The Plains Baptist Church (311-5001-0079) in 1962.⁴⁵ The construction of the sanctuary in The Plains demonstrates that, despite economic decline, the town continued to be viewed as a center of social and religious life in the area. The construction date for this church marks the ending date for the

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period of significance for The Plains Historic District as only nine buildings, primarily residential dwellings, within the historic district's boundaries post-date 1962.

A devastating explosion and reinvigoration of The Plains (1963-2013)

In 1967 a terrible collision between a train and a gasoline truck caused an explosion and fire that destroyed most of the buildings associated with the Orange County Hunt. Only one structure survives from that complex and stands on the property of Grace Church. It was a devastating blow to the community, so it was particularly significant that in 1974 Arthur W. Arundel, media mogul and a new transplant to The Plains, chose to spearhead efforts to revitalize The Plains when he assembled a Village Steering Committee to map out a plan for the future of the town. Working with the Piedmont Environmental Council and using a \$19,000 grant from the U. S. Department of Housing and Urban Development, Arundel saw that a non-profit Village Trust was established. With the completion of Interstate 66 in 1979 that by-passed The Plains, the village was free of the intrusive and noisy truck traffic. Spurred by Arundel's encouragement and investment, derelict buildings were acquired, water and sewer systems were upgraded, and major landscaping and beautification efforts were undertaken. A number of historic buildings were acquired and re-sold to local merchants and businesses. Small shops and other enterprises designed to attract visitors made The Plains an attractive destination. After nearly 160 years of history, and a century after securing its incorporation, The Plains remains a vibrant, yet diminutive commercial, transportation, and social center of Fauquier County, anchored by remarkable architectural fabric and vitality.⁴⁶

Area of Significance: Transportation

The town of The Plains is locally significant under Criterion A in the area of transportation. The genesis of The Plains began with strenuous efforts of local farmers and land holders to attract the Manassas Gap Railroad. The success of this campaign points to the realization of local farmers that they desperately needed a method to get their agricultural products to market. With the railroad line reaching The Plains in 1852, there was substantial reason for the construction of buildings and dwellings to transform the tiny crossroads into a vibrant town. The existing location, at the intersection of several road corridors on the main road that linked Fauquier County's seat of government with Middleburg and neighboring Loudoun County, was undoubtedly a strong justification for the successful campaign to secure the railroad. Neither Warrenton to the south, nor Middleburg to the north, enjoyed a location on the main line of what would grow to be the great Southern Railway System. The Plains benefitted from its location on the corridor that offered the shortest and best route to Manassas Gap and continuing on to Virginia's Shenandoah Valley. The early-19th-century road system of this part of Fauquier County was clearly recorded on maps (notably the 1826 Herman Boye's map) and plats of private property rendered in the 1820s. A comparison of those maps with contemporary ones confirms that those road patterns survive. The road corridors within the Town of The Plains, coupled with the path of the rail line, determined the building patterns, with commercial buildings standing along the main east-west street, rail-related buildings close to the railroad tracks, and residential dwellings located in the areas surrounding the center of town.

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Examination of census records for the 19th century reveals a number of residents associated with transportation-related livelihoods such as blacksmiths and wheelwrights. The presence of the railroad also accounts for the attention to the area by both warring armies during the Civil War. John S. Mosby's raiders were particularly active in this area as the inaugural use of rail to transport large numbers of troops defined much of the Civil War activity in the surrounding areas. The farms and agricultural lands that abutted The Plains, particularly barns, suffered serious depredations with many being repeatedly raided and often burned.

Following the war, the revitalization of The Plains was largely due to the repair and reactivation of the railroad. Census and land tax records confirm that property owners in The Plains aggressively built dwellings and supporting commercial buildings, culminating in the 1887 construction of the new train station (311-5005; 311-5001-0117) discussed above. It was likely the location of The Plains on a main line of the Southern Railway system that made this particular area of agriculturally rich Fauquier County a destination for Edward Harriman and his friends from New York who were seeking a landscape for their beloved fox hunting. Harriman, as an iconic railroad magnate of the early 20th century, would have been particularly receptive to relocating to a convenient stop on one of the nation's primary rail lines. They needed not only transportation for themselves (they often lived on their luxurious railroad cars before acquiring local estates) but also for their horses, hounds, and employees.

Another important service offered by the presence of the rail line was a method of transporting students to The Plains High School, constructed in 1907. Pupils could ride the train from Marshall and other surrounding communities, thus establishing a central location for a school well before school buses provided that service.

The Plains continued to be a vibrant railroad community as measured by the number of surviving transportation-related buildings constructed in the first two decades of the 20th century, including an elaborate new passenger station and several ancillary structures such as storage sheds. The Southern Railway itself promoted The Plains as a vacation destination in keeping with an early-20th-century trend to seek vacation spots away from urban centers, and tourist houses such as the Tourist Inn (311-5001-0093) and the Chinn Hotel (311-5002; 311-5001-0127) survive as reminders of several now long-gone such hosteries. With the advent of the automobile, travelers required service stations and operations to repair cars, and historic Slaughter's Garage (311-5001-0120) survives as an important reminder of that. The commercial structure at 4301 Fauquier Avenue (311-5001-0067) was constructed by Tom Frost ca. 1936 as a service station, and the building at 6470 Main Street (311-5001-0059), now The Plains Market, once housed George Beaver's Esso Station in 1940.⁴⁷

Transportation played another large role in the history of The Plains in the mid-20th century. Although passenger service declined by the late 1930s and ceased permanently in 1948, the railroad's physical presence continued to be felt in The Plains, with its associated buildings surviving and the train still running through the town. A terrible accident in 1967 when a truck and train collided caused an explosion that destroyed most of the iconic buildings of the Orange

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County Hunt. Also, it was The Plains' location on a primary road stretching east-west through the center of Fauquier County that resulted in the intrusive and noisy tractor-trailer traffic that chased many from the town. Only the construction of I-66, launched in 1967, reduced the volume of that traffic and created an atmosphere for the late-20th-century revival of the town.

