APPENDIX D4

ARCHITECTURAL INTENSIVE INVESTIGATIONS REPORT A

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

March 2018

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Report A

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

(Report A)

DHR #2014-0666

by

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ABSTRACT

Dovetail Cultural Resource Group (Dovetail), as a member of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Team and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of the DC2RVA Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666. Dovetail and the DC2RVA Team completed 16 reports detailing the results of the reconnaissance-level survey and coordinated the results with the DHR between 2015 and 2017.

Subsequent analysis included an investigation-level evaluation of architectural resources recommended potentially eligible for listing in the National Register of Historic Places (NRHP) during the reconnaissance-level survey that are located within the Preferred Alternative of the DC2RVA Project. The goals of this investigation were to: first, document the architectural and landscape features of the properties; second, gather archival data on the properties; and third, examine the physical and historical information collected within the appropriate context(s) to properly evaluate each property under established criteria for the NRHP. The fourth goal of this investigation was to propose NRHP boundaries for any property should it be recommended eligible for listing. Work on this project was conducted in 2017 and 2018, in accordance with relevant state and federal regulations as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

In total, the DC2RVA Project Team surveyed 54 historic architectural resources at the evaluation level, 13 of which are detailed in the current report (the remaining 42 resources will be presented in subsequent reports). Of those 13 resources, the DC2RVA Project Team is recommending that 11 are individually eligible for listing in the NRHP (088-0254, 111-0009, 111-0009-0795, 111-0132-0020, 111-0132-0025, 111-0132-0522, 111-0132-0704, 127-6792, 127-6793, 500-0001, and 500-0001-0022) while two (111-0023 and 127-6840) are recommended not individually eligible.

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1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of resources along the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The FRA and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA; and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC; and Charlotte, NC, and then continues west to Atlanta, GA, and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train frequency, performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Act's implementing regulations under 36CFR800. Additionally, all cultural resource work was designed by DRPT and Dovetail to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

Previous Project studies included a reconnaissance survey of all alternatives under consideration, completed between 2015 and 2017. In September 2017, a DRPT-recommended Preferred Alternative was presented in the Draft Environmental Impact Statement (EIS). DRPT's recommended Preferred Alternative was approved by the Commonwealth Transportation Board for recommendation to FRA in December 2017. Intensive-level architectural studies were therefore completed for all above-ground resources determined to be potentially eligible by the DHR within the area of potential effects (APE) of the Commonwealth's recommended Preferred Alternative. The current report focuses on the results of the intensive-level investigations completed by Dovetail on 13 of the 54 architectural resources that comply with these study parameters, organized in the body of this report in geographical order from north to south. The remainder of the resources will be detailed in separate reports (Table 1-1).

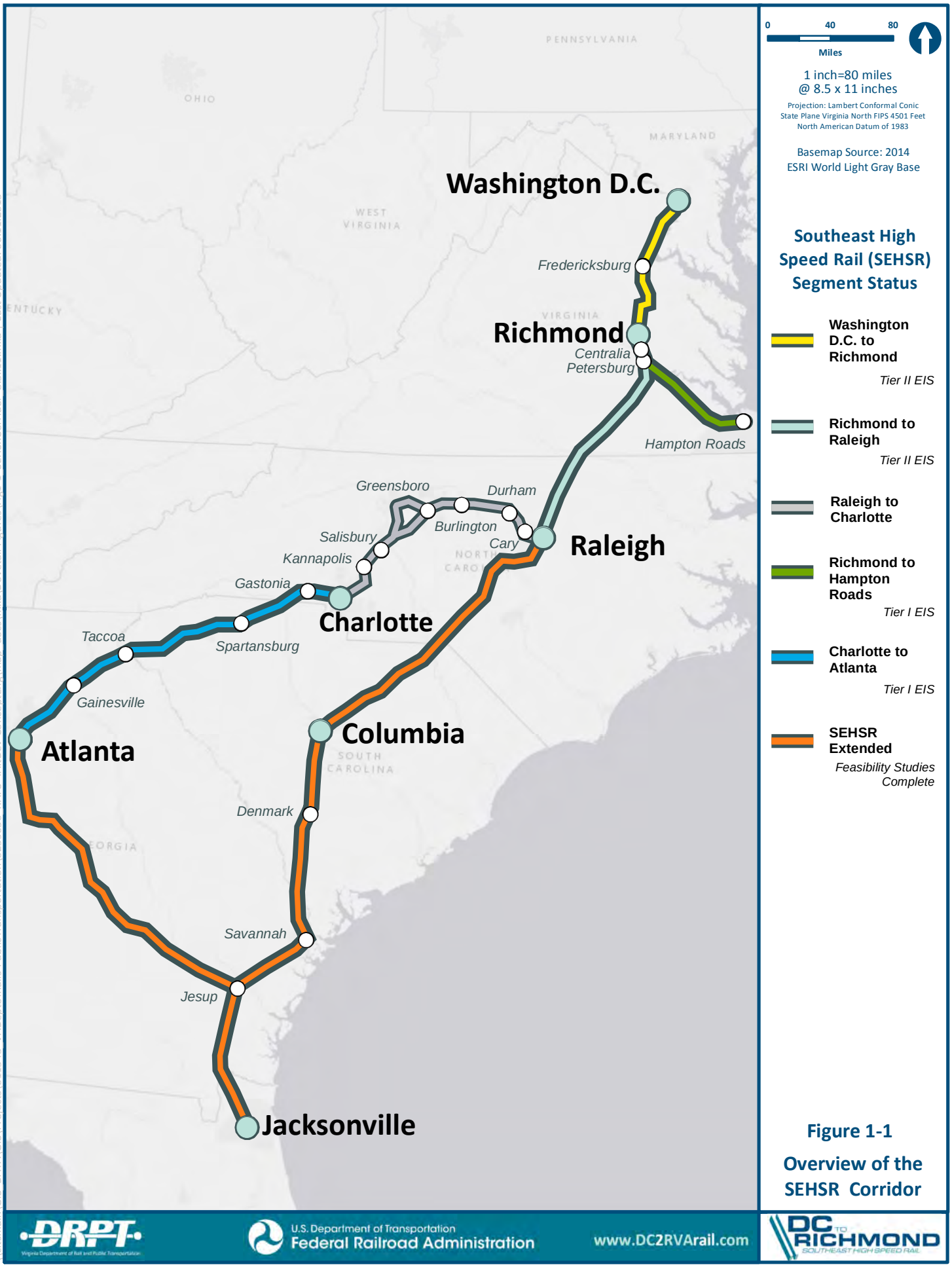

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Figure 1-1

Overview of the SEHSR Corridor

1.1 PROJECT LOCATION

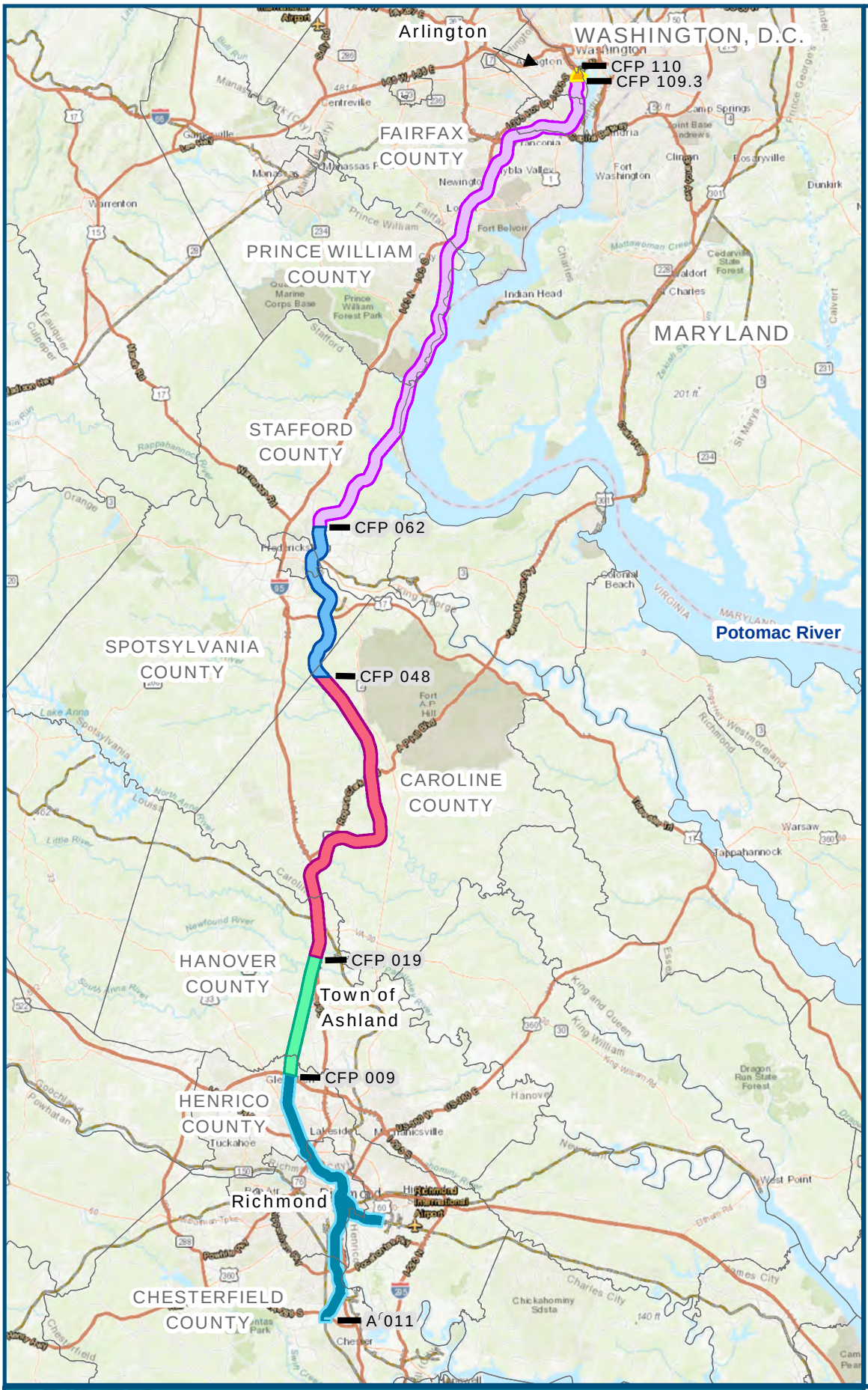
The Washington, D.C. to Richmond corridor spans approximately 123 miles along the existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA, to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of conceptual engineering and environmental planning, the DC2RVA corridor has been subdivided into 6 Areas that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit for infrastructure improvements ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. is used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Proposed improvements are along CSXT-owned track and right-of-way, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.



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Miles
0 10 20
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 USGS Topographic Map

Legend

- Area 1: Arlington (Long Bridge Approach) (CFP 110 - CFP 109.3)
- Area 2: Northern Virginia (CFP 109.3 - CFP 62)
- Area 3: Fredericksburg (CFP 62 - CFP 48)
- Area 4: Central Virginia (CFP 48 - CFP 19)
- Area 5: Ashland (CFP 19 - CFP 9)
- Area 6: Richmond (CFP 9 - A 011)

Figure 1-2
DC2RVA Project Areas of the Preferred Alternative
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1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

Studies in support of the Project address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. To date, the findings have been detailed in 16 reports. Between January 29, 2016 and March 1, 2017, DHR concurred with the DC2RVA team's recommendations on these 16 reports. In addition, subsequent reconnaissance-level architectural studies are ongoing in areas where the limits of disturbance have been modified since the original work, and the preliminary results have been shared by the DHR to solicit feedback. Through all efforts, the DHR has determined that 54 resources are individually potentially eligible for the NRHP within the Commonwealth's recommended Preferred Alternative. As such, the DC2RVA team is currently completing intensive-level surveys on those 54 properties (Table 1-1). This report includes the results of the intensive-level investigations on 13 of the 54 resources (Report A). The remaining 41 resources will be presented in two subsequent reports (Report B and Report C) (Figure1-3 through 1-6).

Documentation and research for this project were conducted by Dovetail in accordance with relevant state and federal guidelines as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Fieldwork and archival research was completed between March 2017 and February 2018. During this period, DHR records were consulted and various municipal and private repositories, including land and tax records, as well as historical and genealogical societies were visited. A background literature and records review of the architectural APE at the DHR was conducted as part of the

reconnaissance survey completed during the previous architectural studies for the Project (e.g., Anderson and Staton 2016; Staton and Lesiuk 2015).

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria
2	100-5341	East Rosemont Historic District	City of Alexandria
2	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg
3	111-0013/ 111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg
3	111-0038/ 111-0132-0509	Hackley-Monroe House/ James Monroe House/ Joseph Jones House, 301 Caroline Street	City of Fredericksburg
3	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg
3	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg
3	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg
3	111-0132-0507	Dr. Charles Mortimer House, 216 Caroline Street	City of Fredericksburg
3	111-0132-0522	George Aler House/Duplex, 314–316 Frederick Street	City of Fredericksburg
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County
4	016-0092	Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County
4	016-5129	Woodford Historic District	Caroline County
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County
4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

4	016-5136	Milford Historic District	Caroline County
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County
4	016-0286	Coghill-Jeter Store and House/ Coleman's Store, 22275 Penola Road	Caroline County
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County
4	042-0093/ 042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County
4	042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County
4	042-5448	Doswell Historic District	Hanover County
5	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County
5	042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County
5	042-0557	Farmstead/ Dry Bridge, 10411 Old Bridge Road	Hanover County
5	042-5048	Elmont Historic District	Hanover County
5	166-0033	Elk's Lodge, 616 Henry Street	Hanover County
5	166-5073	Berkleytown Historic District	Hanover County
5	166-5073-0010	Dabney Funeral Home, 600 B Street	Hanover County
5	166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County
5	043-0693	Mill Road Historic District	Henrico County
5	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County
6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond
6	127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond
6	127-0344-0123	Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street	City of Richmond
6	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

6	127-6129	Winfree Cottage, East Franklin Street	City of Richmond
6	127-6792	Southern Railway Segment	City of Richmond
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond
6	127-6883	Gilpin Court Apartment Complex, Charity Street West/ East Hill Street/ St. James Street/ North 2nd Street	City of Richmond
all	500-0001	Richmond, Fredericksburg, & Potomac Railroad Historic District	Multiple

Source: Dovetail, 2018a.
Note: Resources are presented from north to south. Resources highlighted in blue are included in this report. All non-highlighted resources will be detailed in separate reports.

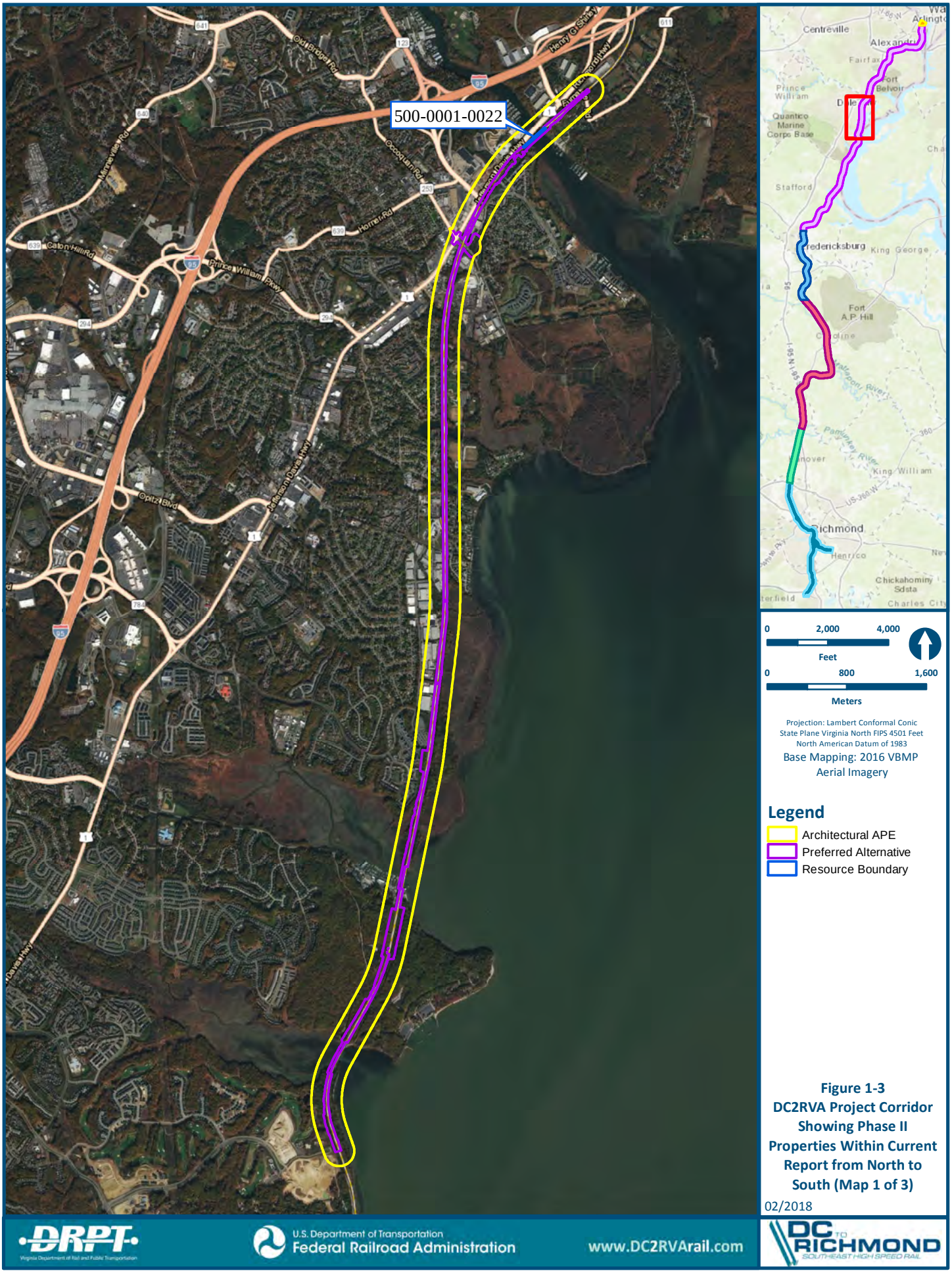

Figure 1-3
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South (Map 1 of 3)

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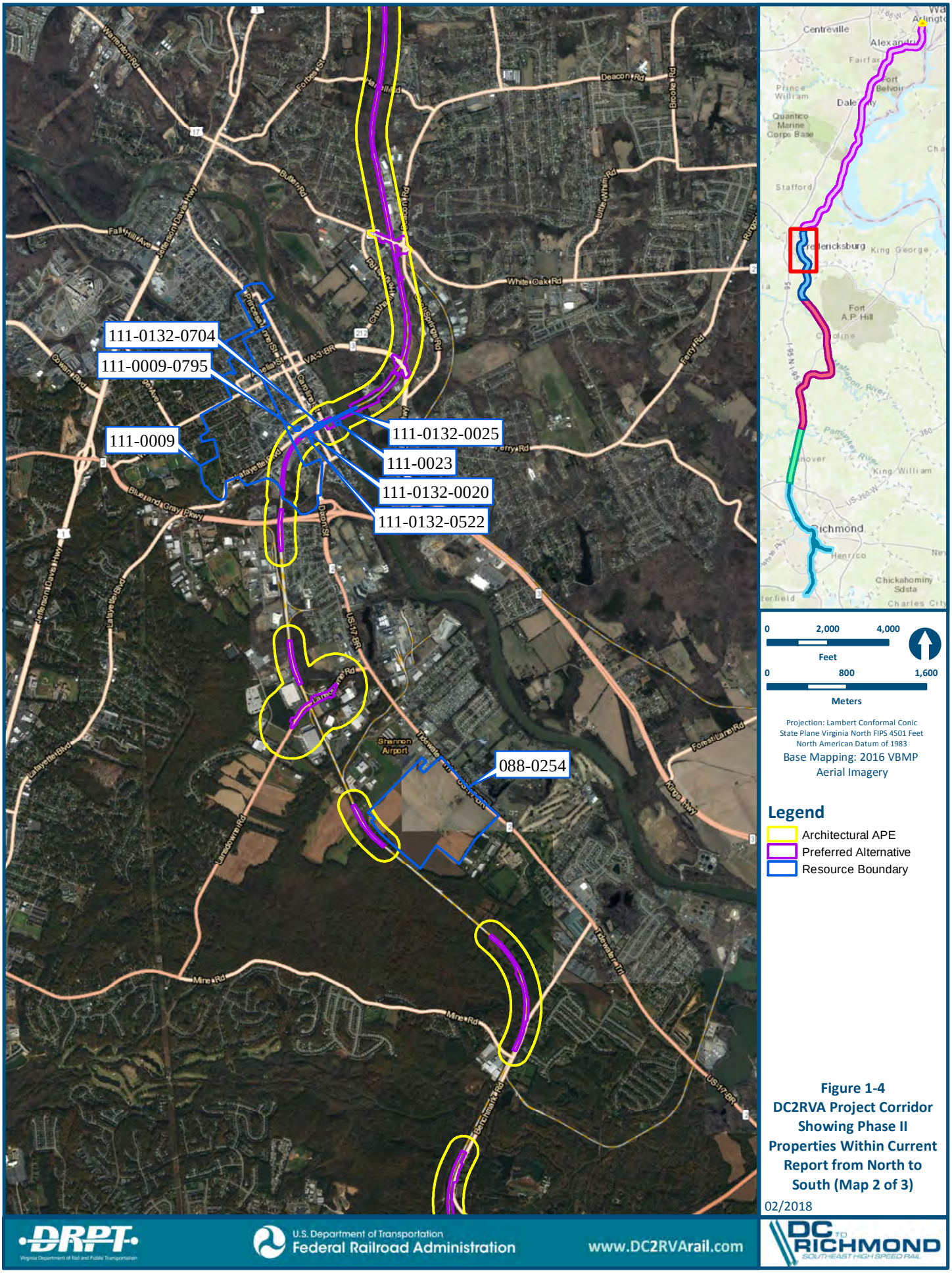

Figure 1-4
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South (Map 2 of 3)

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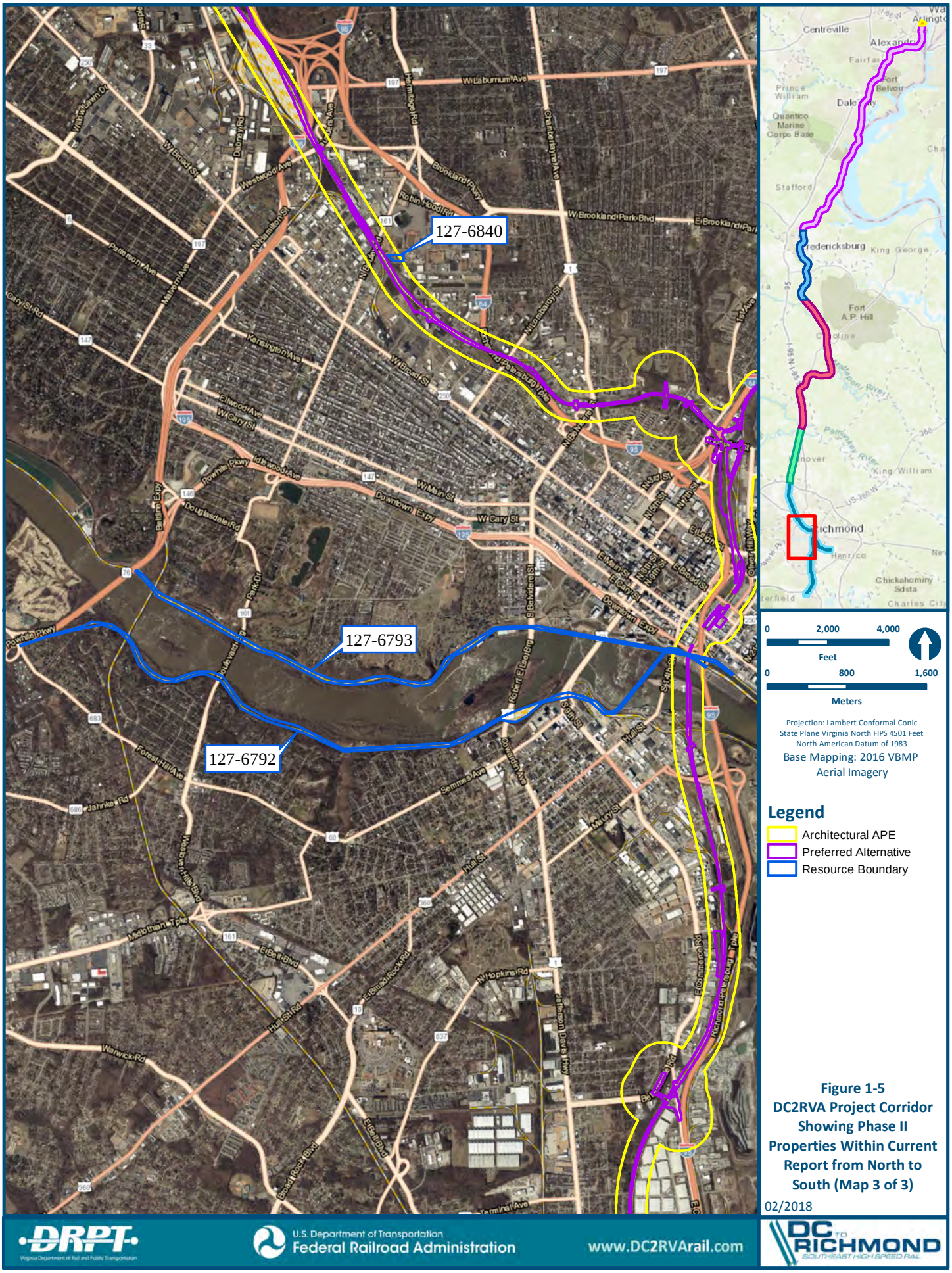

Figure 1-5
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South (Map 3 of 3)

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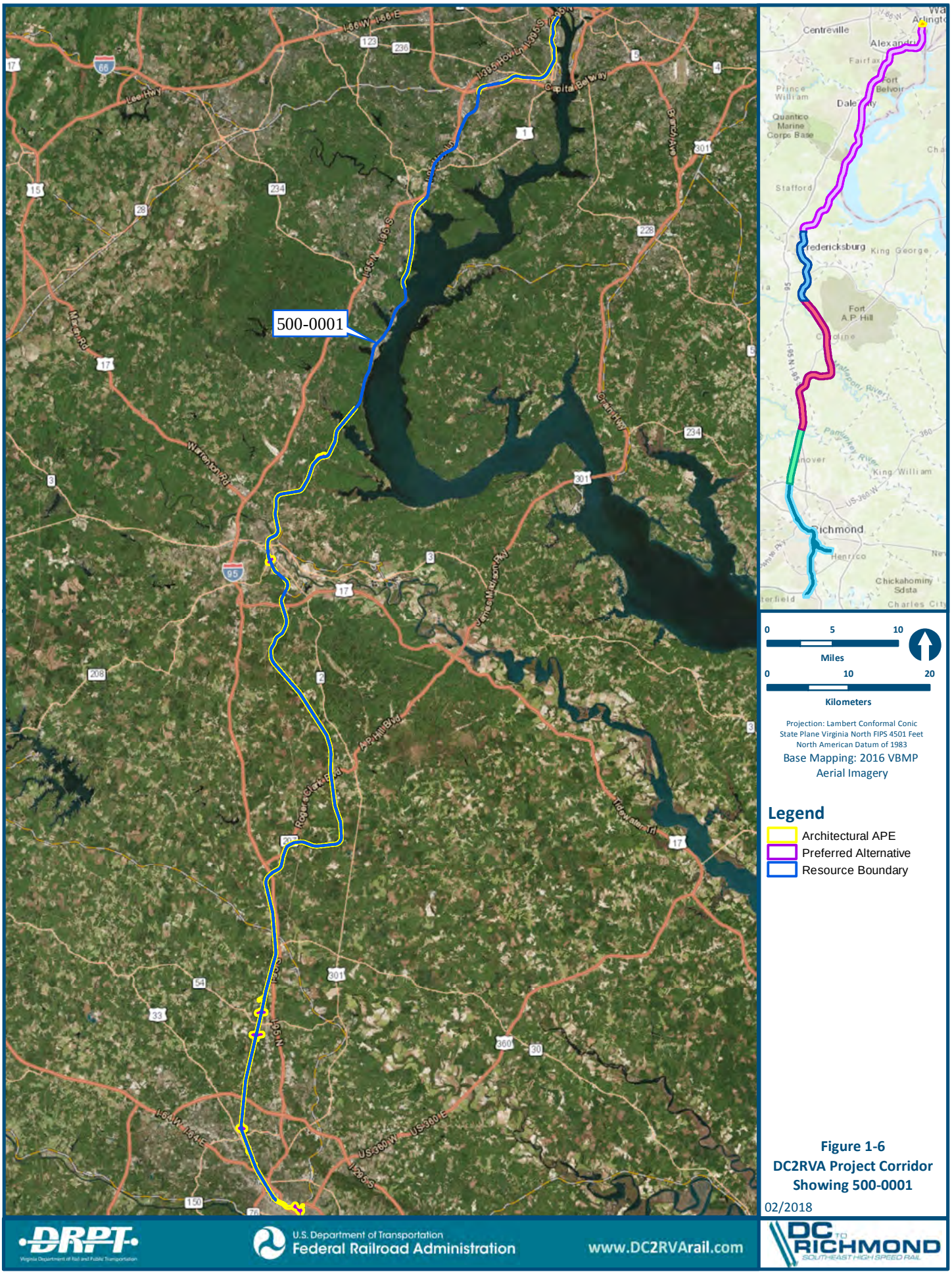

Figure 1-6
DC2RVA Project Corridor
Showing 500-0001

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2 METHODOLOGY

The architectural investigation for the DC2RVA Project was conducted to examine any historic buildings, objects, or districts over 48 years in age for NRHP eligibility concurred by DHR to be potentially eligible for listing in the NRHP. Each potentially eligible resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Additionally, each resource's integrity was addressed through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Criteria considerations were taken into account only where necessary. This report meets the standards set forth by the DHR's architectural survey manual (DHR 2017).

Field recordation included an in-depth physical examination of each resource, including the interiors when accessible; digital photographs documenting the primary elevation, oblique angles, occasionally interiors, and general setting; detailed site plans of the property and floor plans were prepared when applicable. Archival research on each resource was conducted at land record repositories for various municipalities, historical and genealogical societies, online repositories of historic records, local libraries, and the Library of Virginia.

After the architectural fieldwork, research, and evaluation was completed, the Project Team prepared separate Virginia Cultural Resource Information System V-CRIS forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy color photographs, and a CD of digital photos for each property to meet with the current DHR standards (DHR 2017).

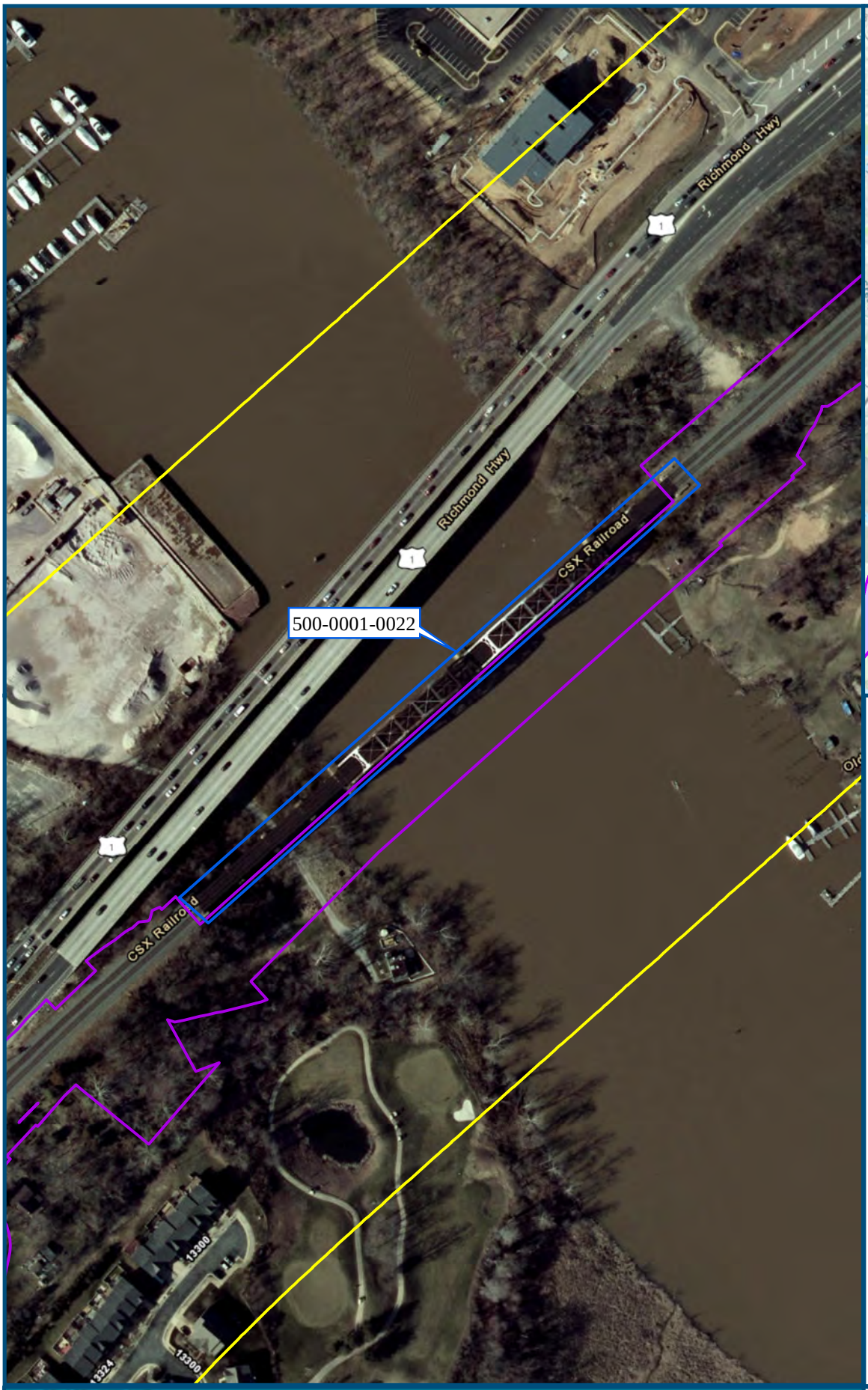
3 SURVEY RESULTS

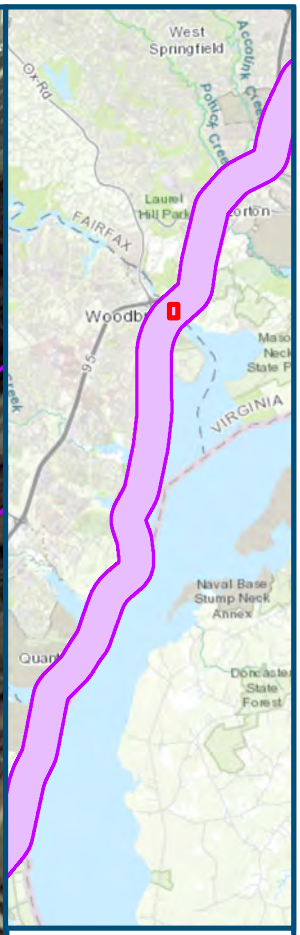
Dovetail completed intensive-level architectural investigations on 54 resources determined to be individually potentially eligible for the NRHP within the Preferred Alternative, 13 of which are detailed in the current chapter. The remainder of the resources will be examined in separate future reports.

3.1 RF&P BRIDGE OVER OCCOQUAN RIVER (500-0001-0022)

The Richmond, Fredericksburg, and Potomac (RF&P) Railroad Bridge over Occoquan River (500-0001-0022), located east of U.S. Route 1 Highway (Route 1) in Woodbridge, Virginia, is a 1915 Parker through-truss railroad bridge that crosses the Occoquan River. It also spans the jurisdiction line between Fairfax and Prince William counties in a developed suburban setting of industrial, commercial, and residential buildings (Figure 3-1). The bridge carries the historic RF&P Railroad (500-0001), now owned and operated by CSXT. The structure is one of three bridges that cross the river at this location; the others carry Interstate 95 and Route 1 over the Occoquan

This structure consists of two Parker through trusses supporting a continuous span of steel-plate-deck girders with two simple spans of the same extending from the north approach and four simple spans at the south approach. The bridge has always served as a rail-related resource carrying RF&P, CSXT, and Amtrak trains and is not accessible to vehicular or pedestrian traffic. Due to the nature of the resource, access was restricted to the CSXT right-of-way, limiting survey of the whole structure. The following section includes a history of the structure based on archival research, an architectural description, and an analysis with a statement of significance.





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Feet
0 30 60
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Resource Boundary

Figure 3-1
Location Of The RF&P Bridge Over Occoquan River (500-0001-0022)

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3.1.1 Historic Context

The area of Woodbridge and Occoquan has had a wide variety of modes of transportation across the Occoquan River. Like other eastern states during the mid-nineteenth century, Virginia began to see an increase of transportation development with the construction of better horse-drawn roads, steamships, short-lived canals, and railroads, connecting rural areas with commercial centers like Richmond and Washington, D.C. Before rail transportation, stagecoach travel from Richmond to Washington consisted of at least three days of travel including a layover in Fredericksburg (Richmond 2010), but with the introduction of steamships to the area in 1815, travel lessened by a full day.

The RF&P Railroad developed during the mid- to late-nineteenth century to connect Richmond to Washington, D.C. The rail line was chartered in 1834 and constructed track from Richmond to Fredericksburg by 1837. By the start of the Civil War, the rail line had extended to Aquia Creek. Construction was delayed at Aquia due to funding, the war, and the obstacle of the swampy landscape north of Aquia (Brown 2006:90–91; Wright 2015). Prior to the railroad extending to Washington, D.C., passengers stopped at Aquia and took a steamship north.

Adjacent to the bridge of study, a previous railroad bridge existed southeast of the town of Occoquan in Woodbridge and was constructed by H.K. Bradshaw for the Alexandria and Fredericksburg Railroad in 1871–1872 (Figure 3-2) (Griffin 1984:110). This wood trestle bridge received extensive damage from subsequent flooding and was replaced in 1892 by the Pennsylvania Railroad Company with a metal Pratt truss (Alexandria Gazette 1892; Richmond 2010). This bridge was later converted to hold vehicular traffic for Route 1 in 1914 and was damaged by Hurricane Agnes in 1972. Following the hurricane, a temporary bridge was established until 1981 when a permanent replacement was finally constructed (Figures 3-3 through 3-6) (Brown 2006:117). At the time of the Route 1 bridge conversion from rail to automobile in the early-twentieth century, the current RF&P Bridge over the Occoquan River (500-001-0022) was erected (Griffin 1984:110).

Construction began in May 1914 and finished in 1915 at a cost of $300,000 (Engineering and Contracting 1914:55; Richmond Times-Dispatch 1915). Designed by Gustav Lindenthal, the project was supervised by Captain S.B. Rice and constructed by the Phoenix Bridge Company. The foundation and masonry was constructed by John Monks and Sons (Engineering News 1914:294). At the time of construction, the bridge was 875 feet long with two steel Parker trusses of 250 feet each and five steel-deck-plate girders of 75 feet each. However, the current design of the bridge includes an additional two spans on the north and four on the south approaches. No documentation was found to detail any changes to the bridges spans. The circa-1915 bridge allowed improved rail traffic by allowing heavier steam locomotives (Pacific types) to cross the river on double tracks compared to the previous single-track bridge. This bridge continues to serve rail traffic along the former RF&P Railroad.

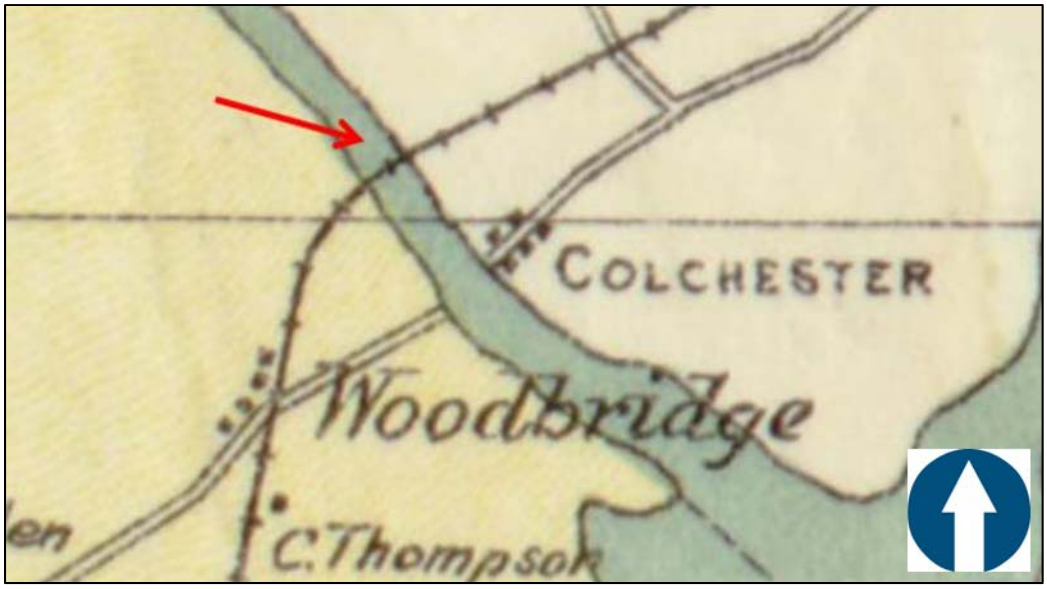

FIGURE 3-2: EXCERPT OF MAP OF PRINCE WILLIAM COUNTY, VIRGINIA, 1901 (BROWN 1901). THE BRIDGE'S LOCATION IS INDICATED BY THE RED ARROW. (MAP NOT TO SCALE)

FIGURE 3-3: VIEW OF THE BRIDGE, CSXT TRACKS OVER OCCOQUAN RIVER IN BACKGROUND, LOOKING NORTHEAST, AFTER AGNES IN 1972 (LIBRARY OF VIRGINIA 1972A)

FIGURE 3-4: VIEW OF THE BRIDGE, CSXT TRACKS OVER OCCOQUAN RIVER ON THE LEFT OF THE IMAGE, LOOKING SOUTH, AFTER AGNES IN 1972 (LIBRARY OF VIRGINIA 1972B)

FIGURE 3-5: A PRE-1981 PHOTOGRAPH LOOKING SOUTH TOWARD THE RAILROAD BRIDGE (GRIFFIN 1984:113)

3.1.1.1 Gustav Lindenthal

Gustav Lindenthal (1850–1935), an Austrian civil engineer, designed the well-known Queensboro (1909) Bridge in New York, the Sciotoville Bridge (1917) over the Ohio River, and the Sellwood Bridge (1922) in Oregon. He worked with the Pennsylvania Railroad and the New York Connecting Railroad to create the Hell Gate Bridge, the longest steel arch bridge spanning 1,017 feet in 1916. He immigrated to the United States in 1874 and began his own engineering business in 1881 with projects from New York to Oregon and served as the construction engineer to the Philadelphia Centennial Exposition (1874–1877) (Gandhi 2015; Structurae 2014). Coined the "Dean of American Bridge Builders," he was known for choosing more complex structural forms in his designs (American Society of Civil Engineers [ASCE] 2017). His 1881–1883 Smithfield Street Bridge, a lenticular truss, located in Pittsburgh, Pennsylvania, over the Monongahela River, is listed in the NRHP and designated a National Historic Civic Engineering Landmark and a National Historic Landmark (Pghbridges.com 2017). The Queensboro Bridge in New York was listed in the NRHP in 1978.

3.1.1.2 Phoenix Bridge Company

Originally known as the Phoenix Iron Works in 1790, the Phoenix Bridge Company was located in Phoenixville, Pennsylvania, and began producing nails and, later, other metal products from pig iron and wrought iron to the Griffin Gun cannon for the Civil War. The company also patented the Phoenix Column which allowed lighter, stronger structural supports. With the success of the column, the company then began constructing bridges across the country under a subsidiary firm known as the Phoenix Bridge Company (Lemelson Center 2014). The company continued through the mid-twentieth century but declined due to the saturation of the market and increase of reinforced concrete bridge designs, closing in 1962 (Historical Society of the Phoenixville Area n.d.). Well-known examples of their work include the 1887 Phoenix Bridge in Eagle Rock, Virginia (011-0095, NRHP listed in 1975), Etters Bridge in Cumberland County, Pennsylvania (NRHP listed in 1986), County Line Bowstring Bridge near Concordia, Kansas (NRHP listed in 1990), and the Hays Street Bridge in San Antonio, Texas (NRHP listed in 2012) (Bridgehunter.com 2007, 2017a; Versaw 1985; Virginia Department of Highways and Transportation 1975).

3.2.1 Architectural Description

The current bridge is the third crossing the Occoquan River and appears to be relatively intact from its 1915 construction. The bridge consists of two centrally located, steel, Parker-type, through trusses with steel-plate deck girders extending to the north south approaches, totaling eight spans of approximately 920 feet (Figure 3-7) (DRPT 2016). The riveted bridge rests on concrete abutments with seven solid-wall concrete piers and carries two rail tracks on an open ballast deck. Although publicly available records are limited, it appears that the bridge has had some repairs over the years, specifically with some bolt replacements (Figure 3-8). The portal bracing, top chords, top lateral bracing, vertical posts, diagonals, and bottom chords appear to be intact (Figure 3-9).

FIGURE 3-6: VIEW OF THE WEST ELEVATION OF THE BRIDGE, LOOKING SOUTHEAST FROM ROUTE 1 (LEFT); LOOKING NORTHEAST FROM ROUTE 1 (RIGHT)

FIGURE 3-7: CLOSE-UP OF THE RIVETED CONNECTIONS ALONG THE TOP CHORDS AT THE NORTHERN APPROACH (LEFT); CLOSE-UP OF ONE OF THE POURED CONCRETE SOLID-WALL PIERS, LOOKING SOUTHEAST (RIGHT)

Previous records note these trusses as a Camelback design. As defined in the *Historic Context for Common Historic Bridge Types*, a "camelback is a variation of the Parker truss. Most camelback trusses are essentially Parker trusses with exactly five slopes in the upper chord and end posts" (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-35). Since the two trusses have seven segments including the end posts, they are Parker trusses.

The Parker truss was developed and patented by Charles H. Parker, a mechanical engineer from Massachusetts in 1870 (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–34). His design modified the previously patented Pratt truss bridge type and its signature polygonal top chord (Figures 3-9 through 3-11) (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–34). This allowed for the use of less metal due to the shortening of the vertical and diagonal members as they splayed from the center of the truss to the ends. The design became economical for bridges spanning over 160 feet or more, and with the development of highway departments in the 1920s onward, these structures began to be standardized.