Area of Significance: Commerce

The town of The Plains is locally significant under Criterion A in the area of commerce in its historic and ongoing position as a center of commerce for a distinctive area in Fauquier County characterized by a rich agricultural setting and as a notably significant location on rail and road corridors. Since its inception in the 1830s as the site of a country store with the ubiquitous post office, and continuing through the second half of the 19th century as one of the only primary rail stops in the county on the railroad leading from Alexandria to Virginia's Shenandoah Valley, The Plains retains a number of buildings associated with that function. In the 20th century, with stimulus from Northern visitors, there was a growing demand for a broad range of commercial and retail services, and its position, highlighted by the presence of a school building for area students, several notable churches, a Masonic building, and banking facilities, made it an important commercial center for the northern part of Fauquier County between Warrenton and Middleburg. Local residents claim that the Middleton Building at 6488 Main Street (311-5001-0066), built ca. 1910, was originally a bank; the present Fauquier Bank (311-5001-0045) was built ca. 1957 and stands at 6464 Main Street, a measure of at least a half-century from which banking buildings survive in The Plains. With contributions from a group of investors led by railroad magnate Edward Harriman, and later with substantial contributions by media mogul Arthur Arundel, The Plains has sustained its position as a commercial center for the County.

From as early as the late 1850s, leading citizens were often described as both "farmer and merchant," a rare occurrence in the census records of the day.⁴⁸ Owners of two of the primary mercantile operations, with real property values of \$43,540 (Samuel Foster) and \$30,100 (Thomas Foster), are listed in 1860. As early as 1860, The Plains is identified as a separate identifiable community and, 50 years later, its ability to secure incorporation as a Town in 1910 is a measure of its ongoing identification as a commercial center. Beginning with the 1860 census (the first enumeration after the coming of rail service), the occupations of the residents confirm the centrality of the village. Occupations included saddlers, tailors, cabinet makers, railroad workers, carpenters, shoemakers, a doctor, and wagon maker, all of which would suggest that most residents of the surrounding area secured these services in The Plains. By 1880, described as "The Plains Village," the census records many of the same types of occupations, with several dry goods merchants, and two doctors listed. Dr. J. P. Cochran, included in the 1880 census as a "physician," appears in the 1890 land tax records with a house valued at \$1,100; as late as 1940, Dr. Richard Mason occupied a house and office valued at \$4,000; Dr. Robert Shackleford is recorded in 1920 renting a building in the town; by 1940, he was listed as owner of his home and office.⁴⁹

Due to its central location in the northern portion of the county, its access to four roads linking it to the county seat of Warrenton, the town of Middleburg, the eastern portion of Fauquier and

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Marshall to the west, and continuing through Manassas Gap to the Shenandoah Valley, The Plains continued its role of offering commercial, retail, non-agricultural-related services to the populations of the surrounding areas. Despite fluctuations due to war, cessation of passenger rail services, and easier access to larger commercial centers, The Plains has survived as a commercial center for the area between Warrenton and Middleburg, and its surviving buildings continue to reflect that role.

Area of Significance: Social History

The town of The Plains is significant locally under Criterion A in the area of Social History in its representation of an important trend in the early 20th century for wealthy northerners, notably from the fox-hunting society, to include Virginia locales in their selection of recreational destinations. Led by Edward C. Harriman, who was a founding member of the Orange County (N.Y.) Hunt, his friends and colleagues saw the rural portions of the northern Piedmont region of Virginia as a preferred destination where somewhat milder temperatures prevailed as allowing extension of the season for their fox hunting. The Plains, in Fauquier County, was well placed on a rail line amidst scenic rural agricultural landscapes, an ideal locale for fox hunting. With encroaching development in his native New York, Harriman and his friends first visited Fauquier County for the three-month hunting season. A news item in the December 24, 1901, *New York Times* aptly describes what happened in a story entitled “Orange County Hunt Plans: The Pack Goes to Virginia to be Used in Pierpont Country.”⁵⁰ For northerners, Pierpont Country would be the term used to describe the area of Northern Virginia, much of which was under the Union jurisdiction of Governor Pierpont who sat as Virginia’s governor in Alexandria during the Civil War. In 1901, it would likely have been a term used by New Yorkers to distinguish Northern Virginia from the rest of the Commonwealth where the Confederacy had been the dominant presence. With a dateline of December 23, 1901, Goshen, New York, it continues:

Tomorrow the twenty hunters and a pack of twenty couples of Irish fox hounds will be removed from their kennels now on the Richardson farm, to Warrenton, Va., where, through the courtesy of Col. Richard Delaney, they will hunt Pierpont country for three months.

John R. Townsend and E. S. Craven of the Orange County Hunt Club were in town today and completed arrangements for the shipment of the hounds and horses to the above named place. E. H. Harriman, E. S. Craven, F. Gray Griswold, John R. Townsend, and Dr. J. O. Greene will take their families to Virginia for the hunting season.

F. Gray Griswold, master of the Orange County Hunt, will also send a pack of twenty couples from his kennels in New York to Warrenton, Virginia, where they will take part in the hunts to be held there.⁵¹

Even before Mr. Harriman and his friends chose to relocate their fox hunting activities in Virginia, William Skinker had his own pack of hounds. He sold his nearby farm Windy Knoll to

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the Orange County Hunt that became the site of the Hunt's kennels. Skinker went on to become a master of the Orange County Hunt and a leader in the National Steeplechase and Hunt Association.⁵² Skinker's residence in The Plains (311-5001-0094) was built ca. 1910 and stands at 4338 Fauquier Avenue. In the 1910 Land Tax records, it was valued at \$1,600. Skinker also sold land in The Plains adjacent to Grace Church to the Hunt Club to build its club house. According to local historians, the "infusion of wealth" that the Orange County Hunt members brought to the area was substantial, and land tax records confirm the value placed at \$23,200 on the buildings belonging to the Orange County Hunt in The Plains.⁵³

The presence of the Hunt in The Plains undoubtedly accounts for the success of the efforts to incorporate The Plains in 1910 and for the large number of buildings erected in the town between 1910 and 1920. According to local histories, after initially spending their time in elaborate railroad cars during the hunt season, many Orange County Hunt members bought local estates in the area; some members contributed funds to build the new Grace (Episcopal) Church. The presence of the hunt on a year-round basis led to considerable commercial activity in The Plains, while offering employment to many residents. The employment figures are confirmed in the census returns for 1910, 1920, 1930, and 1940, when many are recorded as stable hands and as filling numerous roles in the operation of the hunt operation.⁵⁴

The choice of The Plains for the location of the Orange County Hunt was undoubtedly dictated in part by the convenience to the railroad, augmented by its proximity to open rural areas conducive for fox hunting. Although Middleburg was well known and might have been the choice location, it did not enjoy a convenient location directly on the rail line. Mr. Harriman, one of the leading railroad magnates of the early 20th century, would have been particularly sensitive to the convenience of a site on the main line of the Southern Railway system, not solely for reaching the area but for transporting the horses and hounds from their northern locale in New York.

There is one particularly intriguing news story in the *New York Times* from 1908. Its headline read "Wants Public to Hunt." It goes on to state:

While the Orange County Hunt has acquired a large tract in Virginia and will hold most of its meets there, at the suggestion of Mr. Harriman, John R. Townsend of New York and obtained a pack of hounds from England, and under the name of the Orange County Drag Hounds will hold meets in Orange County (NY) throughout this season. It is Mr. Harriman's desire that the public have every opportunity to enjoy these hunts, not only as witnesses, but to participate in them, and every one will be welcome to follow the hounds.⁵⁵

Based on this story, Mr. Harriman's mindset appears to have been to expand the elitist nature of fox hunting to include the public, a stance that may account for the overall inclusiveness of the fox hunting scene in The Plains. Impact of the relocation of the Orange County Hunt to The Plains was wide-ranging, giving a certain polish and sophistication to the simple rural town,

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providing its residents with a unifying focus and pride that affected both the very wealthy and those with more modest incomes as well.

Although outside the period of significance (ca. 1850-1962) for The Plains Historic District, the impact and contributions of Arthur Arundel cannot be overlooked. With a commitment and infusion of funds, Mr. Arundel, who had recently moved to the area, was responsible for saving The Plains from demise in the 1980s. In the area of transportation, the town retains many of its historic buildings associated with the railroad and its early residents and continues to be defined by its historic road corridors and the transformative railroad. In the area of Commerce, it continues to offer limited retail and commercial services to its visitors. And in the area of Social History, it retains its character very much drawn by Edward Harriman and his friends who chose to relocate one of the country's foremost hunt operations to Virginia's fertile and scenic Piedmont.

Area of Significance: Architecture

The Plains Historic District is significant locally under Criterion C in the area of Architecture in its representation of a very practical and unassuming town in the center of Virginia's hunt country. The remarkably varied collection of historic buildings reflects the story of the town's growth and development from the mid-19th to the mid-20th centuries. Non-historic intrusions are relatively few, and the streetscape remains very much intact. The architecture of the historic district is comprised primarily of single dwellings, most commonly of vernacular forms, and their associated outbuildings. Also included are notable examples of buildings that follow high-style forms and designs, including several dwellings that contain Folk Victorian, Italianate, Colonial Revival, and Queen Anne detailing. Early-20th-century dwellings also follow vernacular forms but many look to the Colonial Revival style for their detailing. Constructed in 1929, Kinloch Cottage (311-5001-0042) on Main Street is a Gordon Van-Tine kit house (Cabot model). Mid-20th-century residential architecture is primarily of the Minimal Traditional and Cape Cod forms, reflecting national trends.

The 1918 Gothic-Revival-style Grace Episcopal Church (311-5003; 311-5001-0033) and the 1928 Tudor Revival-style house at 4385 Old Tavern Road (311-5001-0081) were designed by Washington, D.C., architect, William Henry Irwin Fleming, a much favored architect in Fauquier County during the 1920s and 1930s. Grace Episcopal was his first commission in the area and his other local attributions include Hopefield (030-0085; NRHP 2009) outside of Warrenton; The Oaks (030-0320, NRHP 2001); and several dwellings in the nearby Marshall Historic District (030-5156, NRHP 2007).⁵⁶ Washington Reed, Jr., an architect practicing in Warrenton, designed the well-appointed Georgian-Revival-style Fauquier Bank (311-5001-0024) in 1957, which is located at the center of town at the junction of Main Street and Loudoun Avenue. Local master builder Elmo Ball, Sr., constructed the front Roman-Revival-style addition to the Cochran Masonic Lodge (311-5001-0124) in 1922.