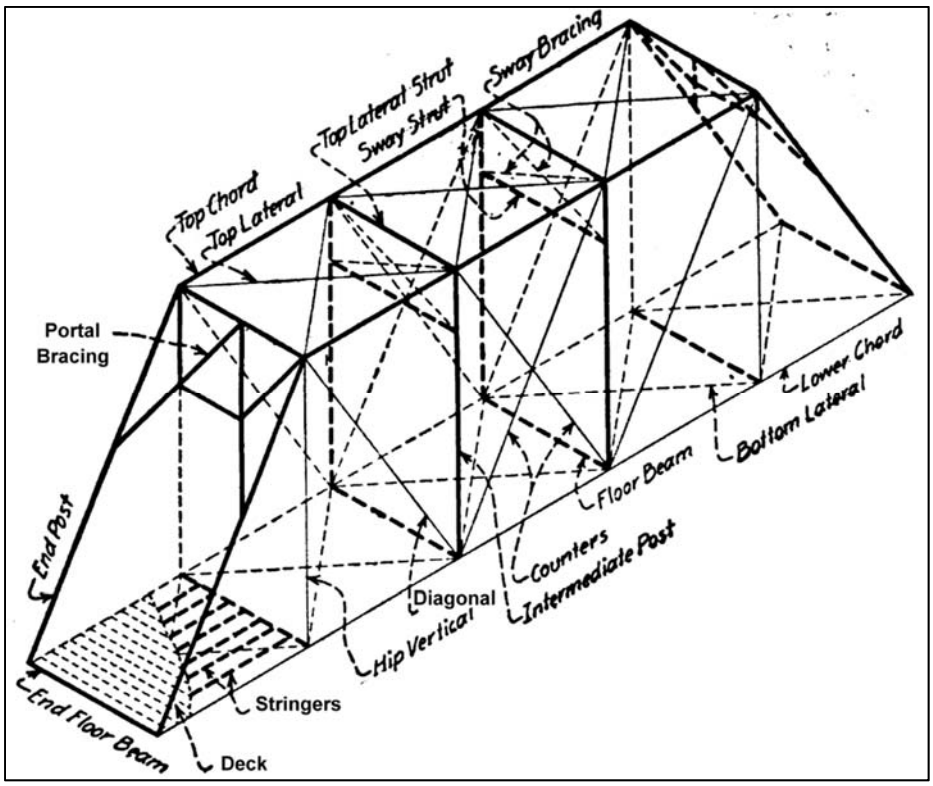

FIGURE 3-8: SKETCH OF A PRATT THROUGH-TRUSS BRIDGE, NOTING THE PARTS OF A TRUSS (HISTORIC BRIDGE FOUNDATION 2017)

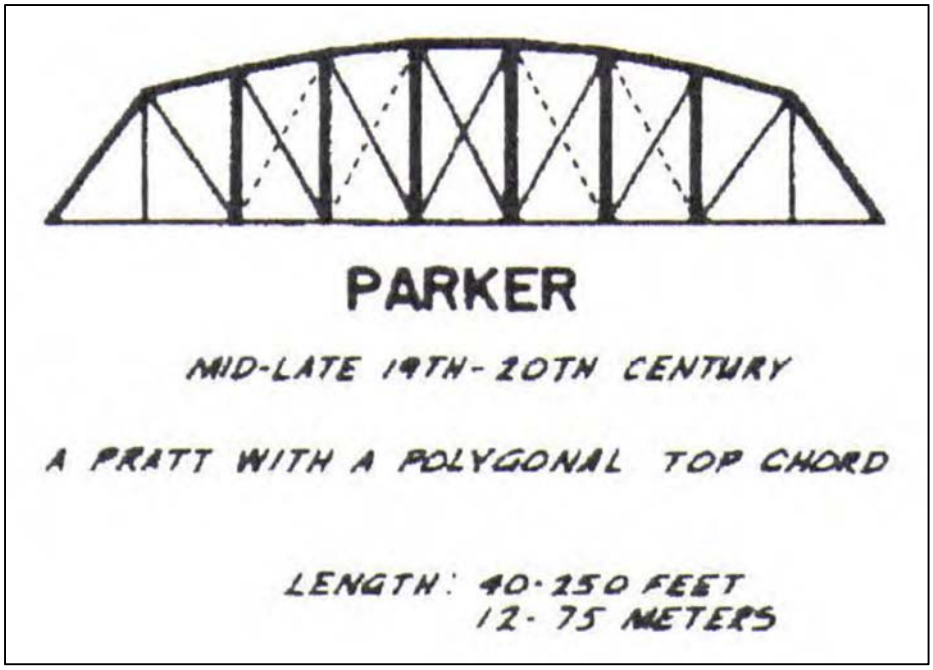

FIGURE 3-9: SKETCH OF A PARKER TRUSS BRIDGE (NORTH CAROLINA DEPARTMENT OF TRANSPORTATION [NCDOT] 2013)

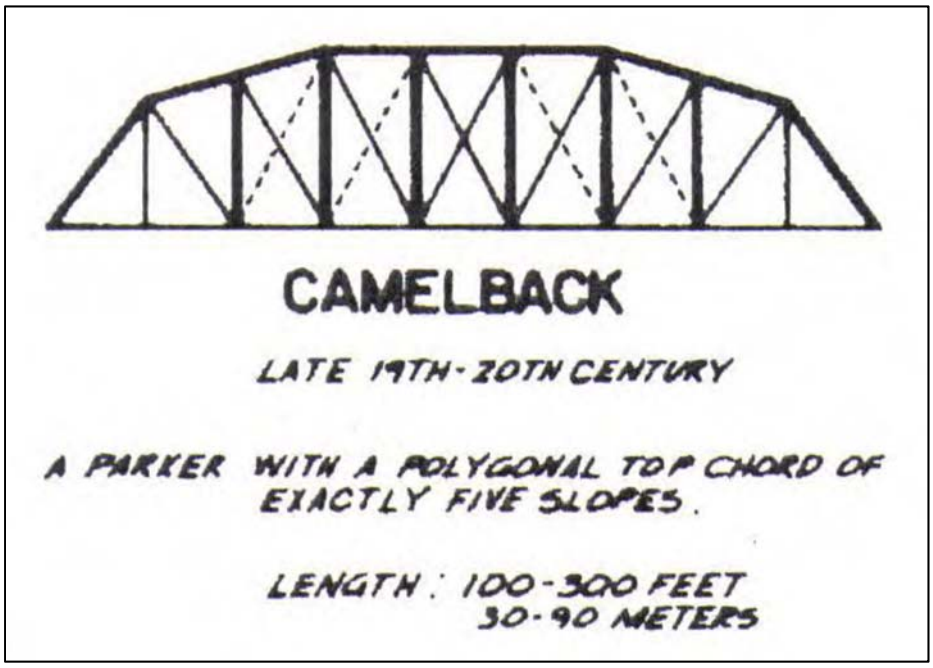

FIGURE 3-10: SKETCH OF A THROUGH CAMELBACK TRUSS BRIDGE (NCDOT 2013)

3.1.3 NRHP Evaluation

Today, the RF&P Railroad Bridge over the Occoquan River (500-0001-0022) is still used as a railroad bridge carrying CSXT, Amtrak, and VRE trains across the Occoquan River. The bridge appears to be in good condition, denoted by its ability to carry varying weight loads from freight

and passenger traffic. Access to the bridge was limited to the accessible CSXT rights-of-way. Much of the bridge was not closely inspected due to the height of the bridge's superstructure t and clearance from the river.

Constructed for the RF&P Railroad (500-0001), this structure served as a replacement to an earlier circa-1892 railroad truss bridge that was converted to vehicular traffic along Route 1 around 1914 during a time that the railroad company was updating their infrastructure. The bridge allowed the rail line to pass over the Occoquan River, the northernmost large body of water along the line, before reaching the Potomac River and Washington, D.C., its terminus. DHR files also note that in 2001, staff determined that the bridge was contributing to the RF&P Railroad (500-0001) and, was therefore, "eligible for the NR [National Register] in the broader context of the RR [Railroad]" (Richmond 2010).

There is little data to support that the bridge is individually significant for its association to important events in transportation as it was a replacement to an earlier bridge that crossed the Occoquan River. Therefore, it is recommended not eligible for inclusion in the NRHP under Criterion A.

This resource is not known to have any associations with individuals who have made significant contributions to history, and is, therefore, recommended not eligible for the NRHP under Criterion B. Architects, engineers, and builders of historic properties are more appropriately considered within the context of a resource's design under Criterion C. The RF&P Railroad Bridge over Occoquan River was designed by Gustav Lindenthal and constructed by Captain S.B. Rice with the Phoenix Bridge Company. Although Lindenthal was a prominent civil engineer, having designed the Smithfield Street Bridge in Pittsburg, Pennsylvania (1883), the Queensboro Bridge in New York City (1909), and the Hell Gate Bridge in New York City (1912), this bridge is one of his simpler, smaller designs (Gandhi 2015:301). As larger and more complex designs of Lindenthal's work survive elsewhere today, this resource does not exhibit the mastery of his construction methods.

According to data gleaned from CSXT, this railroad bridge is the only metal through truss along the 124-mile RF&P Railroad line, and from the *Survey of Metal Truss Bridges in Virginia*, there are only three Parker through-truss bridges in the Commonwealth of Virginia, all of which are vehicular (Miller and Clark 1997:45). These Parker trusses in Virginia range in age from 1872 to 1938 (Miller and Wallingford 2014). The *Context for Common Historic Bridge Types* notes that "examples dating after the first two decades of the twentieth century are substantially less significant than" earlier examples; the 1915 bridge predates this period (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–35).

Character-defining features of Parker truss bridges include polygonal top chord, inclined end posts, panel diagonals, varied-length verticals from end to center panels, floor beams, stringers, and struts (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-35). The RF&P Railroad Bridge over Occoquan River (500-0001-0022) appears to have retained many of these features, rendering it a high level of integrity of location, design, setting, materials, workmanship, feeling, and association. No other examples of this type of bridge are known to exist along the RF&P Railroad's corridor. It is recommended that this resource is eligible for inclusion in the NRHP under Criterion C as an example of a rare example of the Parker truss design in Virginia. As an architectural resource, this property was not evaluated under Criterion D.

As previously noted, this resource is located within the RF&P Railroad Historic District (500-0001) (Figure 1-6). This railroad bridge was constructed during the RF&P's period of significance (1837–1943) and is representative of transportation-related structures of this era. For this reason, it is recommended that the bridge remain a contributing resource to the RF&P Railroad Historic District (500-0001). For additional information on the RF&P Railroad Historic District (500-0001), see page 3-154.

In sum, the RF&P Bridge over Occoquan River (500-0001-0022) is **recommended eligible for individually listing in the NRHP under Criterion C as an example of a rare early truss design in the Commonwealth of Virginia**. It also **recommended that the resource remains contributing to the RF&P Railroad Historic District (500-0001).**

The proposed NRHP boundaries for the RF&P Bridge over Occoquan River strictly outline the footprint of the bridge (Figure 3-11). The period of significance for the bridge starts in 1915, its date of construction, and extends to 1968 for its continued use as a railroad bridge. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (National Park Service [NPS] 1997).

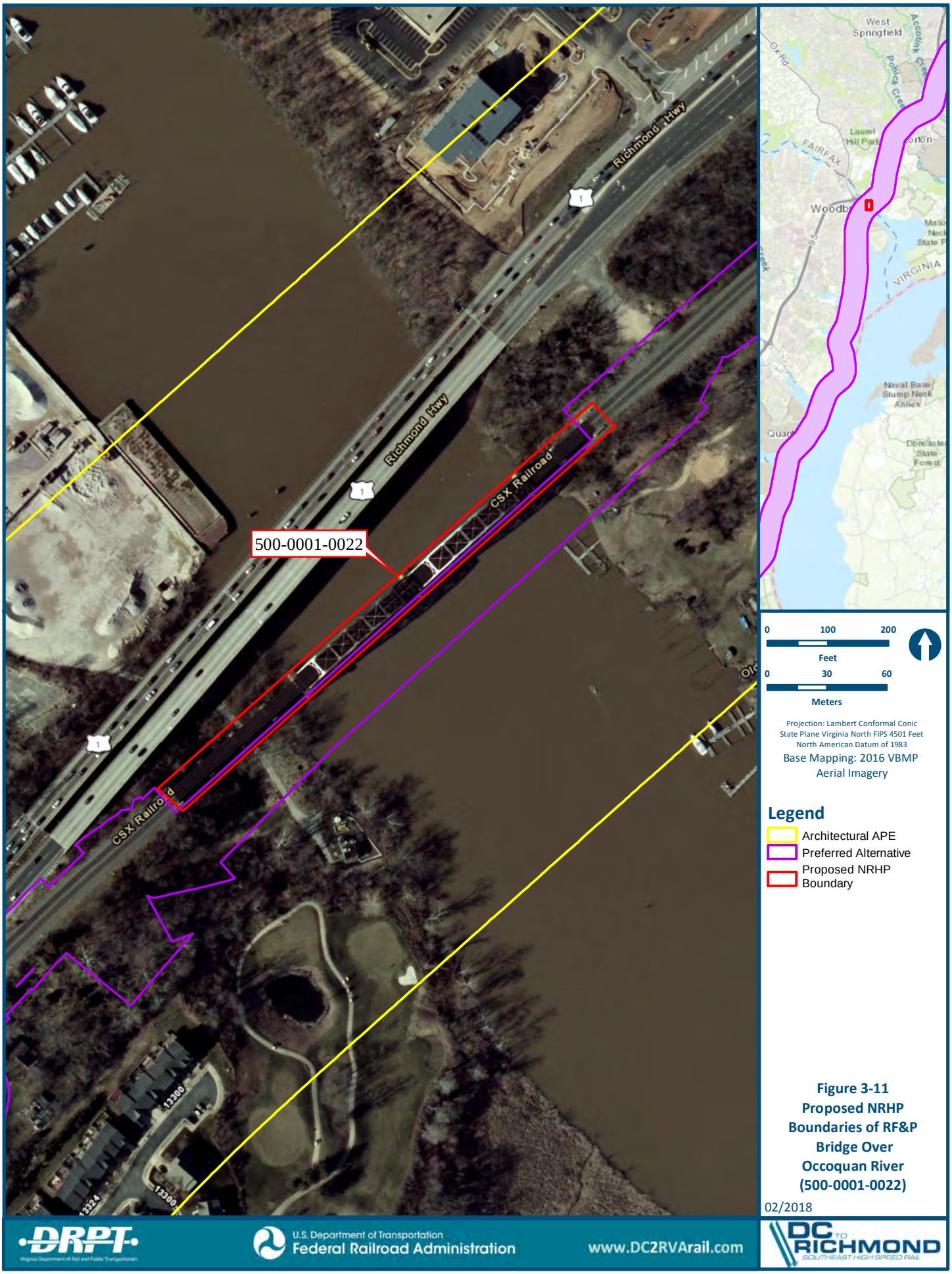

Figure 3-11
Proposed NRHP Boundaries of RF&P Bridge Over Occoquan River (500-0001-0022)

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3.2 RAPPAHANNOCK RIVER RAILROAD BRIDGE (111-0132-0025)

The Rappahannock River Railroad Bridge (111-0132-0025) is a multi-span, open-spandrel, concrete-arch railroad bridge, originally constructed to serve the RF&P Railroad (500-0001) between the City of Fredericksburg and Stafford County, VA (Figure 3-12). The current bridge is the latest in a series of bridges built for the railroad beginning in the 1830s to cross the Rappahannock River. On the north, the bridge extends into an industrial area. The railroad bed is predominantly screened from view by dense, mature tree growth and underbrush along both sides. To the south, the bridge passes into the City of Fredericksburg's downtown core on an elevated track, running parallel to Lafayette Boulevard. The raised track crosses perpendicularly over Sophia and Caroline Streets before arriving at the Fredericksburg Train Station (001-0132-0704), located between Caroline and Princess Anne Streets. Commercial properties, townhomes, and paved-asphalt parking lots border the railroad corridor to the north and south in the city.

3.2.1 Historic Context

The RF&P Railroad first began operations through the City of Fredericksburg in 1837, creating the first link in a rail transportation chain that would eventually connect the Virginia state capital with the nation's capital in Washington, D.C. (McGehee 1992). Initially begun in Richmond, a segment of the RF&P was completed in 1836 to Hazel Run and then expanded to Fredericksburg the following year.

Even though the railroad did not reach Washington, D.C., until the 1870s, the section from Richmond to Fredericksburg was a significant transportation artery throughout the 1840s and 1850s, moving passengers and freight through central Virginia quickly and efficiently. During the Civil War, this railroad became a hotly-contested asset. Between 1861 and mid-year 1862, the RF&P was used by both Union and Confederate forces at various times, and both sides would damage or destroy sections of track to impede their enemy's advance or to delay pursuit during a retreat. For example, a previous Rappahannock River railroad bridge was destroyed in May 1862 as Union forces withdrew toward Washington, D.C. Following the Peninsula Campaign, it was rebuilt by October 1862 (RF&P Railroad 1863). It was destroyed again, this time by the Confederate Army, prior to the First Battle of Fredericksburg later that December (Figure 3-13).

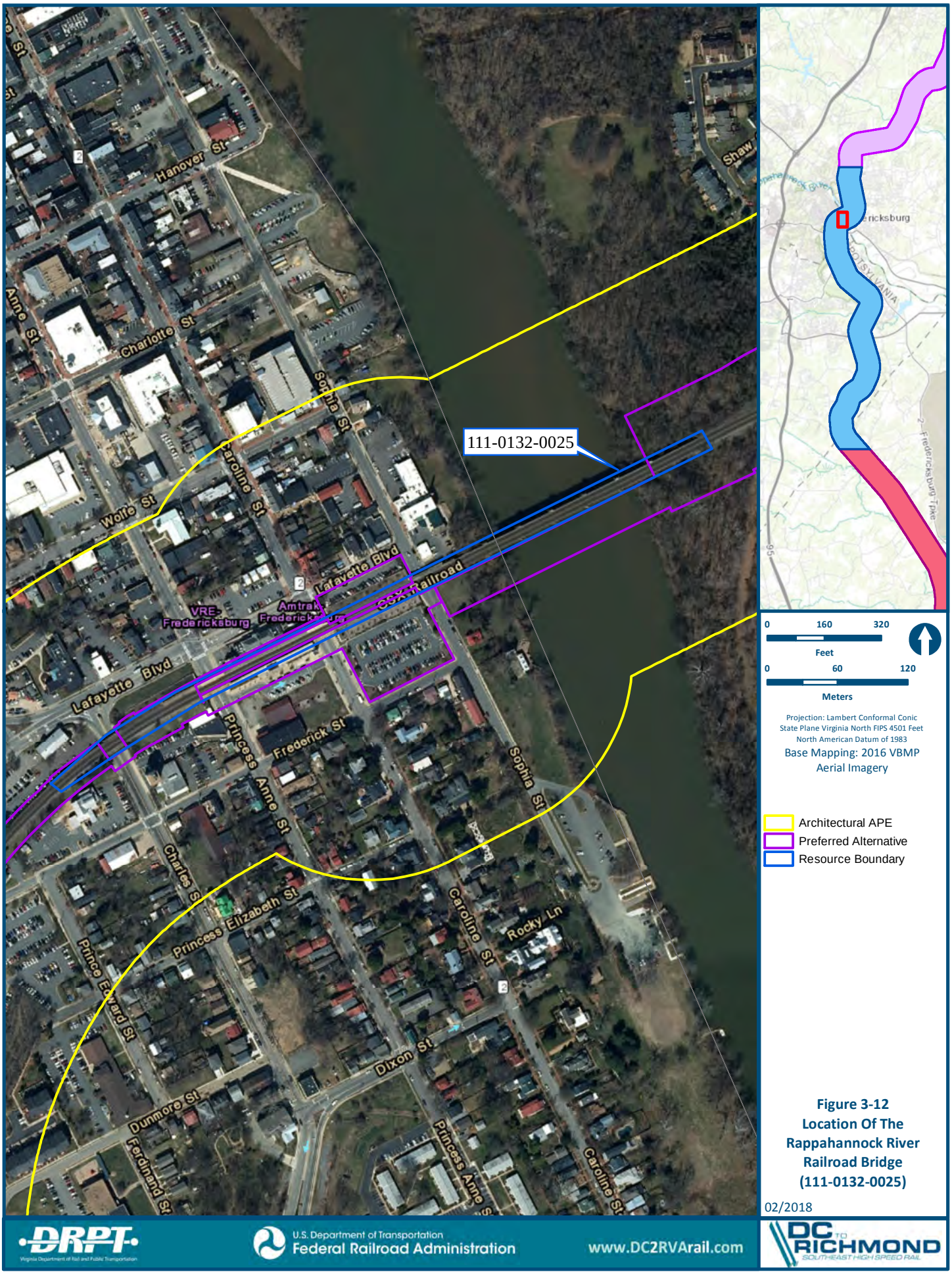

Figure 3-12
Location Of The Rappahannock River Railroad Bridge (111-0132-0025)

02/2018

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_PHII.mxd | Last Updated: 02.20.2018

FIGURE 3-13: CONFEDERATE SOLDIERS OBSERVE UNION PHOTOGRAPHER CAPT. ANDREW RUSSELL ACROSS THE RUINS OF THE ORIGINAL RAPPAHANNOCK RIVER RAILROAD BRIDGE PRIOR TO THE 1863 CAMPAIGN SEASON (LIBRARY OF CONGRESS [LOC] 1863)

The RF&P Railroad Company continued to maintain and repair structures along the entire railroad throughout the late-nineteenth and early-twentieth centuries. By the early 1910s, the railroad company began to once again modernize its bridges. Noted engineer and bridge designer, John E. Greiner, was awarded the contract to replace the Rappahannock River Railroad Bridge in the mid-1920s (Mordecai 1940). He designed an open-spandrel, concrete-arch bridge with nine spans, which was put into service on May 1, 1927 (Figure 3-14) (RF&P Railroad 1927). In his proposal, he estimated the cost of the improvements to the Fredericksburg Station and its surrounding area to be $1,180,000 (Greiner and Company 1924). The bridge, however, was constructed with 10 spans, adding a third span on the eastern embankment and varying from historic plans. The new bridge was built as an integral part of a larger major improvement project in Fredericksburg that included elevating the rail tracks to allow for vehicular traffic to pass below, double tracking the system through town, and enlarging the station to accommodate an increased volume of both passenger and freight traffic (Figures 3-15 through 3-17). The bridge continues to serve rail traffic, including Amtrak, VRE and CSXT.

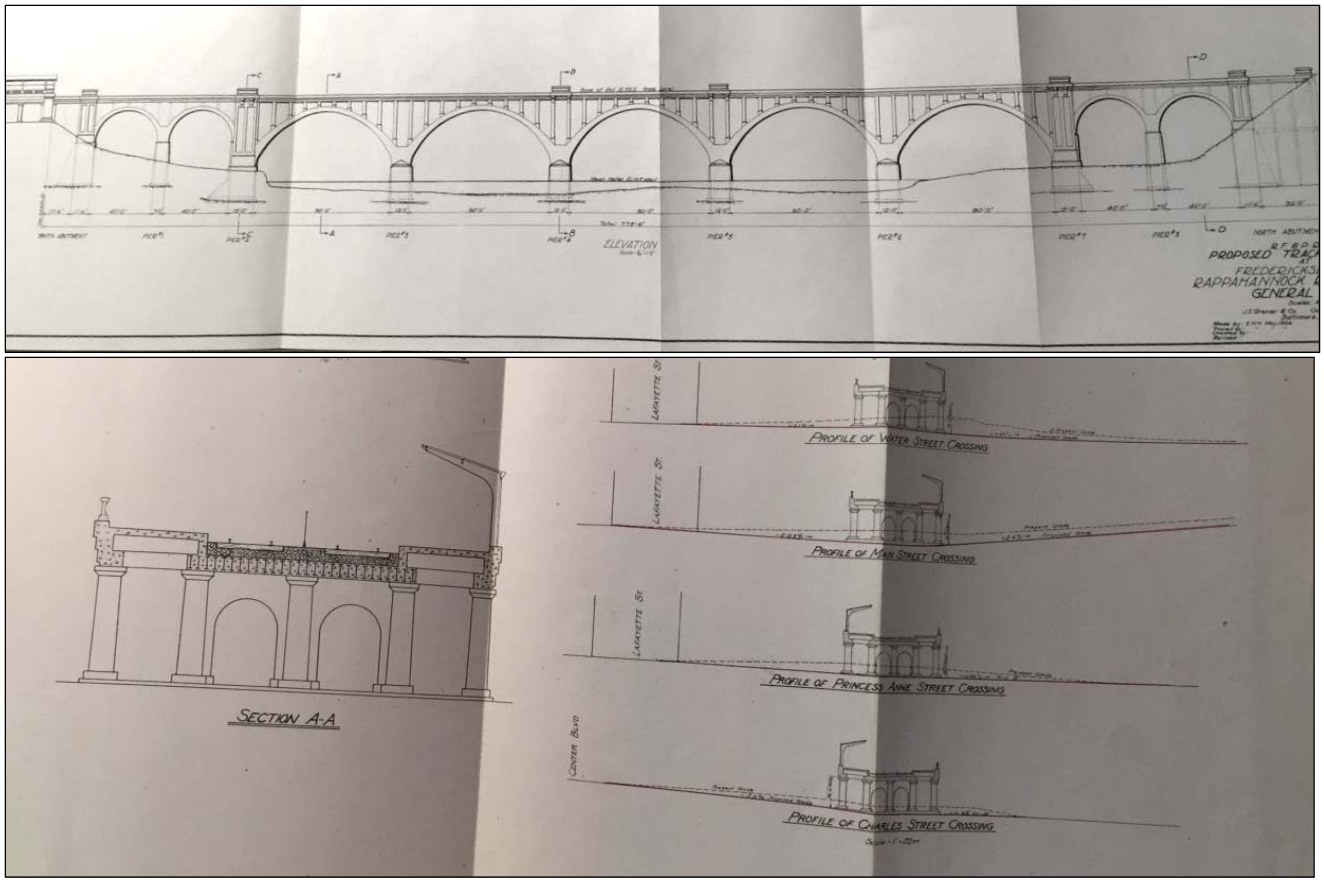

FIGURE 3-14: A 1924 PROPOSED DRAWING OF THE RAPPAHANNOCK RIVER RAILROAD BRIDGE (GREINER AND COMPANY 1924): OVERVIEW (TOP); DETAIL OF SPANS (BOTTOM)

FIGURE 3-15: PHOTOGRAPH OF THE RAPPAHANNOCK RIVER RAILROAD BRIDGE UNDER CONSTRUCTION IN 1926 (BLACKWELL 2016)

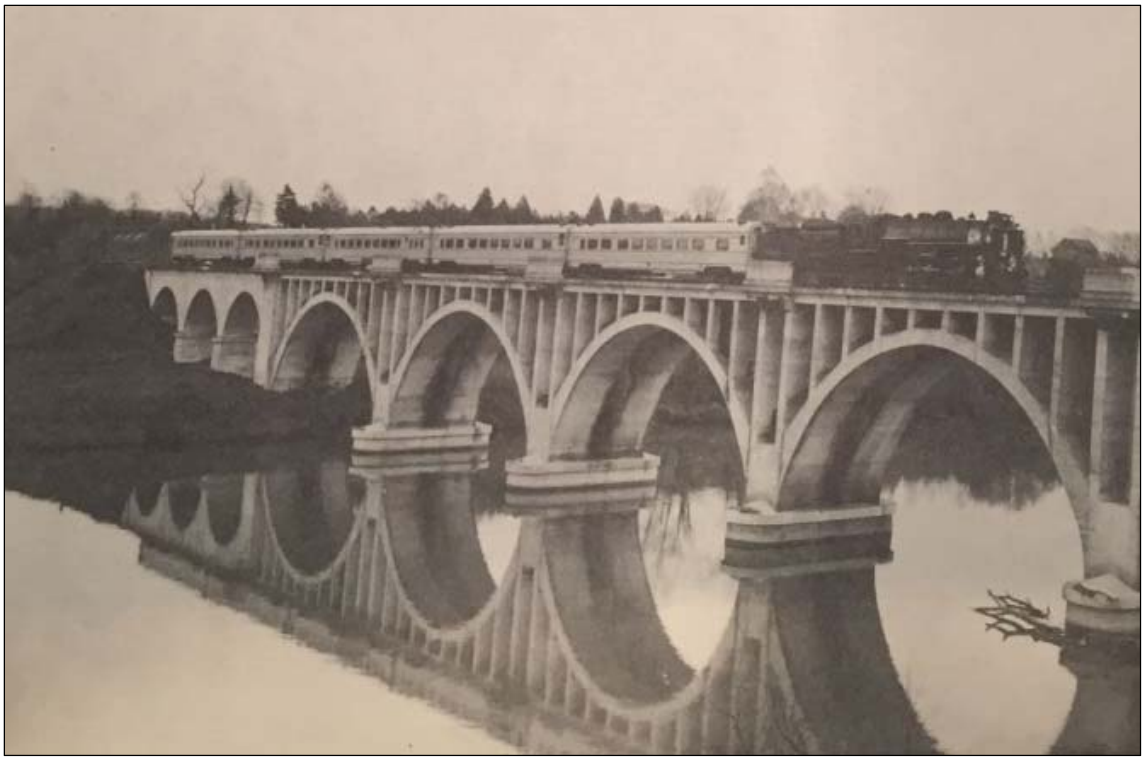

FIGURE 3-16: THE RAPPAHANNOCK RIVER RAILROAD BRIDGE, CIRCA 1945 (MORDECAI 1948)

FIGURE 3-17: THE FREDERICKSBURG TRAIN STATION (111-0132-0704) MODIFIED IN THE 1920S DURING RF&P RAILROAD IMPROVEMENT PROJECT

3.2.1.1 John E. Greiner

John E. Greiner (1859–1942) was an architect and civil engineer who established the firm of Greiner Engineering in 1908, which was later acquired by the URS Corporation in 1996 (URS Corporation was later acquired by AECOM in 2014) (Tatman 2017). Greiner designed bridges in the first half of the twentieth century from Maine to Florida, including the Appomattox Bridge in Petersburg, Virginia (Bridgehunter.com 2017b, 2017c). A former Baltimore and Ohio Railroad and Philadelphia Bridge Company engineer, he worked for engineer Gustav Lindenthal on the Seventh Street Bridge in Pittsburgh, Pennsylvania. Also during his time under Lindenthal, Greiner was involved in the design of the Hanover Street Bridge in Baltimore, Maryland, a 1916 bascule bridge, a moveable bridge that lifts the deck by trunnions and counter-weights recommended NRHP eligible by the Maryland Historical Trust (Crampton and Abell 1994; Pghbridges.com 2017; Structurae 2017). Greiner and his company predominantly worked in the Baltimore area after 1904 when he was involved in establishing a new building code for the city of Baltimore following an extensive fire. He constructed the Rappahannock River Railroad Bridge and the James River Arch Bridge (1919) for the RF&P Railroad. His significant bridges include the Hanover Street Bridge, Howard Street Bridge (1938), the Governor Harry W. Nice Memorial Bridge (1938), and the Thomas J. Hatern Memorial Bridge (1939), all of which remain in use (Maryland State Archives 2017). One of his prominent bridges is the 1926 Bridge of Lions in St. Augustine, Florida, which is listed in the NRHP (Steinbach and Paarlberg 1982).

3.2.1.2 Reinforced Concrete Open Spandrel Arch

Construction of the reinforced-concrete, open-spandrel, arch bridge type occurred between 1906 through 1940; it was a dominant bridge design in the 1920s and 1930 when materials and funds were limited (Figure 3-18) (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-67). The reinforced concrete allowed the cost of construction to decrease with the elimination of spandrel walls and fill material while also reducing the dead load. Due to their design and openness, this bridge type was also preferred in scenic locations such as the Rappahannock River. The design's popularity was succeeded by pre-stressed steel beam and reinforced-concrete girder bridges.

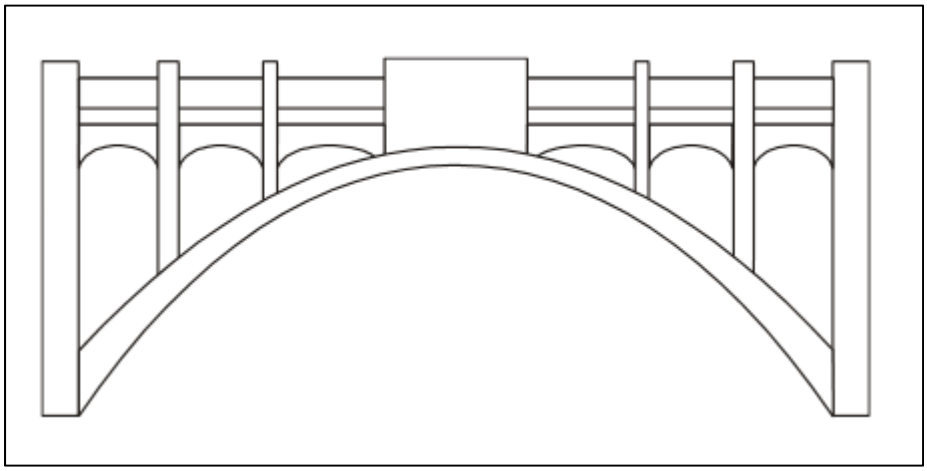

FIGURE 3-18: AN OPEN SPANDREL RIB CONCRETE ARCH (MILLER ET AL. 2000:11)

3.2.2 Architectural Description

The Rappahannock River Railroad Bridge is a 10-span, 800-foot, open-spandrel, concrete-arch bridge that opened in 1927 to replace an earlier bridge spanning the river (Figure 3-19) (Virginia Department of Rail and Public Transportation 2016). Designed by noted bridge designer, John E. Greiner, the bridge is structurally similar to his James River Arch Bridge in Richmond and is representative of a popular style in the late 1920s. Each of the piers is set on a cylindrical, poured-concrete base sunk into the riverbed with spread footings. Its poured-concrete open spandrels support the deck, also made of poured concrete (Figure 3-20). At the mid-point of each section of the spandrel wall, centered above the pier foundation, are large, rectangular, poured-concrete decorative elements set on the outside of the bridge and supported by poured-concrete brackets. The poured-concrete deck is covered with composite ballast and supports two lines of track. A metal-rail fence runs along the west side of the bridge (Figure 3-20).

The Rappahannock River Railroad Bridge comprises four subsidiary bridges as it moves through historic downtown Fredericksburg. The first crosses Sophia Street, the closest street that runs parallel to the Rappahannock River. This two-span, circa-1927 bridge is composed entirely of reinforced poured concrete. Each span extends over two single lanes of vehicular traffic, one going in each direction. Its wing walls have recessed panels cast into them while the central pier features a concrete Tuscan pilaster and is further supported by square Tuscan columns. A concrete, square balustrade parapet runs along both sides of the bridge (Figure 3-21).

The second bridge crosses Caroline Street which runs parallel to Sophia Street one block to the west. This four-span, circa-1927 bridge is composed entirely of reinforced poured concrete. Its wing walls are flat and undecorated, unlike those on the Sophia Street bridge, but its piers feature Tuscan pilasters. Its two center spans each shelter a single lane of vehicular traffic, both traveling southeast to northwest. The outermost spans provide pedestrian access beneath the bridge and for the Fredericksburg Train Station (111-0132-0704), located immediately to the north of this bridge. Two lines of track run down the middle of the poured-concrete deck and are flanked by poured-concrete station platforms lined by a poured-concrete, square balustrade (Figure 3-21).

The third bridge crosses Princess Anne Street which runs parallel to Caroline Street one block to the west. This four-span, circa-1927 bridge is also composed entirely of poured concrete. Its wing walls are also undecorated but feature Tuscan pilasters on its piers. The two center spans each cover a single lane of vehicular traffic, both traveling west to east. A concrete median wall separates the lanes on the southeast side of the street. The outermost spans provide pedestrian access along poured-concrete sidewalks. The Fredericksburg Train Station is located immediately to the north of the bridge. Two lines of track run down the center of the bridge's poured-concrete deck and are flanked by poured-concrete station platforms topped with a poured-concrete square balustrade (Figure 3-22).

The fourth bridge crosses Charles Street which parallels Princess Anne Street one block to the west. This four-span, circa-1927 bridge is also composed entirely of poured concrete. Its wing walls on the south are also undecorated except for capping, but its piers feature the same Tuscan pilasters present on the other three bridges. Its two center spans each shelter a single lane of vehicular traffic, one going in each direction. The two outer spans are much narrower than the central spans and each accommodate a poured-concrete sidewalk for pedestrian traffic. Two lines of track, set within ballast infill, runs across the poured-concrete deck. Poured-concrete, square balustrade parapets flank the bridge on both elevations (Figure 3-22).

FIGURE 3-19: VIEW OF RAPPAHANNOCK RIVER RAILROAD BRIDGE, LOOKING NORTHWEST FROM CITY DOCK

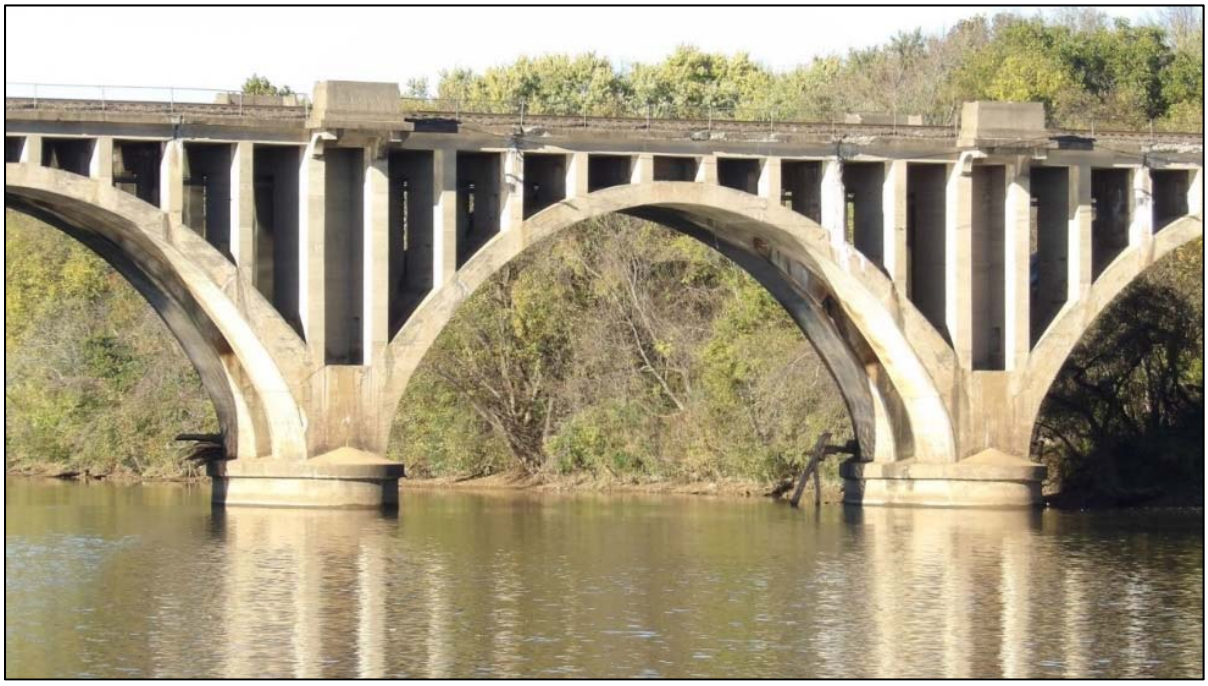

FIGURE 3-20: SPANDREL DETAIL, LOOKING NORTHWEST

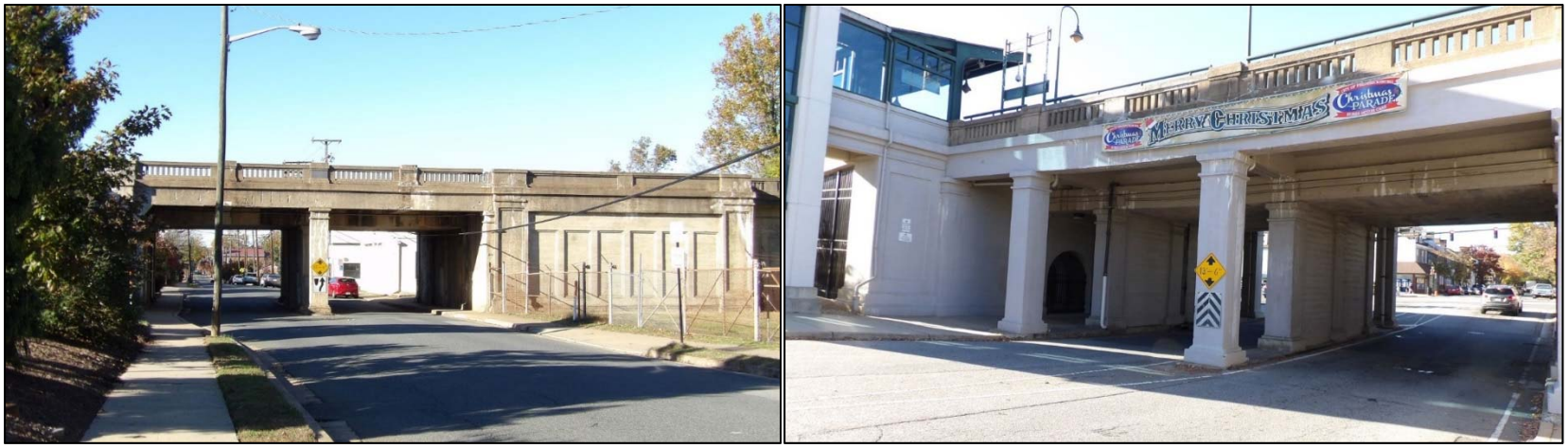

FIGURE 3-21: SOPHIA STREET BRIDGE, LOOKING NORTHWEST (LEFT); CAROLINE STREET BRIDGE, LOOKING NORTHWEST (RIGHT)

FIGURE 3-22: PRINCESS ANNE STREET BRIDGE, LOOKING SOUTHEAST (LEFT); CHARLES STREET BRIDGE, LOOKING SOUTHEAST (RIGHT)

3.2.3 NRHP Evaluation

The Rappahannock River Railroad Bridge was built circa 1927 to replace an earlier bridge located in roughly the same area; it was designed by John Greiner. Although Greiner was a prominent architect and civil engineer, designing the Hanover Street Bridge (1916), Howard Street Bridge (1938), the Governor Harry W. Nice Memorial Bridge (1938), the Thomas J. Hatern Memorial Bridge (1939), and the NRHP-listed 1926 Bridge of Lions in St. Augustine, Florida, the bridge over the Rappahannock River is one of his simpler, smaller designs. As larger and more complex designs of Greiner's work survive elsewhere today, this resource does not exhibit the mastery of his construction methods.

The current bridge is a reinforced, poured-concrete, open-spandrel, arch railroad bridge in good condition. There is little data to support that the bridge is individually significant for its association to important events in transportation and community planning as it was a replacement to two earlier bridges that crossed the Rappahannock River. As part of the RF&P Railroad, this corridor greatly influenced local and regional transportation as well as the City of Fredericksburg; however, the bridge itself did not make important contributions to this pattern of events (Shrimpton et al. 1990). Therefore, it is recommended not eligible for individual inclusion in the NRHP under Criterion A.

It has no known association with any person of historical significance and is therefore recommended not eligible for the NRHP under Criterion B. Architects, engineers, and builders of historic properties are more appropriately considered within the context of a resource's design under Criterion C. Although the bridge was designed by celebrated architect and civil engineer, John E. Greiner, who designed two bridges for the RF&P Railroad.

According to DHR records, the Rappahannock River Railroad Bridge is one of only a handful of reinforced, poured-concrete, open-spandrel bridges in the state and is the only example identified with the DHR within the surrounding counties. A majority of the remaining examples are located in southern and western locations like the city of Roanoke or Augusta County and date to the late 1920s (Miller et al. 2000; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005). The Rappahannock River Railroad Bridge appears to be the only open-spandrel, arch railroad bridge along the RF&P line. It retains a high level of integrity of materials, location, association, design, workmanship, setting, and feeling, thereby maintaining its character-defining features including arch ribs, ring, spandrel, spandrel columns, and parapets, piers, abutments, and wing walls. Therefore, it is recommended individually eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The Rappahannock River Railroad Bridge is also located within the boundaries of the Fredericksburg Historic District (111-0132). It was constructed during the district's period of significance and is representative of architectural and transportation trends in the city. The resource is also associated with the RF&P Railroad Historic District (500-0001) and was constructed during its period of significance. For additional information on the RF&P Railroad Historic District (500-0001), see page 3-154.

In sum, the Rappahannock River Railroad Bridge is **recommended eligible for the NRHP under Criterion C for being an exemplary example of an open-spandrel bridge** (Figure 3-23). It is also **recommended to remain a contributing resource to the Fredericksburg Historic District (111-0132) and to the RF&P Railroad Historic District (500-0001).** Because this bridge post-dates the

Civil War, the resource is **recommended as a non-contributing resource to the Banks' Ford (088-5181), Battle of Fredericksburg I (111-5295), and Battle of Fredericksburg II (111-5296).**

The proposed NRHP boundaries for the Rappahannock River Railroad Bridge strictly outline the footprint of the resource (Figure 3-23). The period of significance for the Rappahannock River Railroad Bridge starts in 1927, its date of construction, and extends to 1968 for its continued use as a railroad bridge. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).

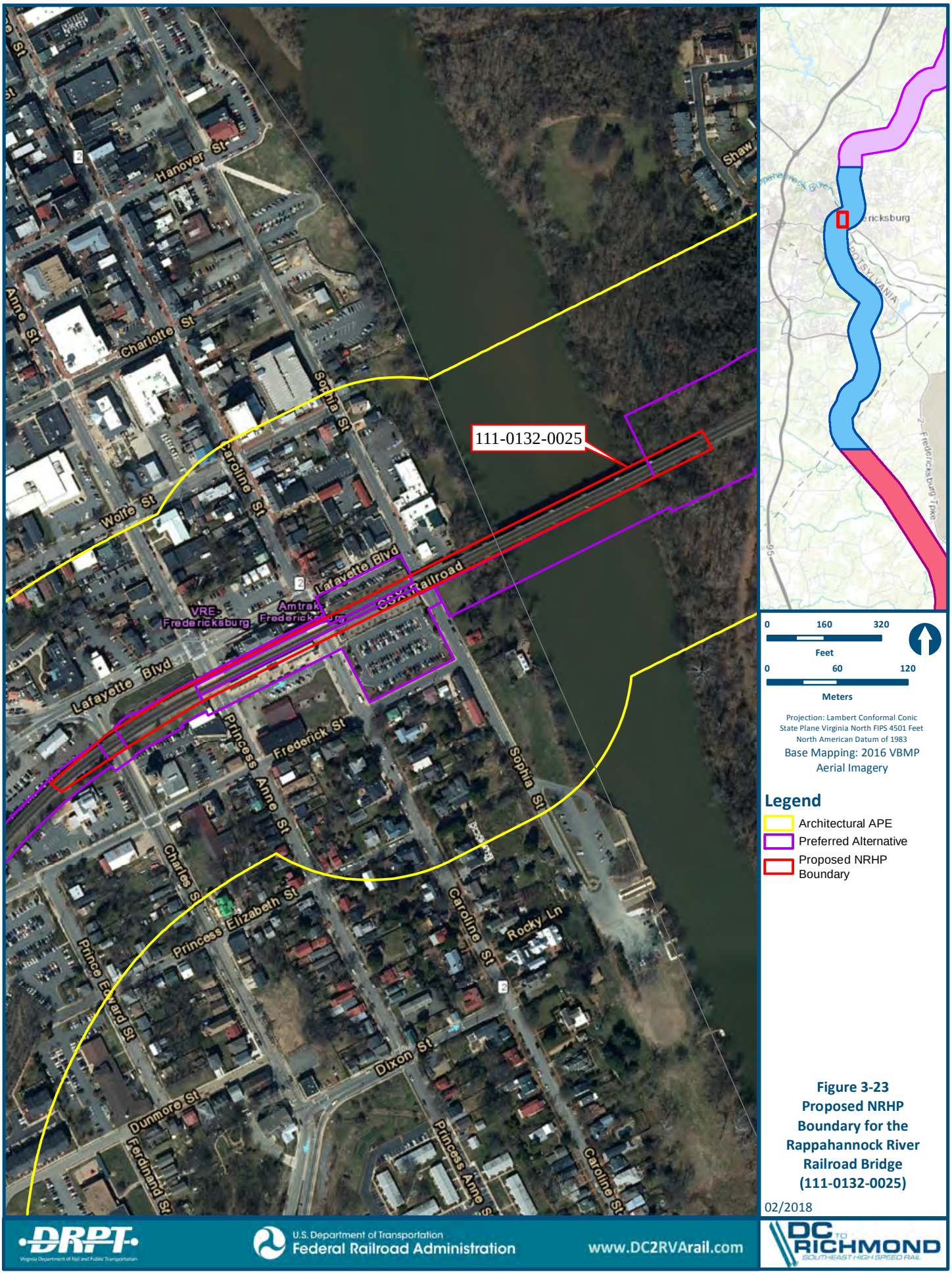

Figure 3-23
Proposed NRHP Boundary for the Rappahannock River Railroad Bridge (111-0132-0025)

02/2018

DRPT Virginia Department of Rail and Public Transportation
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
DC to RICHMOND SOUTHEAST HIGH SPEED RAIL

3.3 DIXON HOUSE (111-0023)

The property at 401–403 Sophia Street, known as the Dixon House, is located in downtown Fredericksburg (Figure 3-24). The lot is bounded by Sophia Street on the west, undeveloped land near the railroad on the north, the Rappahannock River on the east, and Frederick Street Extended on the south.

In August 2015, shortly after the DHR concurrence on the potential eligibility of this resource, the house at 401–403 Sophia Street was demolished. The current narrative provides a brief history of the house and lot followed by photographs of the demolition process and an updated recommendation on NRHP eligibility to complete the evaluation process.