Although the majority of architectural resources in the historic district are dwellings, the district also contains an outstanding collection of buildings that reflect the town's commercial,

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transportation, and social history as a mid-19th-century railroad town that evolved into a thriving commercial community in an otherwise rural area. Retaining a high level of architectural integrity, the commercial buildings along Main Street between Loudoun and Fauquier avenues date primarily to the decade after 1910, when the town was officially incorporated. The 1907 former high school, the 1916 jail, the 1920s post office (now a privately owned building), and the 1954 fire station survive as does the 1887 freight and passenger train depot, and the far more ornate brick 1915 passenger station that was constructed to appease wealthy northerners who came to the area to foxhunt. Warehouses and commercial buildings along Stuart Street just off the railroad tracks survive as does the mid-19th-century Chinn Hotel (311-5002, 311-5001-0127). The Plains also contains four churches that range in date from the 1870s to 1962, and that continue to serve both African-American and white congregations.

Although a systematic archaeological survey has not been conducted within the boundaries of The Plains Historic District, there are areas that may contain potential archaeological sites. These include sites of the previous church at Grace Episcopal Church (311-5003; 311-5001-0033) and known locations of where buildings from the Orange County Hunt once stood. In addition, there may be unidentified archaeological sites associated with secondary buildings on many of the historic properties within the historic district.

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9. Major Bibliographical References

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

Primary Sources:

Alexandria Gazette, July 30, 1883. Reference to summer boarders visiting The Plains.

Chataigne's Virginia Business Directory and Gazetteer. Compiled by J. H. Chataigne. (Richmond, VA: Baughman Brothers, 1880-1881). Descriptions based on 1880-81.

Fauquier County Deed Book 103/458, 458A, 459. This document records the incorporation authorization for The Plains. April 26, 1910 and includes the incorporation map.

Fauquier County Land Tax Books: 1851-1857; 1875, 1880, 1881, 1900, 1910.

Fauquier County Personal Property Tax Books: 1820-1831.

National Intelligencer, May 18, 1852. Typescript in the Files of the Department of Historic Resources, 30-227.

New York Times. "Orange County Hunt Plans: The Pack Goes to Virginia to be Used in Pierpont Country," December 24, 1901; Untitled news item about E. H. Harriman as head of the Union and Southern Pacific Railroad; May 17, 1903; "Wants Public to Hunt: Harriman Organizes Orange County Drag Hounds on New Basis," August 12, 1908; Obituary, September 10, 1909; "Orange County Hunt, The Plains," February 17, 1918. Also see <http://windyhollowhunt.org> "History of Our Hunt," with information about E. H. Harriman establishing the Windy Hollow Hunt in Orange County New York in 1900. Site visited October 10, 2013.

Richmond Times Dispatch. "Fauquier Landmark to be Abandoned." June 4, 1937.

U. S. Federal Census for Fauquier County (The Plains). 1850, 1860, 1870, 1880, 1900, 1910, 1920, 1930, 1940. In 1850 and beginning in 1900, The Plains is identified as either a "post office," a "village," or as "a town").

Washington Post, "Fighting Change in The Plains," March 3, 2002, B-1 and B-6.

Maps (listed chronologically):

Surveyor's Plat of the 1826 division of the estate of Major Joseph O'Bannon which describes the area of the crossroads as "WhiPlains" [sic]. Original plat reproduced on page 14 of *Trains Whistles and Hunting Horns*, by D'Anne Evans and John K. Gott.

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Herman Boye. "A Map of the state of Virginia, constructed in conformity to law, from the late surveys authorized by the legislature and other original and authentic documents," By Herman Boye, 1825. Corrected by order of the executive, 1859 (Philadelphia, PA: 1859). The original portion is reproduced on page 16 in D'Anne Evans and John K. Gott, *Train Whistles and Hunting Horns – History of The Plains, Virginia*. Warrenton, VA: Piedmont Press, 1993.

Atlas to Accompany the Official Records of Union and Confederate Armies.
Washington, DC: Government Printing Office, 1891-1895. This is the collection upon which *the Official Military Atlas of the Civil War* is based. New York: Gramercy Books, 1983.

XXII (# 7) "Operations of the Army of Virginia under Major General John Pope,"
August 27, 1862.

XXIII (# 2) "Operations of Stuart's Cavalry Division Around Groveton, August, 1862.
(Series I, Volume XII, Part 2, 736 "To accompany Report of Major General J. E. B.
Stuart, CS Army).

XXVII (1) "Map of Portions of Military Department of Washington, Pennsylvania, and
Annapolis and North East Virginia," Washington, D.C: Bureau of Topographical
Engineering, War. Department, July, 1861.

LXXIV (#1) "Central Virginia showing Major General P. H. Sheridan's Campaigns,
1864-1865."

Map of The Plains, accompanying the 1910 Incorporation authorization. Fauquier County Deed
Book 103/458A.

Map of Fauquier County, Virginia (1914) prepared by the Fauquier County Board of Trade,
1914.

Aerial Map of The Plains, 1937.