3.3.1 Historic Context

The house at 401–403 Sophia Street was located on Lot 274, added to the original city boundaries in the 1759 town expansion. Like most of the lots in this area, the parcel was owned by Roger Dixon and his wife, Lucy. Roger Dixon was one of the most influential voices on the expansion of the city boundaries, and he was the developer who platted the land on the south side of town and heavily marketed the lots for sale (Historic Fredericksburg Foundation, Inc. [HFFI] 2014:44). Dixon built a capacious dwelling for himself on nearby lower Caroline Street and sold the surrounding parcels off piecemeal as the population of the town grew. He sold Lot 274 in 1764 to William Thompson, a land speculator who lived in London (City of Fredericksburg Deed Book [CFDB] F:426). The lot remained undeveloped throughout the remainder of the eighteenth century, as the parcel passed through several owners.

Most of what were Lots 274 and 275 (located to the north of 274) were owned by James Somerville in the last years of the eighteenth century. Somerville was the third mayor of Fredericksburg. This fact led to the house at 401–403 Sophia Street being known as the "Early Mayor's House" in the early-twentieth century (although archival research shows that the home was not extant during Somerville's ownership) (Works Progress Administration [WPA] 1938). Upon his death in 1798, Mayor Somerville passed the property to his nephew, James N. Somerville. At the time Somerville received this property from his uncle, it contained a warehouse and a wharf along the river (City of Fredericksburg Will Book [CFWB] DC:84). A two-story wood dwelling with a rear, full-width, shed-roofed addition was constructed on the lot to the north of what became 401–403 Sophia Street in the early-nineteenth century. This house was never actually occupied by Somerville but rather used, at times, as a rental property and home for nearby warehouse employees.

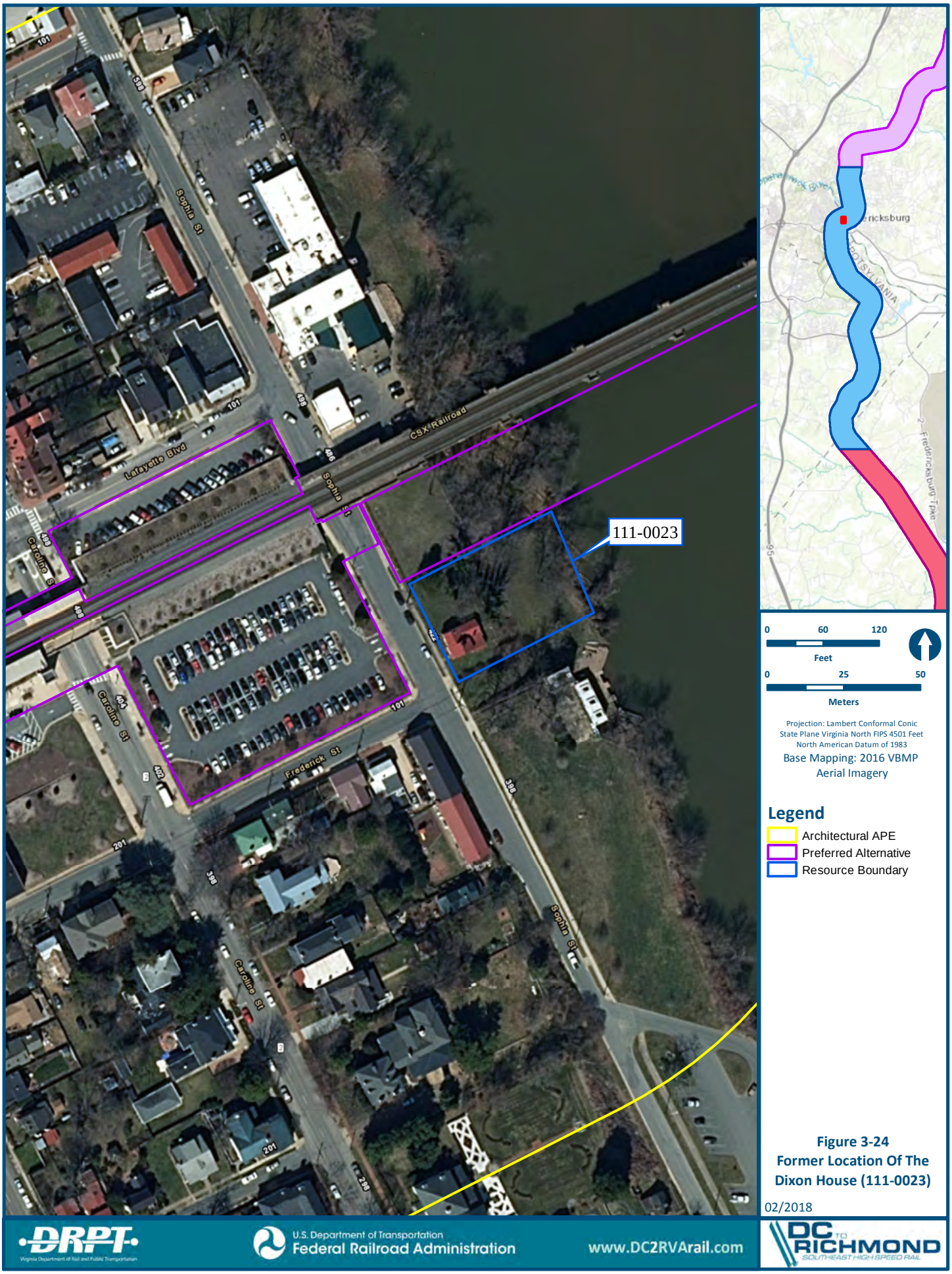

Figure 3-24
Former Location Of The Dixon House (111-0023)

02/2018

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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Between 1815 and 1833, Anthony Buck of Fredericksburg purchased several lots along the Fredericksburg riverfront, one of which was Lot 274. Buck insured the house built by James N. Somerville with the Mutual Assurance Society, renewing the policy several times (Figure 3-25) (Mutual Assurance Society of Virginia [MAS] 1983). Like Somerville, he did not reside on the parcel but rented the structure. Upon Buck's death in 1843, his heirs sold his interest in Lot 274 to John L. Marye. It was Marye who built the house known as 401 Sophia Street. The southern half was the original dwelling, built around 1843 and used as a tenant house (City of Fredericksburg Tax Records [CFTR] 1844–1861). Marye sold the house at 401 Sophia Street to Franklin Slaughter in 1862; Franklin was the brother of then-mayor Montgomery Slaughter. Franklin suffered from notable mental illness and, like the owners before him, he did not occupy the lot. He was actually listed as "insane" on the 1870 and 1880 censuses, and he lived with his family. He died in 1893 at the Western State Mental Hospital in Staunton and is buried in the Fredericksburg City Cemetery (Find a Grave 2008; United States Federal Population Census [U.S. Census] 1870, 1880). Notable for the current study, the house at 401 Sophia Street and the two-story house with the shed-roofed addition to the north were both depicted on several Civil War-era photographs captured by Union troops from the Stafford side of the Rappahannock River (Figure 3-26). These images aid our knowledge of the Fredericksburg riverfront and the state of these homes during the war years.

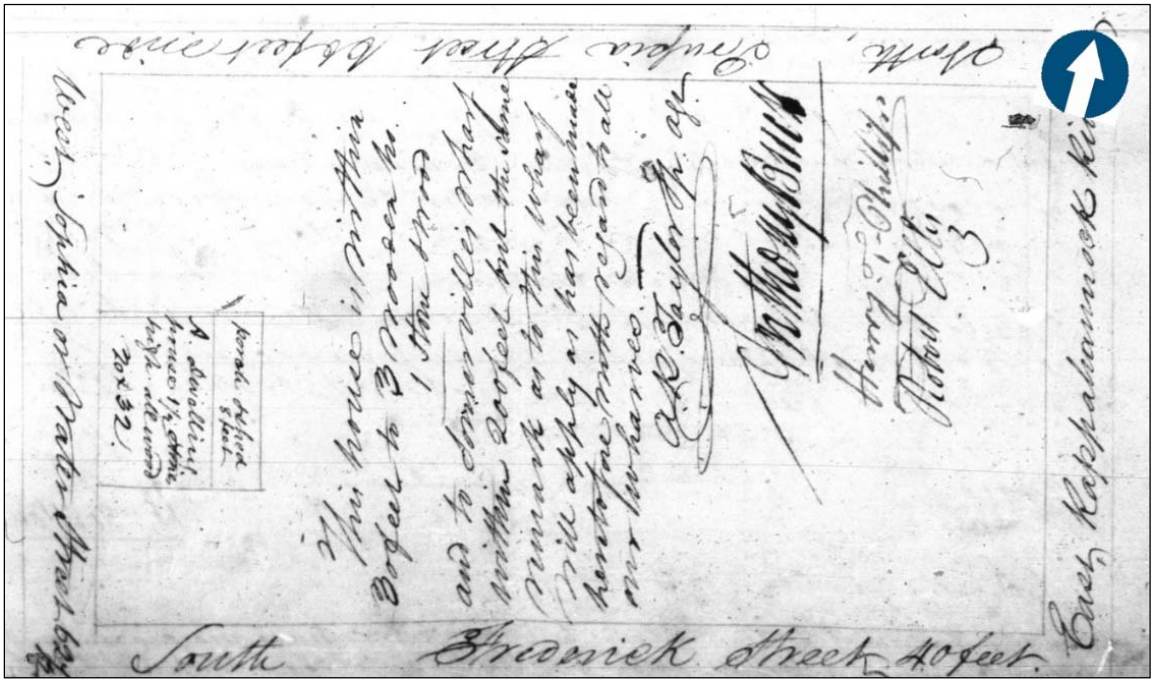

FIGURE 3-25: MAS INSURANCE POLICY ACQUIRED BY ANTHONY BUCK IN 1818 FOR THE ORIGINAL DWELLING ON LOT 274 (MAS 1983). THE HOUSE AT 401–403 SOPHIA STREET WOULD BE BUILT TO THE SOUTH OF THIS HOUSE ALONG WHAT IS TERMED "SOUTH FREDERICK STREET."

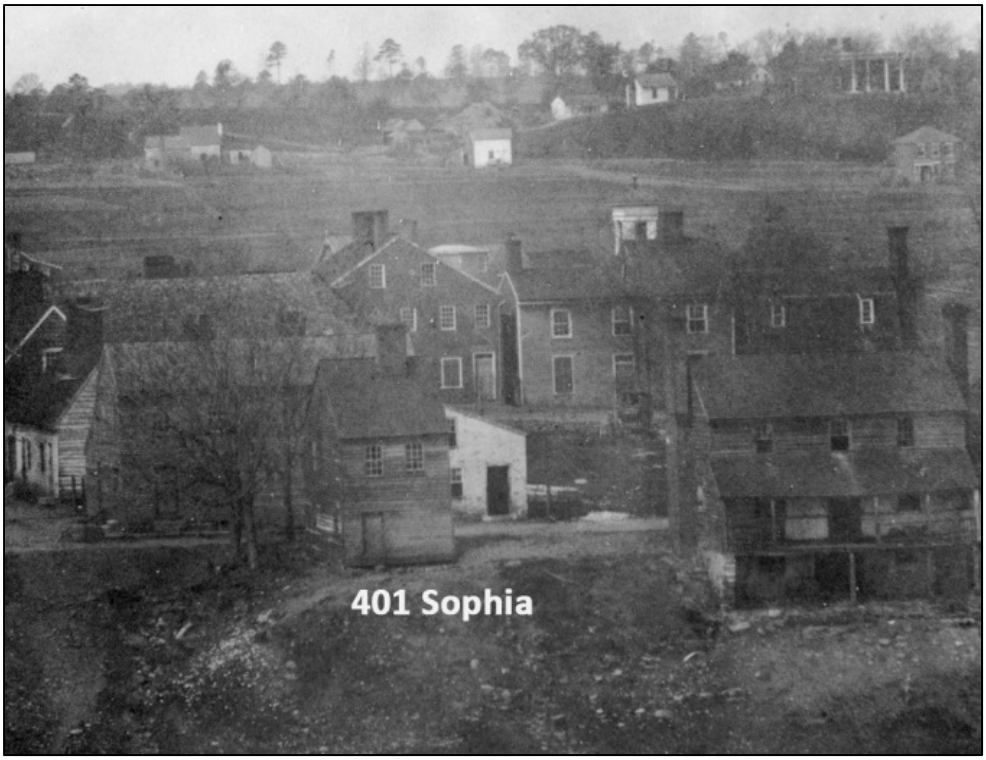

FIGURE 3-26: THE REAR OF THE HOUSE AT WHAT WAS THEN KNOWN AS 401 SOPHIA STREET DURING THE CIVIL WAR (NATIONAL PARK SERVICE [NPS] 2015). THE ORIGINAL HOUSE ON THE LOT WITH THE REAR SHED-ROOFED ADDITION (CA. 1815) CAN BE SEEN TO THE RIGHT.

The first owners to occupy the home at 401 Sophia Street were the Jenkins family. Alexander and Mary Jenkins bought the home in November 1887 (Figure 3-27) (CFDB BB:417). Numerous small dwellings along Sophia Street were owned and occupied by members of the Jenkins family in the late-nineteenth through early-twentieth century. A working-class family, members of the clan were employed throughout Fredericksburg, at the Eagle Shoe Company on Lafayette Street, at the Excelsior Plant on Sophia Street, and by the RF&P Railroad (Barile 2009:6–13). In fact, members of the Jenkins family owned approximately one-third of all dwellings on lower Sophia Street after the war. During their ownership of 401 Sophia Street, Alexander and Mary Jenkins granted a right-of-way easement to the RF&P for the construction of a rail spur from the main line north of their home to a warehouse located south of their house along Sophia Street (Figure 3-28) (CFDB OO:500). The line would have snaked along the north side of their home and immediately behind their back door (Figure 3-29). It was never built. The Jenkins family eventually sold the lot, and it passed through several owners. In the 1920s, it was owned by the Refractory Products Corporation and the Quigley Furnace Specialty Company who, at times, operated a factory across the street. The dwelling was used as worker housing, and it was the subject of a WPA report in 1938 (Figure 3-30).

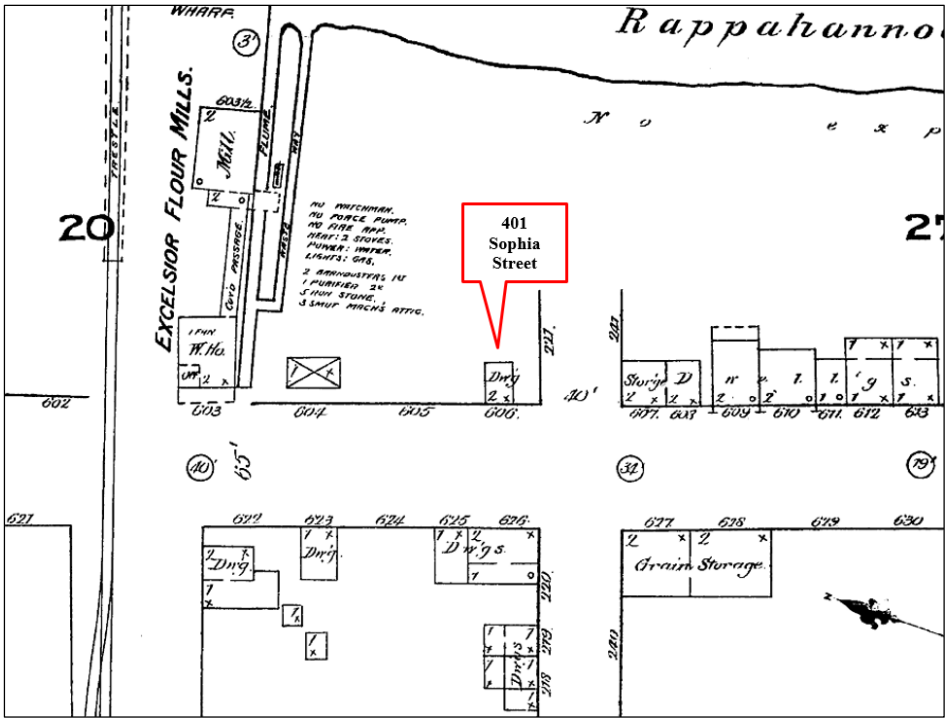

FIGURE 3-27: THE HOUSE AT 401 SOPHIA STREET IN 1887 DURING THE JENKINS' OWNERSHIP (SANBORN MAP COMPANY 1887)

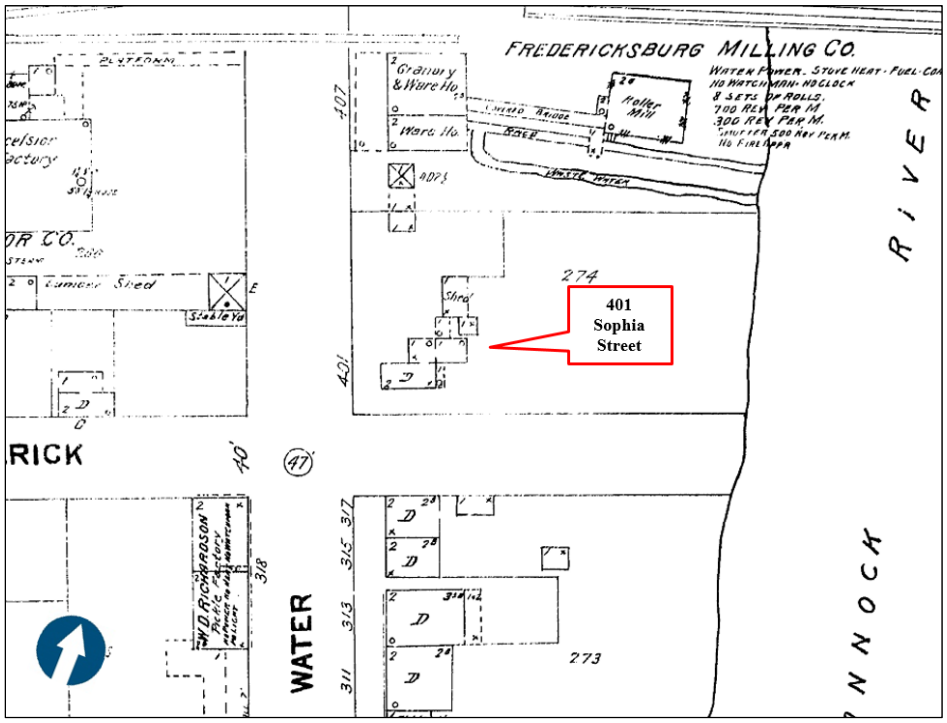

FIGURE 3-28: THE PROPERTY AS SHOWN IN THE 1902 SANBORN MAP (SANBORN MAP COMPANY 1902). NOTE THE CHANGES MADE TO 401–403 SOPHIA STREET BY THE JENKINS FAMILY AND THE ABSENCE OF THE TWO-STORY HOUSE ONCE LOCATED TO THE NORTH, DEMOLISHED AROUND 1900.

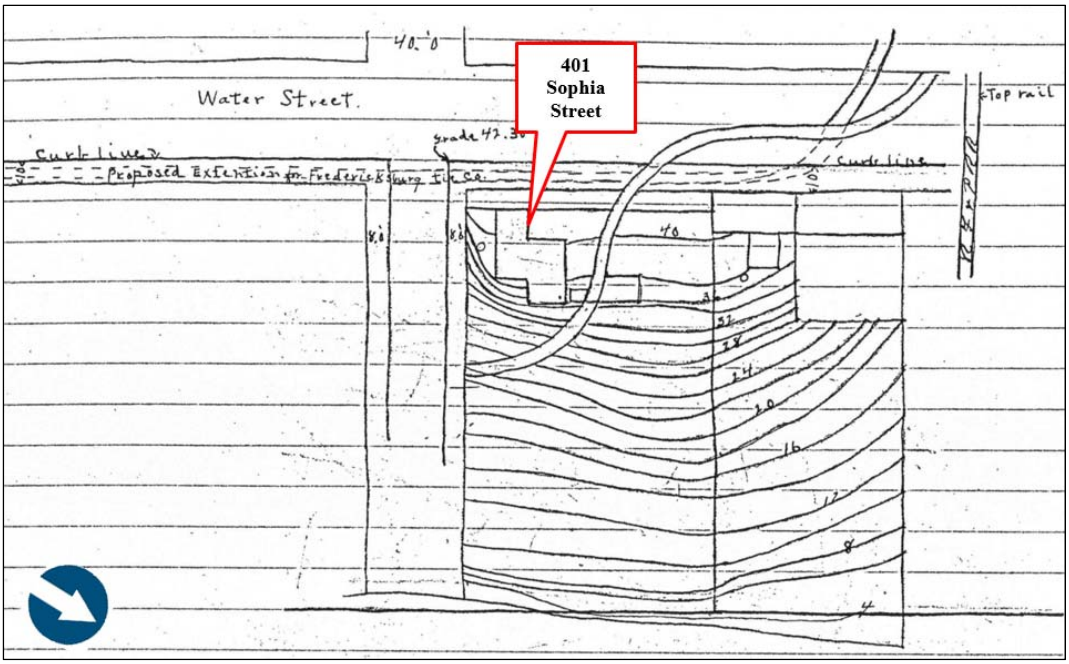

FIGURE 3-29: CIRCA 1913 PLAT SHOWING THE PROPOSED RF&P RAIL SPUR SNAKING AROUND THE HOUSE AT 401 SOPHIA STREET (CFDB OO:500)

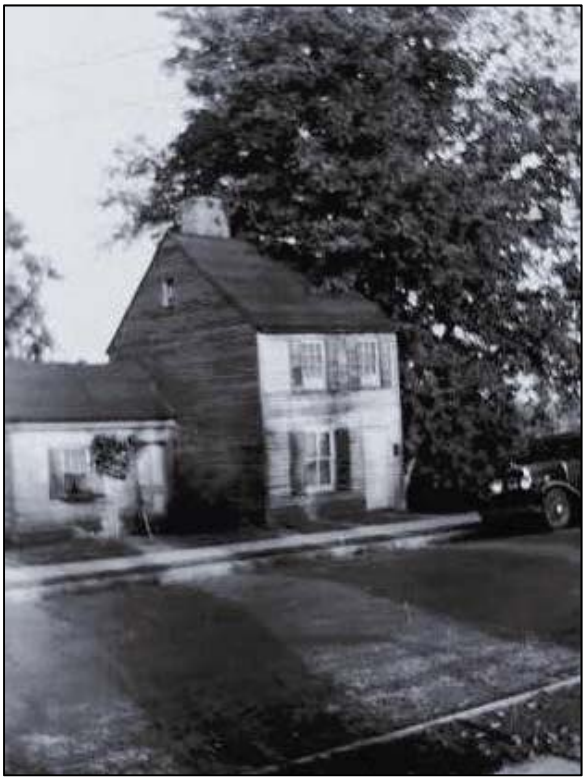

FIGURE 3-30: THE HOUSE AT 401 SOPHIA STREET CAPTURED IN 1938 DURING THE WPA PROJECT (WPA 1938). THE HOME WAS CALLED THE "EARLY MAYOR'S HOUSE" AT THIS TIME AS IT WAS MISTAKENLY BELIEVED THAT THE HOME WAS OCCUPIED BY JAMES SOMERVILLE IN THE LATE-EIGHTEENTH CENTURY.

In 1948, the house was purchased by Mennis and Virginia Gibson. They enlarged the home through an addition on the north side of the dwelling that mirrored the original home in scale and massing, constructed in the 1950s (it was at this time that the address was expanded from 401 Sophia Street to 401–403 Sophia Street). They lived in the home until Mennis's death in 1976 (CFWB R:598). Virginia remained in the house until 1984 when it was sold to Herbert and Courtney Pelley (CFDB 188:95). The home was owned and occupied by the Pelley's until 1997 when the house was sold to UCK, LLC, who rented the dwelling (CFDB 305:625). It remained unoccupied from 2012 until it was demolished in August 2015.

3.3.2 Architectural Description

The Dixon House at 401–403 Sophia Street was a two-story, four-bay dwelling built with no discernable style (Figure 3-31). The southern half (southern two bays) was the original core, built around 1843 (Figure 3-32). The northern half (northern two bays) was a later addition, added in the 1950s by the Gibson family. A description of the property can be found in the 2015 survey (Staton and Lesiuk 2015). The dwelling was demolished on August 27 and 28, 2015 at the request of the owner, UCK, LLC. Because of its age and its rarity as an Antebellum-aged structure along lower Sophia Street, numerous photographs were taken during the demolition process (Figure 3-33). An inspection of the photos shows that the wood framing was hand hewn and the structural system was fastened with cut nails with cut heads, emblematic of the period of construction (Figure 3-34). Today, the lot is covered in manicured grass; no above-ground elements remain of the once-extant building (Figure 3-35).

FIGURE 3-31: PRIMARY (WEST) ELEVATION OF THE HOUSE AS PHOTOGRAPHED IN THE SUMMER OF 2015 JUST BEFORE DEMOLITION

FIGURE 3-32: SOUTHWEST OBLIQUE CAPTURED IN THE SUMMER OF 2015. THE SOUTHERN HALF (FOREGROUND) IS THE ORIGINAL 1843 CORE.

FIGURE 3-33: THE HOUSE DURING DEMOLITION (FREDERICKSBURG FREE LANCE-STAR 2015)

FIGURE 3-34: SAMPLE OF FRAMING AND FASTENERS FROM THE 1843 CORE (CUMMINGS 2015)

FIGURE 3-35: FORMER LOCATION OF THE DIXON HOUSE, LOOKING EAST FROM THE INTERSECTION OF SOPHIA AND FREDERICK STREETS

3.3.3 NRHP Evaluation

The Dixon House at 401–403 Sophia Street was the sole surviving antebellum structure on a streetscape that was the scene of incredible destruction during the Civil War and, architecturally, retained many character-defining features. However, the building was demolished in August 2015. As such, the resource at 401–403 Sophia Street is recommended not eligible for the NRHP under Criteria A–C. It was not evaluated under Criterion D; however, photographs taken of the demolition show notable subsurface disturbances completed during the demolition process. The probability for encountering intact, significant archaeological deposits is low. In sum, the Dixon House is **recommended not eligible for listing in the NRHP under Criteria A–C.** As the resource has been demolished, it is recommended non-contributing to the eligibility of the Fredericksburg Historic District (111-0132).

3.4 FREDERICKSBURG TRAIN STATION (111-0132-0704)

The Fredericksburg Train Station is located at 200 Lafayette Boulevard in downtown Fredericksburg (Figure 3-36). The primary resource faces north on Lafayette, and the lot is bounded by Princess Anne Street on the west, Frederick Street on the south, and Caroline Street on the east.

During the 2015 DC2RVA rail identification-level survey, the boundaries for this resource were restricted to the parcel on which the main train building sits (Parcel Number 7789-23-2444) (Staton and Lesiuk 2015). However, during the current intensive-level study, the DC2RVA Team determined that there are additional resources associated with the Fredericksburg Train Station located beyond the parcel boundaries, including a passenger waiting station, passenger platform, and elevator tower. As such, as part of the current survey, the Team expanded the resource boundaries to include these secondary resources; the Fredericksburg Train Station boundaries now comprise Parcel Numbers 7789-23-2444 and 7789-23-3302 and the CSXT right-of-way that separates these two parcels.

3.4.1 Historic Context

Although not the first rail system established in Virginia, the RF&P was certainly one of the most influential. Chartered in 1834, the 113-mile line opened in 1836 with the original segment running from Richmond to Hazel Run just south of the limits of Fredericksburg (Griffin 1994:4–5). The line into town was opened six months later. On January 23, 1837, the first passenger train stopped in Fredericksburg, ushering in a new age of transportation (Griffin 1994:5; HFFI 2014:26). This was the temporary end-of-the-line for the RF&P, as the route north of Fredericksburg was not completed for five years. The line to the north was finally opened in 1842, bringing travelers not to Washington, D.C., but to Aquia Landing, where they would board steam ships that would carry them the rest of the way. A continual rail line between Richmond and Washington was not completed until 1872 (Griffin 1994:5).

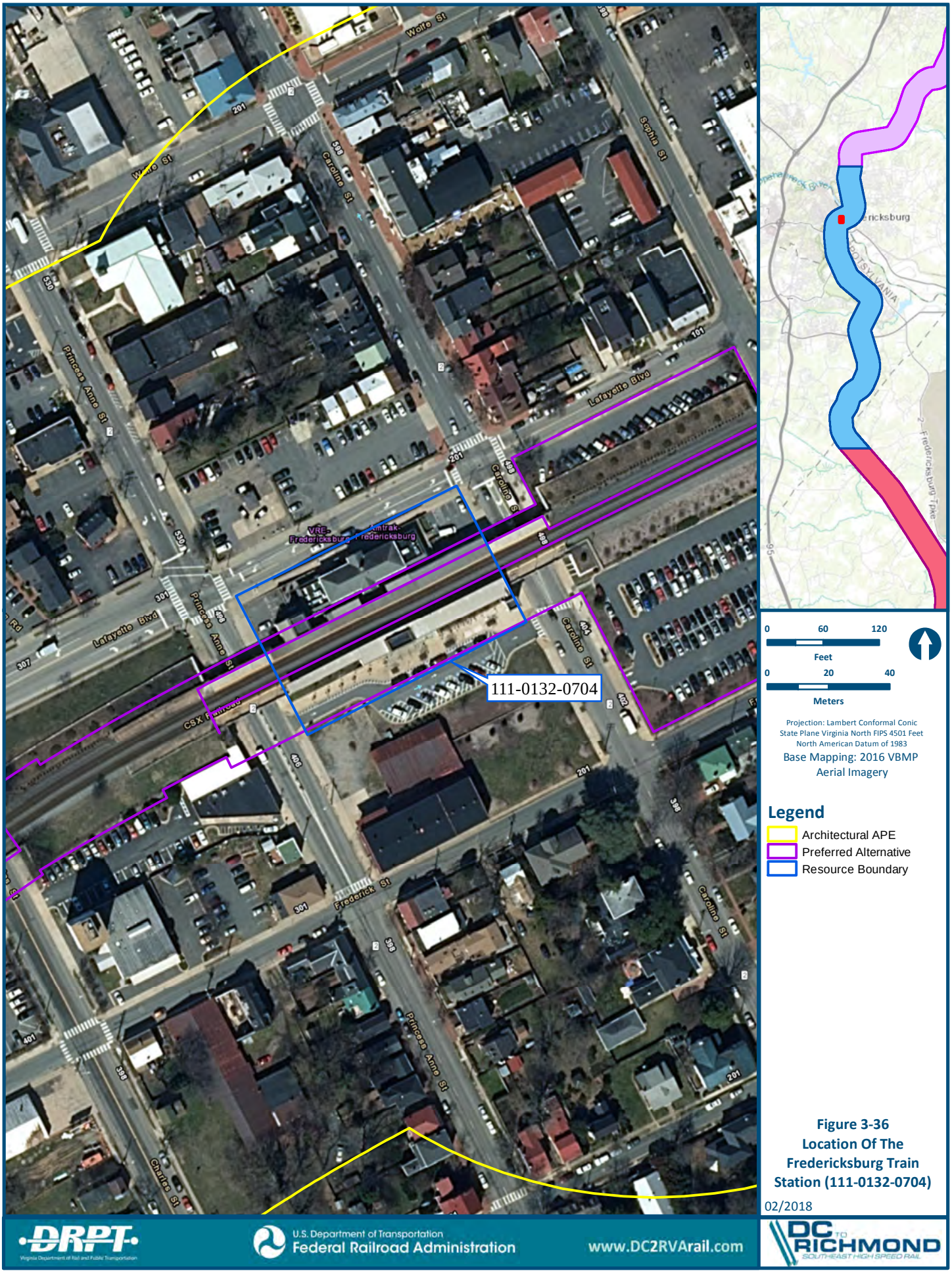

Figure 3-36
Location Of The Fredericksburg Train Station (111-0132-0704)

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The history of the Fredericksburg station itself somewhat mirrors the piecemealed history of the rail line. Originally, the alignment of the rail track was to run through the center of town. Lots along Charlotte Street were purchased between 1834 and 1836 as the future location of the rail bed (Barile et al. 2008). As plans progressed, it was determined that a course through the southern part of town would be advantageous from an engineering and property perspective, and the current alignment was chosen in 1836. Five lots were purchased by the RF&P Railroad Company along what is today Lafayette Boulevard for the construction of the railroad track, sidings, and a wheel house (CFDB K:200). Although trains stopped in town, Fredericksburg originally did not have a depot. Passengers waited on an open platform, but no shelter for people or goods was provided. Numerous letters to the editor of the *Fredericksburg News* (1850) lamented the absence of a station: "Would it not be as well for the company to expend some of their proceeds in erecting suitable buildings on their now barren lots in this place. — It presents a bad appearance to strangers passing through our town." In response, a small, one-story, wood-framed structure was eventually built in the mid-1850s to function as an anchor to the train service in this area. Rail traffic was soon disrupted, though, by one of the most significant events in our nation: the Civil War.

Located half way between the U.S. capital in Washington, D.C. and the Confederate capital in Richmond, Fredericksburg was the site of repeated fighting and occupation. The rail line connecting the two capitals was often the focus of the conflict. The rail bridge over the Rappahannock River was burned early in the war, and rail traffic ceased (Marvel 1995:5; O'Reilly 2006:8). Numerous Civil War images highlight the remains of the rail tracks on the south side of the Rappahannock River—a symbol of war's destruction (Figure 3-37). Rail traffic was not fully restored until after 1870. Passengers continued to use the small depot built in the 1850s to purchase tickets and wait for arriving trains.

FIGURE 3-37: CIVIL WAR SOLDIERS SIT ON THE END OF THE RAIL TRACKS IN FREDERICKSBURG CIRCA 1863 (LOC 1863). THE BRIDGE CONNECTING THE TRACKS TO STAFFORD COUNTY TO THE EAST WERE BURNED EARLY IN THE WAR.

By the 1880s, economic and social prosperity had improved in this area, and traffic along the RF&P increased substantially. The increase in rail travel once again caused Fredericksburg residents to clamor for a new station to replace the older depot. The RF&P relented, and a new station was erected in 1888. The new station was "a very decided improvement, and adds much to the comfort of visitors and the travelling public. It is quite an ornament to the city" (Fredericksburg Star 1888). This new building was a one-story, timber-frame structure with a hipped roof and prominent cross gable featuring decorative bargeboard (Figure 3-38). A long, covered platform was parallel to the at-grade rail tracks. The station was a success for decades, but its location at the bend of the tracks and its material composition led to repeated damage. For example, in June 1896, the roof was blown off of the station building during a powerful storm, making the building unusable for months (Fredericksburg Free Lance 1896).

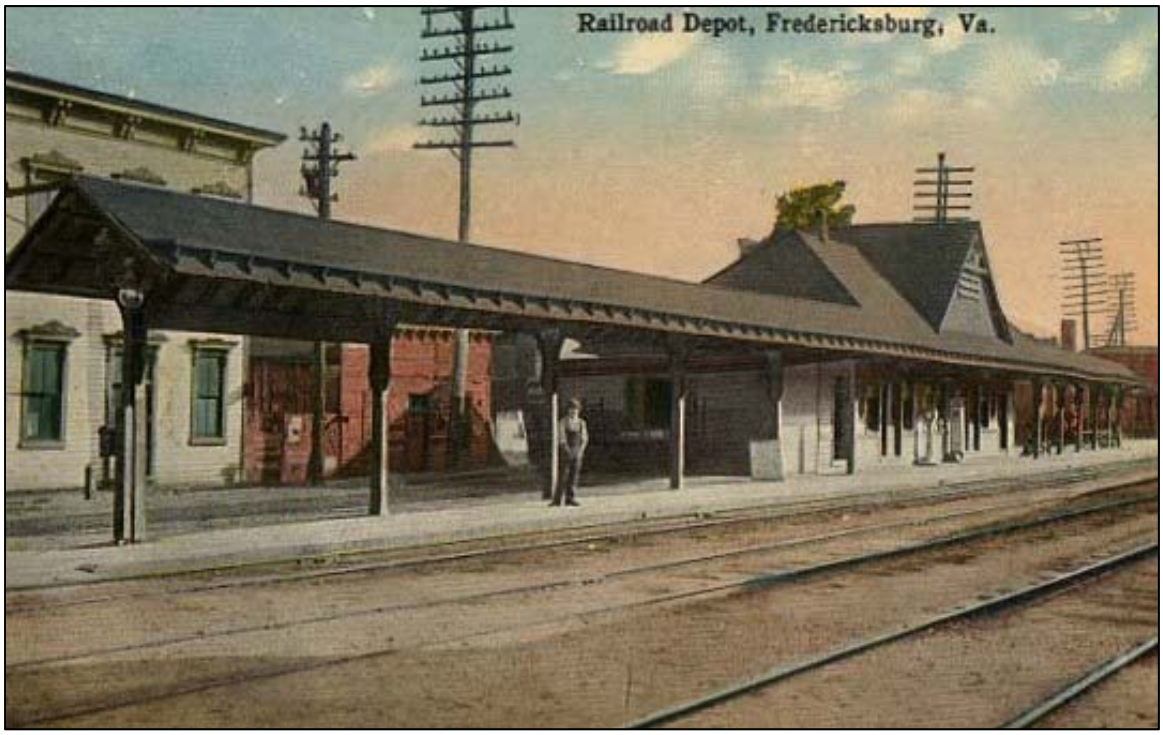


FIGURE 3-38: CIRCA 1888 FREDERICKSBURG TRAIN STATION (TRAINWEB 1905)

Seeking yet another solution to their station issues, Fredericksburg City Council began to petition the RF&P for a new building in 1909. A new site for a station was selected east of the old site (Figure 3-39). For the first time, the train station was to be located to the north of the extant tracks, closer to the core of commercial development. Local builder E.G. "Peck" Heflin was selected to complete the project (Fredericksburg Free Lance-Star 1941). Using tenants of the relatively new (to Fredericksburg) Colonial Revival style, Heflin designed a capacious and grand station to mirror elements of Fredericksburg's colonial past (Figure 3-40). When it opened in 1910, the new $125,000 building was described as "one of the handsomest and best equipped stations in the State" (Fredericksburg Daily Star 1910). The new station was decorated with chestnut accents and terrazzo floors, and the interior was lit through both electric and gas lighting. Although not integrated, the new station served all of Fredericksburg's residents through the use of separate, fully equipped "white" and "colored" waiting rooms and separate bathroom facilities.

FIGURE 3-39: LOCATION OF THE 1850S AND LATER 1888 DEPOT (CIRCLED IN RED) IN RELATION TO THE CIRCA 1910 FREDERICKSBURG TRAIN STATION LOCATION (CIRCLED IN GREEN) AS SHOWN ON AN 1890 CITY MAP (FREDERICKSBURGVA 1890)

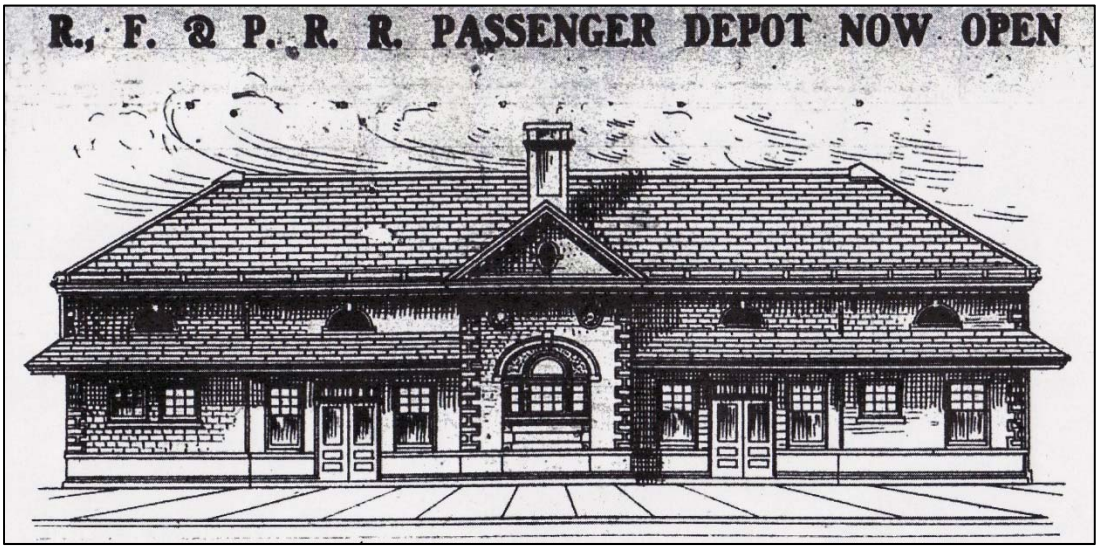


FIGURE 3-40: NEW STATION AS IT APPEARED AT ITS OPENING IN NOVEMBER 1910 (FREDERICKSBURG DAILY STAR 1910)

The new station served the city well but the dramatic increase in rail and road traffic during World War I and the pre-depression years led to numerous accidents and incidents along the at-grade tracks through town. It was determined that a raised system of rail tracks would expedite rail service and provide a safer environment for residents. A temporary station and rudimentary set of tracks were built on the south side of the existing rails to provide continuous coverage for rail passengers during the multi-year project, which cost well over $1 million (Fredericksburg Free Lance-Star 1927).

The raising of the tracks was achieved through both the creation of a superstructure to increase the height of the tracks themselves as well as lowering the level of the streets near the tracks and the station by several feet (Figure 3-41). Together, these elements allowed for vehicles to traverse under the tracks and for longer trains to stop at the station unimpeded by auto traffic. In addition, several improvements were made to help facilitate loading and unloading of both travelers and goods at the station during the construction (Figure 3-42). Two wings were appended to the original building to increase the size of the 1910 station, a new shelter was built on the south side of the tracks to protect those waiting for northbound trains, and an elevator was erected to help move goods up to the new elevated platform (Sanborn Map Company 1912, 1919, 1927). A large, cast, concrete ramp with Colonial Revival balustrade was built at this time along the primary elevation to allow pedestrians to access the station easily from the now-lower Lafayette Boulevard in front of the station.

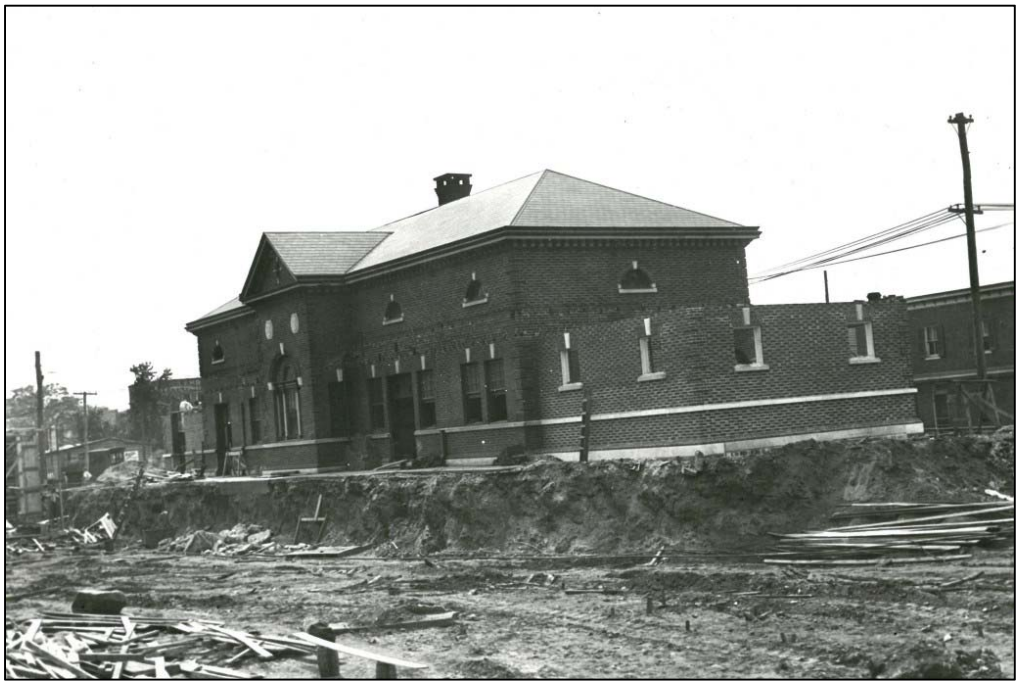


FIGURE 3-41: RENOVATIONS TO THE FREDERICKSBURG TRAIN STATION IN 1927 (HFFI 1927). NOTE THE LOWERING OF THE ROADWAY IN FRONT OF THE STATION.

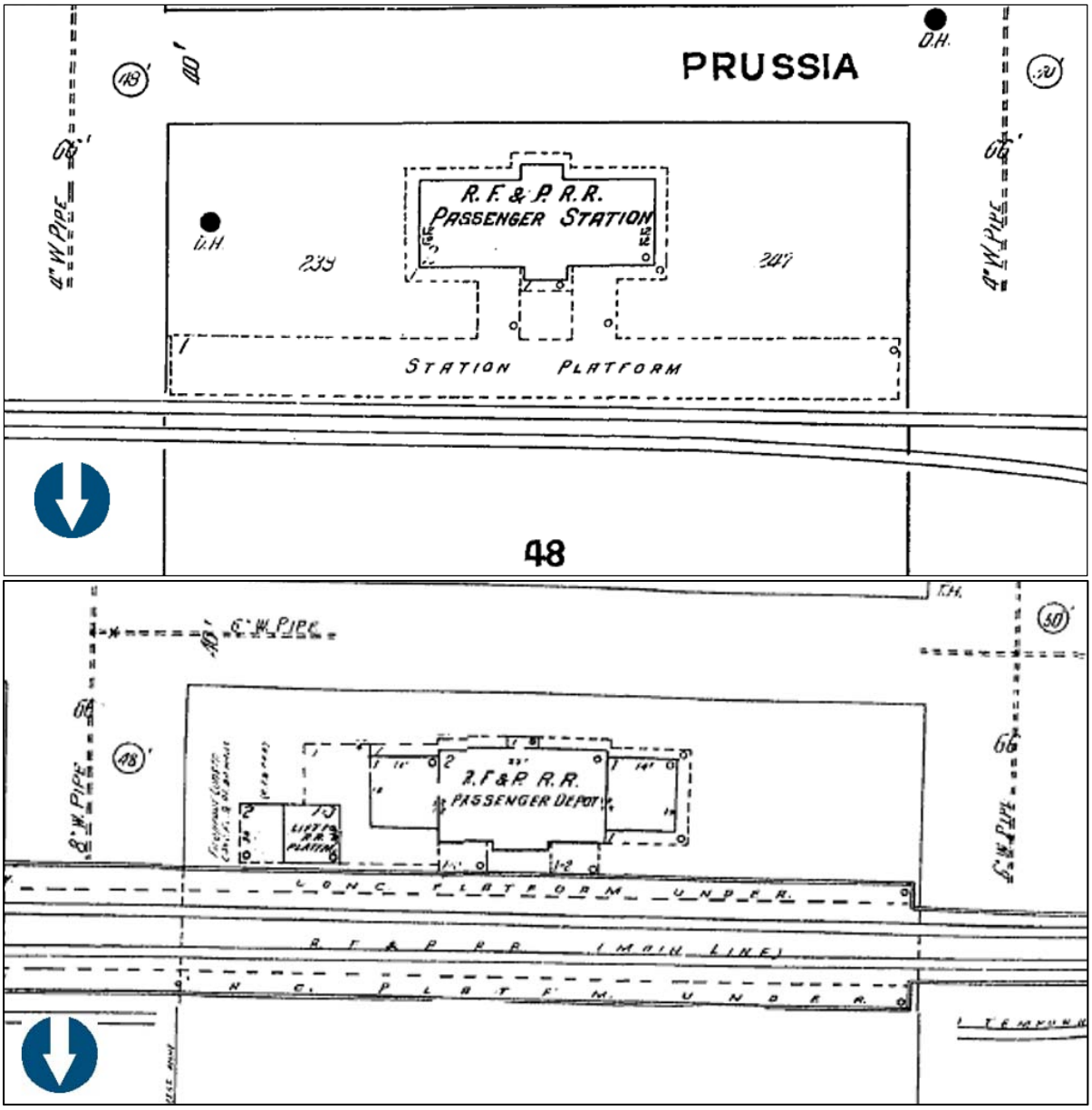


FIGURE 3-42: THE FREDERICKSBURG TRAIN STATION AS ORIGINALLY DESIGNED (TOP, CIRCA 1912) AND AFTER RENOVATIONS AND ELEVATION OF TRACKS (BOTTOM, CIRCA 1927) (SANBORN MAP COMPANY 1912, 1927, 1949)

Rail continued to be a primary method of travel in Fredericksburg through the 1930s and during World War II when record numbers of soldiers and travelers used the RF&P to traverse the country (Pierce 1987). In 1956, the Federal-Aid Highway Act led to the creation of a national system of interstates connecting cities and towns across America, including Interstate 95 (I-95). The personal automobile quickly became the transportation method of choice, and the railroads saw a notable decline in ridership. This steady decrease in passenger service continued in the 1960s and 1970s. The circa-1910 station was disused in 1976 and sat empty for many years (Pierce 1987). It was not until the late 1980s when it was finally resurrected as a restaurant. Interestingly, the RF&P Company retained ownership of the station until 1996 (CFDB 297:277). It is likely due

to this continued rail ownership that the station underwent very few changes as it transformed from a rail depot to a commercial venue.

Rail traffic at the Fredericksburg station began to increase again in the early 1990s—not due to a renewed interest in train travel per se, but through the development of commuter rail. The arrival of the VRE in 1992 brought a revived vigor to the train station (Fredericksburg Free Lance-Star 1992). Today, the Fredericksburg Train Station building and the secondary elements associated with continued rail traffic are at the heart of a vibrant and active part of town.

3.4.2 Architectural Description

3.4.2.1 Primary Resource Exterior

The Fredericksburg Train Station is a rectilinear, two-story, five-bay, brick building constructed in the Georgian Revival style circa 1910. Measuring roughly 135 feet by 26 feet, the station rests on a raised foundation that is hidden by the surrounding poured-concrete platform (Figure 3-43–Figure 3-45). The brick walls of the building are laid in a Flemish bond pattern featuring hard-fired, or blackened, headers. The base of the building is decorated with a molded brick and cast stone water table as well as beveled brick quoins at the corners.

The main massing is covered by a hipped asphalt-shingled roof lined by a wood cornice with heavy modillions and pierced by a single, central-interior, corbelled, brick chimney. At the center of the north and south elevations is a two-story, projecting, gabled bay that contains a Palladian window at the lower level and two pre-cast stones featuring the numbers "19" and "10" at the upper level with a pediment above. Appended later, at the same time as the reconstruction of the Rappahannock River Bridge circa 1927, two one-story wings flank the station on both the east and west sides (Figure 3-46). These wings are covered by a low-pitched roof lined by a pre-cast concrete balustrade. A hipped, asphalt-shingled skirt wraps around each wing and a portion of the north elevation of the station building to create wide overhanging eaves. On the south elevation, this skirt has been removed from the main massing and replaced by a wide band of stucco.

Two double-leafed entries are located on the north elevation, each flanking the central projecting bay. Both are filled with a set of half-glazed wood doors topped by a five-light, wood-framed transom window. One set of wood double-leafed doors and a paneled wood door are located on the west elevation. All of the doors at the station building do not appear to be original. The windows, however, do appear to be original to the construction of the building and comprise nine-over-one, double-hung, wood-sash windows topped by splayed jack arches and a central pre-cast keystone. Filling the projecting central bay on both the north and south elevations is a Palladian window featuring fluted pilasters and a pebble-dashed stucco (Figure 3-47). At the upper level, a series of wood-framed fanlights with pre-cast stone sills and keystones are exhibited. Windows in both wings are largely nine-light, wood-framed, pivot sashes with pre-cast sills, splayed jack arches, and pre-cast keystones.

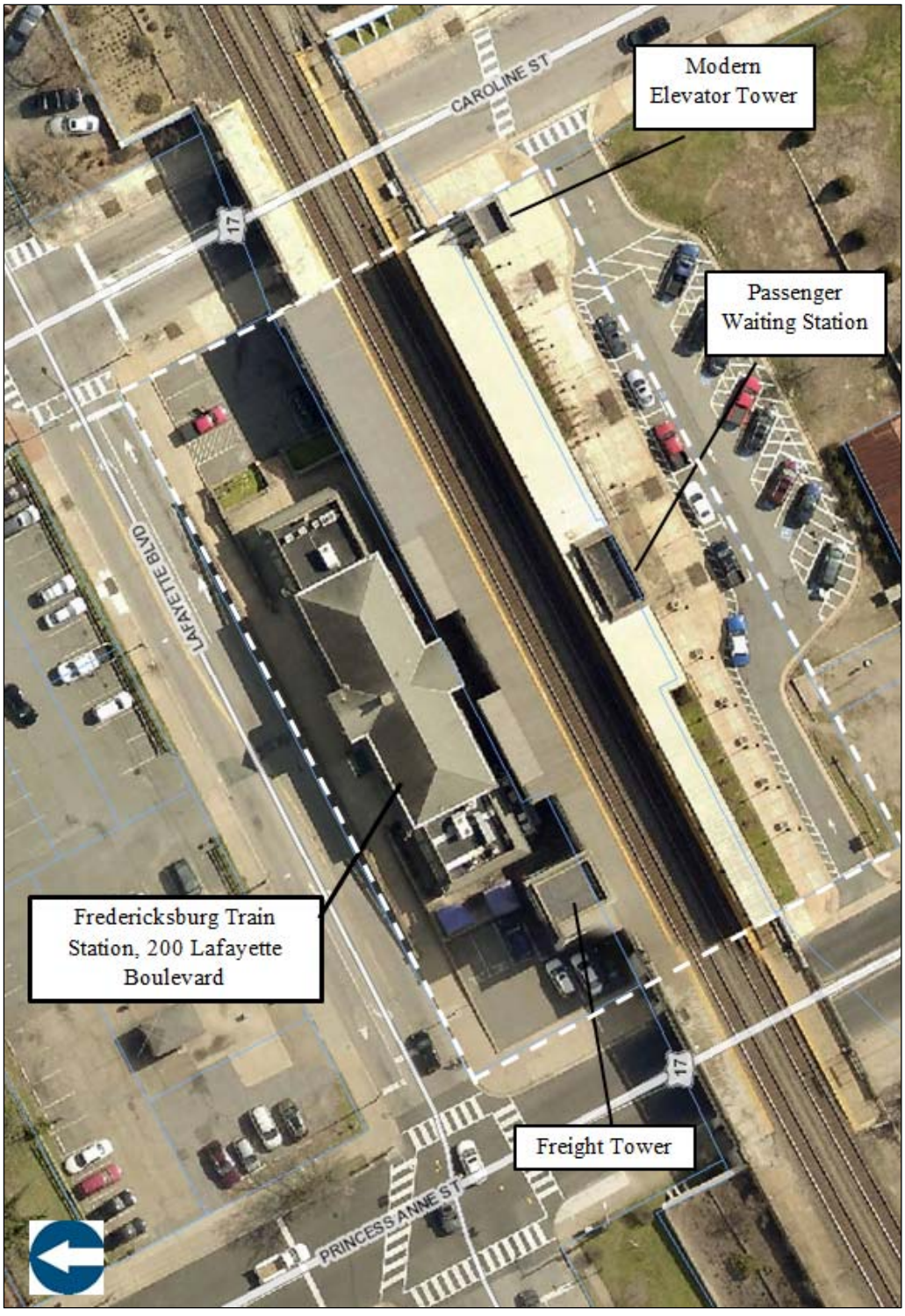


FIGURE 3-43: SITE PLAN OF THE FREDERICKSBURG TRAIN STATION (111-0132-0704) (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

FIGURE 3-44: FREDERICKSBURG TRAIN STATION, NORTHWEST OBLIQUE

FIGURE 3-45: FREDERICKSBURG TRAIN STATION (111-0132-0704), NORTHEAST OBLIQUE

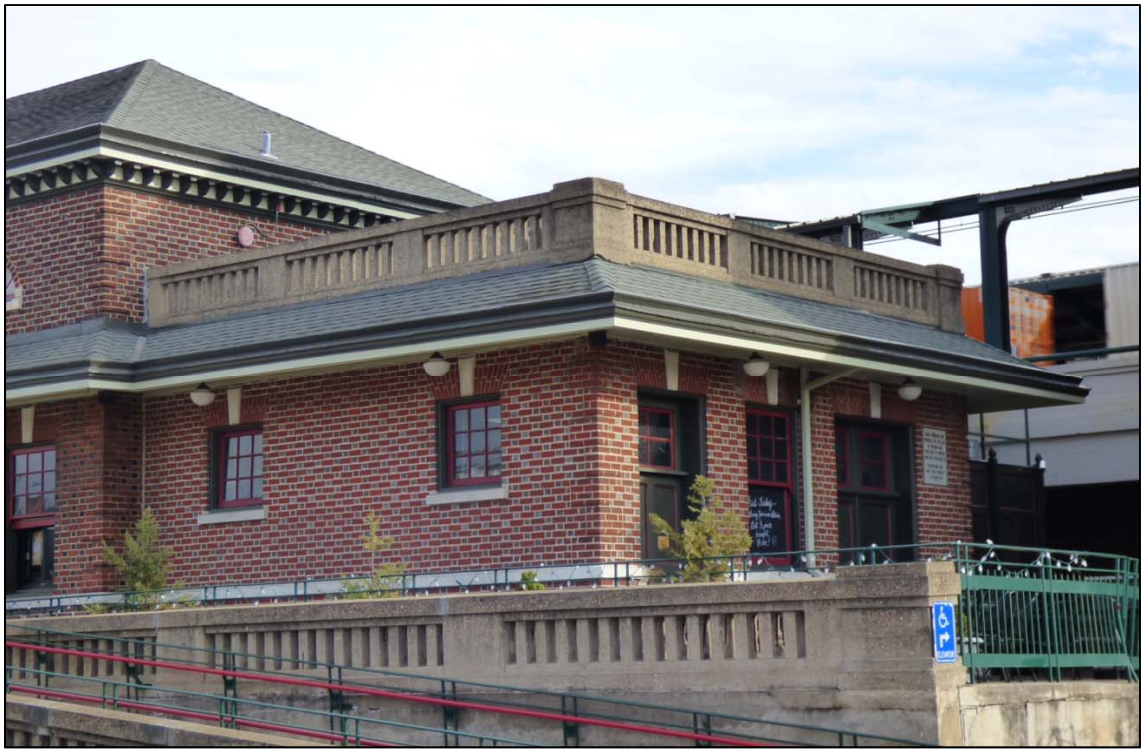


FIGURE 3-46: FREDERICKSBURG TRAIN STATION, NORTHWEST OBLIQUE OF CIRCA-1927 WEST WING

FIGURE 3-47: FREDERICKSBURG TRAIN STATION, DETAIL OF PROJECTING BAY AND PALLADIAN WINDOW ON NORTH ELEVATION

3.4.2.2 Primary Resource Interior

On the interior, the spatial organization of the train station remains largely intact even though the space was converted into a restaurant in the 1990s. Originally, the main massing consisted of open waiting rooms on either side of two smaller central spaces that historically served as the ticket office and "colored" restrooms. Today, the "white" waiting room remains open and retains its finely dressed stone walls, intricate woodwork, and arched plaster ceiling. The "colored" waiting room is largely open, but now contains a long bar and the hostess waiting area. What was the ticket office is now a private dining room, which has maintained its unique hexagonal wall configuration and large windows for viewing train traffic. The original "colored" restrooms appear to have been reworked into storage spaces.

Historically, the east wing was equally divided into "white" restrooms for both men and women, but this wing, in particular, was gutted during the latest renovation and is now one large dining space (Figure 3-48). This is the one interior area that has not retained its integrity. The west wing originally functioned as a baggage area but now serves as a kitchen and storage area for the restaurant. The general configuration and flow of this space has been maintained.

FIGURE 3-48: VIEW OF DINING ROOM, LOOKING EAST

3.4.2.3 Secondary Resources

Four secondary resources are associated with this property. A two-story freight tower lift was built circa 1927 when the station and platform were raised to eliminate at-grade street crossings (Figure 3-49). The tower construction utilized the same materials as the station building additions. It likely rests on a poured concrete foundation and has a masonry structural system clad in a Flemish-bonded brick featuring brick quoins. It is covered by a low-pitched roof lined with a pre-cast concrete cornice and topped with a concrete balustrade. In recent decades, this tower has

been rehabilitated to include an elevator for accessing the station platform. At this time, fixed metal-framed windows were added to allow natural light into this structure.

A concrete platform surrounds both the station building and elevated railroad tracks. This structure is made of reinforced poured concrete and dates from the circa-1927 expansion of the station and is lined by the same pre-cast concrete balustrade and railing used throughout the station. A passenger waiting station was also constructed opposite the station building in 1927 (Figure 3-49). It is a single-room structure with a poured-concrete foundation and structural system that is covered by a low-pitched roof lined with the station's ubiquitous concrete balustrade. Two single-leaf entries are located on the north elevation facing the tracks on either side of a central, fixed, multi-pane window. This waiting station is still in use as a rail waiting area today.

A circa-1995 metal canopy shelters the area on both sides of the railroad tracks where passengers get on and off the trains (Figure 3-50). At the north side, the canopy extends to the freight tower on the west end, and at the south side the canopy envelopes the waiting station and extends to a circa-1995 elevator tower at the east end of the platform.

A modern elevator tower, constructed circa 1995, is located at the southeast corner of the modern metal canopy on the south side of the railroad tracks. It was built to match the older station building in material and design, featuring a poured-concrete foundation and structural system topped with a low-pitched roof.

FIGURE 3-49: NORTHWEST OBLIQUE AT LEFT AND EAST ELEVATION OF FREIGHT TOWER

FIGURE 3-50: NORTHWEST OBLIQUE OF PASSENGER WAITING STATION

3.4.3 NRHP Evaluation

Rail travel has been a mainstay of Fredericksburg since the first train arrived in January 1837. In fact, the extant Fredericksburg Train Station is the third station in the city. A small depot was built in the 1850s and this building was replaced in 1888 by a larger structure. The high demand for passenger and freight services caused this station to be demolished in 1910 and replaced by the current Georgian Revival-styled building. The station and surrounding tracks were modified in 1927 to accommodate raised facilities, and rail continued to be a central part of Fredericksburg life until the construction of nearby I-95 in the late 1950s, when the personal automobile overtook the train as the preferred mode of interstate transportation. Interest in the rail was revived in 1992 when the VRE was established.

The Fredericksburg Train Station is the most prominent surviving symbol of the importance of rail travel to the community, and visitors from across the nation stepped through the station's doors. It directly reflects historical trends ranging from the dichotomy of the train and the automobile in the early-twentieth century to the presence of Southern racial segregation in the pre-Civil Rights era. It is recommended that this resource is eligible for the NRHP under Criterion A for its significant associations with transportation, community planning, and development in Fredericksburg at the local, state, and national level.

Although the Fredericksburg Train Station was built by one of Fredericksburg's most notable designers, Peck Heflin, NRHP guidelines state that resources associated with architects, artisans, artists, or engineers solely due to their involvement in the design should be noted under Criterion C rather than Criterion B. For a resource to be eligible under B, it has to have had a long-term, profound effect on their work, such as a studio or a home. While the train station is a very important piece of Heflin's work and represents a key moment in his design evolution, the association is project specific. There is also no connection between this resource and any other

notable individual. As such, it is recommended that this property is not eligible under Criterion B.

The Fredericksburg Train Station is an excellent example of Georgian Revival architecture in the community. The building's symmetry, Flemish-bonded brick structural system, hipped roof, quoins, and other decorative elements such as keystones, fanlights, and stone lintels clearly demonstrate the influence of Georgian architectural trends on earlier examples of the Colonial Revival style. Furthermore, the building is a notable part of how the City's designers embraced their Colonial heritage in the first decades of the twentieth century. Though the main station building is now used as a restaurant, the interior spaces and the vast majority of the architectural elements were maintained during the conversion to commercial use. Moreover, the secondary elements that surround the station, including the tracks, platform, waiting station, and elevators, are all still used for rail travel.

In comparing this station to other rail buildings in Virginia, there are 21 stations that have been determined to be eligible for the NRHP. Of these, only four were designed in the Colonial Revival style: the Alexandria Station (100-0124), the Orange Station (275-0022), the Williamsburg Station (137-0250), and the private station at the DuPont Spruance plant south of Richmond (020-5474). The Fredericksburg Train Station is a direct comparison to the Alexandria Station, which is listed on the NRHP. Both are brick stations built in the first decade of the twentieth century in urban environments to service a growing clientele. Both include high-style architectural elements on the exterior and both retain many of their original architectural elements and historic space uses. On the interior, the Fredericksburg station also retains its high-styled decorative elements such as terrazzo floors and chestnut woodwork.

In addition to being an exceptional individual example of Georgian Revival architecture with excellent integrity, the Fredericksburg Train Station is also significant as the work of Fredericksburg's most prominent twentieth-century architect, E.G. "Peck" Heflin. Heflin dropped out of school at the age of 15 to work as a carpenter. From these humble beginnings, he went on to design and construct the city's most notable buildings in the first half of the twentieth century. The train station was one of his earliest forays into high-style Colonial Revival design, more particularly as it was influenced by Georgian architecture in Virginia. After the success here, he went on to design and build Lafayette School (now the Central Rappahannock Regional Library), the Princess Anne Hotel, the Stratford Hotel (now the George Washington Executive Center), the old Mary Washington hospital, several buildings on the campus of what is now the University of Mary Washington, and dozens more. In addition to his success as a commercial designer, he also crafted hundreds of private residences, many in variations of the Colonial Revival style. The importance and prevalence of his work, and the Colonial Revival style in general, to Fredericksburg is reflected in the Fredericksburg Historic District's (111-0132) NRHP nomination update written in 1984, which was specifically appended to the original 1972 nomination to include buildings designed in the Colonial Revival style. Many of these were designed by Heflin, and the train station was one of the catalysts for this design trend. Given its exceptional integrity of location, design, setting, feeling, association, workmanship and materials, as well as its importance as an early Colonial Revival building designed by Peck Heflin, it is recommended that the Fredericksburg Train Station is eligible for the NRHP under Criterion C. As an architectural resource, the property was not evaluated under Criterion D. In sum, the Fredericksburg Train Station is **recommended as individually eligible under Criteria A and C and is a contributing element to the Fredericksburg Historic District (111-0132).**

The proposed NRHP boundary for the Fredericksburg Train Station at 200 Lafayette Boulevard follows the legal lot description for two parcels in their entirety (Parcel Numbers 7789-23-2444 and 7789-23-3302) as well as the CSXT-owned railroad tracks that separate the two parcels (Figure 3-51). It is bounded on the north by Lafayette Boulevard, on the west by Princess Street, on the south by a series of parcels (Parcel Numbers 7789-23-3296, 7789-23-2199, and, 7789-23-2233), and on the east by Caroline Street. The proposed boundaries include the train station, passenger waiting station, two-story freight tower lift, concrete platform, metal canopy, elevator tower, small parking areas and poured-concrete sidewalks. The period of significance for the Fredericksburg Train Station begins with its construction date in 1910. Because it continues to be associated with railroad traffic in Fredericksburg, the DC2RVA Team applied the NPS 50-year-rule for defining periods of significance for resources "where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). As such, the period of significance spans from 1910 to 1968.

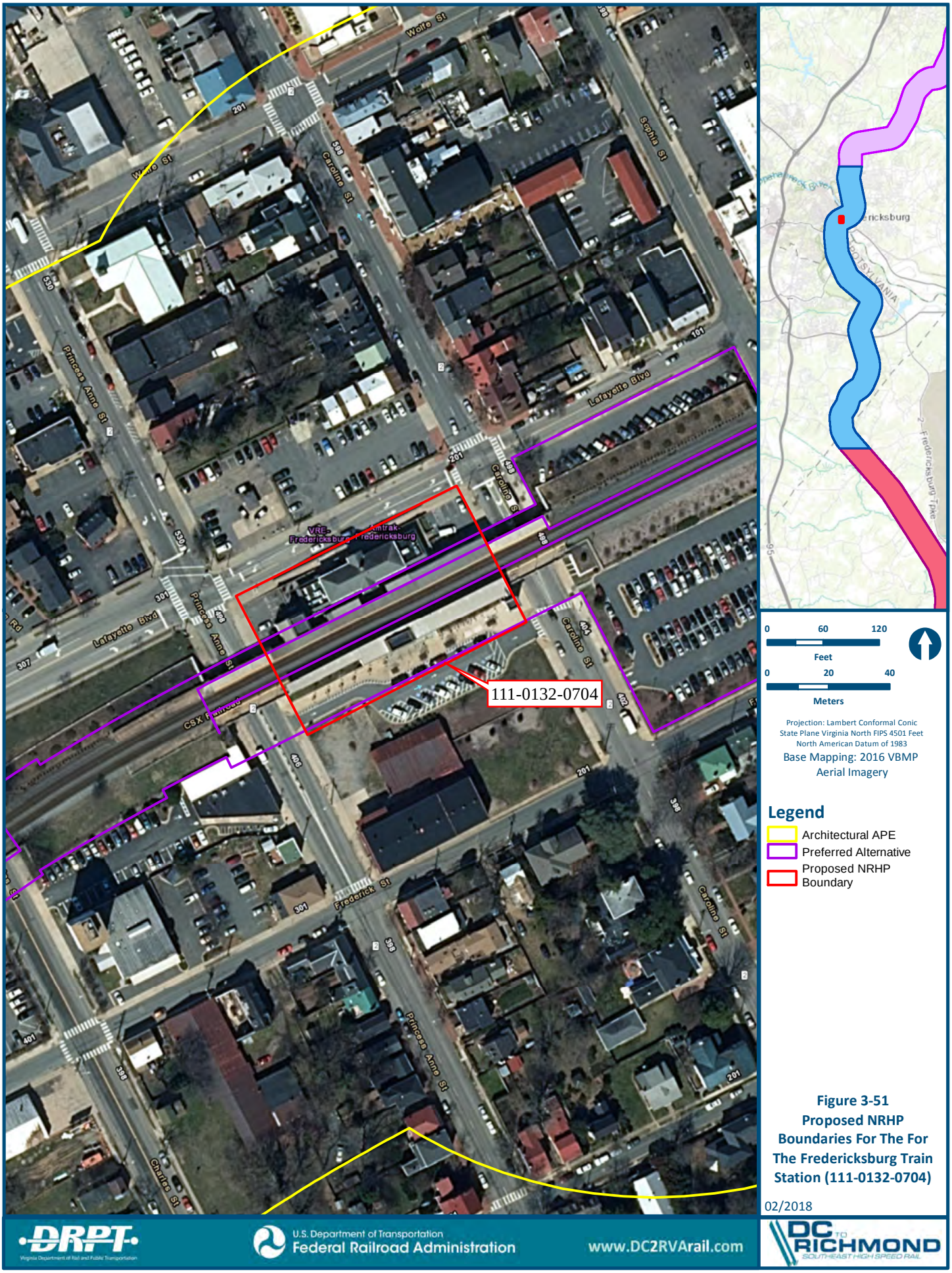


Figure 3-51
Proposed NRHP Boundaries For The For The Fredericksburg Train Station (111-0132-0704)

02/2018

3.5 PURINA TOWER COMPLEX (111-0132-0020)

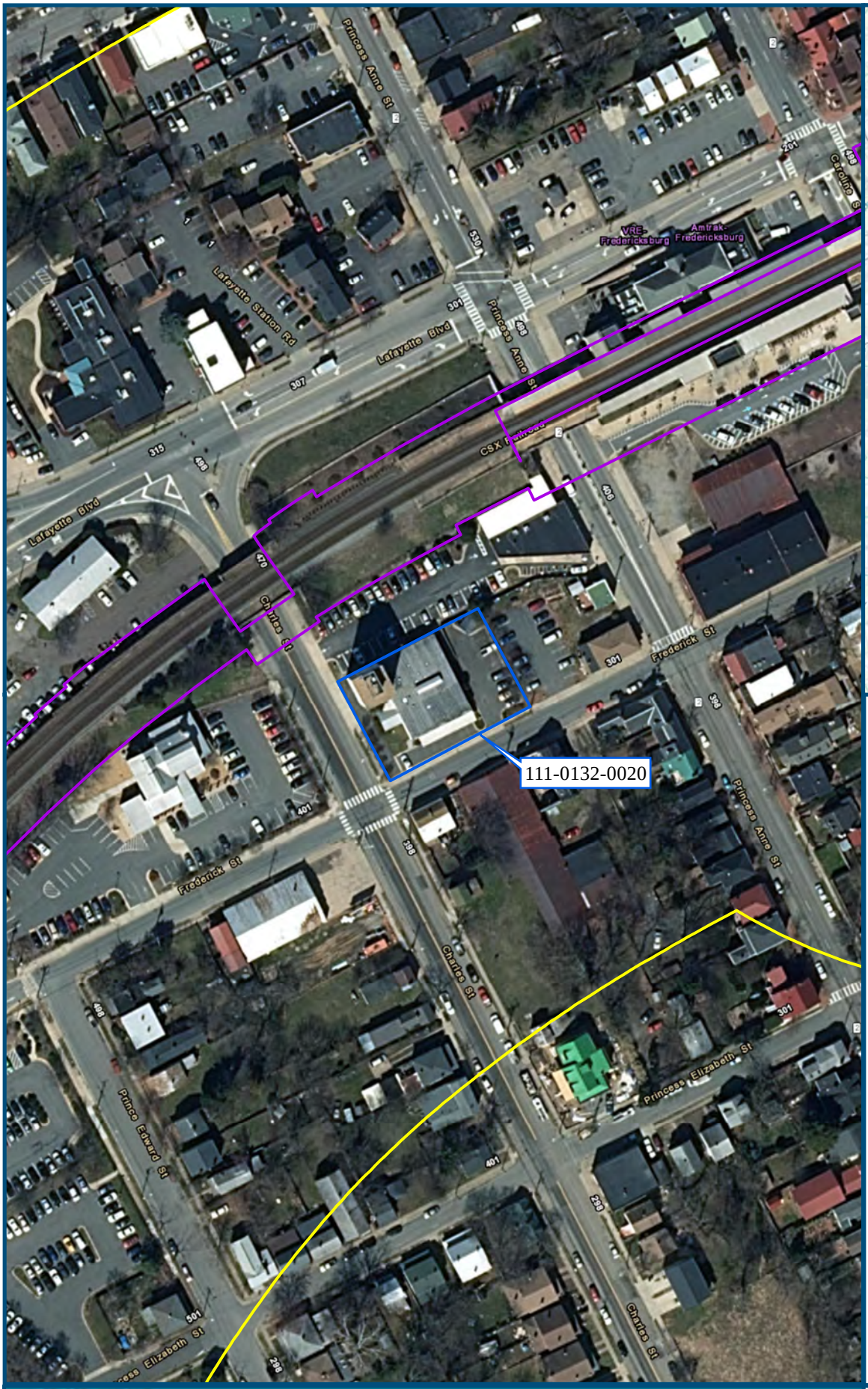
The industrial building complex at 401–403 Charles Street, known locally as the Purina Tower Complex (111-0132-0020), is located within the boundaries of the Fredericksburg Historic District (111-0132) in the City of Fredericksburg, Virginia, along the western bank of the Rappahannock River. The building occupies a 0.36-acre parcel on the northwest corner of the intersection of Frederick and Charles Streets, just south of the CSXT elevated railroad tracks in the city's downtown district (Figure 3-52).

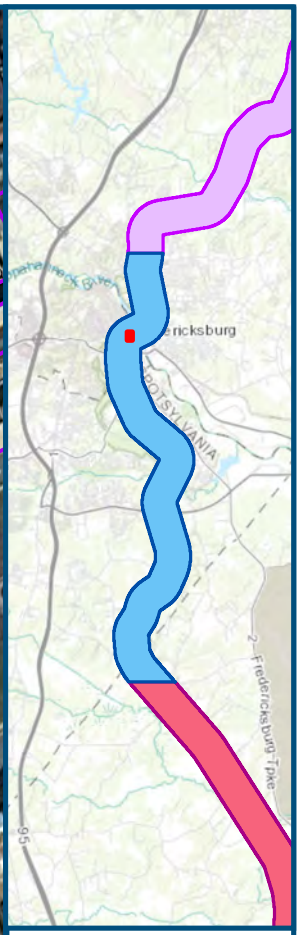
The areas to the immediate north, east, and west of the property are largely industrial in character, embodied in the CSXT railroad tracks and train station, several late-nineteenth and early-twentieth-century warehouses, and the city's one-time gas plant building. The areas to the south and southeast are primarily residential, populated by single-family homes of varying size and style dating from the late nineteenth-century through the present.

3.5.1 Historic Context

The parcels presently associated with 401–403 Charles Street were part of a larger, 330-acre tract purchased by Roger Dixon shortly after his arrival in Fredericksburg in 1749. More specifically, the present-day property was part of lot 220 on block 60, platted by Dixon in 1752. As shown on the map in the figure below (Figure 3-53), the northern boundary of his land extended at an angle through block 60 and a portion of lot 220. Interest in Dixon's real estate venture was slow to manifest. Though he had sold 33 of the platted lots by the early 1760s, few had been improved in any substantial way (Loyd n.d.). Lot 220 was sold in 1765 (CFDB F:694).

The first reference to any standing structures on lot 220 appears in 1834, when the property's then-owner, John Metcalf, paid fees on a building valued at $100.00 (Stanton 2013). A dwelling is noted in the 1886 Sanborn Fire Insurance map at the northeast corner of Frederick and Charles Streets (Figure 3-54) (Sanborn Map Company 1886). In 1909, the estate of Thomas Griffin was charged a fee on a portion of lot 220 valued at $200.00 and a building—presumably the dwelling on the southwest corner of the parcel—assessed at $50.00. The house was apparently demolished shortly thereafter as the following year's tax rolls list no structure and a note appearing in the page margin read, "small building off" (Stanton 2013). Five years later, in 1914, the heirs of Thomas Griffin (dec.) sold the 30 by 165-foot property along the west side of lot 22, to local businessmen, Edgar M. Young and Houston K. Sweetser (CFDB 48:545).





0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Resource Boundary

Figure 3-52
Location Of The Purina Tower Complex (111-0132-0020)

02/2018

DRPT Virginia Department of Rail and Public Transportation
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

\\DT52\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_PHII.mxd | Last Updated: 02.19.2018

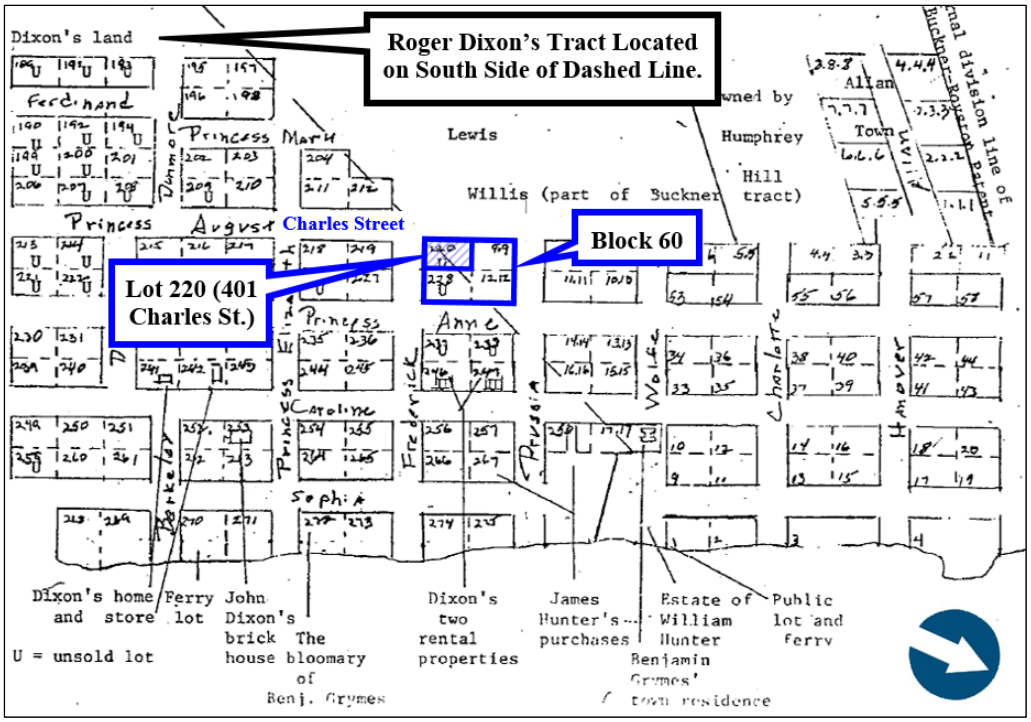


FIGURE 3-53: THE LOCATION OF PRESENT-DAY 314-316 FREDERICK STREET AS SHOWN ON A MAP OF LOWER FREDERICKSBURG IN 1768 (FELDER 1982). NOTE: DIXON'S LAND IS ON LEFT SIDE OF THE DASHED LINE. (MAP NOT TO SCALE)

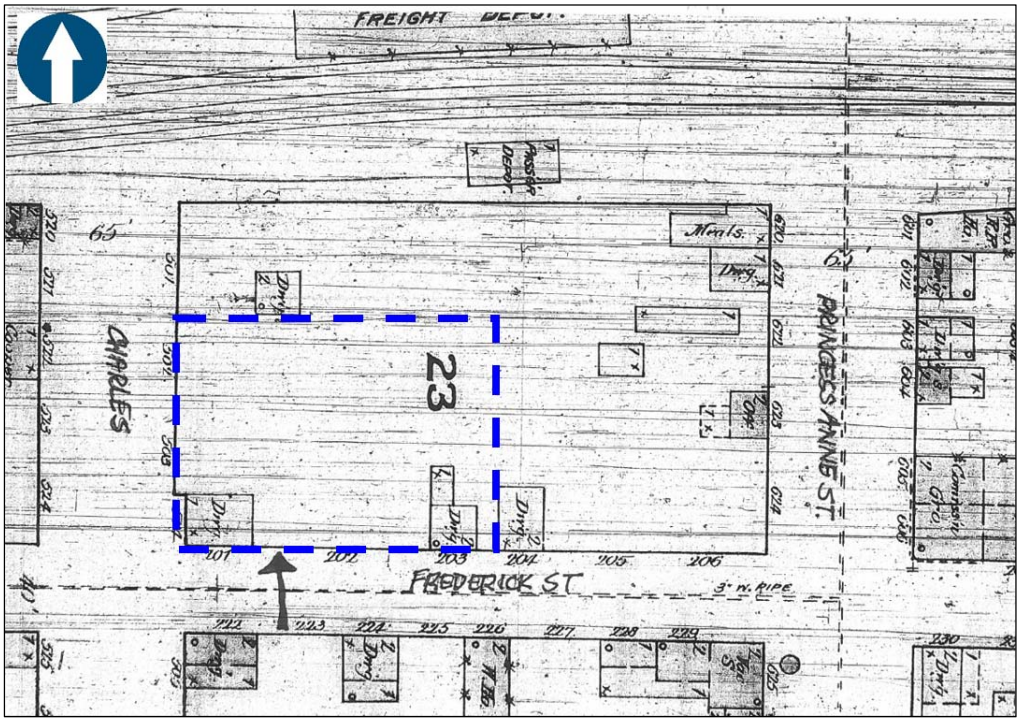


FIGURE 3-54: PROPERTY ASSOCIATED WITH PRESENT-DAY 401 CHARLES STREET AS SHOWN ON AN 1886 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1886). *NOTE*: APPROXIMATE BOUNDARIES OF PRESENT-DAY PROPERTY OUTLINED IN BLUE. (MAP NOT TO SCALE)

The new owners were partners in "a feed and grain concern" known as the Young-Sweetser Company (Fredericksburg Free Lance-Star 1961). The enterprise had been established two years prior, and the pair were looking to expand. In 1915, they enlarged their existing 30 foot by 165 foot site (Parcel 1) through two additional acquisitions. The first, an east-adjoining, 78 foot by 104 foot property (Parcel 2), was purchased from the RF&P Railroad (CFDB 49:11). As part of the deal the railroad received a 30 foot by 68.5 foot section excised from the north end of the parcel acquired from the Griffin estate the year before. The second (Parcel 3) was another east-adjoining, 43 foot by 104 foot lot (CFDB 49:94). The approximate boundaries of the three acquired properties are shown on the 1919 Sanborn map (Figure 3-55) (Sanborn Map Company 1919). Also visible on the 1919 map is a new warehouse building, which according to land tax records, was likely constructed around 1916, and a new rail spur line extending along the north edge of the property (Stanton 2013). By 1920, this building had either been replaced by, or incorporated into, a new, larger warehouse and a six-story, concrete grain elevator appended to the northwest corner. An advertisement for the Young-Sweetser Company appearing in the 1921 Fredericksburg City Directory specifically noted the "new concrete elevator and warehouse" (Fredericksburg City Directory 1921). The new facility is visible on the 1927 Sanborn map below (Figure 3-56). Also shown are a square-shaped, one-story, frame addition at the south end of the warehouse's west elevation, a frame canopy along the west elevation of the grain elevator, and a rectangular clerestory centered on the main block's roof.

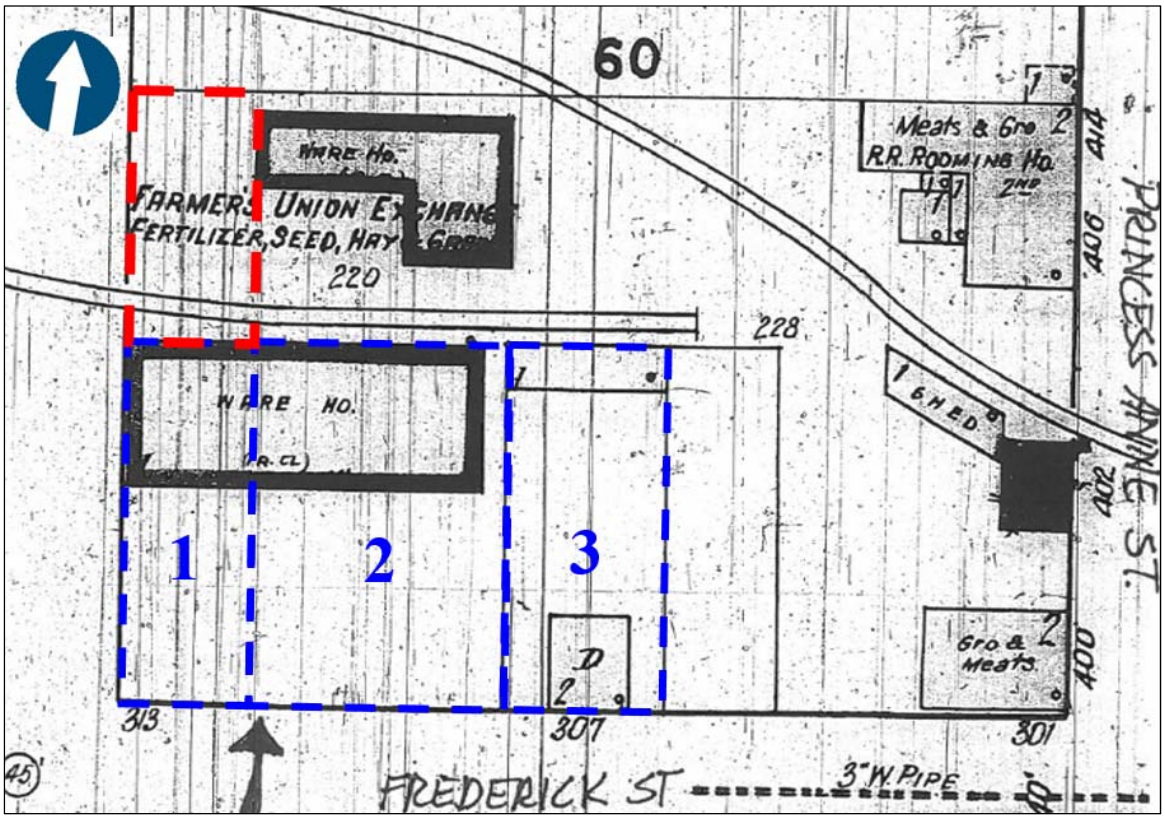


FIGURE 3-55: PROPERTY ASSOCIATED WITH PRESENT-DAY 401 CHARLES STREET AS SHOWN ON A 1919 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1919). NOTE: THE PARCEL OUTLINED IN RED IS THE 30-BY-68.5 FOOT PARCEL CONVEYED BY YOUNG AND SWEETSER TO THE RF&P RAILROAD IN 1915 (CFDB 49:11). (MAP NOT TO SCALE)

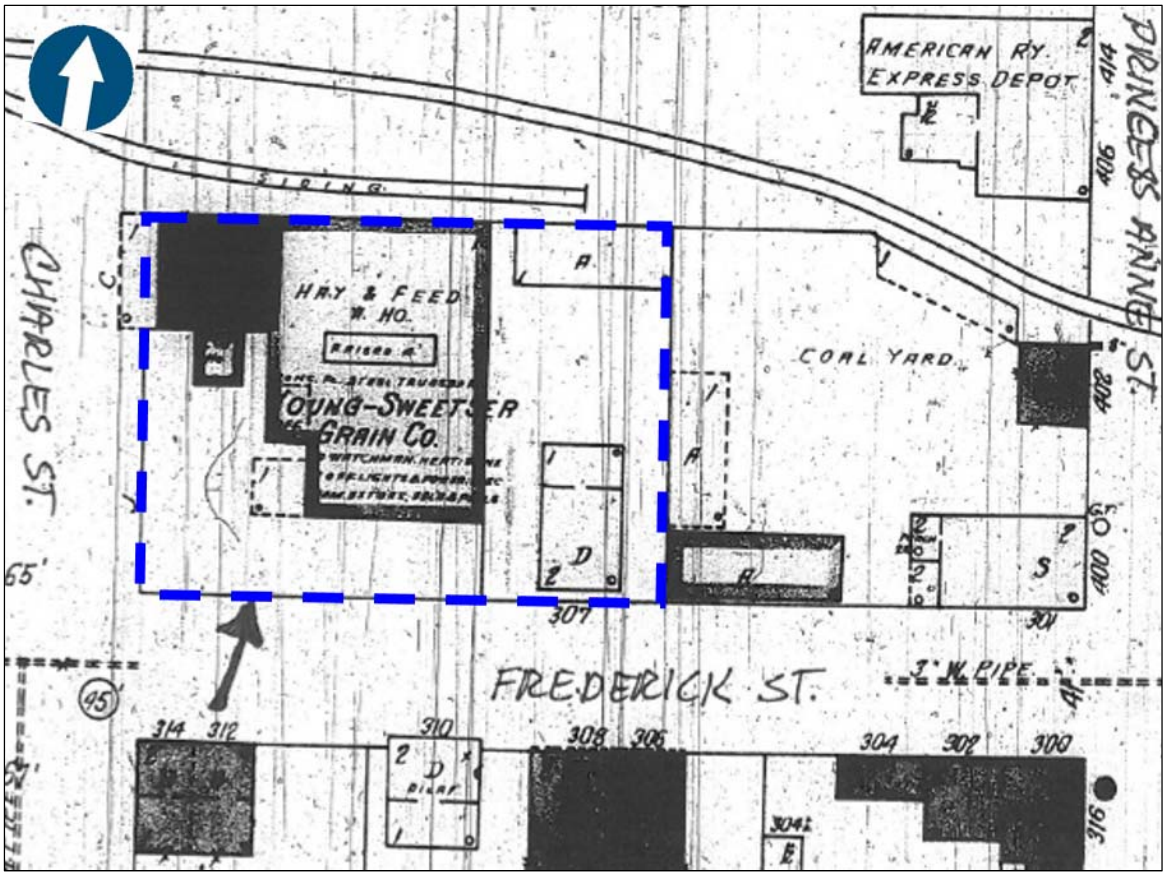


FIGURE 3-56: 401 CHARLES STREET PROPERTY SHOWN ON A 1927 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1927). *NOTE:* APPROXIMATE BOUNDARIES OF PRESENT-DAY PARCEL OUTLINED IN BLUE. (MAP NOT TO SCALE)

The grain elevator, built by the Deverell-Spencer Co. of Baltimore, Maryland, was erected on a concrete slab using a slip-form method (Heverin 1997). The slip-form method utilizes formwork raised vertically in a continuous process to extrude a reinforced concrete section that is suitable for construction of high-rise structures, such as towers (MPA 2018). The finished structure stood 88 feet tall with a storage capacity of 20,000 bushels of grain. It was built on a "unit plan" that could be expanded by simply appending additional silo bins. Grain was transported by train car using the rail spur, by river barges, and by truck to one of two loading doors on the Charles Street side and north elevation of the tower. The facility was outfitted with the latest machinery for cleaning, weighing, distributing, elevating, and storing the grain. "Nothing so voluably typifies progress as to view the big concrete grain elevator of the Young-Sweetser Co. here and compare it with conditions in olden times for handling and keeping grain crops" (Fredericksburg Daily Star 1919; Fredericksburg Free Lance-Star 1922). Reportedly the only "large elevator between Richmond and Washington," it had an immediate impact, helping connect area farmers with a larger market for their products (Fredericksburg Free Lance 1922). As seen in a 1930s photograph, the rail siding ran along the north side of the building where grain could be loaded and unloaded from cars through a door on the north side of the elevator (Figure 3-57).

FIGURE 3-57: HALL FAMILY WALKING TO CHURCH ON LAFAYETTE BOULEVARD IN 1949. PURINA TOWER VISIBLE IN THE BACKGROUND TO THE RIGHT. (STROBEL 2015)

The Young-Sweetser Company's business continued to thrive until the mid-century; however, in the 1950s things changed as the enterprise faced increasing competition from other local grain companies like Germania Mills and Roxbury Mills, which, by then, had also constructed large-volume elevators. The operation continued, supported mainly by smaller volume customers, and focus gradually shifted from bulk grain shipments to more "specialized feeds and prepared mixtures" (Figure 3-58) (May 1987:6). In 1961, the company's remaining founder, H. K. Sweetser, passed away (Edgar M. Young had died in 1944). The business continued for another two decades under the direction of his widow, Mary Sweetser, who had joined the board of directors in the 1930s, and their son, Robert Moore. In 1981 however, following the deaths of Mary Sweetser and Robert Moore, the company was sold and the tenure of the Young and Sweetser families ended (May 1987:4-8).

The new owner, the Farm and Tack Supply Company, Inc., which had been operating out of the facility since 1966, was owned by the Redgrave family. The Young-Sweetser Company's feed business continued, but the product line had been expanded to include horse tack, pet supplies, and leather goods. The elevator remained in operation for another five years, but by 1986, the interior machinery had become too outdated and was shut down for good (May 1987:6). The Farm and Tack Supply Company remained in business until 1992 and two years later (1994), the 401 Charles Street property was sold to an LLC (Prime Properties, LLC) whose principal had plans to adapt the warehouse and elevator for use as a health club (Amrhine 2001; CFDB 275:467). Those plans failed to manifest, and five years later (1999) the site was acquired by its current owner, Hamilton Palmer (CFDB 330:500).

In the early 2000s, a portion of the warehouse interior was reconfigured to provide office and meeting spaces, and a rehabilitation of the facility was completed. The rehabilitiation work

included repairs to the exterior concrete walls of the grain elevator. An open area along the east side of the warehouse was paved for parking and the tower's familiar checkerboard paint scheme was refreshed around this time as well. The original checkerboard paint scheme had reportedly been paid for by one of Young-Sweetser's largest clients, the Purina Company, as an advertisement likely sometime after the 1950s (Amrhine 2001; May 1987:6; Staley 2005:4).