"The Plains, Virginia," 1974, 1984, 2001. This map shows the original boundaries for The Plains
History District superimposed on a 1974 map.

"The Plains," Official Records of the parcels within the boundaries of the Town of The Plains,
1989.

Secondary Sources:

"A Brief History of the Plains." www.theplainsvirginia.org.

Evans, D'Anne and John K. Gott. *Train Whistles and Hunting Horns – History of The Plains, Virginia*. Warrenton, VA: Piedmont Press, 1993.

The Plains Historic District
Name of Property

Fauquier County, Virginia
County and State

Fauquier County Bicentennial Committee. *Fauquier County, Virginia, 1759-1959*. Warrenton, VA: 1959.

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Hayward, Philip. “A Village Revived: A Case Study in Small Town Preservation, Complete with Village Smithies.” *Country Magazine*. September, 1983. 36-42.

Johnston, Angus James, II. *Virginia Railroads in the Civil War*. Chapel Hill, NC: Virginia Historical Society, 1959.

Kennan, George H. *E. H. Harriman: A Biography*. Boston: Houghton Mifflin Company, 1922.

Khalifa, Daisy Ridgeway. “A Day in the Country.” *Virginia Living*, March 21, 2012.

Peters, Margaret T. Compiler. *A Guidebook to Virginia’s Historical Markers*. Charlottesville, VA: University Press of Virginia, 1984.

Ramey, Emily and John K. Gott. *The Years of Anguish, Fauquier County, Virginia, 1861-1865*. Warrenton, VA: County Civil War Centennial Committee, 1965.

Scheel, Eugene M. *The Guide to Fauquier: A Survey of the Architecture and History of a Virginia County*. Warrenton, VA: Fauquier County Bi-Centennial Commission, 1976.

Shepherd, Cheryl H. “Hopefield,” 030-0085, National Register of Historic Places Nomination Form. Richmond, VA: Virginia Department of Historic Resources, September 17, 2008.

Southern Railway System, 1911-1920. Washington, DC: Southern Railway System, 1922.

Suydam, Edward Howard. *The Sunny South: Some interesting Drawings*. Washington, DC: Southern Railway System, 1924.

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

The Plains Historic District
Name of Property

Fauquier County, Virginia
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 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, Virginia

Historic Resources Survey Number (if assigned): VDHR File No. 311-5001

10. Geographical Data

Acreage of Property Approximately 130.92 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: _____ Longitude: _____

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

UTM Coordinates (Zone 18S) as depicted on the accompanying Location USGS Map

Point	Easting	Northing
A	258898	4305477
B	259151	4305450
C	259280	4305350
D	259354	4305437

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E	259443	4305498
F	259631	4305625
G	259752	4305568
H	259797	4305415
I	259809	4305192
J	259768	4305146
K	259588	4305133
L	259653	4305022
M	259421	4304772
N	259250	4304852
O	259141	4304760
P	259089	4304712
Q	258918	4304616
R	258694	4304941
S	258694	4305107

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

The nominated boundaries of The Plains Historic District are shown on the accompanying scaled map entitled The Plains Historic District DHR #311-5001, which was prepared by the Fauquier County Geographic Information Systems office.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of The Plains Historic District are drawn to include the largest concentration of historic buildings that tell the story of the growth and development of the town. The historic district boundaries encompass resources within the incorporated town limits except for two resources along Old Tavern Road that are located just outside but are visually connected to the town. Areas with concentrations of noncontributing resources, particularly when on the edge of the boundary, were excluded. The historic district boundaries coincide with property lines and natural landscape features whenever possible.

2. Form Prepared By

name/title: Maral S. Kalbian, Margaret T. Peters

organization: Maral S. Kalbian, LLC

street & number: P.O. Box 468

city or town: Berryville state: VA zip code: 22611

e-mail: maral@mkalbian.com

telephone: 540-955-1231

date: 15 November 2013

The Plains Historic District
Name of Property

Fauquier County, Virginia
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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.

Photo Log

The following information is common to all photographs:

Name of Property: The Plains Historic District

Location: Fauquier County, Virginia

DHR File Number: 311-5001

Date: October 2012

Photographer: Maral S. Kalbian

Location of Digital Images: Virginia Department of Historic Resources, Richmond, VA.

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

PHOTO 1 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0001.

VIEW: Beverley-Moore House (311-5001-0100), north view

PHOTO 2 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0002.

VIEW: Chinn Hotel along railroad track (311-5002; 311-5001-0127), looking south

PHOTO 3 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0003.

The Plains Historic District
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VIEW: Clarke House (311-5001-0122), south view

PHOTO 4 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0004.

VIEW: Houses at 4221 and 4217 Bragg Street (311-5001-0109 and 0110), west view

PHOTO 5 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0005.

VIEW: House, 6348 Hopewell Road (311-5001-0011), south view

PHOTO 6 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0006.

VIEW: The John Page Turner Community Center (311-5001-0055), north view

PHOTO 7 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0007.

VIEW: Cochran House (311-5001-0125), south view

PHOTO 8 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0008.

VIEW: White Hall (311-5001-0104), north view

PHOTO 9 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0009.

VIEW: House, 4385 Old Tavern Road (311-5001-0081), west view

PHOTO 10 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0010.

VIEW: Kinloch Cottage (311-5001-0042), south view

PHOTO 11 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0011.

VIEW: House, 6311 Lee Street (311-5001-0035), northeast view

PHOTO 12 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0012.