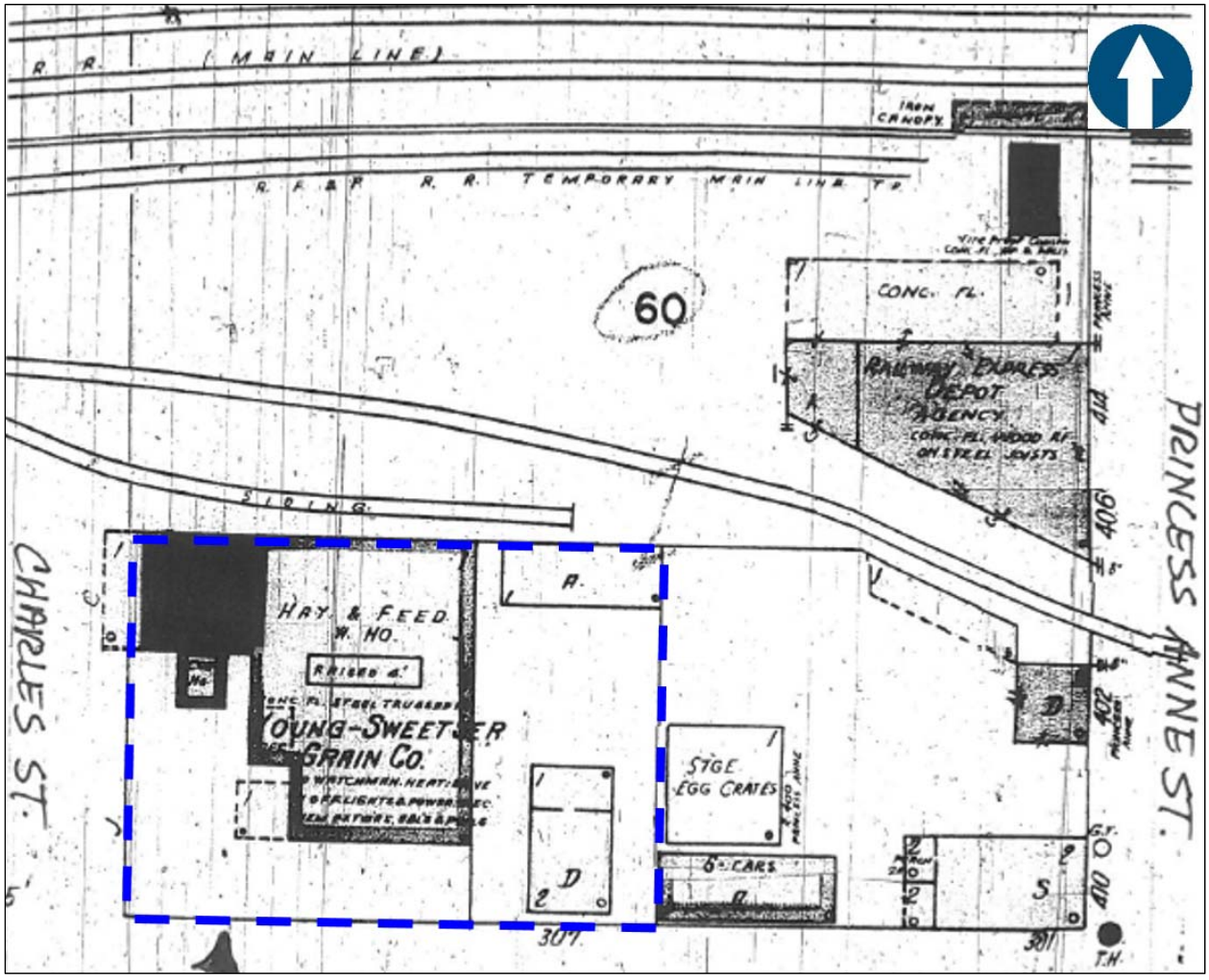


FIGURE 3-58: 401 CHARLES STREET AS SHOWN ON A 1941 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1941). *NOTE:* APPROXIMATE BOUNDARIES OF PRESENT-DAY PROPERTY OUTLINED IN BLUE. (MAP NOT TO SCALE)

3.5.2 Architectural Description

3.5.2.1 Primary Resource Exterior

The industrial building complex at 401–403 Charles Street, known as the Purina Tower Complex, is located on the southwest corner of the Charles and Frederick Streets intersection on a lot approximately 0.36 acres in area and roughly 104 by 150 feet in dimension (Figure 3-59). The facility, which includes a large, one-and-a-half-story, warehouse main block and a six-story, concrete, grain elevator appended to its northwest corner, sits slightly set back from Frederick Street on the south and Charles Street on the east with its primary elevation facing south. Paved parking areas border the north, south, and east sides of the building, and a paved driveway extends in a north-south direction along the west elevation. Landscaping is limited to several modestly sized trees planted in the east-side parking area, along the sidewalk on the west side of the structure, and adjacent to the side entrance centered on the building's west elevation. Manicured shrubs also line portions of the west and east elevations. The latter screen a gas meter and its associated piping installed along the foundation. A vertical-plank wood fence extends eastward from the northeast corner of the building along the north side of the east-adjoining parking area (Figure 3-60).

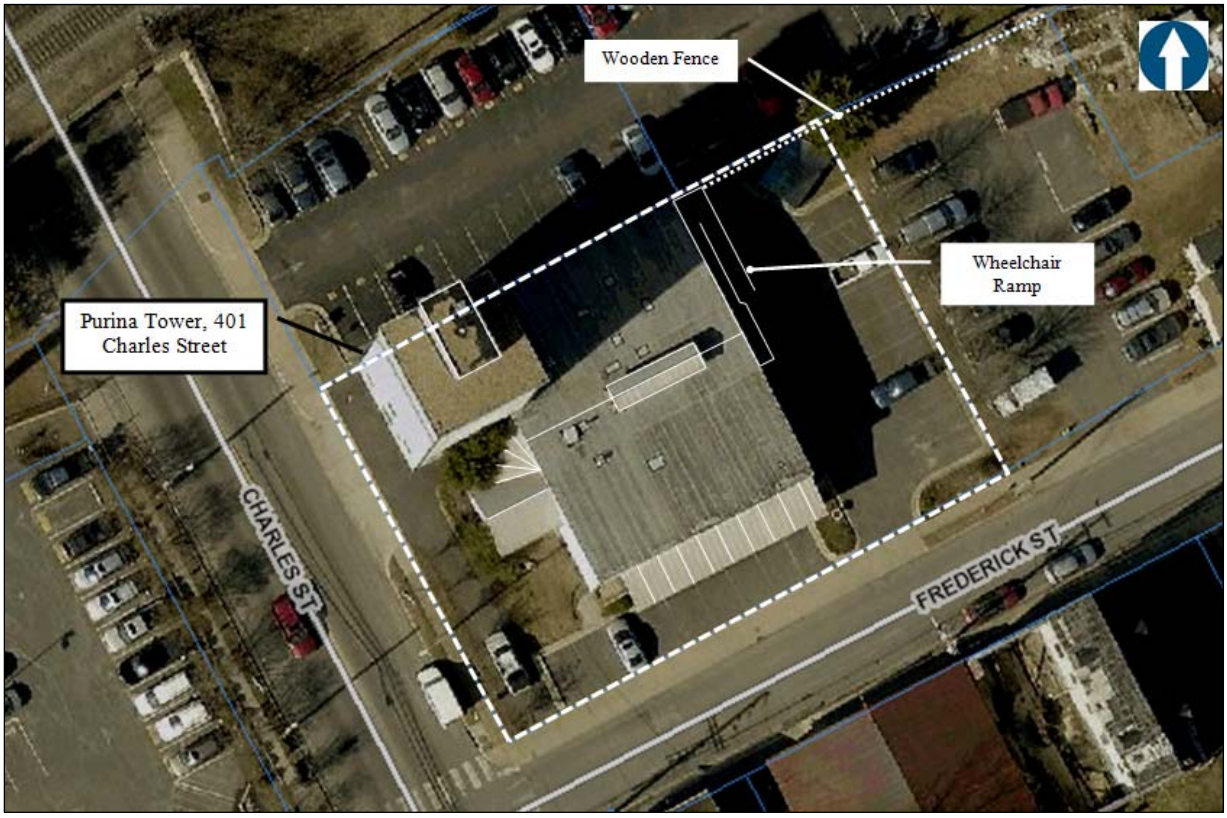


FIGURE 3-59: SITE PLAN OF 401 CHARLES STREET (111-0132-0020), FREDERICKSBURG, VIRGINIA, AS SHOWN ON A 2014 AERIAL PHOTOGRAPH (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

FIGURE 3-60: SOUTHEAST OBLIQUE VIEW OF PURINA TOWER COMPLEX

The warehouse section has a slightly raised, concrete-block foundation. The brick-and-wood frame is clad on the south and east elevations in corrugated metal, and parged along the west side. The north elevation is an aluminum-framed, glass curtain wall supported by a slightly raised brick foundation with concrete piers. The low-pitched, side-gable roof is sheathed in standing seam metal. A narrow, gable-roofed clerestory extending east-west along the central portion of the roof peak provides light to the interior (Figure 3-61 and Figure 3-62).

A wood porch, raised on square wood piers and framed by a balustrade of simple, square spindles, extends nearly the full length of the south elevation. A shed roof clad in corrugated metal extends out over the porch and a set of wood steps at the east and west ends provide access. Both have a single wood railing on their south (outer) side. The main entrance is marked by a set of recessed metal doors with a 14-pane, metal-framed, glass surround located near the center of the south facade. The current owner and his staff generally access the building via a single wood door situated near the west end of the south elevation. The door has a three-panel lower half and a three-light glass section in its upper half covered by metal-framed, wire mesh. A similarly designed entrance is also present on the building's east elevation. Access is provided via a set of wood steps or a bi-directional wood access ramp. There are several other secondary entrances. A metal gate in the corrugated metal wall between the west elevation's one-story addition and the grain elevator, leads to an open-air, side porch entry. A set of metal steps flanked by metal railings ascend to a triangular-shaped wood deck bordered by a metal balustrade. A wood-framed glass door at the back of the deck provides interior access. There are also two glass doors, separated by a narrow glass panel near the center of the glass wall, on the north elevation. Square, metal, access panels on the west elevation of the main block, the south wall of the one-story addition, and near the midpoint of the raised brick foundation on the north elevation provide basement level access.

Fenestration on the south elevation of the main warehouse block includes a single one-over-one, double-hung, wood window located just west of the entry door at the west end of the elevation, four, three-pane, wood-framed, casement windows centered in each of the four eastern bays just below the roof edge, and a glass block window under the porch. There are two, fixed, three-pane windows in the south half of the west elevation. An additional one-over-one, double-hung window is visible near the tympanum area on the west elevation.

FIGURE 3-61: SOUTHWEST OBLIQUE VIEW OF PURINA TOWER COMPLEX

FIGURE 3-62: NORTHEAST OBLIQUE VIEW OF PURINA TOWER COMPLEX

There are two additions present, including a one-story, one-bay section on the west elevation that once housed a greenhouse and a six-story grain elevator adjoining the northwest corner of the main block. The one-story addition is situated near the southern end of the main block's west elevation. Its raised concrete-block foundation contains a full basement and supports a parged brick frame. The steeply-pitched, front-gabled roof is sheathed in standing seam metal with overhanging raking eaves supported by simple brackets. A slightly overhanging section of roof on the front (west) elevation is supported three wood brackets situated at either end and below the peak. Fenestration includes two, double, six-light, casement windows topped by four-light transoms on the south wall and one more located just south of the midline of the west elevation (Figure 3-63). A small, four-light, casement window occupies the north side of the latter.

On the west elevation there are two small, three-pane, casement windows located mid-way up the wall on the south side of the one-and-a-half-story addition and a new one-over-one, double-hung unit positioned near the roof peak just below the cornice on the north side of the addition (Figure 3-64). There are also five fixed, three-pane windows at the basement level, including two on the north and south elevations and one centered on the west elevation.

FIGURE 3-63: WEST ELEVATION OF THE ONE-STORY ADDITION ON WEST ELEVATION OF WAREHOUSE BLOCK AT PURINA TOWER COMPLEX

FIGURE 3-64: DETAIL VIEW OF METAL CASEMENT WINDOW

The second addition is the multi-story grain elevator which is approximately 80 feet tall (Figure 3-65). A raised concrete foundation set upon a concrete slab base supports a steel-reinforced, poured-concrete frame with a parged exterior. The flat, tar-and-pebble clad roof has slightly overhanging eaves supported by simple triangular brackets. Centered on the roof is a rectangular-shaped, concrete cupola with a hipped roof and the same overhanging eaves and brackets as the main tower block.

There are two sets of double-leaf doors just above the raised foundation at the center of the north and west elevations. Each is wood sheathed in metal. The tower's windows are primarily located in the upper and lower bays, and include original, 12-light, metal-framed units with pivoting, six-light, central sections; a single 12-light metal unit with an upper eight-light pivoting section, and four-pane, wood-framed, awning windows at ground level of the north, south and west elevations.

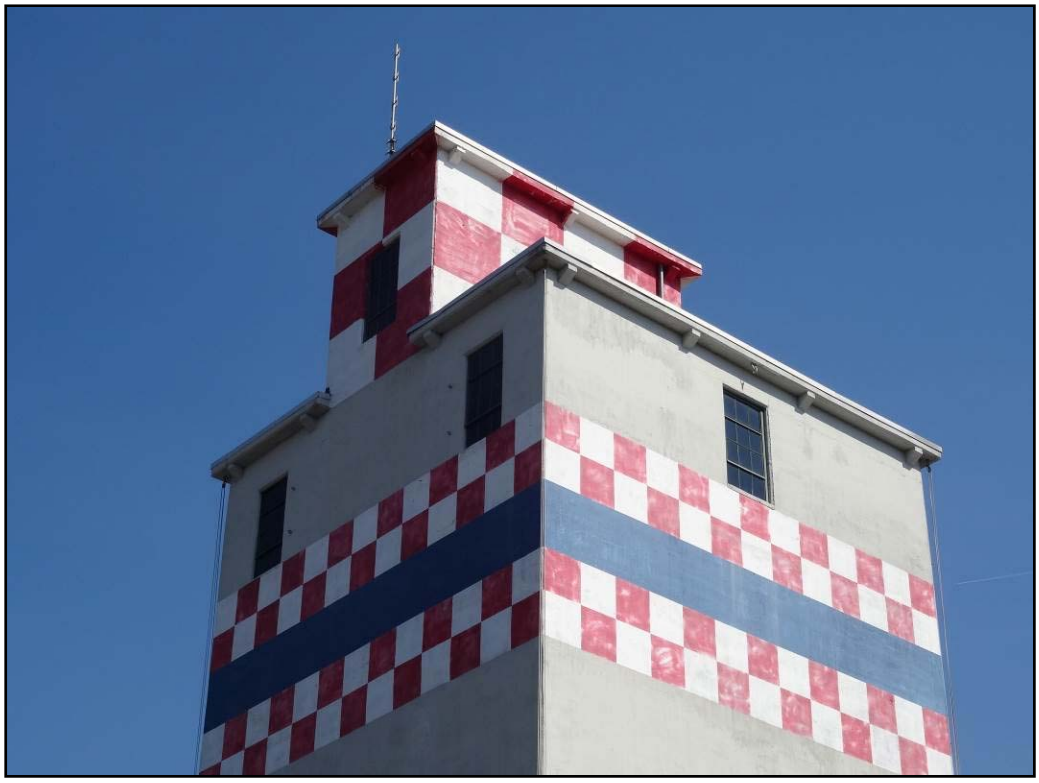


FIGURE 3-65: CLOSE-UP VIEW OF GRAIN ELEVATOR ROOF AND CUPOLA OF PURINA TOWER

3.5.2.2 Primary Resources Interior

The majority of the warehouse interior is open, save for a long, narrow, frame-walled section in the southwest corner that contains office spaces, a meeting room, and bathroom facilities. This corner section is internally subdivided by a frame wall that extends north-south through its center. The single, wood-paneled door near the west end of the main block's south elevation opens into a long, narrow, open space on the west side of this dividing wall, containing work areas. On the west wall, a few feet north of the entrance, stands a square cubicle bordered by low frame walls on its north, south, and east sides. A door on the east wall, across from the cubicle, accesses a meeting room/conference space. The rest of this area is open with several desks and tables along each wall. Original wood flooring is visible in the middle section of this space, with remainder covered in carpet. The walls and ceiling in this southwest corner section are finished in sheetrock (Figures 3-66 through 3-68).

A short distance north of the cubicle, a pair of wood doors on the west wall open into a square room that once housed the facility's greenhouse (but now serves as office space). The original pine wood floor in this room, which is now used as office space, is in generally good condition. Wood shelves frame the entrance on the room's east wall. Just north of the door to this space is a set of concrete steps that descend to the basement level. Metal railings and metal mesh frame the landing. On the east wall directly opposite the stairwell, is a solid wood door that opens into a square-shaped space. Solid wood doors on the north and south walls open into modern bathrooms. A third solid wood door near the southeast corner of the room leads to a narrow wood staircase that ascends to an unfinished attic space above. The remaining wood door centered on the east wall opens into the adjoining warehouse space.

A door at the north end of the long, narrow office/work space also opens into the building's open warehouse section. The exposed, wood roof framing visible in the ceiling is supported by large steel rafters and wood-boxed, steel columns positioned at the corners of each structural bays (Figure 3-69). The wood floors in this section of the warehouse are original and in generally good condition.

A large, sliding, metal door near the northwest corner of the warehouse space opens into the ground floor (working level) of the grain elevator tower. The majority of the original mechanical equipment, with the exception of a few elements stored in the northeast corner of the ground floor space (Figure 3-70), has been removed. The walls and ceiling are exposed concrete. Evenly distributed square holes, which mark the locations of the elevator's grain storage bins, are also visible in certain areas of the ceiling. One of the bays near the northwest corner of the tower extends as an open shaft to the floor of an enclosed space at the upper-most level. A metal ladder is affixed to the shaft's east wall and a pair of large beams is present on the west wall (possibly associated with a "man lift" mechanism used to transport workers up and down the tower). Two of the bays along the west wall are partially enclosed on the second level by frame walls with a door centered on the east side. A one-by-two-bay portion of the ground floor's southeast corner is enclosed and houses a small work/tool shop.

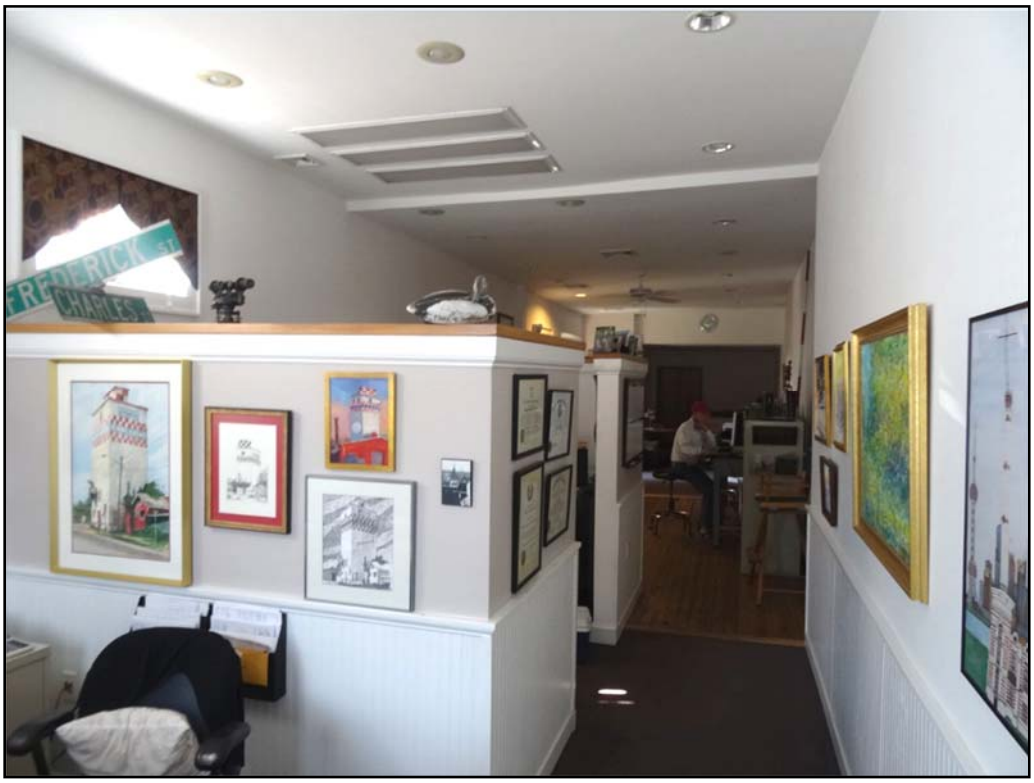


FIGURE 3-66: VIEW OF OFFICE SPACES IN WAREHOUSE, LOOKING NORTH

FIGURE 3-67: VIEW OF OFFICE SPACES IN WAREHOUSE, LOOKING SOUTH

FIGURE 3-68: INTERIOR OF WAREHOUSE SPACE, LOOKING SOUTH

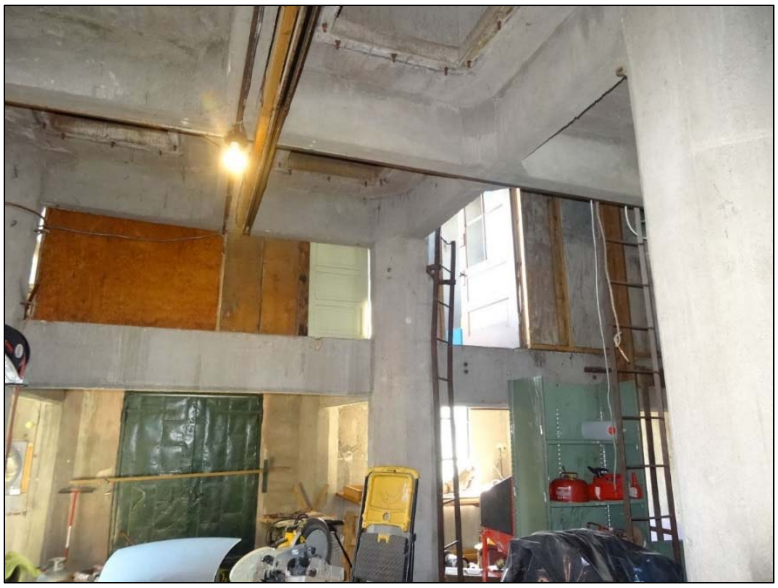


FIGURE 3-69: INTERIOR OF GRAIN ELEVATOR TOWER, LOOKING WEST-NORTHWEST

FIGURE 3-70: PART OF THE ORIGINAL MACHINERY IN THE GRAIN ELEVATOR

3.5.3 NRHP Evaluation

The industrial building known as the Purina Tower Complex (111-0132-0020) at 401–403 Charles Street is a former grain storage and shipping facility constructed in the early-twentieth century. It is one of downtown Fredericksburg's most familiar and important landmarks and has helped define the community's skyline for nearly a century. The multi-story, reinforced-concrete grain elevator was completed in 1920 and operated continuously until 1986. It was the first, and for several decades only, high-capacity facility in the Fredericksburg region and had an important impact on the area's agricultural economy during the first half of the twentieth century. The Young-Sweetser enterprise helped connect local and regional farmers with a broader market,

reaching as far as the Chesapeake Bay, and "created a link between agriculture and industry" (NPS 1986).

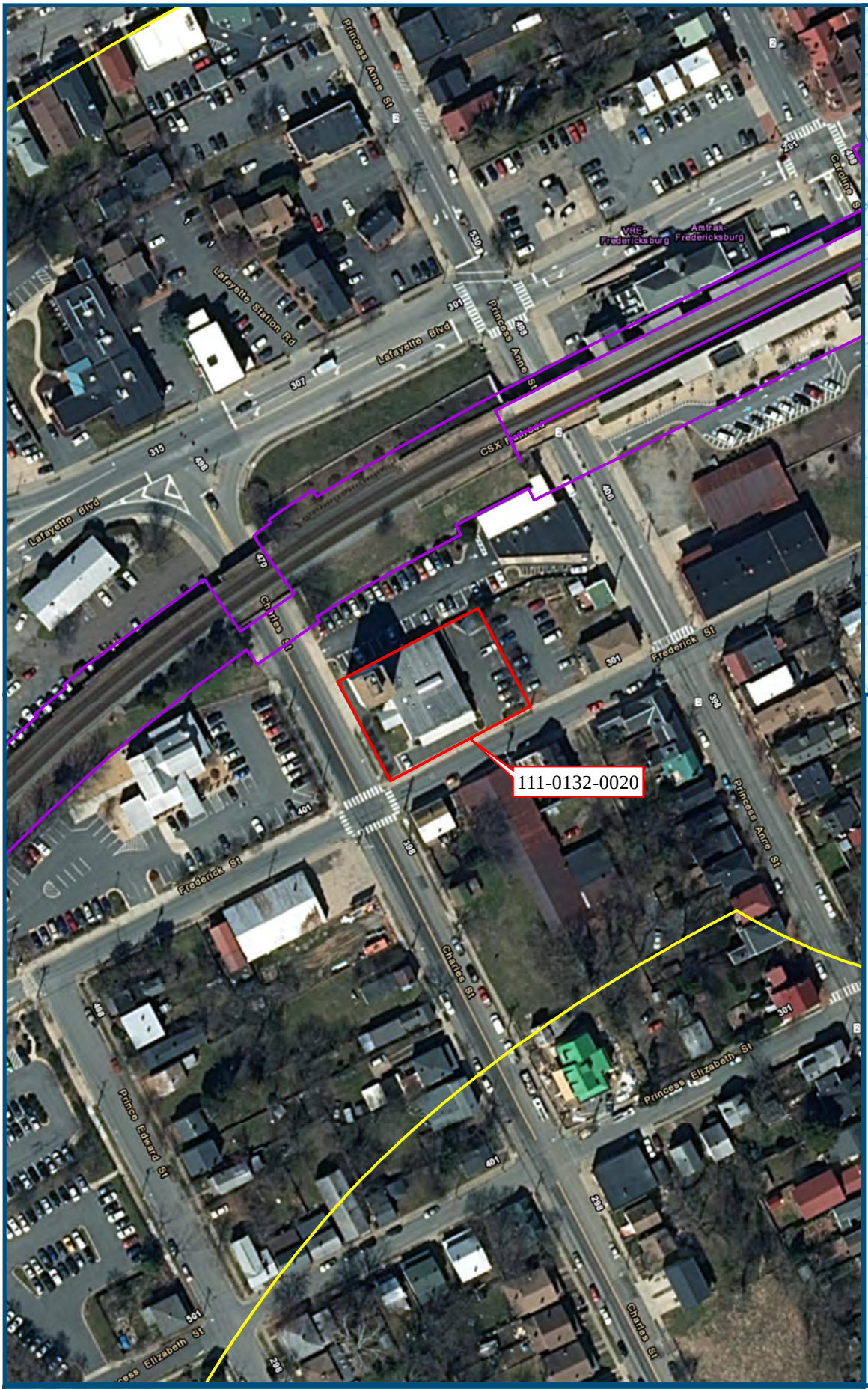
It is one of the few, and possibly only, surviving reinforced-concrete buildings in Fredericksburg constructed using the slip-form method (May 1987:7). As previously discussed, this technique, which was developed in the late-nineteenth century, greatly enhanced the concrete construction process by allowing for a continuous pour (versus pouring in stages and waiting for each to dry) and saving significant time and cost. The facility remains in generally good condition and retains sufficient integrity of location, design, workmanship, setting, feeling, association, and materials, including original windows and interior wood flooring. The interior layout of the warehouse was altered somewhat in the 2000s when the current owner adapted a portion for use as office space. The resulting changes, including the addition of frame walls and new bathrooms are largely reversible.

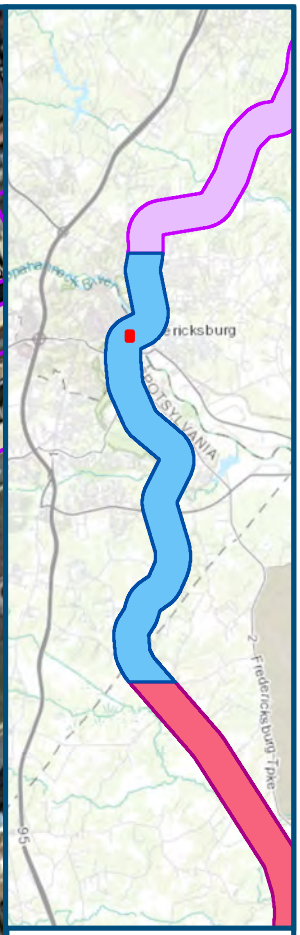
The Purina Tower Complex is recommended eligible for individual listing in the NRHP under Criterion A, at the local level, in the areas of commerce and transportation. The 1920 grain elevator was the first high volume grain shipping and storage facility built in the area and shipped and received product by wagon, truck, train and barge. It had a substantial impact on the region's farmers and agricultural economy. The property bears no known associations with any particularly significant individuals, and is therefore not recommended eligible for listing in the NRHP under Criterion B. This resource is also recommended eligible for listing in the NRHP under Criterion C as a representative example of an early-twentieth century, high capacity grain elevator and shipping/storage facility, as well as a specific construction method known as slip-form, reinforced-concrete grain elevator. As an architectural resource, the property was not evaluated under Criterion D.

In sum, the early-twentieth century warehouse and grain elevator known as Purina Tower Complex at 401–403 Charles Street is **recommended eligible for the NRHP under Criterion A at the local level for its importance to the Fredericksburg area's agricultural economy, and under Criterion C at the local level as an example of an early-twentieth century, slip-form, reinforced concrete grain elevator**.

Additionally, this resource is situated within the boundaries of the Fredericksburg Historic District (111-0132). Its date of construction falls within the District's period of significance (1721–1921) and the building's design is reflective of the city's prevailing architectural and historic trends. As such, the property should be considered **a contributing element to the Fredericksburg Historic District**.

The proposed NRHP boundary for the Purina Tower Complex at 401–403 Charles Street follows the legal lot description for one Fredericksburg City parcel (Parcel Number 7789-23-0003) (Figure 3-71). The lot is bordered on the west by Charles Street, on the south by Frederick Street, and on the north and east by lots predominately filled with asphalt parking lots (Parcel Numbers 7789-23-1019, 7789-23-1107, and 7789-13-9170). The proposed boundary includes the Purina Tower and two asphalt parking areas. The period of significance for the Purina Tower starts in 1916, the date of its construction, and ends in 1992, when it stopped being associated with Fredericksburg's agricultural scene.





0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Proposed NRHP Boundary

Figure 3-71
Proposed NRHP Boundaries For The Purina Tower Complex (111-0132-0020)

02/2018

DRPT Virginia Department of Rail and Public Transportation
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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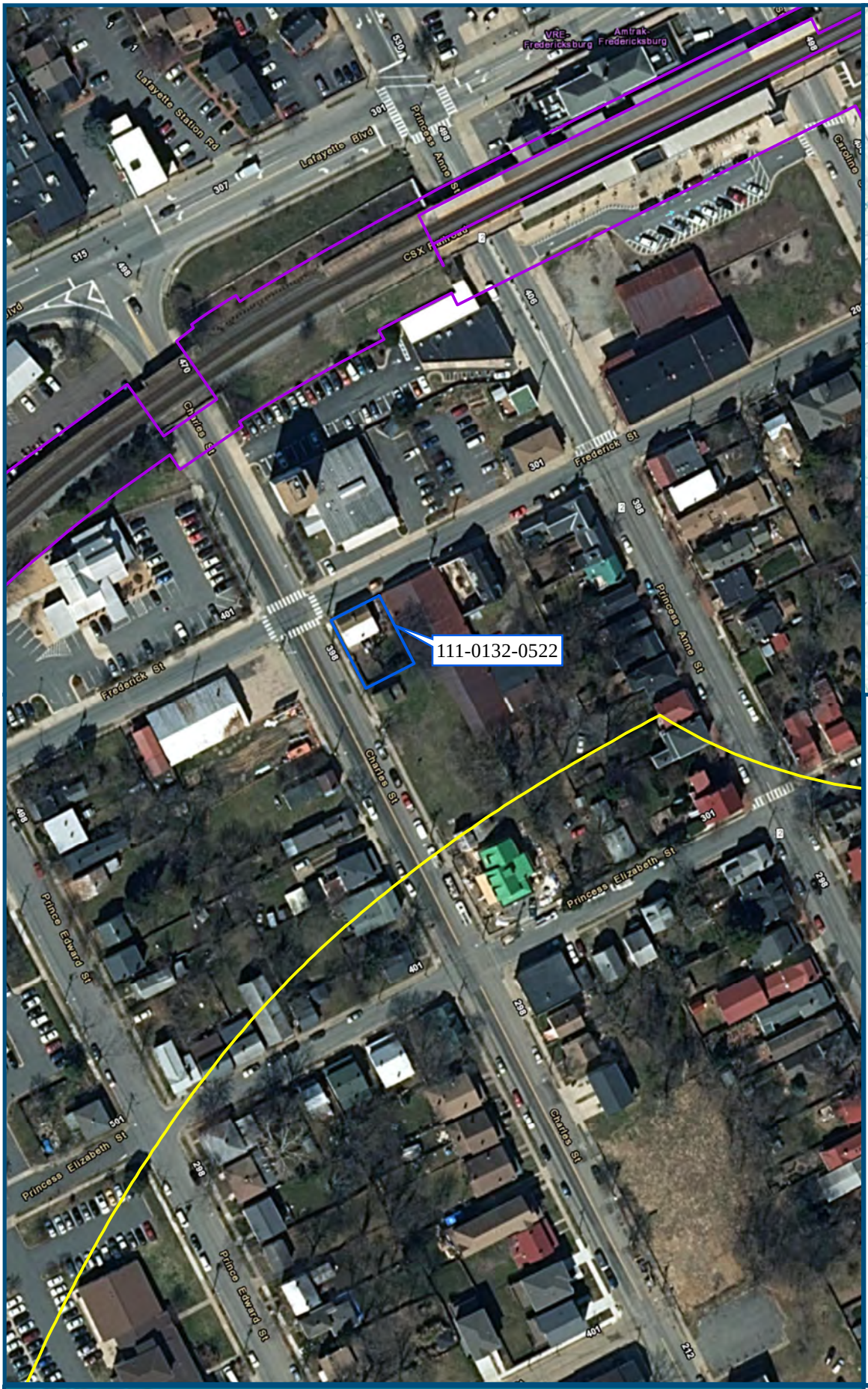
3.6 GEORGE ALER HOUSE (111-0132-0522)

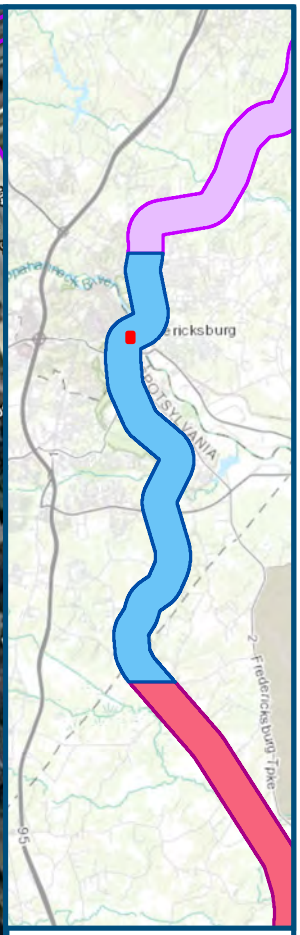
The duplex known as the George Aler House at 314–316 Frederick Street (111-5296/111-0132-0522) is located in the City of Fredericksburg, Virginia, along the western bank of the Rappahannock River. The dwelling straddles two adjoining parcels, approximately 0.09 acres in combined area, on the southeast corner of the intersection of Frederick and Charles Streets, near the southern end of the City's downtown district (Figure 3-72). The building is situated in the property's northwest corner with minimal setback and its primary elevation facing north. Open areas of lawn containing several mature trees lie east and south of the dwelling. A section of approximately 6-foot-tall, vertical-plank wood fencing with a wood gate at its center runs along the north side of the east yard. Additional sections of wood fencing also border and subdivide the rear (south-side) yard spaces behind the duplex. A second wood gate located near the southwest corner of the building accesses a small brick patio behind the west-side, rear yard. A second brick patio is present in the east-side yard.

3.6.1 Historic Context

The two parcels presently associated with 314–316 Frederick Street were part of a larger, 330-acre tract purchased by Roger Dixon shortly after his arrival in Fredericksburg in 1749. The tract, which adjoined the town's southern boundary at the time, was subdivided and platted by Dixon in 1752. The current resource area became part of block 59, which was further subdivided into four lots, each 132 feet by 165 feet in dimension (approximately 0.5 acre in area) numbered 226, 227, 218, and 219. The latter, comprising the northwest quadrant of the block, was bordered by Prince Augusta Street (present-day Charles Street) in the west and Frederick Street in the north (Figure 3-73).

Interest in Dixon's new subdivision was slow to manifest. Though he had sold 33 of his 40 platted lots by the early 1760s, few had been improved in any way (Loyd n.d.). This was true of the area, which despite its sale in 1765, remained largely undeveloped for another 30 years (Spotsylvania County Deed Book [SCDB] F:702). The first reference to any structure on the property comes from a Mutual Assurance policy (#25) issued to William Harvey in 1796 on a building valued at $700.00 (MAS 1983). A sketch map included with the policy identified the parcel as Lot 219 and described a "Dwelling house 18 feet wide 24 feet long… two story high built of wood & covered with wood" that fronted on the south side of Frederick Street, at least 20 feet east of the intersection with Princess Augusta Street (present-day Charles Street) (Figure 3-74). Harvey, who had acquired the property in 1783, was a local merchant and one-time mayor of Fredericksburg in the early 1790s (CFDB A:46; The Virginia Herald 1791, 1792). The policy referred to a tenant named Samuel Lucas, so he apparently did not reside in the house.





0 60 120
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Resource Boundary

Figure 3-72
Location Of George Aler House (111-0132-0522)

02/2018

DRPT Virginia Department of Rail and Public Transportation
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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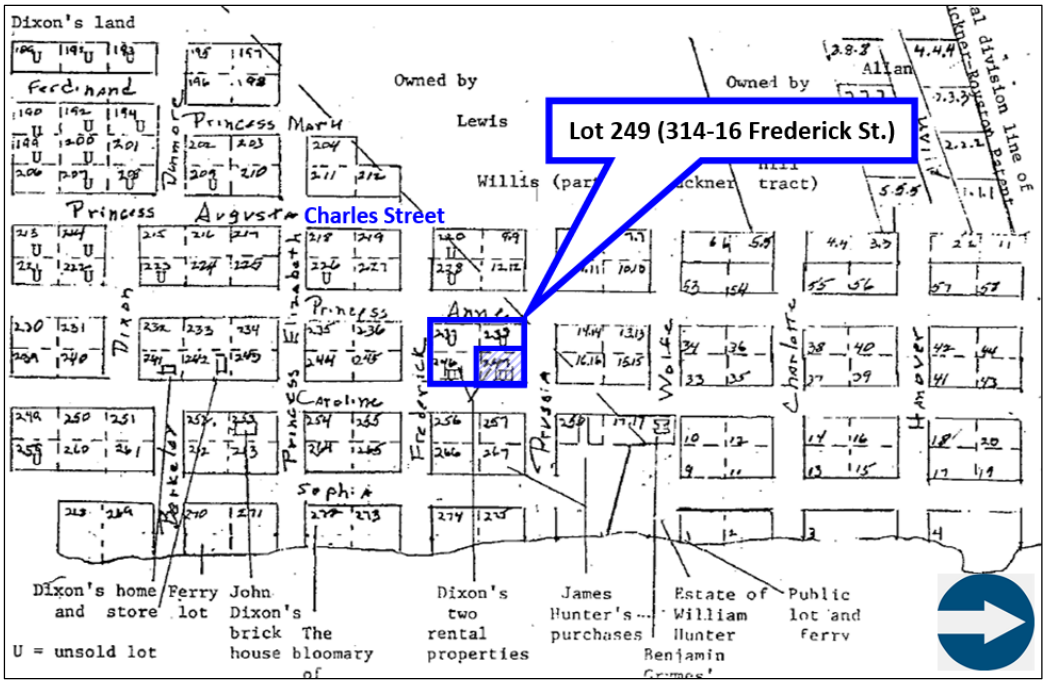

FIGURE 3-73: THE LOCATION OF PRESENT-DAY 314–316 FREDERICK STREET SHOWN ON A MAP OF LOWER FREDERICKSBURG IN 1768 (FELDER 1982). NOTE: ROGER DIXON'S LAND IS ON LEFT SIDE OF THE DASHED LINE.

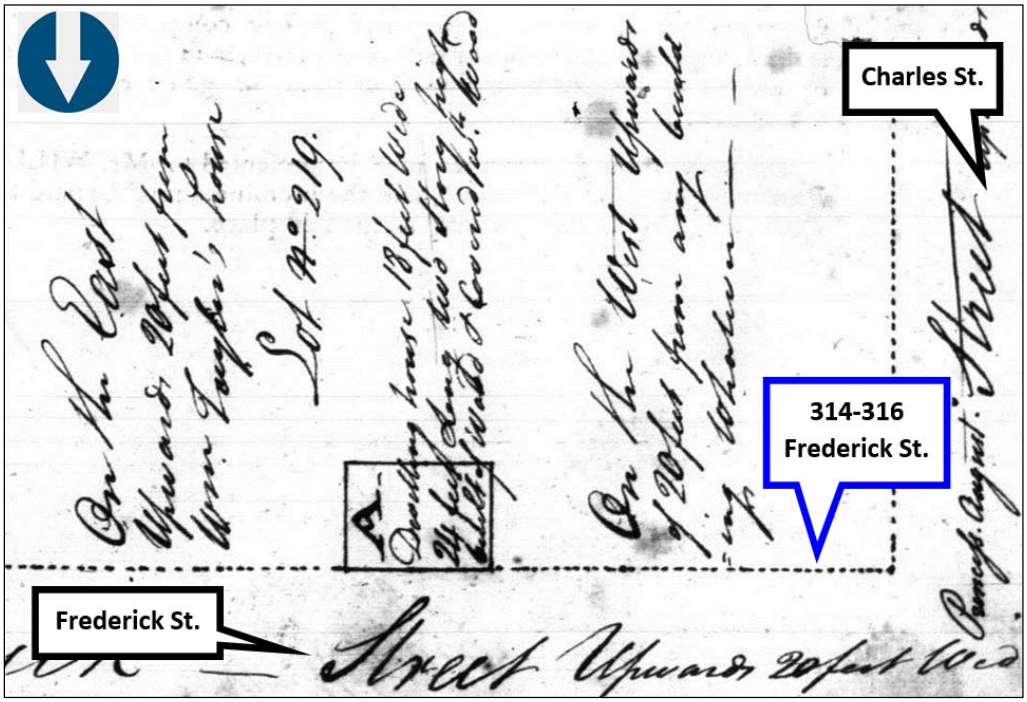

FIGURE 3-74: SKETCH MAP RECORDED ON A MUTUAL ASSURANCE POLICY (#25) ISSUED TO WILLIAM HARVEY IN 1796 DEPICTING A TWO-STORY, WOOD-FRAME DWELLING ON A PORTION OF CITY LOT 219 (PRESENT-DAY 310 FREDERICK STREET) (MAS 1983)

Following Harvey's death in 1798, the property passed through several owners, including a gentleman named William Emmerson, who acquired Lot 219 and Harvey's frame dwelling in 1810 (CFDB D:275). Shortly thereafter he subdivided and sold a 73 feet by 132 feet section from its southern end (CFDB D:316).

The remaining northern portion of the lot was purchased by George Aler in 1843 (CFDB M:460). According to land tax records, the property came with one taxable structure, presumably the two-story frame dwelling built by William Harvey in the 1790s, valued at $400.00. Seven years later, in 1851, he paid fees on two taxable structures, including the two-story frame dwelling valued at $750.00 and a second, newly erected building assessed at $250.00 (Stanton 2013). The latter, as depicted on an 1886 Sanborn Fire Insurance map, was a two-story brick dwelling with a one-story, rear, brick addition situated on the northwest corner of the parcel, the same building currently associated with 314–316 Frederick Street (Figure 3-75). Tax records for 1854 and 1855 list Aler as the occupant of both buildings. A year later, the 1790s frame dwelling is listed as tenant-occupied and the new brick structure is described as a "jail" (Stanton 2013).

George Aler owned and operated the largest of Fredericksburg's brickyards at the time and, according to newspaper accounts, provided oversight, as well as labor and materials, for several notable construction projects around town, including St. Mary's Church on Princess Anne Street and the Fairgrounds, west of town (Fredericksburg News 1857; Hennessy 2010a; Weekly Advertiser 1854, 1857). Though not documented in historical records, it is reasonable to assume that he also provided the labor and materials for the construction of the two-story brick building on his Frederick Street property. Aler was also active in the civic arena, serving at various times as a member of city council and the Superintendent of Streets. Between the late 1840s and 1860, he was also Fredericksburg's leading slave trader (Hennessy 2010a).

It is this latter role that may help explain the "jail" reference appearing in the 1856 land tax records. Evidence from historical records, including, in particular, the documented testimony of a slave named Isaac Williams, whom Aler had purchased in the early 1850s, suggests the brick building on Frederick Street may have been constructed and, for a few years (1856–1859), utilized as a slave jail. In a manuscript entitled, *Sunshine and Shadow of Slave Life: Reminiscences As Told by Isaac D. Williams to "Tege,"* published in 1885, Isaac Williams offers the following account:

> Fitzhugh finally agreed to their terms and I was sold to George A. Ayler of Fredericksburg, Virginia, a town situated on the Rappahannock river. Thither I was removed and kept by him in a sort of pen, where slaves and cattle were huddled promiscuously together. I was locked up at night in a little room just large enough to stand up in and kept there for nine days; then I was sold to Dr. James, a Tennessee slave dealer, who gave fifteen hundred dollars for me. …One day I got leave to go across the road, to get some clothes that we had left in a house just opposite our prison pen [Williams 1885:9-10].

If William's testimony does describe the present-day dwelling at 314–316 Frederick Street, then the "little room" he mentions may have been located in some portion of the building's one-story rear addition.

The presence of an enclosure to house enslaved individuals adjacent to the rail tracks follows in line with a development pattern seen throughout Virginia in the middle of the nineteenth century. In 1808, Congress enacted the African Slave Trade Act, which halted the practice of importing enslaved people into the United States (Gudmestad 1993). At the same time, the mid-

Atlantic agricultural economy changed from labor-intensive crops such as tobacco to less labor-intensive goods such as wheat. This change in agricultural practice resulted in an overabundance of enslaved labor in the mid-Atlantic region. This is in stark contrast to areas further south, where tobacco, rice, indigo, and other labor-heavy crops were king (Laird 2010:6). Since the foreign slave market had been cut off in 1808, planters in the south looked for other ways to meet their labor needs; one of the most prolific was purchasing individuals from the "overstock" areas to the north. This resulted in what has been called the "interstate slave trade" in America, which emerged in the 1820s and was prolific until the Civil War (i.e., Gudmestad 1993; Wright 1993:28–32).

Like many individuals in Alexandria and Richmond, such as Robert Lumpkin, George Aler capitalized on this trend. He owned two potential slave jails in downtown Fredericksburg: one at 300 Caroline Street and the second at 314–316 Frederick Street. Both are within a block or two of the railroad tracks and near the Rappahannock River, but outside of the dense commercial core thus keeping overt evidence of the darkest side of slavery out of the direct public eye.

References in the land records to the building at present-day 314–316 Frederick Street as an active jail cease after 1859. The following year, the occupants of both of Aler's dwellings are listed as "tenants." In 1861, Aler sold his portion of Lot 219 to Elizabeth McDougal, which included both the two-story, brick building and the 1790s frame house just to the east (CFDB T:296). Land records indicate that during her ownership tenure, Mrs. McDougall occupied half of the brick duplex and rented the other section to various tenants including, beginning in 1869, her daughter, Mary Jane Gately.

In 1889, the eastern portion of the property containing the 1790s frame dwelling was subdivided and sold to William King (CFDB CC:176). Two years later, Elizabeth McDougal passed away leaving her remaining portion of Lot 219, containing the brick dwelling, to her daughter, Mary Jane Gately (CFWB I:323). The latter conveyed a deed of trust on the property to the Enterprise Building Association in 1894 and, in 1898, was sold by a special commissioner appointed in chancery suit involving Mary Jane Gately to Ella M. Hicks and her husband Richard for $400.00 (CFDB EE:561, HH:245).

It is not entirely clear if the brick dwelling at 314–316 Frederick Street was originally constructed as a duplex or if it was later reconfigured to serve as such, possibly in the late 1890s or very early 1900s. Sanborn Fire Insurance maps published in 1886, 1891, and 1896 show only one street number (#222) in front of the building, no interior dividing wall, and a single, centrally located, interior doorway connecting the main block with the one-story rear addition (Figure 3-76) (Sanborn Map Company 1886, 1891, 1896). A Sanborn map published in 1902 however, depicts a two-unit dwelling with two assigned street numbers (#312 and #314) and two interior doorways leading to the rear addition (Figure 3-76) (Sanborn Map Company 1902). The 1902 map also indicates two apparently recent subdivisions of the lot, including a narrow strip from the northwest corner of the parcel with a lot line that extended north-south through middle of the brick dwelling, and a section from the south end of the property. Land records confirm that in 1900, then-owner Ella Hicks built a small two-story, frame dwelling (present-day 317 Charles Street) on the 26.5 feet by 51 feet parcel subdivided from the south end of her Frederick Street lot.