VIEW: St. Mark's United Methodist Church (311-5001-0049), northwest view

PHOTO 13 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0013.

VIEW: The First Baptist Church (311-5001-0001), southwest view

PHOTO 14 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0014.

VIEW: Grace Episcopal Church (311-5003, 311-5001-0033), north view

PHOTO 15 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0015.

VIEW: The Plains Railroad Depot (311-5005, 311-5001-0117), northwest view

PHOTO 16 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0016.

VIEW: Cochran Masonic Lodge (311-5001-0124), south view

PHOTO 17 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0017.

VIEW: The Plains High School (311-5001-0126), southwest view

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PHOTO 18 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0018.
VIEW: Fauquier Bank (311-5001-0045), south view

PHOTO 19 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0019.
VIEW: Commercial Building, 5485 Main Street (311-5001-0098), northeast view

PHOTO 20 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0020.
VIEW: View of Main Street looking east toward junction with Fauquier Avenue

PHOTO 21 of 21: VA_FauquierCounty_ThePlainsHistoricDistrict_0021.
VIEW: View of Main Street at junction with Fauquier Avenue, looking northeast

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 Herman Boye's map (1826), and the Surveyors plat for the 1826 division of the estate of Major Joseph O'Bannon, reproduced in D'Anne Evans and John K. Gott, *Train Whistles and Hunting Horns: The History of The Plains, Virginia* (Warrenton, VA: Piedmont Press), 14, 16.

² "A Brief History of The Plains, Virginia," <http://theplainsvirginia.org>. visited July 1, 2013.

³ *Atlas to Accompany the Official Records of Union and Confederate Armies* (Washington, DC: Government Printing Office, 1891-1895). This is the collection upon which the Official Military Atlas of the Civil War is based (New York: Gramercy Books, 1983), Plates VII, XXII, XXIII, XXVII, and LXXIV.

⁴ See Fauquier County Personal Property Tax Records for the period 1821-1831. Mason Lawrence paid a tax of \$18.00 for his tavern in 1821; in 1825 a John Lawrence is listed as an "Ordinary Keeper," possibly a brother or other relative of Mason Lawrence, tax continued at \$18.00. See also Evans and Gott, 14.

⁵ *Virginia Magazine of History and Biography*, Volume 81, no. 1 (January, 1973), 49-97.

⁶ "A Very Brief History of The Plains, Virginia," undated mss. DHR file 311-5001 for "The Plains" (Richmond, VA: Virginia Department of Historic Resources).

⁷ Evans and Gott, 15. The photographs were provided to the authors courtesy of Mary Fleming Rust.

⁸ "Our History," Grace Episcopal Church, The Plains. www.gracetheplains.org.

⁹ Fauquier County Land Tax Records, 1851-1852.

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¹⁰ Evans and Gott, 23. Lawrence Emerson, “Building a Better Depot in The Plains,” undated essay that can be viewed at the railroad passenger station in The Plains. The article post-dates 1979.

¹¹ *National Intelligencer*, May 18, 1852. The Washington newspaper, a leading Whig mouthpiece in the ante-bellum period, was published in the nation’s capital from 1800 to ca. 1870.

¹² 1850 and 1860 U. S. Federal Census for “The Plains,” Fauquier County, Va.

¹³ See the National Register nomination for the Delaplane Historic District (030-5003); NRHP, February, 2004 for a discussion of the significant role of the Manassas Gap Railroad in the military conduct of both warring armies (Richmond, VA: Virginia Department of Historic Resources).

¹⁴ *A Guidebook to Virginia’s Historical Markers*, complied by Margaret T. Peters (Charlottesville University Press of Virginia, 1984), 32.

¹⁵ Edward Carter Turner, Diary for August 27 and 28, 1862. Quoted in Evans and Gott, 29.

¹⁶ Evans and Gott, 38, provides a discussion of the Texas long horns and the destructive ticks they brought to the cattle ranchers around the Plains.

¹⁷ Fauquier County Land Tax Records, 1875.

¹⁸ Evans and Gott, 78-79; 1900-1940 U. S. Federal Census for The Plains, Fauquier County, Virginia.

¹⁹ Fauquier County Land Tax Records, 1875, 1880, 1890. 1880 U. S. Federal Census for The Plains, Virginia.

²⁰ Ibid.

²¹ Fauquier County Land Tax Book, 1890, 1900.

²² Evans and Gott, 46.

²³ Fauquier County Land Tax Book, 1900; 1900 U. S. Federal Census for Scott District of Fauquier County, Virginia.

²⁴ Fauquier County Land Tax Book, 1900.

²⁵ Evans and Gott, 52, 54.

²⁶ *New York Times*, December 24, 1901.

²⁷ *New York Times*, August 12, 1908.

²⁸ 1910, 1920, 1930, 1940 U. S. Federal Census for The Plains, Fauquier County. For Floyd Nicholas Adams.

²⁹ Evans and Gott, 52. Courtesy of Mary Fleming Rust.

³⁰ Evans and Gott, 65. Early photograph reproduced on this page is courtesy of the Cochran Lodge No. 271, A.F. & A. M.

³¹ 1900, 1910, and 1920 U. S. Federal Census for Fauquier County, Virginia.

³² Fauquier County Deed Book 103/458 and 458A (1910).

³³ Evans and Gott, 61.

³⁴ Fourteenth U. S. Federal Census for District 55, The Plains, Fauquier County, Sheets 1, 2, 3 (a & b).

³⁵ Georgia Herbert Hart. “An Historical Sketch,” (of Grace Church, The Plains), 1967.

³⁶ 1920 and 1930 U. S. Federal Census for The Plains, Fauquier County, Virginia.

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³⁷ Evans and Gott, 53.

³⁸ 1850 and 1860 U. S. Federal Census for Fauquier County. Mr. Chinn's hotel was assigned a value of \$1,600 in 1860 and he is listed as "hotel keeper." Evans and Gott, 53.

³⁹ Fauquier County Land Tax Records, 1900, 1910 in The Plains.

⁴⁰ Evans and Gott, 66. 1920, 1930 and 1940 U. S. Federal Census for The Plains, Fauquier County, Virginia.

⁴¹ 1930 U. S. Federal Census for the Town of The Plains, Fauquier County, Virginia.

⁴² *Richmond Times Dispatch*, June 4, 1937. A copy of the clipping can be found in "The Plains," DHR file 311-5001).

⁴³ Evans and Gott, 88.

⁴⁴ 1940 U. S. Federal Census for The Plains, Fauquier County. Mr. Frost is listed as residing in the same house as he did in 1935.

⁴⁵ Evans and Gott, 79.

⁴⁶ See Evans and Gott before and after photographs of portions of The Plains, 84-89; Daisy Ridgeway Khalifa. "A Day in the Country," *Virginia Living*, March 21, 2012. DHR File No. 311-5001, The Plains (Richmond, VA: Virginia Department of Historic Resources).

⁴⁷ Evans and Gott, 67, 86.

⁴⁸ See 1860 U. S. Federal Census for Fauquier County, Virginia.

⁴⁹ 1940 U. S. Federal Census for The Plains, Fauquier County, Virginia.

⁵⁰ *New York Times*, December 23, 1901. The reference to *Pierpont Country* probably refers to Francis Harrison Pierpont (January 25, 1814 – March 24, 1899), called the "Father of West Virginia," was an American lawyer, politician, and Governor of the Union-controlled parts of Virginia during the Civil War. He went on to serve as Governor of Virginia in Alexandria during the Civil War and briefly as Virginia's Governor during reconstruction. It would not be surprising for the *New York Times* to refer to this portion of Virginia as "Pierpont Country."

⁵¹ *New York Times*, December 23, 1901.

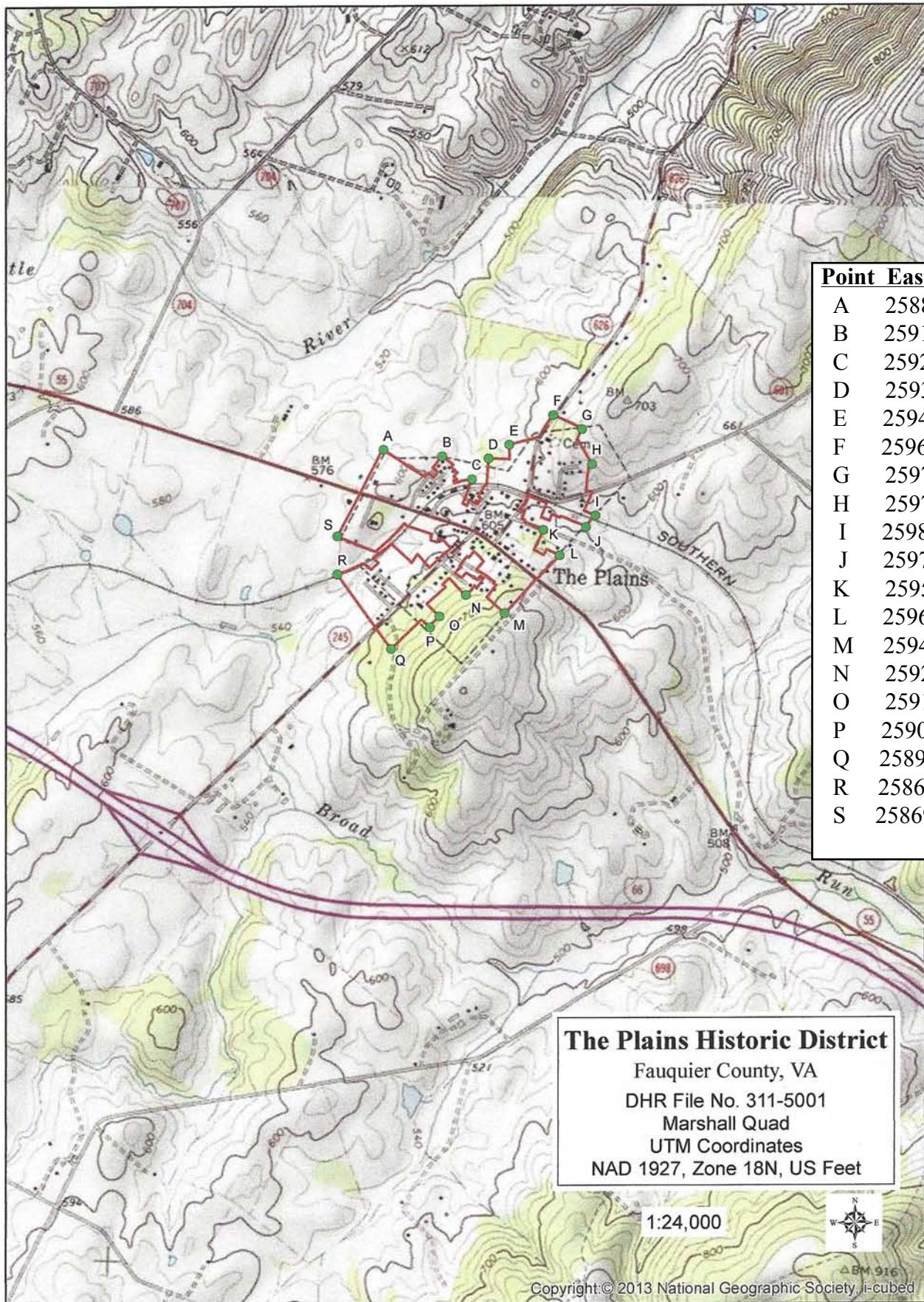
⁵² *New York Times*, February 17, 1918.