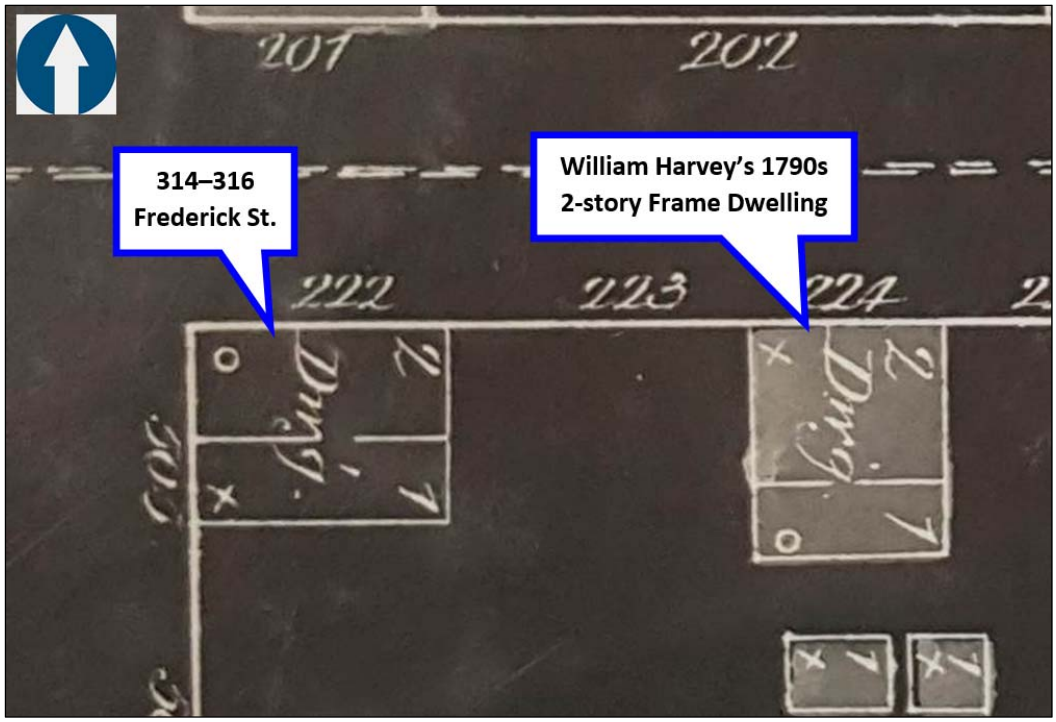

FIGURE 3-75: DWELLING AT PRESENT-DAY 314–316 FREDERICK STREET SHOWN ON AN 1886 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1886)

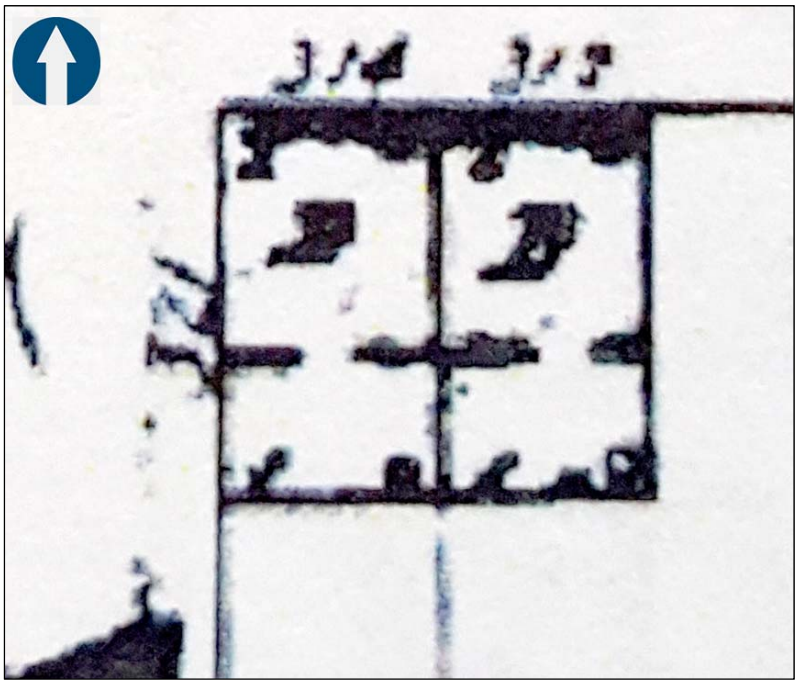

FIGURE 3-76: GEORGE ALER HOUSE, 314–316 FREDERICK STREET SHOWN ON A 1902 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1902). NOTE: THE SKETCH SHOWS TWO INTERIOR DOORWAYS (ON REAR WALL OF MAIN BLOCK) FOR FIRST TIME.

Beginning in the late-nineteenth through the early-twentieth centuries, Mrs. Hicks and her husband, Richard Hicks, invested heavily in real estate, acquiring over 20 individual parcels near the south end of downtown (O'Brien 1999:4–5). The majority of these lay in the vicinity of Princess Anne, Charles and Prince Edward streets, including the property directly south of the 314–316 Frederick Street parcel (designated 317 Charles Street) (CFDB HH:245).

Sometime between 1927 and 1941, as evident from a review of Sanborn Fire Insurance maps, a one-story, four-bay, single-pile, frame addition was erected on the rear (south) elevation of the building's one-story, rear, brick addition (Figure 3-77) (Sanborn Map Company 1941). In a photograph taken in 1949 looking north along Charles Street from a point just south of 314–316 Frederick Street, this second rear addition appears to be a partially-enclosed, shed-roofed porch.

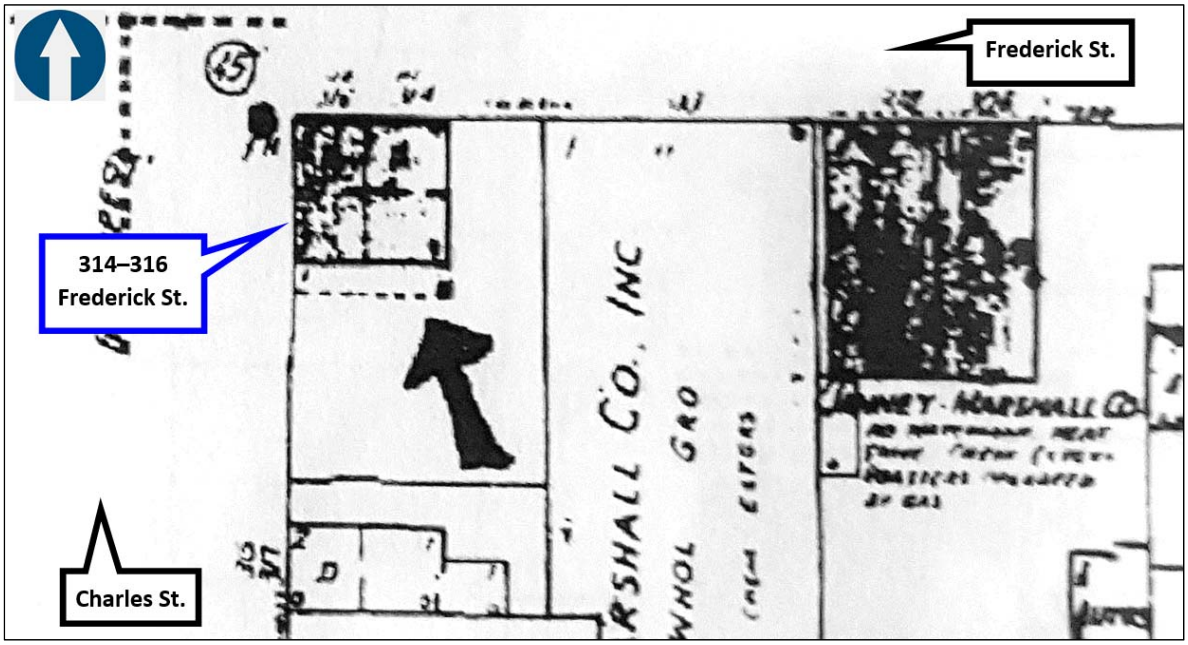

FIGURE 3-77: GEORGE ALER HOUSE, 314-316 FREDERICK STREET SHOWN ON A 1941 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1941). NOTE: A ONE-STORY FRAME ADDITION HAS BEEN ERECTED ON THE REAR (SOUTH) ELEVATION OF THE DWELLING.

Following Ella's death in 1935, the property remained in the family until 1973, when the lot and dwelling were sold by Betty Sivak and her husband to the HFFI, a local preservation advocacy group (CFDB 150:101). The latter re-conveyed the property a year later, but retained a preservation easement, which was recorded with the deed (CFDB 152:248-249). A mid-twentieth century photograph of the building's north elevation shows that the façade has not been greatly altered; however, a 1949 photograph of the duplex's rear shows the second-story, brick addition visible on the current building (Figures 3-78 and 3-79) (Strobel 2015).

FIGURE 3-78: NORTHEAST OBLIQUE VIEW OF 314-316 FREDERICK STREET TAKEN IN 1958 (HFFI N.D.)

FIGURE 3-79: 1949 PHOTO SHOWING REAR (SOUTH) ELEVATION OF 316 FREDERICK STREET, LOOKING NORTH ALONG CHARLES STREET (STROBEL 2015). NOTE: THE REAR OF GEORGE ALER HOUSE, 314-316 FREDERICK STREET IS VISIBLE IN BACKGROUND.

3.6.2 Architectural Description

3.6.2.1 Primary Resource Exterior

The property's primary built resource is a two-story, four-bay, vernacular-style duplex constructed in 1851 (Figure 3-80). The building's rectangular plan, measuring approximately 28.0 feet by 33.0 feet in dimension, is oriented east-west with minimal setback and its primary elevation facing north (Figure 3-81). A continuous brick foundation supports the main block's

brick frame, set in a five-to-one, common bond pattern, and a shallow-pitched, side-gabled roof clad in composite shingles. A large, central-interior, brick chimney with a corbelled cap rises above the main block and a second, smaller, interior brick chimney is visible near the center of a two-story, rear addition.

FIGURE 3-80: SITE PLAN OF GEORGE ALER HOUSE, 314–316 FREDERICK STREET (1121-0132-0522) (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

The two main entrances to the duplex are marked by a short brick stoop and a modern, six-paneled, wood door situated near each end of the primary (north) elevation. Both doorways are recessed slightly and the east-end door is topped by a slightly-splayed, brick lintel. There are two additional secondary entrances on the rear (south) side of the building, each marked by a modern, two-paneled, wood door with a nine-light section of glass in their upper half. The west-side entrance is located near the west end of the south elevation of a one-story, one-bay frame addition. The second is situated on the east elevation of a one-story, one-bay, frame addition located near the east end of the building's rear elevation.

FIGURE 3-81: PRIMARY (NORTH) ELEVATION OF GEORGE ALER HOUSE, 314–316 FREDERICK STREET

Fenestration consists of one-over-one, double-hung, vinyl windows with simulated divided lights, brick sills, and molded wood frames. There are four windows on the primary elevation, including two symmetrically placed between the east- and west-end entrances, and two on the second floor centered in each half of the facade just below the roof's simple molded cornice. The remaining fenestration includes a single window on the east and west elevations on the first floor of the rear, two-story, brick addition, and two windows on the second floor of the building's rear elevation placed just below the roof on either side of the building's midline. The latter have molded frames, but no brick sills.

A one-story, four-bay, single-pile, brick addition, set in a five-to-one common bond, was added to the main block's rear elevation either at the time of the building's original construction or shortly thereafter. A second-floor, four-bay, single-pile, brick addition was erected atop the first-story addition sometime after 1958 as evidenced by a photograph taken that year, which shows only one story. The brick frame is set in an all-stretcher bond configuration. A one-story, four-bay, frame porch erected on the rear of the building during the early-twentieth century was later removed and replaced with two one-story, single-bay frame, rear-entry additions sometime in the late 1900s. The existing additions each have a shed roof sheathed in composite shingles. The

existing east- and west-side frame additions are clad in vinyl- and beaded-weatherboard siding, respectively, and both are topped by a shed roof sheathed in composite shingles.

3.6.1.2 Primary Resource Interior

Access to the interior of the duplex's eastern section (314 Frederick Street) was not possible, but according to the homeowner, the two sides mirror one another very closely in terms of appearance, layout, and detailing (Michael Pappas, personal communication 2016). Though not currently visible, there is reportedly an interior doorway in the second floor's central dividing wall, which was covered over when new sheetrock was installed in the 1970s (Michael Pappas, personal communication 2016). If original, the door's presence would suggest there was free movement between the building's two halves for some period of time. The front entrance to the western half of the building (316 Frederick Street) opens into a large, open living room space with a wood, closed-string staircase situated along the west wall that ascends to the second floor. The latter has a plain, square-plank handrail and simple, square balusters topped with turned caps. A small storage space lies beneath the south end of the staircase. The ceiling and walls are finished in sheetrock. The pine wood flooring in the main block's first and second levels are original. Additional wood trim details include molded chair rails, baseboards with cavetto-style base caps, and molded wood door and window surrounds. There is a contemporary brick fireplace centered on the east wall. It has a slightly raised brick hearth, a four-panel glass screen, and a simple, white-painted, built-up, mantel shelf supported in front by two L-shaped, wood brackets (Figure 3-83).

FIGURE 3-82: FIRST FLOOR LIVING ROOM AND BRICK FIREPLACE ON THE EAST WALL, LOOKING NORTHEAST

An opening near the west end of the rear (south) wall steps down into a kitchen space in the rear brick addition. The broad, wood-plank threshold of this doorway is original and years of use have created a concave depression near its center. The kitchen beyond has an unpainted, wood-

plank ceiling and alternating black-and-white linoleum tiles cover the floor (Figure 3-83). There is a contemporary brick fireplace installed at an angle in the southeast corner of this space. It has a slightly raised brick hearth, a four-panel glass screen, and an unpainted mantel very similar in appearance to the one in the living room. The angled wall space above the fireplace is covered with stained, horizontal, wood planks. An open doorway in the south wall steps down into the one-story, rear, frame addition, which contains a laundry area and an enclosed half-bath.

The staircase in the living room ascends to a large, open bedroom on the second floor (Figure 3-83). A simple wood-plank railing secured by two square posts and topped with turned caps surrounds the second-floor landing. The walls and ceilings are finished in sheetrock and pine wood flooring is original. The room's lone window has a molded wood surround and a plain wood sill. There is a modern brick fireplace centered on the east wall identical to the one in the living room below. A shallow closet with wood louvered doors occupies the space on the south side of the fireplace. Reportedly, the interior doorway that once connected the two halves of the building still exists behind the sheet rock on the back wall of the closet (Michael Pappas, personal communication 2016). A square wood panel near the northwest corner of the ceiling provides access to an attic space. A six-panel, wood door centered on the north wall opens and steps down into a second bedroom in the rear brick addition. The walls and ceiling are covered in sheetrock and floor is carpeted. Another six-panel wood door on the east wall opens into a modern full bath.

3.6.3 NRHP Evaluation

The duplex, known as the George Aler House, at 314–316 Frederick Street is a vernacular dwelling constructed in 1851. It is unclear whether the building was originally constructed as a duplex or as a single-family home that was later reconfigured to serve as such. For the first five years following the building's construction in 1851, then-owner, George Aler, is listed in land tax records as the tenant of both the brick building and the 1790s frame dwelling on his portion of Lot 219. Between 1856 and 1859, the frame house is described as tenant-occupied and the brick building as a jail. By 1902, a Sanborn map shows an interior dividing wall extending north-south through the center of the building. Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and in generally good condition. Changes to the dwelling's interior have also been made over the years, including the replacement of wall- and ceiling-plaster, however other original materials (in the main block), such as the wood flooring, molded wood chair rails and base boards, door and window surrounds, fireplace mantels, and staircase, still survive. These elements still collectively reflect the home's relatively modest, almost utilitarian, interior design, which reflects the surrounding neighborhood's mixed industrial/residential character that manifested and evolved during the late-eighteenth- and early twentieth-centuries.

FIGURE 3-83: STAIRCASE ON WEST WALL OF FIRST FLOOR LIVING ROOM, LOOKING SOUTHWEST (TOP); OVERVIEW OF KITCHEN AND BRICK FIREPLACE IN SOUTHEAST CORNER, LOOKING SOUTHEAST (MIDDLE); SOUTH BEDROOM ON SECOND FLOOR, LOOKING NORTHWEST (BOTTOM)

Though the building has undergone a number of changes over time, including several additions and the replacement of all original exterior siding and windows, it retains sufficient integrity of design, location, association, workmanship, setting, and feeling to merit NRHP-eligibility consideration. It is recommended eligible for individual listing on the NRHP under Criterion A for its associations with Fredericksburg's African American population and slave trade during the mid-1800s. It is one of the last extant buildings with a direct association to the practice of slavery in Fredericksburg and one of the few above-ground reminders of the slave trade in Virginia in most areas, such as the Shockoe Bottom in Richmond, all evidence of this practice were demolished in the late-nineteenth and early-twentieth centuries.

It is also recommended eligible for listing on the NRHP under Criterion B at the local level for its associations with George Aler, who was Fredericksburg's leading slave trader from the 1840s through 1860. Though the building survives as one of Fredericksburg's few mid-nineteenth-century brick duplexes, its design does not embody any distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values and is therefore, not recommended NRHP-eligible under Criterion C. As an architectural resource, the property was not evaluated under Criterion D.

In sum, the George Aler House at 314–316 Frederick Street is **recommended eligible for the NRHP under Criterion A at the local level for its association with Fredericksburg's African American community and Criterion B at the local level for its association with George Aler.**

Additionally, this resource is situated within the boundaries of the Fredericksburg Historic District (111-0132). Its date of construction (1851) falls within the District's period of significance (1721–1921) and the building's design is reflective of the city's prevailing architectural and historic trends. As such, the property should be considered **a contributing element to the Fredericksburg Historic District.**

The proposed NRHP boundary for the George Aler House at 314–316 Frederick Street follows the legal lot description for two parcels in their entirety (Parcel Numbers 7789-22-0849 and 7789-22-0827) (Figure 3-84). It is bounded on the northwest by Frederick Street, on the southwest by Charles Street, on the southeast by a lot containing a single-family dwelling (Parcel Number 7789-22-0856), and on the northeast by a large industrial building (Parcel Number 7789-22-1954). The proposed boundary for this resource includes the George Aler House, fence, and enclosed yard. Because this resource is significant only during the ownership of George Aler, the period of significance spans from 1851, when the house was constructed, to 1861, when Aler sold it the property to Elizabeth McDougal.

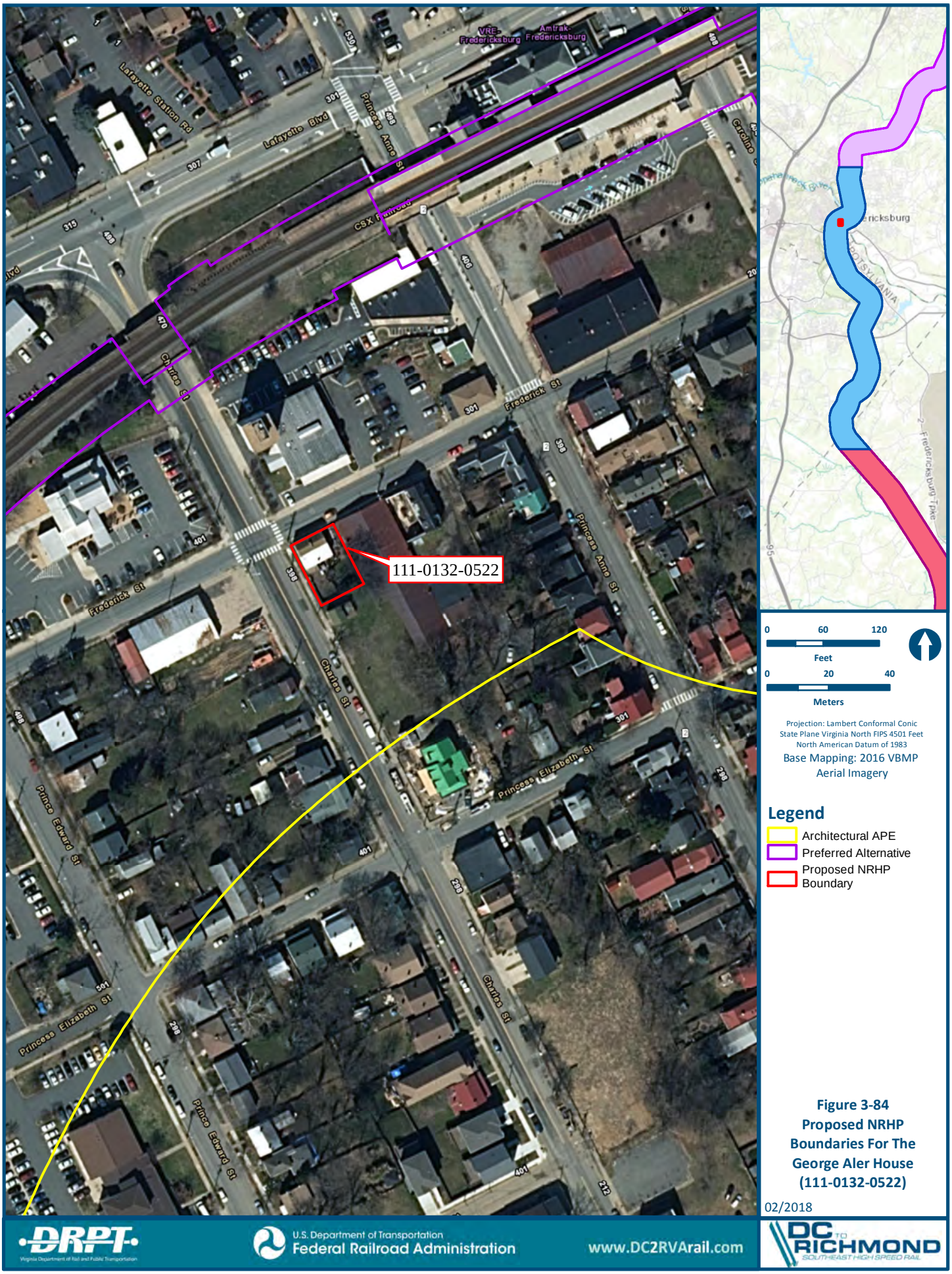

Figure 3-84
Proposed NRHP Boundaries For The George Aler House (111-0132-0522)

02/2018

3.7 PULLIAM'S SERVICE STATION (111-0009-0795)

The property presently known as Pulliam's Service Station (111-0009-0795), is located at 411 Lafayette Boulevard in within the boundaries of the Fredericksburg Historic District Expansion (111-0009) in the City of Fredericksburg, Virginia. The parcel is more particularly located on the northeast corner of the boulevard's intersection with Kenmore Avenue (Figure 3-85). The surrounding neighborhood is marked by a mix of commercial and industrial properties.

3.7.1 Historic Context

The property located at 411 Lafayette Boulevard was part of lot 292 in the southwest corner of city block 86 of Fredericksburg. Between 1902 and 1904, a local businessman named J. W. Masters acquired lot 292 and a north-adjoining property (lot 293). He established a planing mill and lumber yard business on the northern two-thirds of the combined parcel. As evident on the 1927 Sanborn Fire Insurance map shown in (Figure 3-86), the lower portion of Masters' property (the current 411 Lafayette Boulevard lot), remained undeveloped, due in part to the fact that a section of an old mill race still extended through the parcel's southwest corner.

The late 1920s witnessed several developments that would help shape the future of the 411 Lafayette Boulevard lot. In 1927, a new section of Route 1 connecting Richmond with Washington, D.C. was completed. The roadway passed through downtown Fredericksburg bringing traffic along Princess Anne Street and Lafayette Boulevard (then-called National Boulevard). A year or two later, Kenmore Avenue was extended southward to Lafayette Boulevard covering the mill race mentioned above. Finally, in 1929, J. W. Masters died and ownership of lots 292 and 293 passed to his two children, Ada and Howard Masters (CFWB R:2006; Spencer 2013).

The siblings, along with Ada's husband, Edward Gibson, continued operating their late father's mill and lumber yard for several more years (Spencer 2013). Around 1936, the family, no doubt seeing the potential investment opportunity that Route 1 presented, decided to develop the south end of the Prince Edward Street parcel. A year later, a new filling station was erected on the site and leased to a man named, T. Olin Linthicum (Fredericksburg City Directory 1938). The new Linthicum Service Station was a rectangular-shaped, one-story building of concrete block construction. Interestingly, it featured a Mission Revival-style design with a hipped, terra cotta-tiled roof, a white stuccoed exterior, and large storefront windows. As shown in a 1938 photograph, the building fronted onto a large concrete parking lot with the pumps out front and a fence lined with planted shrubs, running along the north and east sides of the lot. A tall sign near the road bearing a star-in-circle logo announced to drivers that the new station sold Texaco Oil Company products (Figure 3-87). The photo also shows what may be a possible service area just to the west of the station (same location of the site's current two-bay garage).

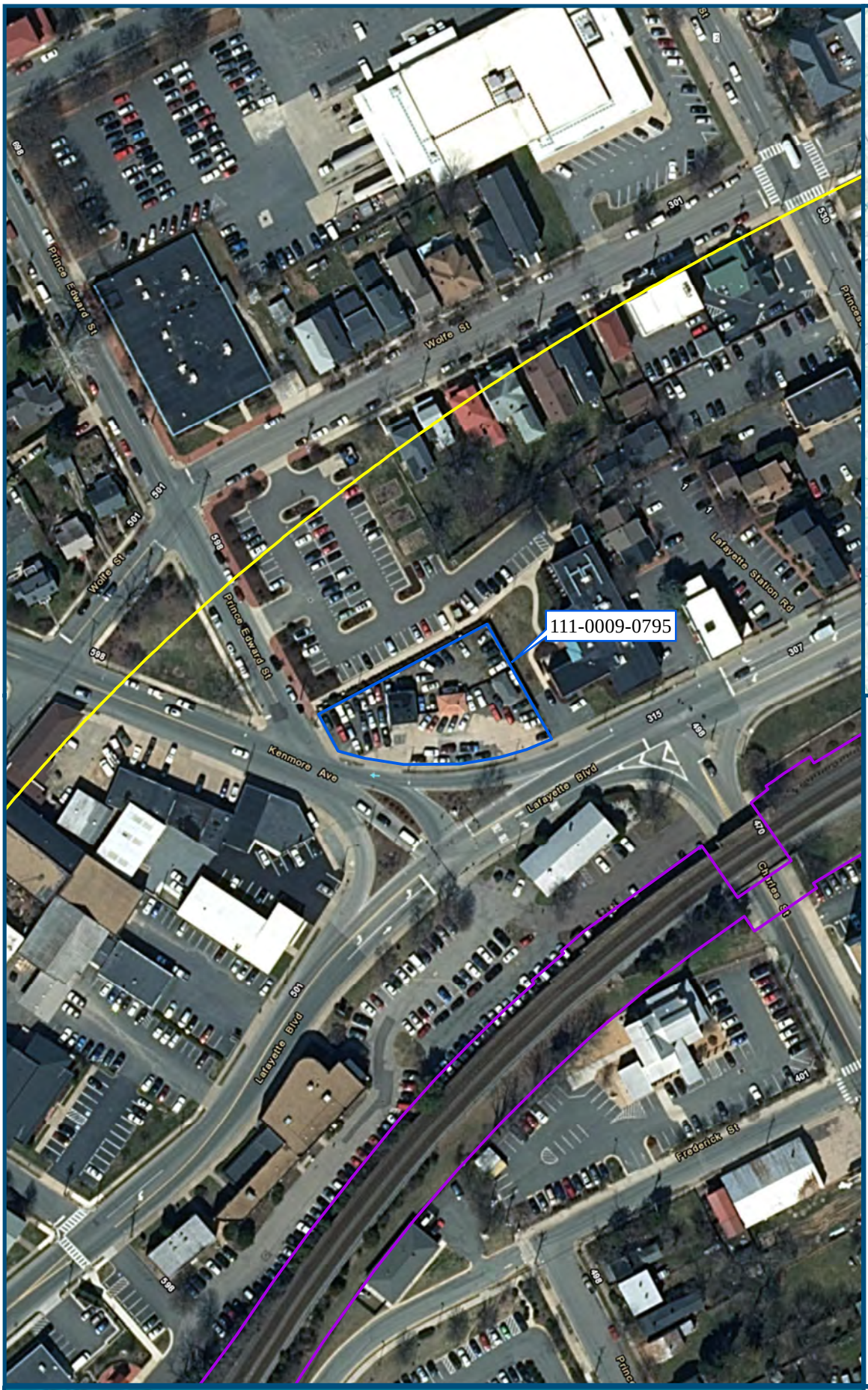

Figure 3-85
Location Of Pulliam's Service Station (111-0009-0795)

02/2018

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

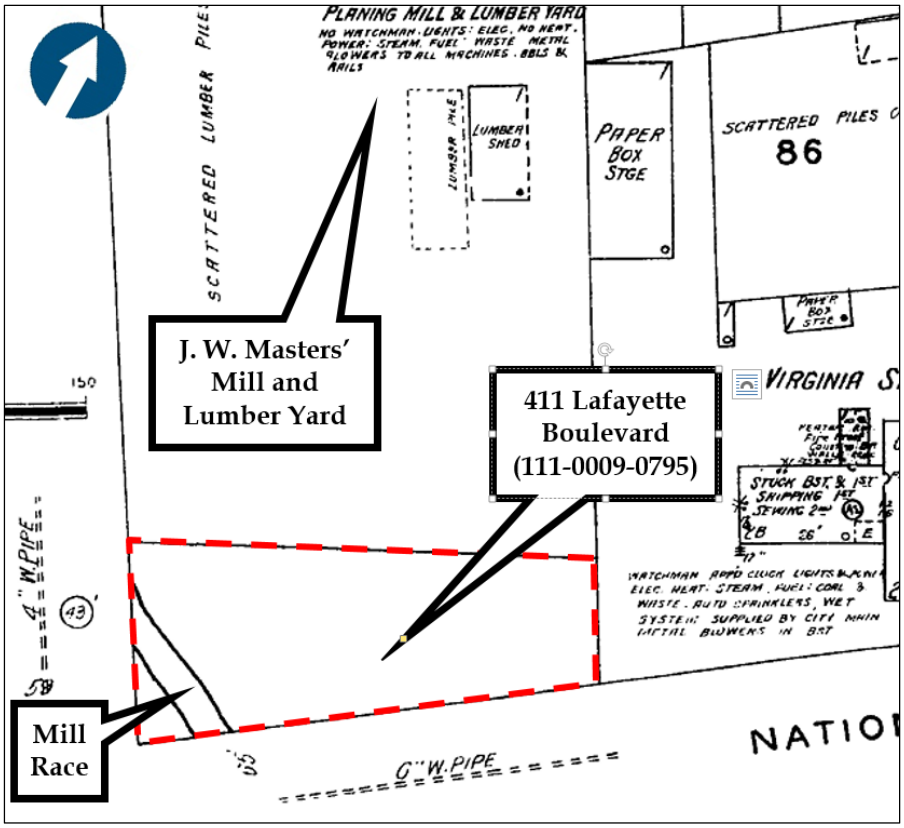

FIGURE 3-86: THE 411 LAFAYETTE BOULEVARD LOT SHOWN ON A 1927 SANFORD FIRE INSURANCE MAP (SANBORN MAP COMPANY 1927)

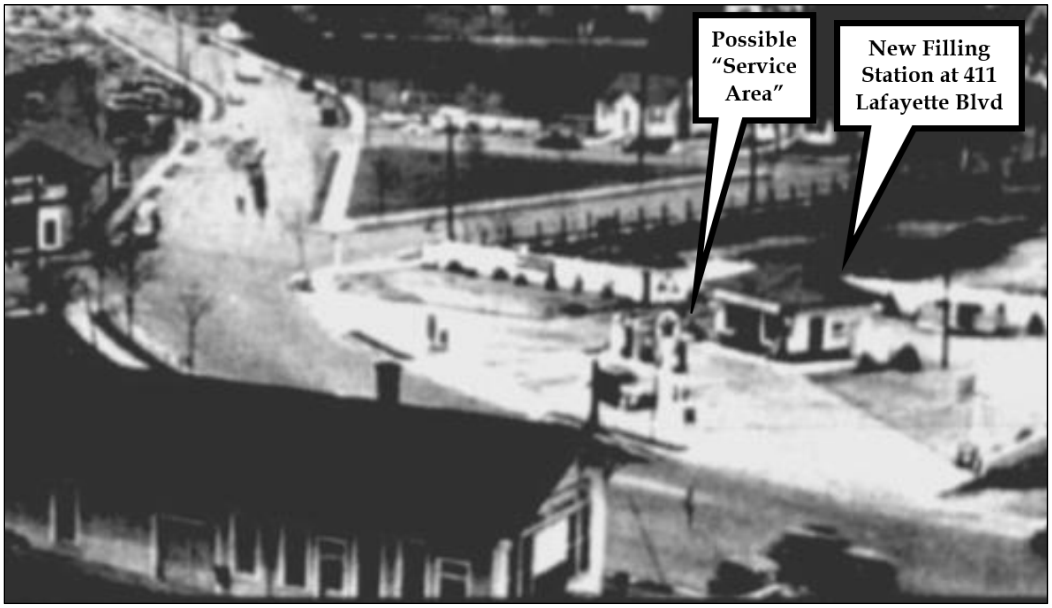

FIGURE 3-87: 1938 PHOTOGRAPH OF 411 LAFAYETTE BOULEVARD, LOOKING WEST (RAINES 1938)

The first filling stations, which began to appear around 1910, were simple, curb-side hand pumps connected to a below- or above-ground tank (Figure 3-88) (Lienhard 1997). When congestion due to increasing traffic made access to the pumps problematic, they gave way to a new form: the drive-up filling station. The first of these were typically one-story, rectangular-shaped buildings with gas pumps out front, covered, in some cases, by a canopy. Many were built along gateway corridors, ideally on corner lots with two or more points of access. Where they adjoined residential neighborhoods, station designers began incorporating revival-inspired architectural styles popular at the time, such as the Colonial and Tudor Revival styles, to give them a more "house-like" appearance and better blend them into their surroundings (Figure 3-89). The "house type" model typically contained office/sales space, a storage area, and public restrooms (Center of Preservation Research [CoPR] 2015:3; Jakle and Sculle 1994:45; Randl 2008; Rosin 2010:4). At the same time, gas stations were also becoming increasingly tied to corporate identity. Oil companies developed standardized, prefabricated designs intended "to coordinate logos, color schemes, signage, and building architecture" (Kaszynski 2000:65). The Texaco Oil Company, which by the 1920s had expanded to 46 states, including Virginia, had adopted the Mission Revival style for many of its new stations, featuring terra cotta-tile roofs, large windows, and stucco exteriors (Landscape Change Program 2011; Moore and Mace 2016:4-11).

Figure 3-88: Early-Twentieth Century Photo of Curb-side Gas Pumps Outside of Spitlers Auto Supply Company (205 Commerce [NoW WILLIAM] Street) iN Fredericksburg (Johnston 1927)

FIGURE 3-89: FORMER "HOUSE-STYLE" GAS STATION AT 100 WILLIAM STREET (CITY OF FREDERICKSBURG 2017)

Around 1940, the one-story, concrete-block building that presently stands on the east side of the 411 Lafayette Boulevard lot, was constructed, and as indicated on the 1941 Sanborn Fire Insurance map shown below (Figure 3-90), housed a restaurant.

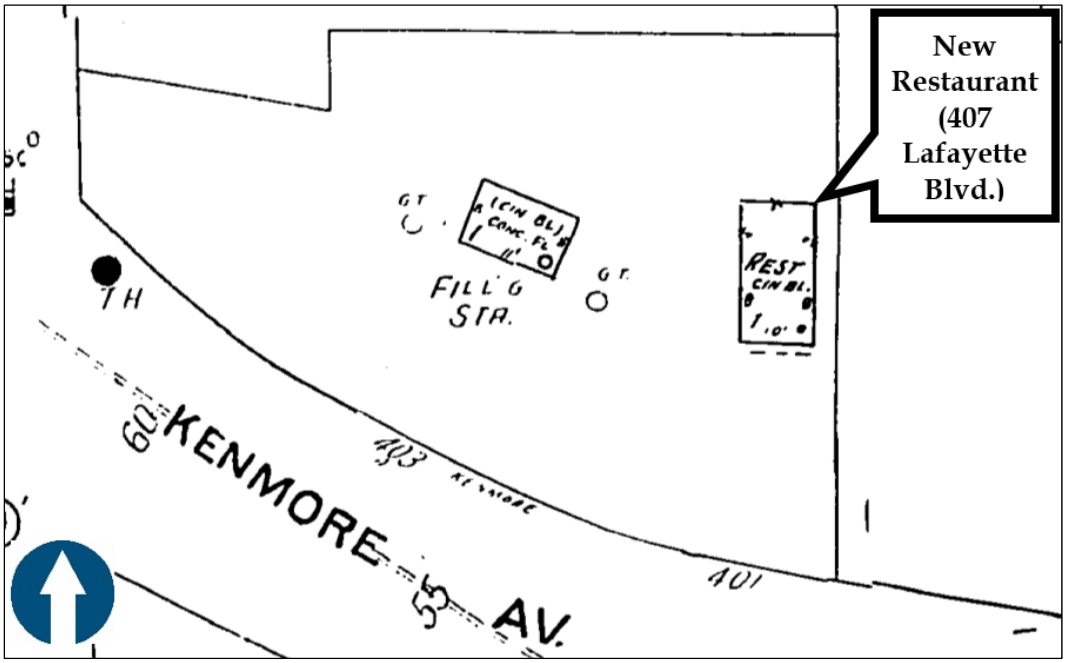

FIGURE 3-90: THE 411 LAFAYETTE BOULEVARD PROPERTY SHOWN ON A 1941 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1941)

The presence of the new eatery, which was advertised as "Mack's Lunch" in the 1947–1948 Fredericksburg City Directory and had its own address (407 Lafayette Boulevard), was not

unusual for this period. Prior to World War II (WWII), the terms "filling station" or "gasoline station" were standard. During the 1930s, however, owners began expanding their auto-related products and adding new auto repair services and by the post-War period, the term "service station" had become common (Keenov and Baxter 2005:E-11). Expanded services were not exclusively limited to automobiles. Many stations also added sit-down restaurants and curbside food service to attract tourist traffic. A block south of the Linthicum Service Station, the Horton's Esso Filling Station and Dining Room offered an indoor restaurant and served curbside barbeque (Figure 3-91).

In 1946, Edward Gibson acquired his brother-in-law, Howard Masters' half interest in the 411 Lafayatte Boulevard lot (CFDB 82:451). A year later there was apparently a change in management and corporate affiliation as the 1947–1948 city directory lists the business as Blackley's Esso Station. In 1949, the name changed again to Johnson & Hurlock's Mobil Gas. Also around this time, the circa-1940, one-story building was repurposed as office space for a used cars enterprise called Blackley's Used Cars (Spencer 2013).

FIGURE 3-91: EARLY-TWENTIETH CENTURY PHOTO OF HORTON'S ESSO FILLING STATION AND DINING ROOM (301 LAFAYETTE BOULEVARD) (CENTRAL RAPPAHANNOCK HERITAGE CENTER [CRHC] CIRCA 1930)

The 1950s were a period of expansion and improvement for the operation at 411 Lafayette Boulevard. In 1951, Edward Gibson, as the owner, was issued a permit to construct a new 26.5 by 28-foot "service shop & grease storage addition" (Stanton 2014). The permit describes the proposed structure as an addition, but its dimensions closely match those of the detached two-stall service garage that presently stands on the lot. The new building's design, featuring simple, rectangular-shaped massing and a flat roof, was typical of service stations during this era. The previously-discussed expansion of auto-related products and service offerings that manifested in the 1930s had, by the post-WWII years, spurred another shift in gas station form. The previous "house style" model was replaced by the "oblong box," an expandable, rectangular-shaped form

comprised of adjoining, flat-roofed bays that housed space for additional auto services (Jakle and Sculle 1994:144, 156).

In 1955, the property's circa-1940, one-story building, which up to this point had maintained its own address (407 Lafayette Boulevard), was folded into the site's service station facilities (Spencer 2013). Three years later, in 1958, Gibson was issued another permit for the installation of two 4,000-gallon, below-ground, gas tanks (Stanton 2014).

Edward Gibson passed away in 1972 and, sometime thereafter, ownership of the station and lot was conveyed to Johnson & Hurlock. A year later the business became a Texaco station and operated as such for the next decade. In 1983, Rixey Johnson gained full ownership and changed the name of the business to Johnson's Automotive (Spencer 2013). In 1989, after 42 years in the business, Johnson retired and leased the property to Kennedy's Towing and Repair. Two years later, the lot and facilities were purchased by Lee P. Rowe for $45,000. In 1995, the site was leased to its current proprietor, Pulliam's Auto Center, Inc. (CFDB 242:313; Spencer 2013).

3.7.2 Architectural Description

The built complex includes a circa-1937, single-story, filling station flanked on either side by a detached one-story garage and is set on a 0.39-acre, irregularly-shaped lot with a curved southern boundary that follows the alignment of the roadway connector between Kenmore Avenue and Lafayette Boulevard (Figure 3-92). The parcel is flat and open with covered primarily by a mix of concrete and paved-asphalt parking areas and is accessed from the street at the southeast and southwest corners of the lot. The site is bordered by a large paved parking lot to the north and a poured concrete sidewalk along the south. Vegetation is limited to a narrow strip of grass along the east side of the parcel and small grassy areas on the north side of the built complex. A vertical-plank, wood fence composed of 6-foot, arched sections fastened to square wood posts borders the north and east sides of the parcel. The posts are topped by a pointed finial. Additional wood fencing extends laterally from the filling station in center to the east- and west-flanking garages. The latter has a paired set of gates at center, providing access to parking area in the northeast corner of the parcel.

3.7.2.1 Primary Resource Exterior

The property's primary resource is a one-story, one-bay (structural), former filling station constructed circa-1937 in the Spanish Mission Revival style. The building is set back some distance from the street near the center of a 0.39-acre lot with its rectangular plan oriented east-west and its primary elevation facing south. A concrete slab foundation supports the building's concrete-block frame. The latter is clad in white stucco with grey trim and topped by a hipped roof sheathed in original, terra-cotta, barrel tiles with broad overhanging eaves. A single, faux, interior, brick chimney is visible near the east end of the roof ridge (Figures 3-93 and 3-94).

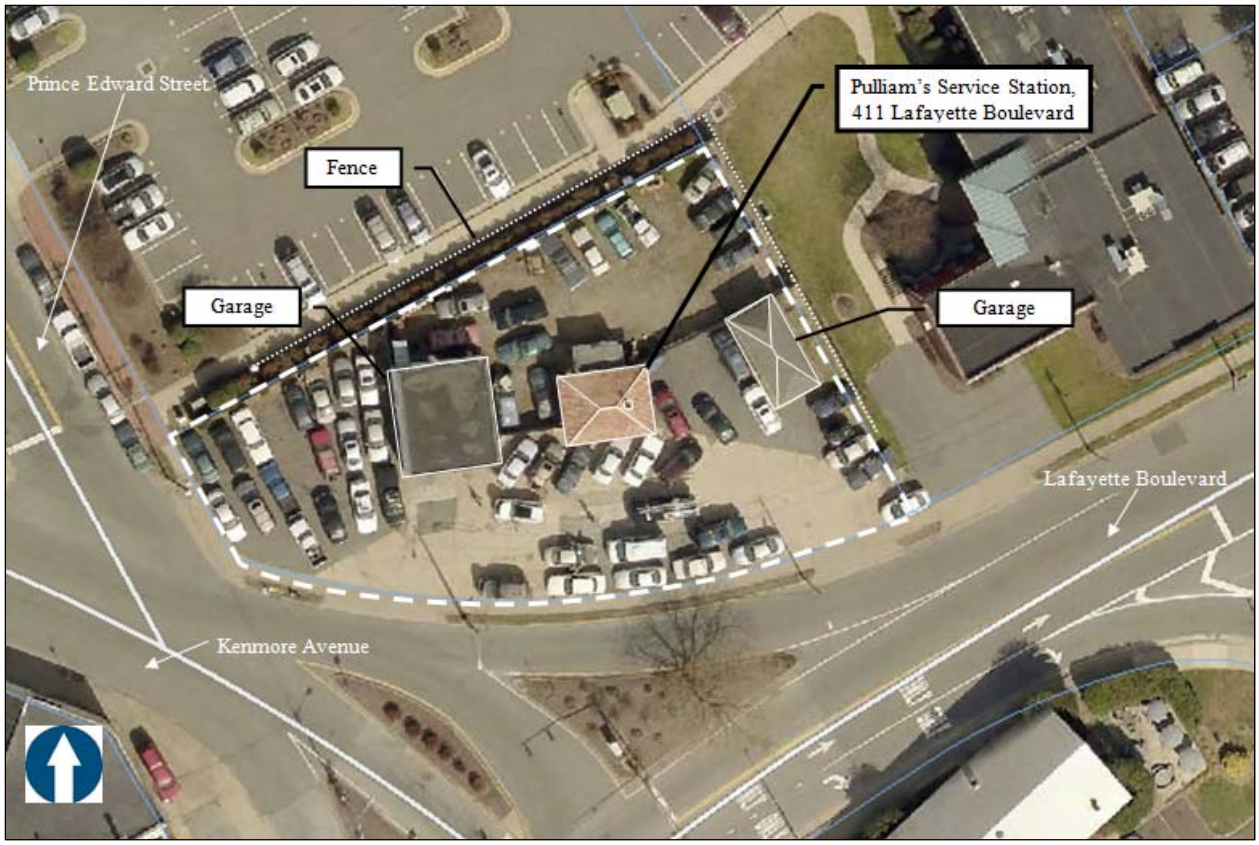

FIGURE 3-92: SITE PLAN OF PULLIAM'S SERVICE STATION (111-0009-0795) (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

The primary entrance, marked by full-light wood door topped by a transom window, is centered on the south elevation. Large, square, storefront windows topped by two-pane transoms flank the entry door, and simple paneled pilasters frame either end of the elevation. A band of decorative brick veneer covers the bulkhead panels on the façade (south elevation) and continues along the east and west elevations. The band consists of a five-course section set in an all-stretcher bond bordered at top by a single rowlock course and at the bottom by a single soldier course. Narrow bands of grey trim extend horizontally along the top of each façade, beneath the overhanging eaves.

There are two secondary entrances marked by a single, six-paneled, wood door positioned at the north end of both the east and west elevations, which formerly led to women's and men's restrooms. A single lighting fixture is visible beneath overhanging eaves near the southeast corner of the building and two small cameras are similarly mounted at the southwest corner. Fenestration includes a metal casement window on the east and west elevations, and a small, three-pane, wood-framed, hopper window on the east wall located between the metal casement window and restroom door. A single, small, three-pane, wood-frame window is also visible at either end of the rear (north) elevation. There is a small, rectangular, cinder-block addition centered on the rear elevation of the former filling station (Figure 3-95).

FIGURE 3-93: PRIMARY (SOUTH) ELEVATION OF THE FORMER FILLING STATION AT 411 LAFAYETTE BOULEVARD

FIGURE 3-94: SOUTHEAST OBLIQUE VIEW OF THE FORMER FILLING STATION AT 411 LAFAYETTE BOULEVARD

FIGURE 3-95: ONE-STORY, CONCRETE-BLOCK REAR (NORTH) ADDITION

3.7.2.2 Primary Resource Interior

Photographs of the building's interior were not permitted and only limited access was possible during the most recent site visit. Based on a cursory inspection, the original layout appears to be generally intact with an open area at front and a couple of doorways in the north half of the space possibly leading to a storage room and the northeast corner restroom. Such an arrangement was fairly typical of early-twentieth century, house-type, filling stations. The main entrance usually opened into a sales and product display area with, depending on the facility's size, additional rooms, such as an office or storage space, located to the rear. In cases where the design incorporated separate men's and women's facilities, like this resource, interior access to the men's room was also common (Randl 2008).

3.7.2.3 Secondary Resources

The property contains two secondary resources. The first is a circa-1940, one-story, five-bay garage situated near the lot's eastern boundary (Figure 3-96). The building's rectangular plan is oriented north-south with its primary elevation facing west. A concrete foundation supports concrete-block walls and a hipped roof clad in composite shingles with overhanging eaves. The main entrance is marked by a single, slightly recessed, wood door at the center of the west elevation. There is also single-bay garage door opening at the south end of the building. Fenestration includes two, three-over-one, double-hung, wood windows on the south side of the main entrance, a small, four-pane, wood-framed, hopper or awning-style window on the north side of the main entry door, and a similarly-sized, boarded-up window space near the north end of the façade. Four more three-over-one, double-hung, wood windows present on the rear (east) elevation. When originally constructed, this building housed a restaurant, but was later adapted for other uses, including an office for used car business. It presently serves as additional auto service space.

FIGURE 3-96: SOUTHEAST OBLIQUE VIEW OF THE CIRCA-1940, ONE-STORY GARAGE

The lot also contains a circa-1950, one-story, two-bay, concrete-block, service garage located just west of the primary resource (Figure 3-97). The square-plan building is set back from the street roughly the same distance as the filling station with its primary elevation facing south. The building has a concrete slab foundation and a flat roof with metal coping. Overhead segmental garage doors provide access to each bay on the south elevation, and two single-leaf doors on the east wall offer pedestrian access. Fenestration includes two, multi-light, metal windows on the east, west, and north walls.

FIGURE 3-97: SOUTHEAST OBLIQUE OF THE CIRCA-1950 SERVICE GARAGE

3.7.3 NRHP Evaluation

The one-story concrete building at 411 Lafayette Boulevard is a Mission Revival-styled, "house-type" filling station constructed around 1937. Popular architectural styles were incorporated into gas station designs to help them blend in with surrounding residential neighborhoods. Eventually, particular designs became closely tied to corporate identities and oil companies began developing standardized designs to help promote brand recognition and sell their products (Blanton 2012:E2). The Texaco Oil Company, which had expanded nationwide, initially developed its Mission Revival-styled stations for its home state and southwest markets, but as the visual link between model and brand solidified, the design was deployed to other areas of the country as well, including the east coast (Moore and Mace 2016:3–5). Only a few known examples remain extant in Virginia (Figure 3-98).

FIGURE 3-98: TWO EARLY TWENTIETH CENTURY, MISSION REVIVAL-STYLED GAS STATIONS IN WARRENTON (LEFT) AND WINCHESTER (RIGHT), VIRGINIA (ROADSIDEARCHITECTURE.COM N.D.)

Though a number of changes have been made to the site over time, including the removal of the original gas pumps and the addition of two new buildings, such alterations are not uncommon and, in fact, reflect the evolution of gas and service station design during the twentieth century, as adjustments were made in response to shifting industry trends and design aesthetics. The former filling station's original design remains intact and readily discernable. It retains key elements of its Mission Revival style, including the stuccoed concrete exterior, hipped roof and terra-cotta barrel tiles, and the decorative band of brickwork at the base of the wall. The scale and interior layout of its "house-type" form, which typified station design during the 1920s and 1930s also remains intact. The original windows also survive. Overall, this resource remains in good condition and retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to warrant its consideration for listing in the NRHP.

The former filling station presently known as Pulliam's Service Station is recommended eligible under Criterion A, in the areas of commerce and transportation at the local level, as a reflective example of the important impact that the automobile had on Fredericksburg's economy and built environment during the early decades of the twentieth century. The growing popularity of the automobile combined with coursing Route 1 through Fredericksburg in 1927, had a significant and tangible effect on the city. A host of auto-related businesses, including filling and service stations, tourist homes and motels, dealerships, and restaurants, grew up along gateway corridors and adjoining streets during this period. While many of the buildings that housed those businesses have been lost or repurposed over time, the 411 Lafayette Boulevard complex has continuously served the auto-related needs of travelers and local residents for over three-quarters

of a century. It is also an illustrative example of oil companies' efforts to leverage gas station design as a branding tool during the first half of the twentieth century.

The property bears no known associations with any particularly significant individuals, and is therefore not recommended eligible for listing in the NRHP under Criterion B. The former filling station is a good example of a specific building form developed and utilized, in this case by the oil industry, to brand and market products. Its design, which combines the Mission Revival style applied to a house-type gas station, was utilized by the Texaco Oil Company during the 1920s and 1930s to market and brand its auto-related products and services. Moreover, it is one of only a handful of known examples left in Virginia. One of these, a circa-1920 service station, is also located in Fredericksburg (2400 block of Princess Anne Street), but its design and form have been negatively impacted by an out-of-scale, two-bay, service-garage addition that intrudes on the footprint of the original section (Figure 3-98). For these reasons, this resource is also recommended eligible for the NRHP under Criterion C at the local level. As an architectural resource, the property was not evaluated under Criterion D.

In sum, Pulliam's Service Station at 411 Lafayette Boulevard is **recommended eligible for the NRHP under Criterion A at the local level for its association with the important impact that the automobile had on Fredericksburg's economy and built environment during the early decades of the twentieth century, and under Criterion C at the local level as an example of an early-twentieth century, Mission Revival-styled, house-type, gas station, and a building form developed and utilized to brand and market automobile-related products.**

Additionally, this resource is situated within the boundaries of the Fredericksburg Historic District Extension (111-0009). Its date of construction falls within the District's period of significance (1794-1967) and the building's design is reflective of the city's prevailing architectural and historic trends. As such, the property should be **considered a contributing element to the Fredericksburg Historic District Extension.**

The proposed NRHP boundary for Pulliam's Service Station at 411 Lafayette Boulevard follows the legal lot description for one Fredericksburg City parcel: Parcel Number 7789-13-5279 (Figure 3-99). It is bounded on the west and south by the intersection of Prince Edward Street, Kenmore Avenue, and Lafayette Boulevard, on the northeast a two-story commercial property (Parcel Number 7789-13-6375), and on the northwest by an empty lot currently used for parking (Parcel Number 7789-13-4472). The proposed boundary for Pulliam's Service Station includes the service station, two garages, and surrounding parking areas. The period of significance for Pulliam's Service Station begins in circa 1937, when the original fueling station was constructed. Because it continues to be associated with Fredericksburg's automobile industry, the DC2RVA Team applied the NPS 50-year-rule for defining periods of significance for resources "where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). As such, the period of significance spans from circa 1937 to 1968.

Figure 3-99
Proposed NRHP Boundaries for Pullium's Service Station (111-0009-0795)

02/2018

3.8 FREDERICKSBURG HISTORIC DISTRICT EXTENSION (111-0009)

The Fredericksburg Historic District Extension (111-0009) encompasses an approximately 40-block area bordering the north, west, and south margins of Fredericksburg's original 50-block downtown Fredericksburg Historic District (111-0132), listed in the NRHP in 1971 (Figures 3-100 and 3-101). The eastern boundary of the extension district runs along the Rappahannock River at the north end, then follows the west side of the existing Fredericksburg Historic District midway between Prince Edward and Winchester streets, and along the west side of Dixon Street at the south end. To the west, the boundary extends southward along Charles Street for roughly three and a half blocks, where it intersects with the Washington Avenue Historic District (111-5262), Sunken Road, and the Fredericksburg and Confederate Cemeteries (Figure 3-101). At the south end, the margin stretches along Lafayette Boulevard, the Virginia Central Railway Trail, Hazel Run, and Dixon Street. The district was briefly resurveyed as part of reconnaissance studies conducted as part of the DC2RVA project, where it was found that the district remained potentially eligible (Staton and Lesiuk 2015).

Though the proposed extension area contains a handful of late-eighteenth-century resources, including, for example, the 1794 dwelling at 504 Hanover Street known locally as Federal Hill (111-0030), the majority of resources date from the early-nineteenth through the mid-twentieth centuries. The area is characterized by residential neighborhoods intermixed with pockets of industrial and commercial development. Also present are several churches, cemeteries, and other green spaces, schools, and commemorative memorials. The extension area's existing building stock exhibits a wide range of architectural styles, including both high-style and vernacular examples. Collectively, they reflect and embody the community's 200-plus year evolution from eighteenth-century port town to modern city.

3.8.1 Historic Context

The town of Fredericksburg was surveyed and platted in 1727. Almost immediately, the community began to grow and, by 1730, had become the 10th largest shipping port in the colonies. In 1759, continuing growth necessitated the extension of the community's boundaries (Alvey 1978:1–2). The area that is within the current historic district was sparsely populated during the eighteenth century. It comprised a handful of larger farms on the outskirts of the growing town.

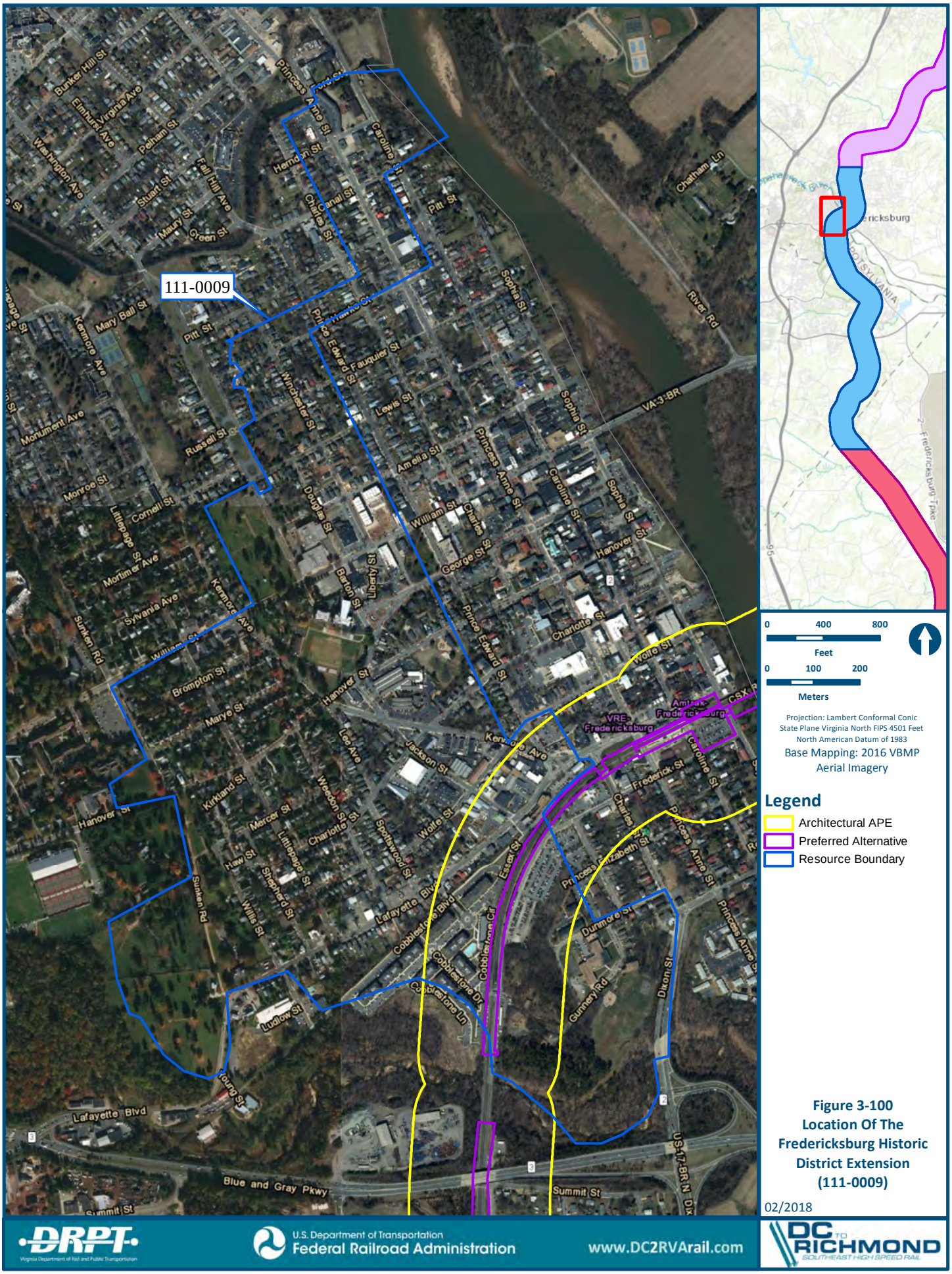

Figure 3-100
Location Of The Fredericksburg Historic District Extension (111-0009)

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DC to RICHMOND SOUTHEAST HIGH SPEED RAIL

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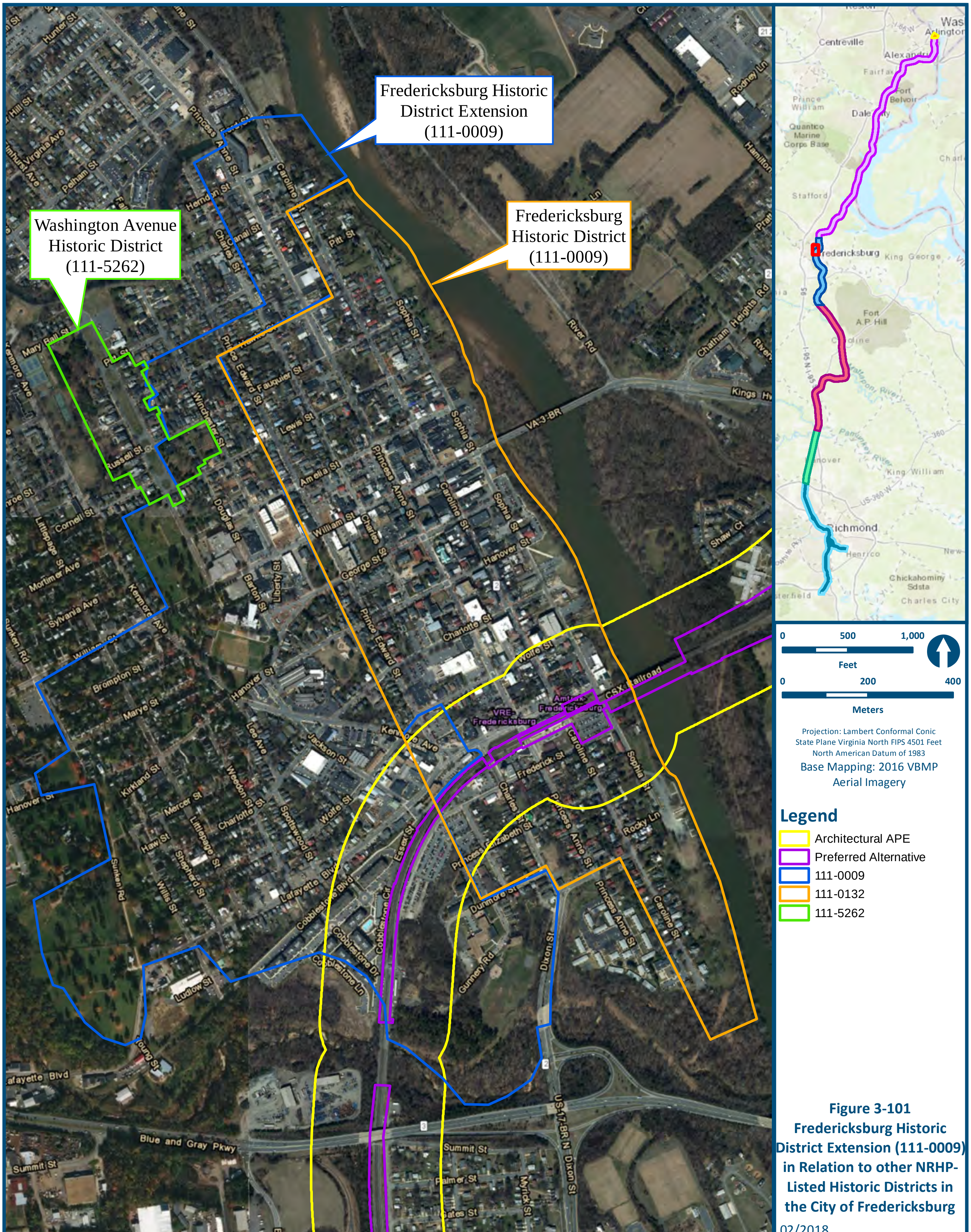

Figure 3-101
Fredericksburg Historic District Extension (111-0009) in Relation to other NRHP-Listed Historic Districts in the City of Fredericksburg

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Fredericksburg continued to prosper as a port town into the nineteenth century. In fact, by 1840, over $4 million worth of goods were being shipped annually from its ports (Willis and Felder 1993:6). To facilitate the movement of those goods, local merchants and officials began discussing plans for a new canal system. Construction on the Rappahannock Navigation System, which comprised a network of dams, locks, and canals, began in the late 1820s, but a lack of funds delayed its completion until 1849 (André and Moore 2008:52). The new canal was one of the many reasons that the city boundaries were, once again, expanded. This increase, occurring in 1851, included many large tracts that are part of the Fredericksburg Historic District Extension (Johnston and Smith 2001:8–22). One of the new canal sections extended through the proposed district along the present-day route of Kenmore Avenue. Despite, or perhaps because of, the construction of the canal, residential development in this area continued to be sparse during this period. While the canal system was originally designed to help funnel water to provide water power throughout the city, many residents found the new canal ditches to be extremely convenient places to deposit household refuse, human waste, and other detritus. The canals soon became blocked and putrid (Fredericksburg Area Tourism Department 2017).

The town's burgeoning prosperity changed drastically in the early 1860s, with the onset of the Civil War. Numerous battles occurred within and around Fredericksburg, including a particularly bloody engagement known as the First Battle of Fredericksburg. On December 13, 1862, Union troops crossed the Rappahannock River, marching through the town to attack Confederate lines entrenched along some high ground to the west of downtown (today's Marye's Heights). Confederate forces deployed behind a stone wall bordering the present-day Sunken Road repelled a series of attacks until, finally, on the night of December 15th, Federal forces were finally forced to withdraw back across the river during (Marvel 1993:3; Willis and Felder 1993:52). This attack traversed almost the entire stretch of land that is now part of the historic district extension (Figure 3-102). The mostly undeveloped broad vista was the scene of indescribable horror, and the buildings in the soldiers' wake were damaged—some beyond salvation.

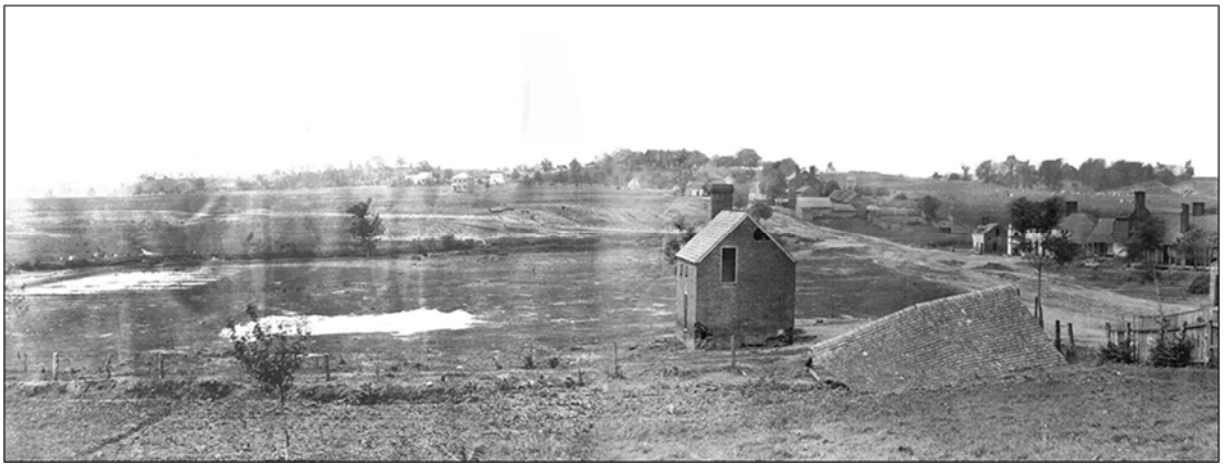


FIGURE 3-102: VIEW OF HANOVER STREET CORRIDOR AND MARYE'S HEIGHTS (REAR) DURING THE CIVIL WAR, LOOKING WEST (CIVIL WAR TRUST 2018). THIS VIEW IS LOOKING AT THE PROPOSED DISTRICT EXTENSION AREA.

The Civil War decimated the physical and cultural fabric of not only the extension area but the whole town and surrounding areas. The next decade was marked by economic decline and, as a result, new development was limited (Johnston and Smith 2001:8–23). Despite the destruction, however, area inhabitants remained in town, determined to rebuild their lives and their homes.

The community's population expanded after the war as emancipated slaves and white farm owners whose properties had been destroyed during the conflict, flooded into town looking for work in one of the growing number of industrial factories and mills.

The town grew so rapidly and so large that Fredericksburg was incorporated into a city in 1879 (Willis and Felder 1993). The rebuilding of the railroad in the 1870s, which had been rendered useless after destruction during the war, made the canal system essentially obsolete, but bolstered the community's emerging industrial economy (Malvasi et al. 2010:101). New roads were also built to and from Fredericksburg for area farmers and merchants to deliver and receive goods. Development sprawled from the commercial center to encompass new neighborhoods to the north and south of town, including the extension area.

By the 1880s, Fredericksburg had largely recovered from war's destruction, and new opportunities for growth were emerging. As a result, the areas surrounding the downtown district saw a spike in new residential development (Johnston and Smith 2001:8–-24). The Fredericksburg Development Company (FDC), organized by a group of local businessmen, purchased a significant amount of land in and around town (Figure 3-103). This group, as well as several other ventures, purchased parcels in the extension areas and platted out smaller urban lots for future residential structures. A nationwide financial panic in 1893 stalled development activities for several years, and the FDC and other groups were forced to sell most of their holdings (Johnston and Smith 2001:8–30). Given this, development remained limited until the turn of the century even though some parcels in the extension area had been cleared and platted.

The late-nineteenth and early-twentieth-century industrial successes of Fredericksburg led to a tremendous need for housing, most notably for the emerging middle class. The lots in the extension district, already platted and within a moderate walking distance of town, were the perfect solution. Domestic residences sprang up along its streets by the dozens, and limited commercial, ecclesiastic, educational, and industrial buildings accompanied this growth.

In 1927, a new section of Route 1 connecting Richmond with Washington, D.C. was completed. The roadway passed through downtown Fredericksburg bringing traffic along Princess Anne Street and what is now Lafayette Boulevard. A year or two later, Kenmore Avenue was extended southward to Lafayette Boulevard covering the canal mentioned above. By the 1950s, a Route 1 bypass was created outside of town and through-traffic was diverted, most of the lots in the extension area had been developed. The few open lots were subsequently built upon in the second half of the twentieth century, leaving a densely populated and architecturally rich fabric.

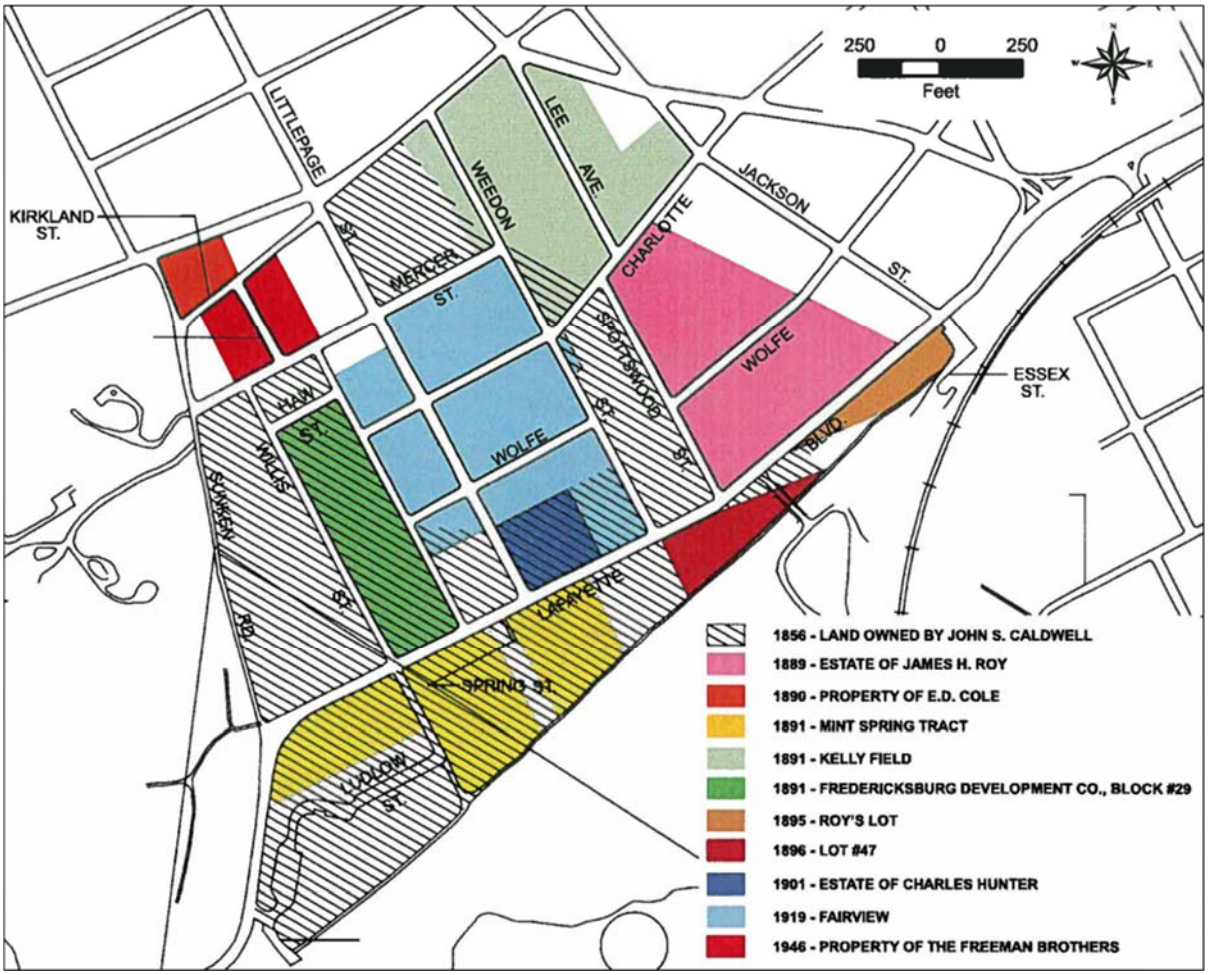


FIGURE 3-103: MAP OF SUBDIVISION DEVELOPMENT IN SOUTHERN PORTION OF THE HISTORIC DISTRICT EXTENSION AREA (MALVASI ET AL. 2010:35)

3.8.2 Architectural Description

The Fredericksburg Historic District Extension (111-0009), encompassing approximately 40 blocks bordering the north, west, and south margins of the city's original 50-block downtown district, includes almost 500 buildings. The area encompasses a mixture of mostly nineteenth- and twentieth-century residential enclaves, with pockets of industrial and commercial development located along sections of the Princess Anne Street, Kenmore Avenue, William Street, and Lafayette Boulevard corridors. The existing housing stock exhibits a variety of materials and a wide range of architectural styles, including Italianate, Queen Anne, Shingle, Colonial Revival, and Craftsman, expressed in both formal and vernacular designs. Collectively, they reflect and embody the area's evolution from eighteenth-century outskirts to an inner-city neighborhood.

The oldest resource, Federal Hill (111-0030), is a frame dwelling at 504 Hanover Street, constructed circa-1794. The house exhibits a transitional design, blending elements of both Georgian and Federal styles (Figure 3-104). The building's odd angle when compared to the linear street grid reflects its early origins. Two dwellings in the district date to the early-nineteenth century, both of which survived the Civil War—the Freeman House on Littlepage Street and the Rowe House at 801 Hanover Street (111-0107) (Figure 3-105).

Although the vast majority of the building stock dates to the twentieth century, several domestic structures reflect popular late-nineteenth-century styles, such as the Italianate dwelling at 601 Spottswood Street and the Queen Anne-styled houses along Lewis and Winchester streets (Figures 3-106 and 3-107). While some early-twentieth-century residential buildings continued the tradition of using stylized and patterned designs, such as the dwellings constructed in the foursquare form found in the 800 block of Charlotte Street (Figure 3-108), some of the smaller lots in the extension area were the ideal site for working class homes. These dwellings tended to be frame construction and two stories in height and typically one room wide to fit on increasingly divided lots. A sample of these can still be seen in the 600 block of George Street (Figure 3-109).

The 1920s and 1930s brought an eclectic building stock to this area. While most of the construction tended to revolve around single-family dwellings, the designs varied from Colonial Revival, Tudor Revival, and Craftsman-styled houses to those embracing the bungalow and Cape Cod forms (Figures 3-110 through 3-112). Most of the buildings from the 1950s and into the late-twentieth century continued to be one- to one-and-a-half story residences with simple forms.

FIGURE 3-104: 1794 FEDERAL HILL DWELLING AT 504 HANOVER STREET (111-0030)

FIGURE 3-105: SOUTH ELEVATION OF THE 1828 FEDERAL-STYLE ROWE HOUSE AT 801 HANOVER STREET (111-0107)

FIGURE 3-106: SOUTHWEST OBLIQUE OF ITALIANATE-STYLE DWELLING AT 601 SPOTTSWOOD STREET

FIGURE 3-107: VIEW OF QUEEN ANNE-STYLE DWELLINGS ON THE SOUTHWEST CORNER OF LEWIS AND WINCHESTER STREETS, LOOKING SOUTHEAST

FIGURE 3-108: VIEW OF SEVERAL FOURSQUARE HOUSES ALONG THE 800 BLOCK OF CHARLOTTE STREET, LOOKING EAST

FIGURE 3-109: TURN-OF-THE-CENTURY, VERNACULAR WORKER HOUSING AT 602 AND 604 GEORGE STREET, LOOKING EAST. BLOCK OF GEORGE STREET, LOOKING SOUTHEAST

FIGURE 3-110: PRIMARY (NORTH) ELEVATION OF A 1935 COLONIAL REVIVAL-STYLED, CAPE COD DWELLING AT 529 GEORGE STREET (LEFT) AND SOUTHEAST OBLIQUE VIEW OF 1920 DUTCH COLONIAL REVIVAL DWELLING AT 810 HANOVER STREET (RIGHT)

FIGURE 3-111: SOUTH ELEVATIONS OF A 1940 CRAFTSMAN BUNGALOW AT 907 WILLIAM STREET (LEFT) AND A 1946 COLONIAL-REVIVAL-STYLED CAPE COD HOME AT 905 WILLIAM STREET (RIGHT)

FIGURE 3-112: EAST ELEVATION OF A TUDOR REVIVAL-STYLED DWELLING AT 914 HANOVER STREET

Although the majority of the building stock comprises residential structures, early- and mid-twentieth-century commercial properties populate much of the north side of Lafayette Boulevard—a product of the corridor's one-time role as part of Route 1—and William Street. These include gas stations, restaurants, and service buildings (Figure 3-113). The Matthew Fontaine Maury School at 900 Barton Street (111-0009-0014), constructed in 1919, represents educational development which was needed as the city's population expanded (Figure 3-114). The extension area is also home to several churches, including, among others, the Classical Revival-styled Fairview Baptist Church at 900 Charlotte Street, built in 1925, and a 1930 brick church at 821–823 Lafayette Boulevard, which is now the local headquarters for the Salvation

Army (Figure 3-115). The Fredericksburg City Cemetery and north-adjoining Confederate Cemetery (111-0009-0129) also lie within the proposed extension area, on the northwest corner of William Street and Washington Avenue.

FIGURE 3-113: SOUTHWEST OBLIQUE OF A FORMER 1930S FILLING STATION (PULLIAMS AUTO) AT 401 LAFAYETTE BOULEVARD (111-0009-0795) (LEFT) AND SOUTHWEST OBLIQUE VIEW OF MR. DEE'S RESTAURANT AT 701 LAFAYETTE BOULEVARD (RIGHT)

FIGURE 3-114: EAST ELEVATION OF THE MATTHEW FONTAINE MAURY SCHOOL AT 900 BARTON STREET (111-0009-0014)

FIGURE 3-115: NORTH ELEVATION OF THE FAIRVIEW BAPTIST CHURCH AT 900 CHARLOTTE STREET (BUILT 1925) (LEFT) AND SOUTH ELEVATION OF CHURCH AT 821–823 LAFAYETTE BOULEVARD (BUILT 1930) (RIGHT)

The twenty-first century is represented by pockets of new construction, including a new, mixed-use development (townhomes with ground-floor commercial space) on the north side of the 500 block of William Street and the Cobblestone Apartments complex built in 2012 between Lafayette Boulevard and the CSXT rail line at the south end of the proposed district extension (Figure 3-116). Instances of new residential, infill development were also noted throughout the project area.

FIGURE 3-116: OVERVIEW OF APARTMENTS AT COBBLESTONE SQUARE AT 627 COBBLESTONE CIRCLE, LOOKING EAST

3.8.3 NRHP Evaluation

The proposed Fredericksburg Historic District Extension (111-0009) embodies and helps to narrate the city's growth and evolution from late-eighteenth century, riverside port town to a modern city. The extension area as a whole retains sufficient integrity of location, setting, feeling, association, design, materials, and workmanship despite some modern infill, lingering neglect in some areas, and replacement of historic materials, which are common characteristics of consistently growing historic cities or towns.

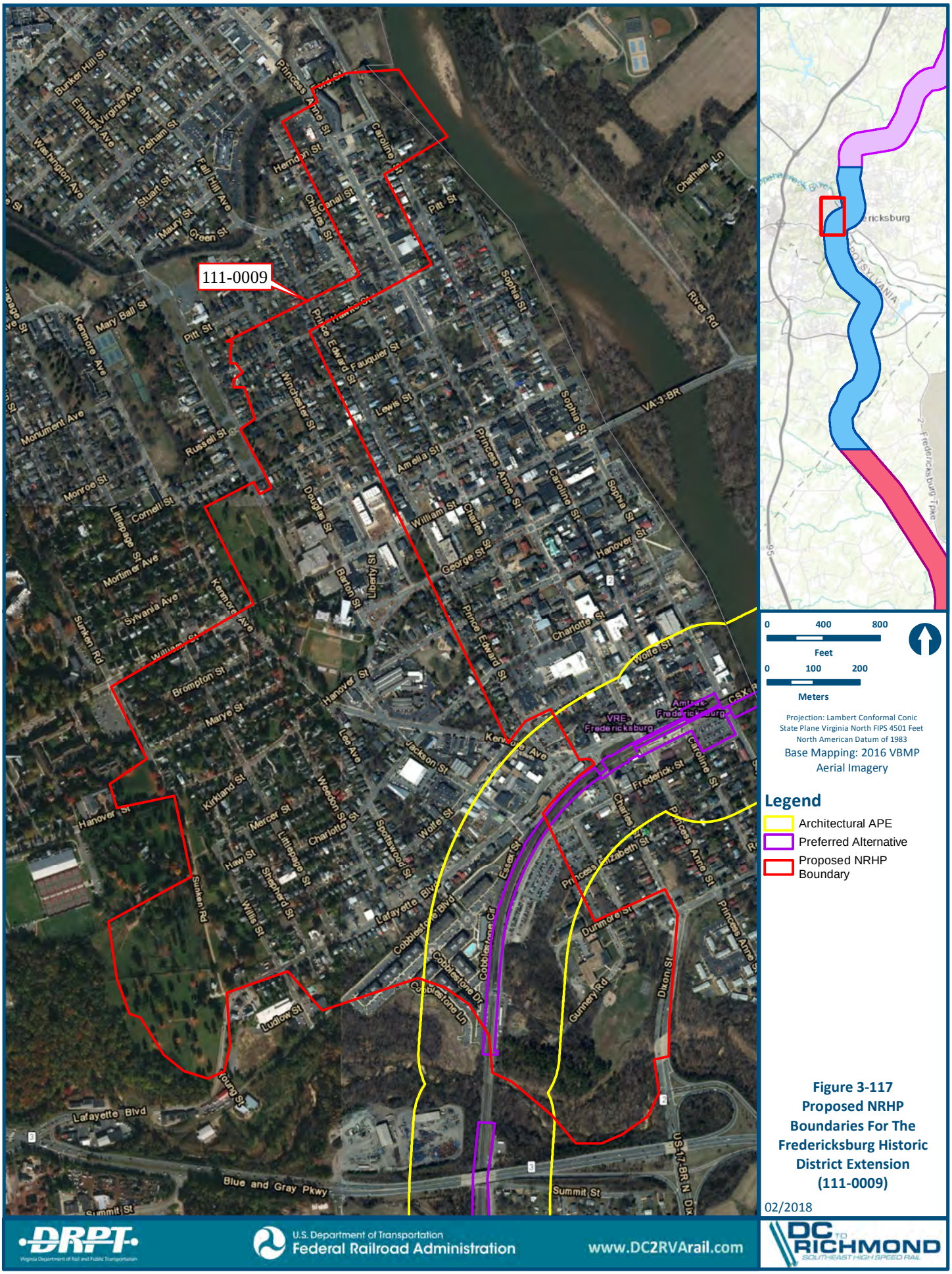
Land that was once farmland on the outskirts of town became an important hub for residential occupancy during the late-nineteenth and early-twentieth centuries. While most of Fredericksburg's upper and upper middle class inhabited the areas closer to downtown, this part of the city was within walking distance to many of the city's establishments but offered those of the working class and middle class the opportunity to own a home on moderate-sized lots. The building stock directly reflects the eras of financial prosperity and economic hardships faced by this community. Beyond the residential development, the commercial buildings on the perimeter of the district directly reflect this area's importance as cross-route town as travelers traversed what was then Route 1 along Princess Anne Street and Lafayette Boulevard. It is therefore recommended that the district is eligible for the NRHP under Criterion A for its overall contribution to trends in community planning and development that exhibit broad patterns of history within Fredericksburg.

The resource has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criterion B.

The architectural stock in the district ranges from modest, small-scale, vernacular, worker housing to large, high-style dwellings, interspersed with commercial, educational, ecclesiastic, and industrial places. Signs of deterioration and structural integrity issues were noted in the area resulting largely from vacancy, protracted neglect, and deferred maintenance. Other integrity issues observed include the replacement of historic fabric with modern materials, such as vinyl siding and windows; however these are common modifications. Some new, larger-scale, contemporary development was noted within the district extension area, including, for example, multi-story townhomes along the 500 blocks of Amelia, Winchester, and William streets, built 2015–2017, and a multi-unit residential complex known as the Apartments at Cobblestone, built 2010, at the south end of the extension area. Despite these integrity issues and some infill, the preponderance of the buildings in the district date to the late-nineteenth and early-twentieth century and provide an excellent cross section of building styles and forms which most directly represent the use of this area as a suburban-turned-urban residential enclave and exhibit many of their original character-defining features. This area also exhibits good examples of adaptive reuse, notably the former G. H. Manufacturing Plant, which was converted for use as office space, and the Matthew Fontaine Maury School (111-0009-0014), which now houses condominiums. Due to its disparate yet rich character and integrity, it is recommended that the district is eligible under Criterion C for its architectural merit. As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Fredericksburg Historic District Extension (111-0009) is **recommended as eligible for listing in the NRHP under Criterion A for its overall contribution to the developmental history of Fredericksburg and Criterion C for its architectural merit with a period of significance of 1794, the year Federal Hill was constructed, through 1967.**

The Fredericksburg Historic District Extension (111-0009) encompasses an approximately 40-block area bordering the north, west, and south margins of Fredericksburg's original 50-block downtown Fredericksburg Historic District (111-0132), listed in the NRHP in 1971 (Figure 3-117). The eastern boundary of the extension district runs along the Rappahannock River at the north end, then follows the west side of the existing Fredericksburg Historic District midway between Prince Edward and Winchester streets, and along the west side of Dixon Street at the south end. To the west, the boundary extends southward along Charles Street for roughly three and a half blocks, where it intersects with the Washington Avenue Historic District (111-5262), Sunken Road, and the City of Fredericksburg and Confederate Cemeteries. At the south end, the margin stretches along Lafayette Boulevard, the Virginia Central Railway Trail, Hazel Run, and Dixon Street.



0 400 800
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Proposed NRHP Boundary

Figure 3-117
Proposed NRHP Boundaries For The Fredericksburg Historic District Extension (111-0009)

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3.9 SLAUGHTER PEN FARM (088-0254)

The Slaughter Pen Farm property (088-0254) is located at 11190 Tidewater Trail (State Route 17), in the northeast corner of Spotsylvania County, Virginia. It adjoins the tracks of the former RF&P Railroad, approximately 2.5 miles southeast of downtown Fredericksburg, Virginia (Figure 3-118). This resource is a 200.61-acre historic farm with a Civil War landscape component. The extant built complex includes a circa-1898, two-story, frame dwelling and several frame outbuildings.

3.9.1 Historic Context

The Slaughter Pen Farm property, known also at different points as the "Wayside Farm" and "Pierson Farm," was originally part of a larger 4,972-acre land patent conveyed by the Virginia Colony Assembly to Major Thomas Laurence Smith in 1679. In 1728, Mann Page of Gloucester County, acquired a 3,500-acre patent in what is now Spotsylvania County described as the "westernmost corner of a patent granted to Lawrence Smith and Robert Taliaferro, both deceased" (Library of Virginia n.d.). The first member of the Page family to reside in Spotsylvania County however was Mann Page, III (1749–1803). He arrived in the early 1770s and erected a grand stone mansion along the south bank of the Rappahannock River (opposite the present-day Slaughter Pen Farm property), near the port of Fredericksburg. The new house became the center of large plantation estate Page had named "Mannsfield" (Gordon 1936:1–2).

When Mann Page, IV died in 1803, his estate was divided between his heirs. His widow, Mary Page, received as her dower the Mannsfield home and approximately 800-plus acres at the north end of the family's Spotsylvania landholdings (Spotsylvania County Will Book [SCWB] W-D C:200). Several years later, Mary remarried and moved to Prince William County. Her share of the Mannsfield estate was sold through several transactions to William Bernard (SCDB S:365, U:126, BB:463). The latter had relocated from King George County around 1811 and begun acquiring real estate in the Fredericksburg region, including, in addition to Mannsfield, an 845-acre tract known as Garnetts Quarter and a 160-acre property called Merry Hill (SCDB R:453, AK:76).

In 1836, a portion of Bernard's Mannsfield tract was conveyed to the RF&P Railroad Company (chartered in 1834) for a new rail line they were constructing (Griffin 1994; SCDB FF:371). A section of the railway, which reached Fredericksburg in 1837, extended along the boundary of the current Slaughter Pen Farm parcel's western boundary. Seven years later, in 1844, William Bernard passed away. His Mannsfield estate was divided into two sections and, his sons, Arthur H. H. Bernard and Nathaniel A. Bernard, drew lots to determine which part they would receive. Arthur was granted the Mannsfield manor house and 563 acres of surrounding land, and Nathan received the remainder (SCWB W-BB:16).

The Mannsfield estate was among the largest plantations in the area during this period. In addition to the main house and grounds, the built complex included an array of outbuildings of varying form and function spread out over the property's 1,800 acres. Among these were several clusters of slave quarters, built to house the Bernard family's 70-plus slaves. One of these, consisting of at least three, one-story, frame cabins and a stone-lined well, occupied a low knoll just west of the current Slaughter Pen property. A circa-1860s map depicts the small enclave (identified as "Bernard's Cabins") (Figure 3-119) (Hennessy 2010b; Swain 2008).

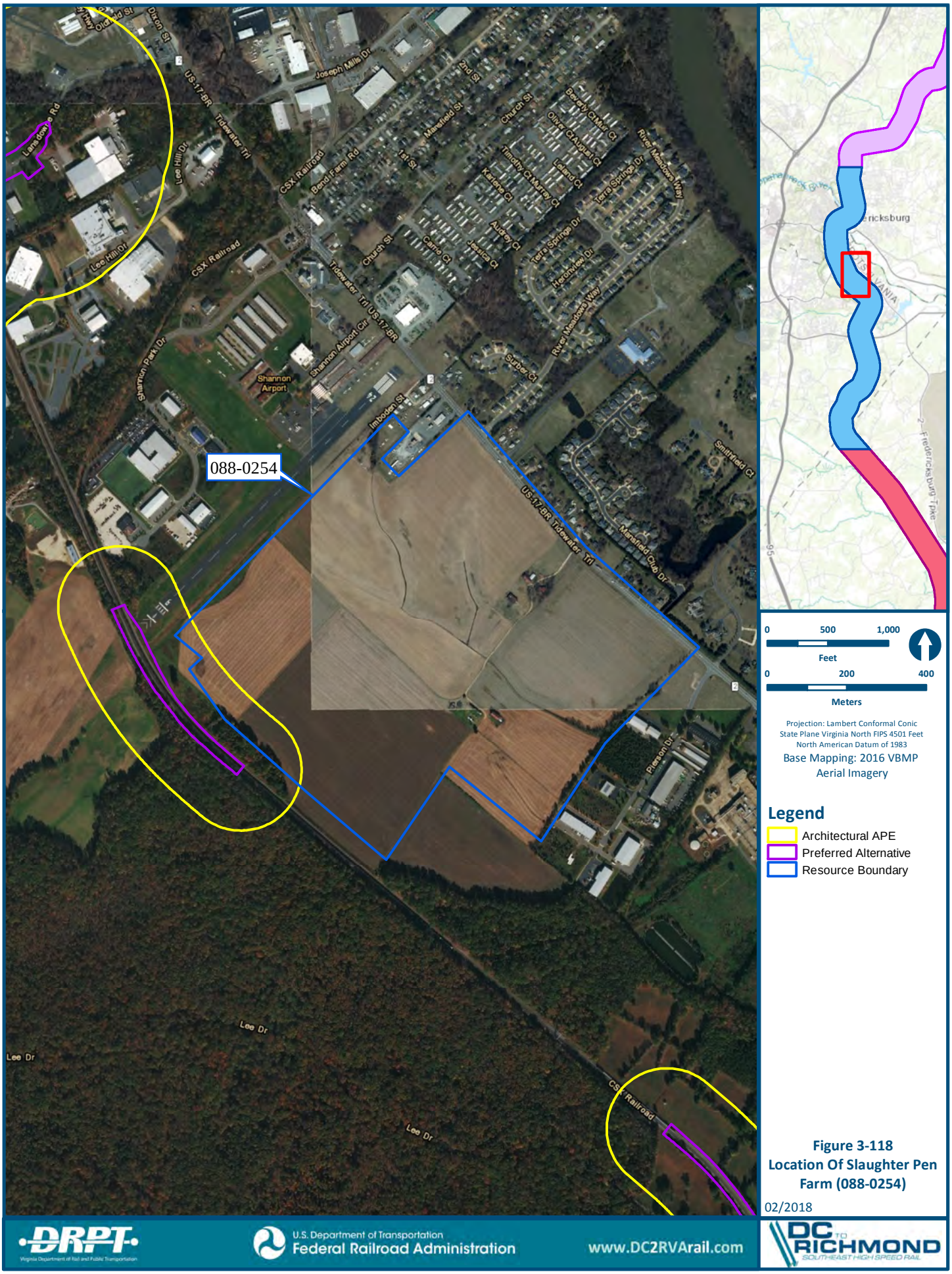

Figure 3-118
Location Of Slaughter Pen Farm (088-0254)

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U.S. Department of Transportation
Federal Railroad Administration

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The Civil War had a substantial impact on the Fredericksburg area and the Slaughter Pen Farm. On December 13, 1862, the Slaughter Pen Farm was the site of a violent clash between Union and Confederate forces during the Battle of Fredericksburg. Federal troops led by Major General William B. Franklin, crossed the open fields at Slaughter Pen to attack Confederate defensive positions located on some high ground in the woods just west of the RF&P rail line (Figure 3-120). Elements of a Union regiment commanded by General George Meade and John Gibbon successfully advanced to the woods, even reaching and crossing the railroad tracks, but were repelled by reserve Confederate forces called up by General Stonewall Jackson to counter the attack. The Federal troops were pushed back to the road (present-day Tidewater Trail/SR 17) and retreated. When the fighting had stopped, approximately 5,000 soldiers were dead (Rafuse 2011; Schemmer 2009; Sullivan 2011). The fighting was so intense and deadly that, in the aftermath, some Union soldiers gave the site a name: the "Slaughter Pen" (O'Reilly 2006:236). Sometime between December 1862 and May 1863, the Mannsfield estate's main house was destroyed in a fire (Miller and Lanier 1911:22; Northington 1936). On the 1862 map, which was published in 1867, the word "ruins" appears next to the site (which is incorrectly identified as belonging to "Burnett" rather than Bernard).