⁵³ Evans and Gott, 54; Fauquier County Land Tax Book for The Plains, 1910.

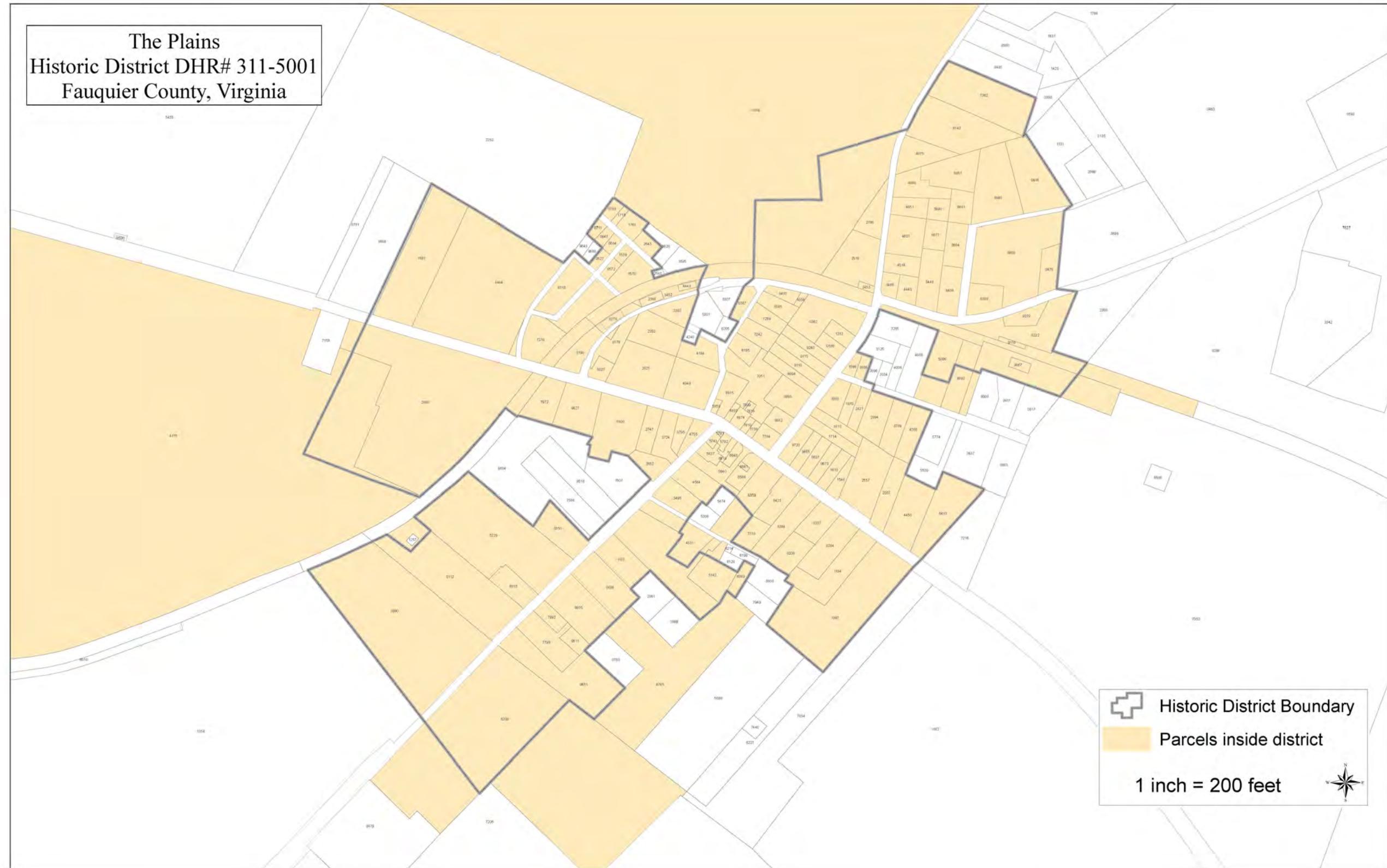
⁵⁴ 1920, 1930, 1940 U. S. Federal Census for The Plains, Fauquier County, Virginia.

⁵⁵ *New York Times*, August 12, 1908.

⁵⁶ Cheryl H. Shepherd. "Hopefield," 030-0085, National Register of Historic Places Nomination Form, Richmond: Virginia Department of Historic Resources, 2008, 8:8 and 9. This nomination has an excellent discussion of the architect William Irvin Fleming and his commissions in Fauquier County. He often worked with the Hanback master builders of Fauquier County, but it is not known whether they worked together on the two projects in The Plains.



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