FIGURE 3-119: LOCATION OF SLAUGHTER PEN FARM AS SHOWN ON A CIRCA-1860S MAP OF SPOTSYLVANIA COUNTY (STANFORD CA. 1860) (MAP NOT TO SCALE)

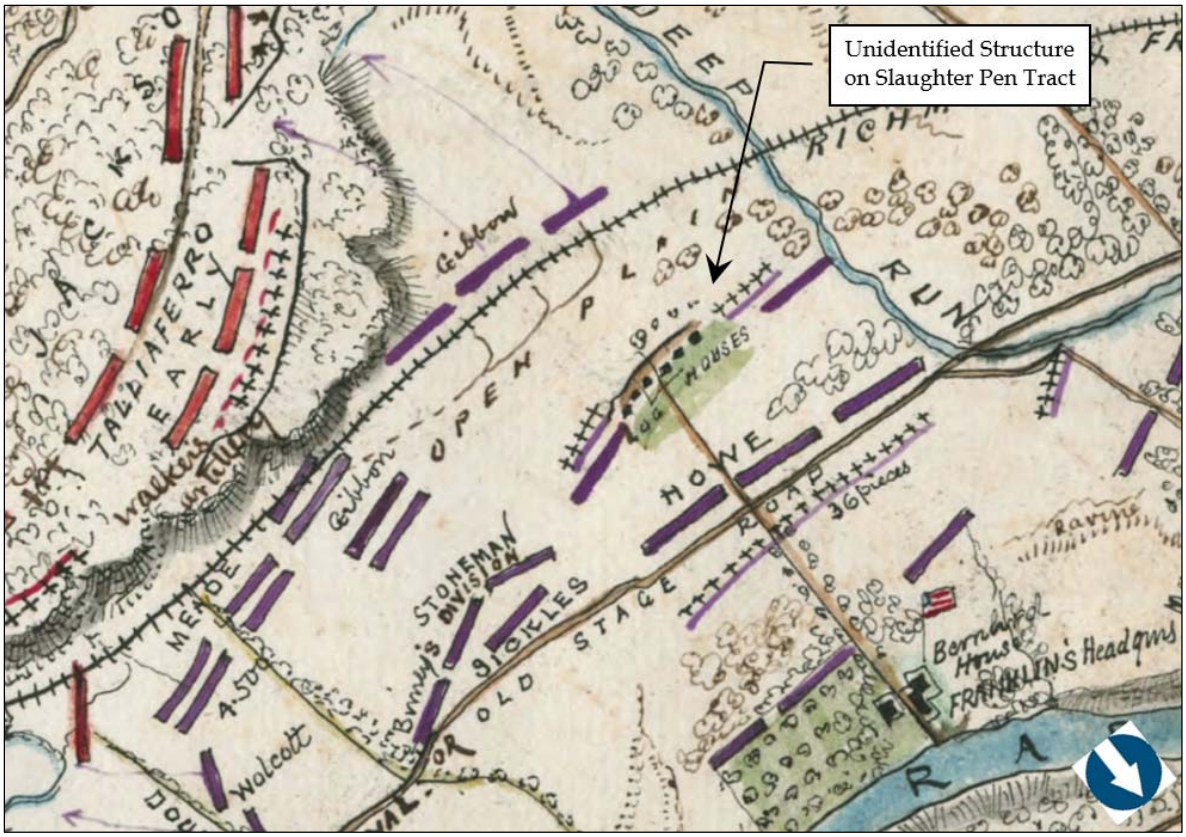

FIGURE 3-120: PLAN MAP OF THE BATTLE OF FREDERICKSBURG, VIRGINIA, DECEMBER 13, 1862 WITH STRUCTURE ON SLAUGHTER PEN TRACT (SNEDEN CA. 1862). NOTE: UNION FORCES REPRESENTED IN PURPLE AND CONFEDERATE FORCES REPRESENTED IN RED IN MAP. (MAP NOT TO SCALE)

An article on the Mannsfield estate written by a war correspondent for the *New York Times* in May 1865 noted that just prior to the Battle of Fredericksburg, the property's owner, A.H.H. Bernard, "a wealthy Secessionist, middle-aged bachelor," had reportedly attempted to cross the Union lines, but was captured and imprisoned. The article also mentions that the Mannsfield mansion house, which had been used as a hospital during the battle, had since accidentally burned (Northington 1936; Tiernan 1901).

It is unclear whether Arthur H. H. Bernard ever permanently returned to Spotsylvania County (the 1870 U.S. Census lists him as a resident of Richmond, Virginia). He died in 1891 and three years later, his heirs sold 290 acres of the family estate to Thomas P. Yerby for $1,500 (SCDB AH:288; Fredericksburg Free Lance 1891). The 1893 plat map shows the Bernard's partitioned Mannsfield estate (Figure 3-121). The 290-acre portion bordering the south side of the "Road" (present-day Tidewater Trail/Route 17), included the Slaughter Pen Farm tract, then 240 acres in size, and a north-adjoining, 50-acre parcel that, according to land records, had formerly been part of the larger Merry Hill Farm tract (Spotsylvania County Plat Book [SCPB] AG:224).

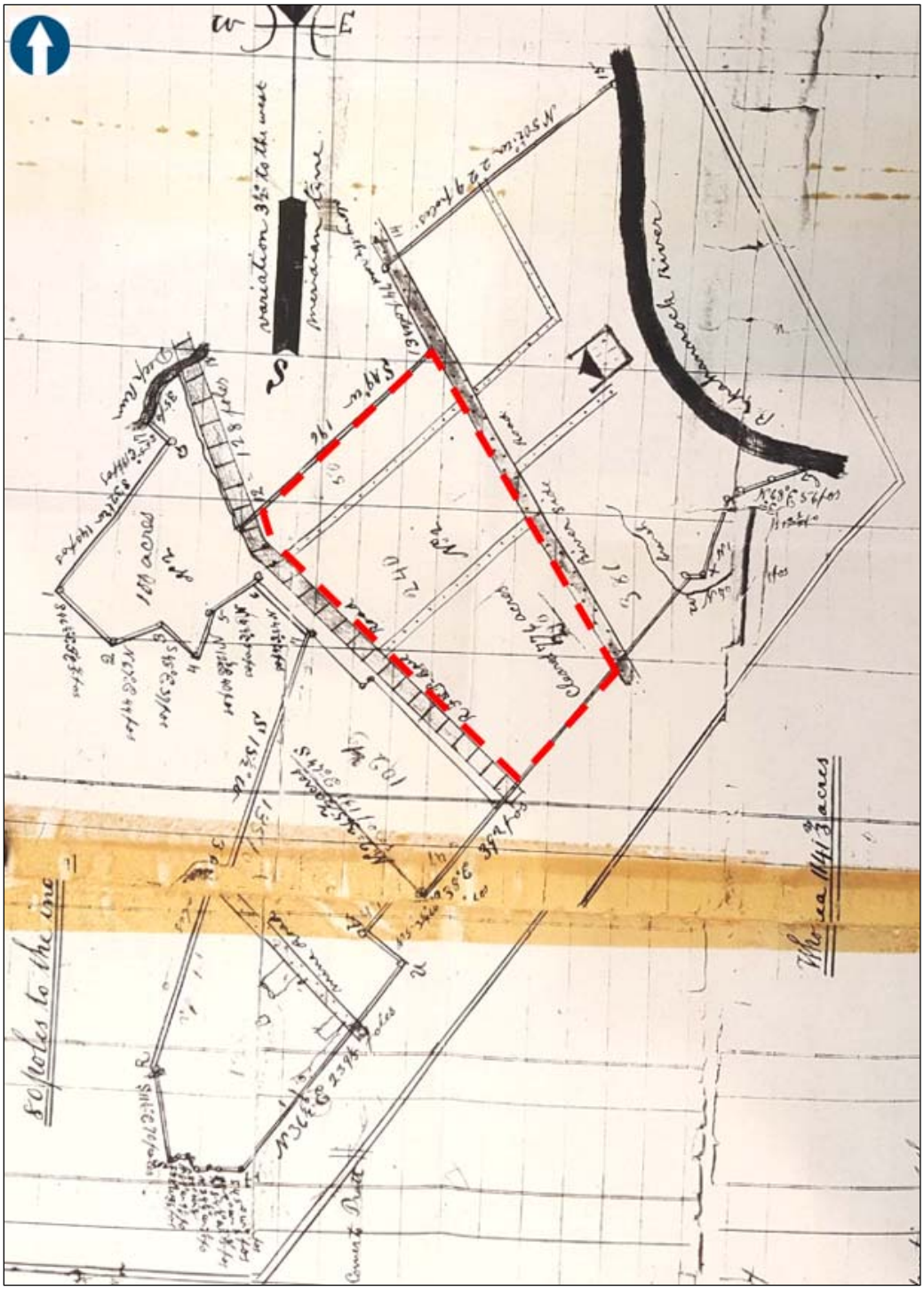

FIGURE 3-121: 1893 PLAT MAP OF 1,141.66-ACRE BERNARD ESTATE (SCPB AG:224). NOTE: THE 240-ACRE SLAUGHTER PEN FARM PROPERTY AND ADJOINING 50 ACRES OF THE MERRY HILL FARM ARE OUTLINED IN RED. (MAP NOT TO SCALE)

Following his acquisition, Yerby conveyed a deed of trust on the 290-acre tract, apparently to fund some planned improvements (SCDB AF:70). An extract from a 1904 suit between W. S. Embrey (plaintiff) and Thomas P. Yerby, Sr., recorded in a City of Fredericksburg Circuit Court

order book, offers details concerning the new construction that occurred on the property during this period. According to the court records, a log tenant house with a two-story frame addition attached to one end was built on the Slaughter Pen tract in the "early winter" of 1894 (City of Fredericksburg Circuit Court 1904). Other improvements included a new barn/stable, a carriage building, a windmill, two tenement houses, additional outbuildings, fencing, and drainage ditches. The barn, erected at a cost of $1,800, was reportedly large, housing 40 stalls and space for feed storage. The court record also noted that the extant two-story, Italianate-styled, frame dwelling was constructed around 1898 by a local carpenter named Mason Garner (City of Fredericksburg Circuit Court 1904). A review of land records from this period also indicate that Yerby, who resided with his family on an 800-acre plantation to the south called Belvoir, apparently named his newly acquired property "Wayside" (SCDB 90:381, 488; 94:148).

Yerby sold small portions of the tract, including 5 acres on the south side of the RF&P rail line, to Richard M. Doswell in 1898 (SCDB AI:262) and another 2.0 acres from the southwest corner of the property to the RF&P Railroad in 1906 (SCDB AV:255). At some point in the early 1900s, Thomas Yerby developed health problems and moved his family to their Wayside property so he could be closer to his physician. In February 1907, he passed away following a bout with pneumonia (Findagrave.com 2017a). In the 1910 U.S. Census, his widow, Jane R. Yerby, is listed as the head of a household that included her daughter, Lena P. Yerby, and three grandchildren. Lena, was reportedly managing the family farm (U.S. Census 1910). In 1911, Thomas' daughter, Jane D. Yerby, married a gentleman from Caroline County named Victor R. Pierson (The Times Dispatch 1911). A decade later, in 1920, the U.S. Census listed Victor R. Pierson in residence at Slaughter Pen Farm with his wife, Jane ("Jenny") D. Pierson, and their three children. Victor's profession was described as a dairy and grain farmer.

Ownership of the property eventually passed to their son, John Wallace Pierson, who resided on the farm until his own death in 2005. In his obituary, published in the *Fredericksburg Free Lance-Star*, he was described as a "retired dairy farmer and an avid gardener" (Findagrave.com 2017b). In 2006, his heirs sold the tract for $12 million to the Civil War Trust; a nonprofit organization dedicated to the preservation of the country's significant Civil War-era battlefields (Schemmer 2014). After acquiring the property, the Trust placed the property under a preservation easement held by the DHR (DHR 2007:67).

In 2014, the Civil War Trust hired a contractor to demolish several buildings on the property, including a vacant house near the boundary with Shannon Airport, a frame milking barn, several frame sheds, and two wells (Schemmer 2014).

3.9.2 Architectural Description

The property known as Slaughter Pen Farm currently consists of a circa-1898 main dwelling, circa-1894 tenant house, two agricultural buildings, two domestic outbuildings, and a ditch fence (Figure 3-122). When initially surveyed in 1996, a substantial number of secondary resources were recorded in association with this property. In recent decades at least 11 buildings have been demolished at Slaughter Pen Farm, many of which were related to its twentieth-century agricultural use. However, the farm itself is best known for its role in the 1862 Battle of Fredericksburg.

3.9.2.1 Primary Resource Exterior

As detailed in previous investigations, the main dwelling at Slaughter Pen Farm is a late-nineteenth-century, two-story, three-bay, Italianate residence (Figure 3-123). It rests primarily on a continuous brick foundation, laid in American bond and extending to a one-story rear ell; however, the foundation of the north wing has been replaced with continuous poured concrete. The house's frame structural system is currently clad in vinyl siding and covered by a hipped roof sheathed in standing-seam metal. A wood cornice wraps around the two-story main massing of the house and is ornamented by dentils and scrolled brackets. Two interior, corbelled, brick chimneys pierce the roof of the main massing while a third chimney appears to have been relocated from the center of the rear ell to the exterior of the same. The main entry and other fenestration at the first floor was boarded over at the time of survey, but upper level windows are two-over-two (vertical muntins), double-hung, wood sashes. At the rear, or southwest elevation, a two-story, projecting, gabled bay extends from the center and a one-story ell extends from the south corner of the house—both of which appear original to its design (Figure 3-124). Two four-light, wood-framed, casement windows are located in the gabled ends of these extensions. A one-story, lean-to addition was made to the north side of central projecting bay, likely at the same time that the foundation around the north wing of the house was replaced. A lean-to porch was also added to the north elevation of the rear ell sometime in the early-twentieth century.

3.9.2.2 Secondary Resources

Two domestic outbuildings are located in proximity to the main dwelling, previously identified as a kitchen and shed (Figure 3-125). The circa-1900, one-story, one-room, summer kitchen has a frame structural system clad in weatherboard which is currently resting directly on the ground. The building is covered by a front-gabled roof sheathed in v-crimped metal and features a small interior-end brick chimney at the southeast elevation. A single-leaf entrance is located on the northwest elevation while a single, six-over-six, double-hung, wood-framed, sash window marks the center of both the northeast and southwest elevations. At the interior, the kitchen walls have been covered in drywall and a portion of the brick flue removed.

The building previously identified as a shed is better described as a cold storage building. Constructed from primarily concrete block circa 1950, this building rests on a poured concrete slab and is covered by a front-gabled roof sheathed in v-crimped metal. The roof is supported by a nailed, king-post, truss system made from two-by-fours clad in weatherboard at the gabled ends. Fenestration is limited to the northwest elevation where a single-leaf entry provides access to the building and gabled ends on both the northwest and southeast elevations feature a louvered wood vent at the gable allows warmer air to escape. A small concrete-block pump house covered by a metal-clad shed roof extends from the southeast elevation (Figure 3-126). At the interior, a simple wood work table lines the southwest wall.

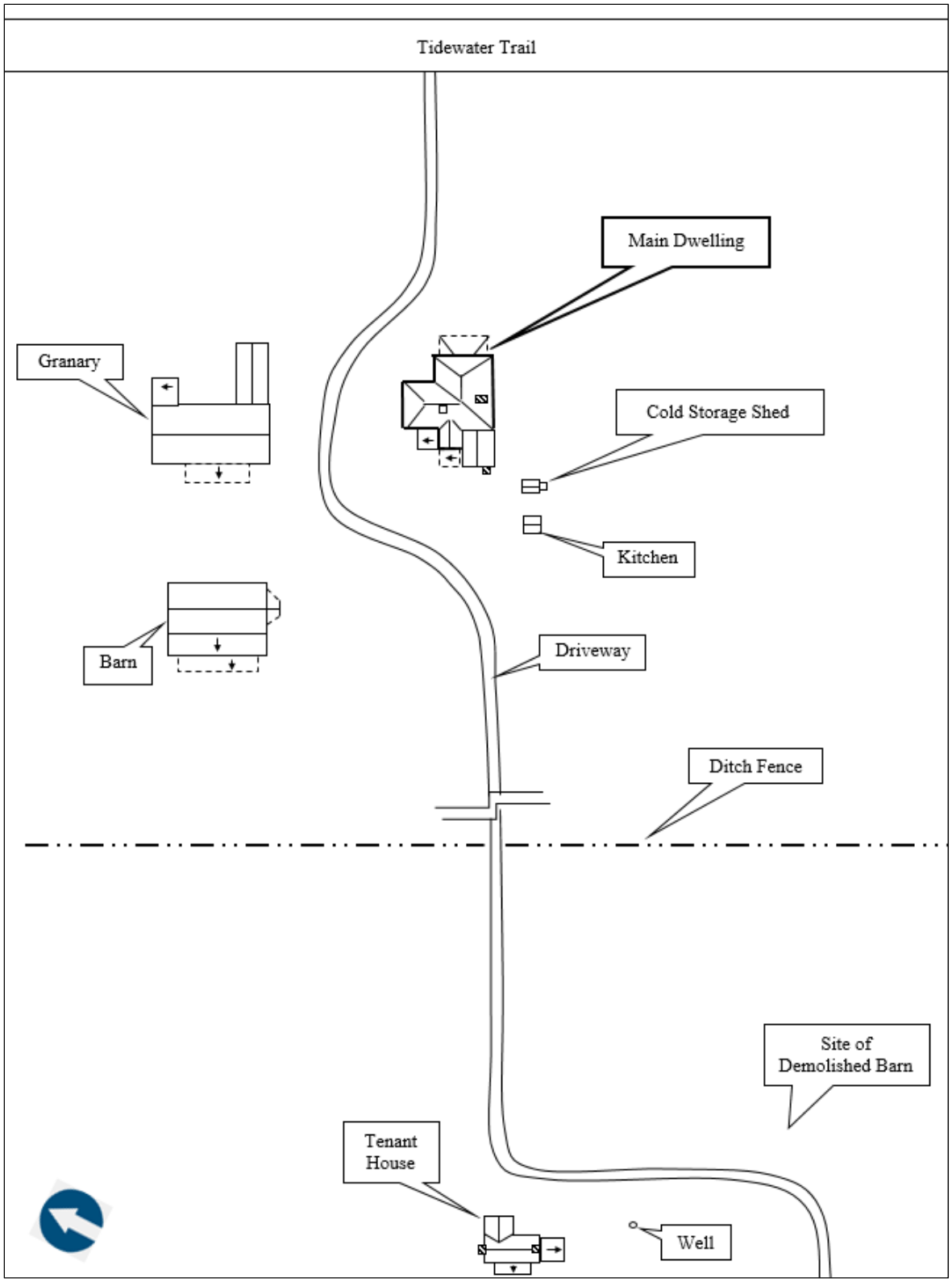

FIGURE 3-122: SITE PLAN FOR SLAUGHTER PEN FARM (088-0254) (NOT TO SCALE)

FIGURE 3-123: SLAUGHTER PEN FARM, VIEW OF FAÇADE OR NORTHEAST ELEVATION

FIGURE 3-124: SLAUGHTER PEN FARM, REAR OR SOUTHWEST ELEVATION

FIGURE 3-125: SLAUGHTER PEN FARM, VIEW OF DOMESTIC OUTBUILDINGS LOOKING NORTHEAST

FIGURE 3-126: SLAUGHTER PEN FARM, SOUTH OBLIQUE OF COLD STORAGE SHED

Located closest to the main dwelling is a frame building previously identified as a barn, but which is more accurately described as a granary or storehouse (Figure 3-127). This building appears to have been built circa 1920 and used to store crops and other goods, perhaps for direct sale from the property to area farmers. This building has multiple additions, many of which rest on a continuous poured-concrete foundation and have a frame structural system clad in diagonal plank sheathing. At the two-story, three-bay, original section of the storehouse, this sheathing is further clad in asbestos siding while a large rear addition, likely used to store hay, is sided with corrugated metal. Both of these sections are covered by a front-gabled roof sheathed in v-crimped metal. A single-leaf wood door provides access to the granary from the primary or southeast elevation. A concrete-block addition extends from the east corner of the building and has been modified in recent decades, opening the southeast side to serve as a four-bay machine shed. Another smaller addition extends from the north corner of the building and is covered with overgrowth. It rests on continuous poured concrete, has a frame structural system clad in diamond-shaped asphalt shingles, and is covered by a shed roof. A lean-to porch addition extends from the middle of the southwest elevation to shelter two large loading bays, one of which is covered by a sliding wood door. From the northeast elevation, a window in the foundation lets light into a basement area.

FIGURE 3-127: SLAUGHTER PEN FARM, EAST OBLIQUE OF GRANARY (TOP); SLAUGHTER PEN FARM, SOUTHWEST ELEVATION OF GRANARY (BOTTOM)

A barn previously identified as a "Horse and Wagon Barn," does not appear to have served either in recent decades. The original section of the barn was likely constructed circa 1920. It rests on a continuous poured-concrete foundation and has a balloon-frame structural system clad in weatherboard siding. It is covered by a gambrel roof sheathed in v-crimped metal and features a large hay hood at the southeast elevation (Figure 3-128). At some point in the mid-twentieth-century, the southwest wall of the barn was removed and replaced by a series of metal posts with a poured-concrete floor below and a lean-to addition made that included a feedway for cattle (Figure 3-129). Another lean-to addition was made to the southeast side of this earlier expansion and may have provided a space for machine or wagon storage. A third barn, last surveyed in October 2015, has been recently demolished. This barn appears to have been of pole-type construction and may have been the circa-1900 horse barn mentioned in local court records (City of Fredericksburg Circuit Court 1904). Some of the large poles used to support this barn remained on site, but most of the materials have been removed.

A circa-1894, one-and-a-half-story, tenant house—part of which is log construction—was also noted in local court records (Figure 3-130). Shortly after initial construction, a frame addition was made to the northwest end of the house. Both sides of the house are clad in weatherboard siding and covered by a side-gabled roof sheathed in v-crimped metal. An interior-end brick chimney is partially visible at the southeast end of the house and an exterior-end brick chimney is centrally located on the northwest elevation. The building was covered in overgrowth and could not be closely inspected during the current survey. However, a partial-width, one-story porch was observed across the southwest elevation and is believed to shelter the main entrance. Windows are six-over-six, wood-framed, double-hung sashes throughout the house. A one-story rear ell is located at the north corner while a lean-to addition extends across much of the southeast elevation of the house.

FIGURE 3-128: SLAUGHTER PEN FARM, SOUTHEAST ELEVATION OF BARN

FIGURE 3-129: VIEW OF CENTRAL AISLE AND FEEDWAY AT RIGHT IN BARN LOOKING SOUTHEAST

FIGURE 3-130: NORTHEAST OR REAR ELEVATION OF TENANT HOUSE

According to signage posted by the Civil War Trust, a "Virginia Ditch Fence" runs in a northwest-southeast direction across the center of Slaughter Pen Farm (Figure 3-131). This feature predates the Civil War and continues to divide the farms pastures and fields, improving drainage throughout the property. Over time, the ditch has become shallower and narrower, but remains clearly visible from the ground and in historic aerials of the farm. Though few other built features survive from the time of the Civil War at Slaughter Pen Farm, the area remains underdeveloped with many battle viewshed left intact (Figure 3-132).

FIGURE 3-131: VIEW OF DITCH FENCE AND FIELDS CROSSED BY GENERAL JOHN GIBBON'S UNION TROOPS DURING THE BATTLE OF FREDERICKSBURG, LOOKING NORTHEAST FROM DRIVEWAY

FIGURE 3-132: SLAUGHTER PEN FARM (088-0254), VIEW ACROSS FIELDS TOWARDS RF&P RAILROAD AND JACKSON'S CONFEDERATE TROOPS DURING THE BATTLE OF FREDERICKSBURG, LOOKING SOUTHWEST ALONG DRIVEWAY

3.9.3 NRHP Evaluation

The Slaughter Pen Farm property (088-0254) was the site of a fierce engagement during the Battle of Fredericksburg in December 1862. On December 13th, Federal troops led by Major General William B. Franklin, crossed the property's open fields to attack Confederate defensive positions in the woods just west of the RF&P rail line. Though Federal troops briefly succeeded in breaking through the Confederate line, they were repelled by a counterattack and forced to retreat.

The action at Slaughter Pen Farm was one of the most intense engagements of the Battle of Fredericksburg and the Civil War as a whole. The fighting resulted in more than 5,000 casualties

and the awarding of five Congressional Medals of Honor. The Union forces' penetration of the Confederate line, though brief and ultimately repelled, was one of their only successful actions of the entire Battle of Fredericksburg (Civil War Trust 2017).

Though a post-Civil War dwelling and small farm complex were erected on the property, the site retains much of its Civil War-era layout and appearance, and possesses sufficient integrity of setting, feeling, location, and association. For these reasons, the Slaughter Pen Farm property (088-0254) is recommended eligible for listing in the NRHP under Criterion A for its significance and association with the December 1862 Battle of Fredericksburg with a period of significance dating between 1861 and 1865.

The resource has no known associations with any particularly significant people and, therefore, is recommended not eligible for the NRHP under Criteria B. Though the property's circa-1898, Italianate-style primary dwelling remains extant, it has been vacant for a number of years and is in a deteriorating state. These condition issues have impacted the building's integrity of design, materials, and workmanship. Moreover, though the surrounding property retains its rural character, the demolition of associated outbuildings and structures has impacted the dwelling's integrity of setting, feeling and association with regard to its significance as an element of agricultural complex. Lastly, the building does not embody characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction. For these reasons, this resource is recommended not eligible for listing in the NRHP under Criterion C. This property was not evaluated under Criterion D.

In sum, the Slaughter Pen Farm property (088-0254) is **recommended as eligible for listing in the NRHP under Criterion A for its significance and association with the December 1962 Battle of Fredericksburg with a period of significance dating between 1861 and 1865.**

In 2014, DHR staff determined that the resource contributes to the eligibility of the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147). The DC2RVA Team **recommends that it continue to contribute to the historic district.**

The proposed NRHP boundary for the resource at Slaughter Pen Farm at 11232 Tidewater Trail follows the legal lot description for one Spotsylvania County parcel: Parcel Number 25-A-27 (Figure 3-133). It is bounded to the southwest by the current CSXT railroad tracks, to the northwest by a private airport, to the northeast by Tidewater Trail, and to the southeast by several industrial properties. The proposed boundary for Slaughter Pen Farm includes a dwelling, kitchen, shed, granary, barn, Virginia Ditch Fence, and agricultural fields.

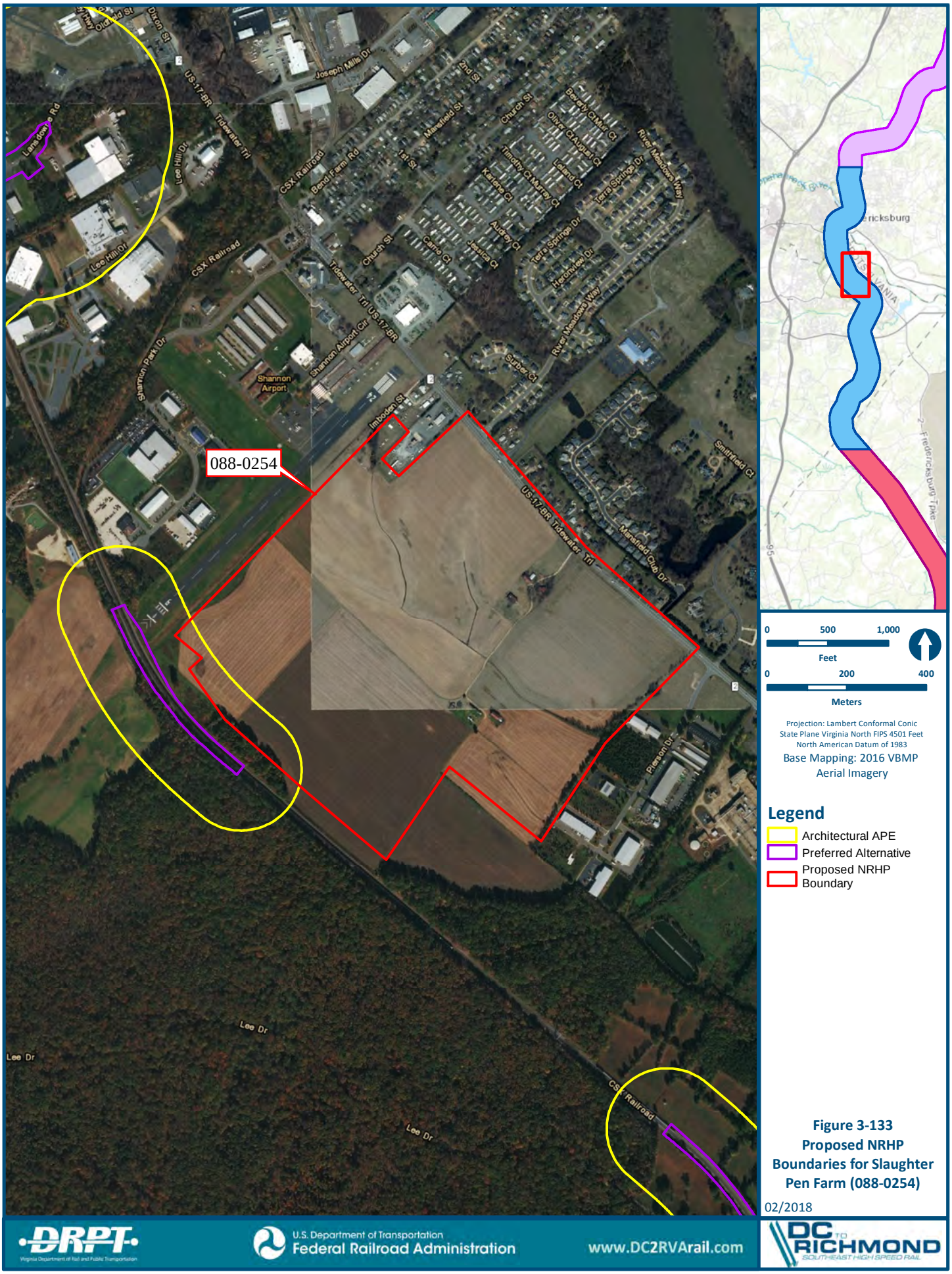

Figure 3-133
Proposed NRHP Boundaries for Slaughter Pen Farm (088-0254)

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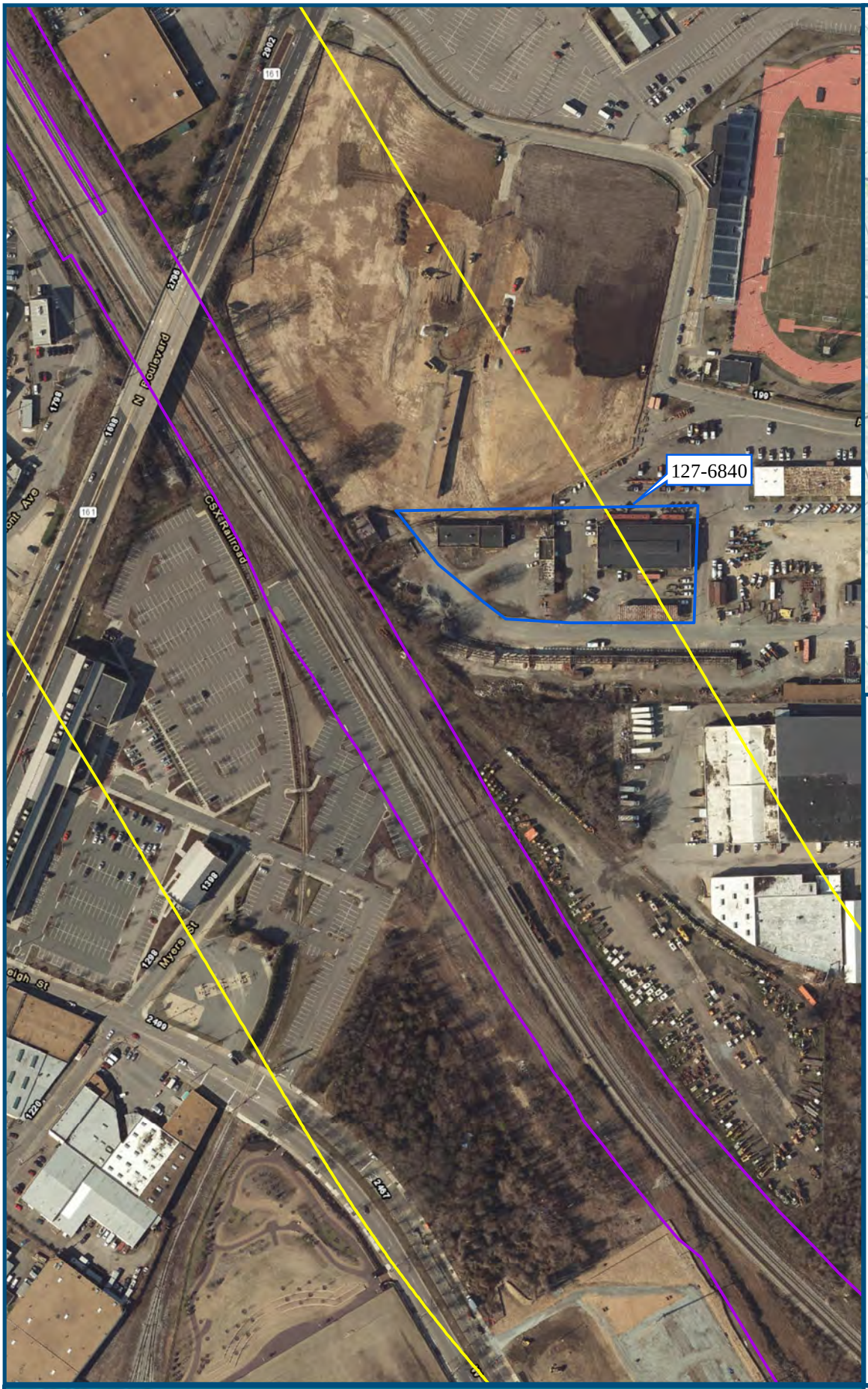
3.10 THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD (127-6840)

The City of Richmond Department of Public Works Maintenance Yard (127-6840) at 2728 Hermitage Road is located within a predominately industrial area of the city. The resource is currently bounded on the west by the CSXT railroad (historically the RF&P Railroad, 500-0001) and situated south of the Richmond Flying Squirrel baseball stadium and Avenue of Champions (Figures 3-134 through 3-136). This resource was recorded in 2016 as part of the DC2RVA rail identification-level survey. At that time, access to the resource was not obtained and the DC2RVA Team recommended that additional studies would need to be completed in order to gather sufficient data to make an NRHP eligibility evaluation. In a letter dated November 30, 2016, DHR concurred with this recommendation.

In early 2017, this City of Richmond Department of Public Works Maintenance Yard was demolished. The current narrative provides a brief history of the complex and lot followed by photographs of the lot as it currently appears and an updated recommendation on resource eligibility to complete the evaluation process.

FIGURE 3-134: LOT OF THE FORMER CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD (127-6840), LOOKING SOUTH FROM AVENUE OF CHAMPIONS



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Resource Boundary

Figure 3-135
Former Location Of The City Of Richmond Department Of Public Works Maintenance Yard (127-6840)

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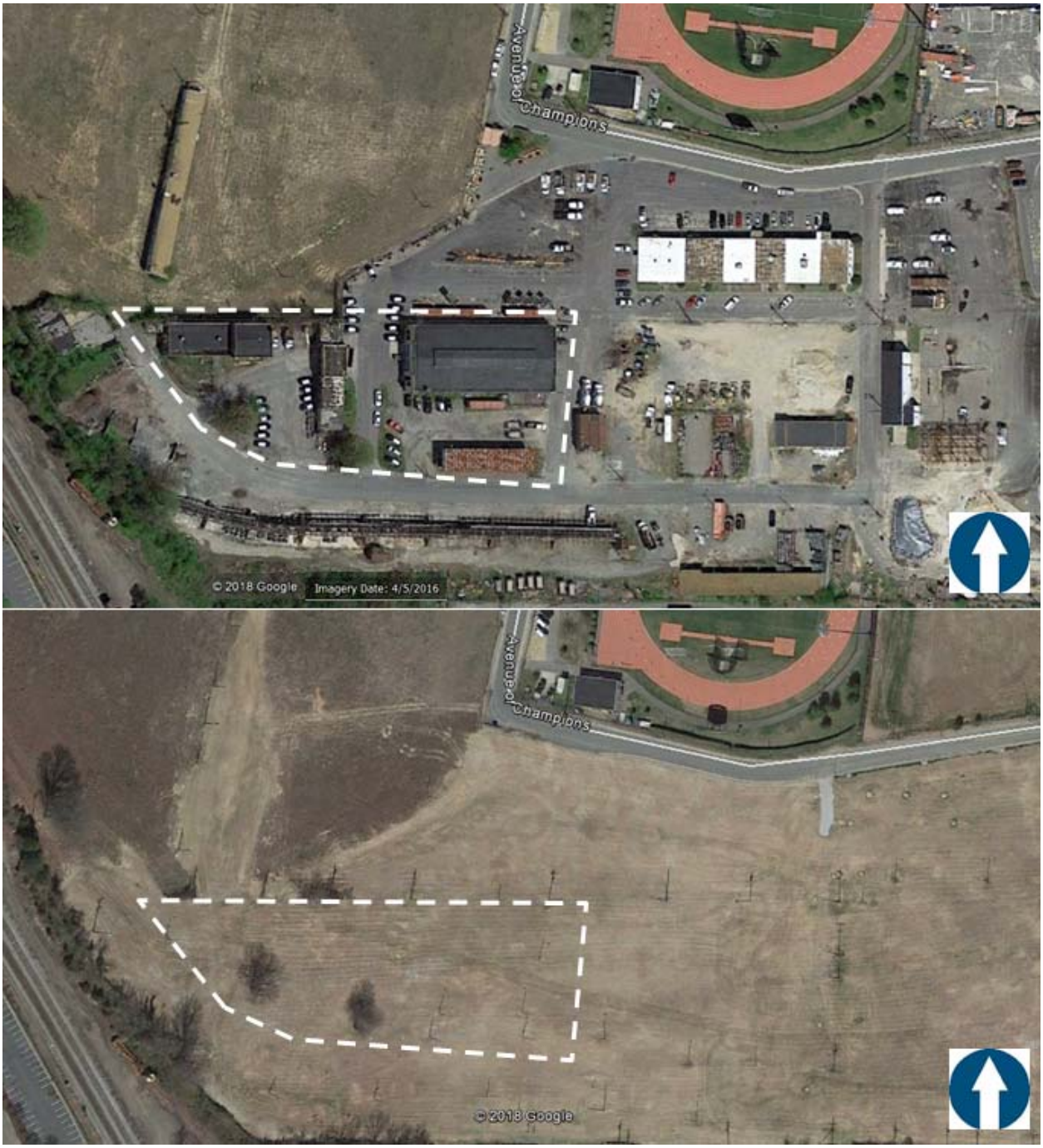

FIGURE 3-136: CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD (NOTED IN WHITE) IN 2016 (TOP) AND IN 2017 AFTER DEMOLITION (BOTTOM) (GOOGLE 2010, 2016) (MAPS NOT TO SCALE)

3.10.1 Historic Context

Throughout the nineteenth century and the turn of the twentieth century, the area in which the City of Richmond Department of Public Works Maintenance Yard was located was near Henrico County's southern border (Richmond Assessor of Real Estate 2011). Although infrastructure in

the county, such as the RF&P Railroad and present-day Hermitage Road, Brook Road, and North Boulevard, were in place by the late 1800s, Richmond's dense development along its northern edge was bounded by Broad and Lombardy streets throughout the first two decades of the 1900s, leaving southern Henrico County relatively rural during this period (Figure 3-137) (United States Geographical Survey [USGS] 1895).

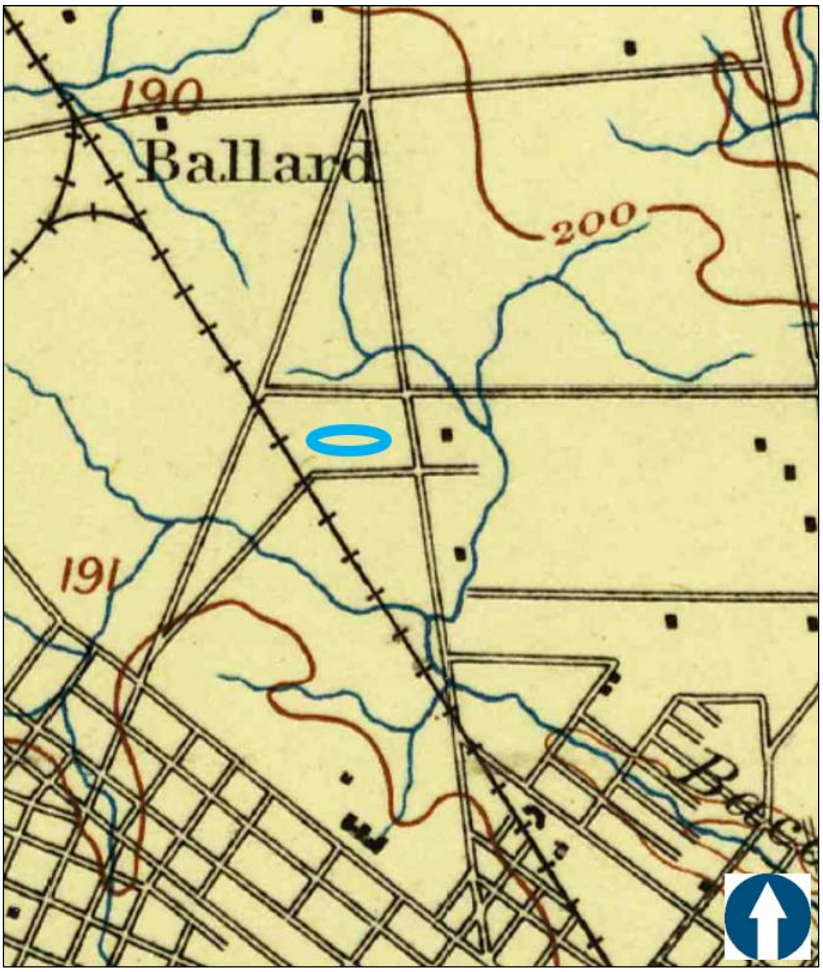

FIGURE 3-137: 1895 USGS 15-MINUTE TOPOGRAPHIC MAP OF RICHMOND, VIRGINIA (USGS 1895). THE APPROXIMATE LOCATION OF THE RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD IS NOTED IN BLUE. (MAP NOT TO SCALE)

In 1906, the Virginia State Agricultural Society established the Virginia State Fair on a triangular piece of land bounded by the RF&P Railroad, North Boulevard, and Hermitage Road (Figure 3-138) (State Fair of Virginia Records 2017). In addition to the development of railroad spurs and a series of internal roads that provided convenient multi-modal access to the grounds, the owners advertised and contracted outside firms for construction of a race track, grand stand, and a variety of other buildings and structures (Sanborn Map Company 1950; The Times Dispatch 1906a; USGS 1934). For the first time in its new location, the Virginia State Fair captivated audiences from October 9 to October 13, 1906. The owners boasted a new track for horse races and trotting events, a midway complete with amusement features from Coney Island, a hot air balloon, visiting military from other cities and states, parade, a medieval tournament with knights, "The Great Air Ship," which was the "first Air Ship ever brought to Virginia," and a wide variety of exhibits

including those on farming machinery, women's work, dairy products, fruits and vegetables, and livestock (Figure 3-139) (The Times Dispatch 1906a, 1906b, 1906c, 1912).

MAY NOW BUILD
RAILWAY TO FAIR

Board of Supervisors of Henrico
Grants Temporary Franchise
Along Boulevard.

FIGURE 3-138: ANNOUNCEMENT OF THE CONSTRUCTION OF THE RAILROADS TO THE NEW STATE FAIR SITE (THE TIMES DISPATCH 1906B)

VIRGINIA STATE FAIR
RICHMOND, VA.
SECOND WEEK OF OCTOBER
7-8-9-10-11-12
·1912·

NOW
READY

A Richmond Welcome Awaits You

The State Fair
Opens To-morrow

Let Everybody Rally to Our Big State Fair

Everything that money, men and management could accomplish has been combined to make the 1912 State Fair greater and better than ever.

A Record Breaker in Every Way

GROUNDS — EXHIBITS — SHOWS—All Wonderfully Improved

There are thousands of things to interest, educate, instruct and amuse the people. Every man, woman and child will find something that will make special appeal. Never have the Free Shows been of such high order or the Agricultural and Industrial Exhibits more artistic and interesting. The fair of 1912 will show the wonderful advance in every line of endeavor by the people of Richmond and Virginia.

Patronize Your Fair

Give the 1912 Virginia State Fair a big boost by writing to your friends, relatives and customers urging them to attend the State Fair at Richmond.

VIRGINIA
STATE FAIR
OPENS TO-MORROW

And Continues All the Week—Day and Night

Oct. 7, 8, 9, 10, 11, 12

An Exposition

Of the Agricultural, Mechanical, Industrial, Manufacturing, Merchandise and Amusement World.

This is the Time to Visit Richmond

Ask Your Agent for Reduced Railroad Rates

FIGURE 3-139: ADVERTISEMENT FOR THE 1912 VIRGINIA STATE FAIR (THE TIMES DISPATCH 1912)

Over the next several decades, the State Fair continued to operate in this location and its presence, along with continued advances in streetcars, roadway technology, and automobiles, likely helped spur additional development beyond Broad and Lombardy streets into neighboring Henrico County (Figure 3-140) (USGS 1934). In 1914, the City of Richmond annexed a large swath of land in southern Henrico County primarily populated with early-twentieth-century suburban neighborhoods; this area was also dotted with industrial buildings, especially along the RF&P Railroad, including the Virginia State Fairgrounds at Boulevard (Richmond Assessor of Real Estate 2011).

During the 1930s and 1940s, the City of Richmond constructed a variety of buildings at the southern edge of the fairgrounds, including maintenance garages, auto and truck repair shops, storage buildings, offices, and workshops and the southern end of this group of warehouses is the City of Richmond Department of Public Works Maintenance Yard (Figures 3-141 and 3-142) (Sanborn Map Company 1950, 1952). The State Fair remained in this location on North Boulevard until 1946, when Atlantic Rural Exposition, Inc. relocated the fairgrounds to a new site on Laburnum Avenue in Henrico County (Richmond Times-Dispatch 2009).

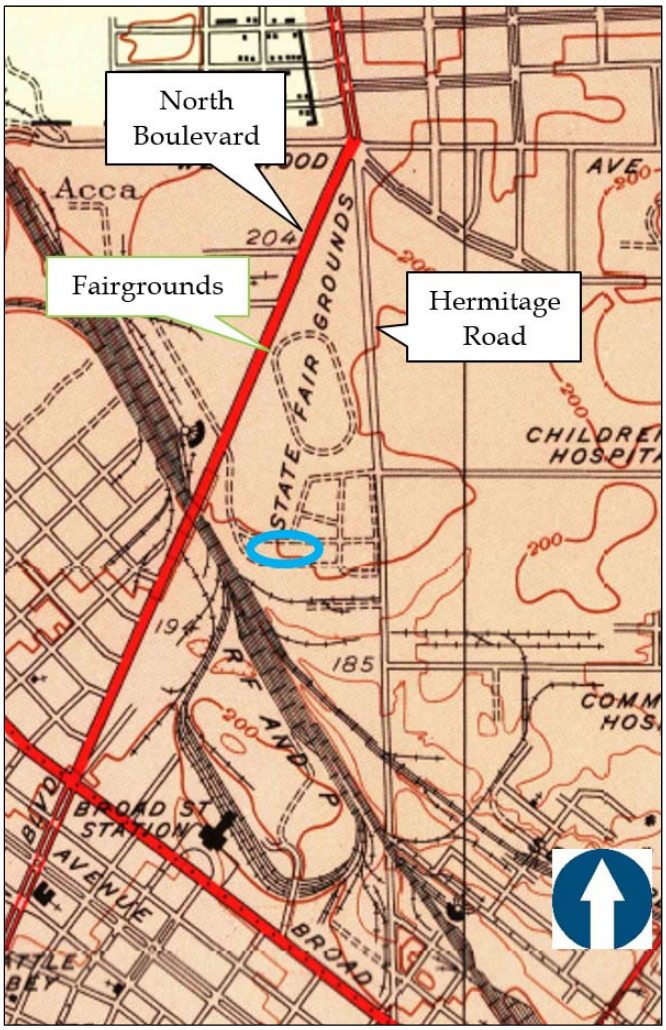

FIGURE 3-140: 1934 7.5-MINUTE USGS TOPOGRAPHIC MAP (USGS 1934). THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD IS NOTED IN BLUE. (MAP NOT TO SCALE)

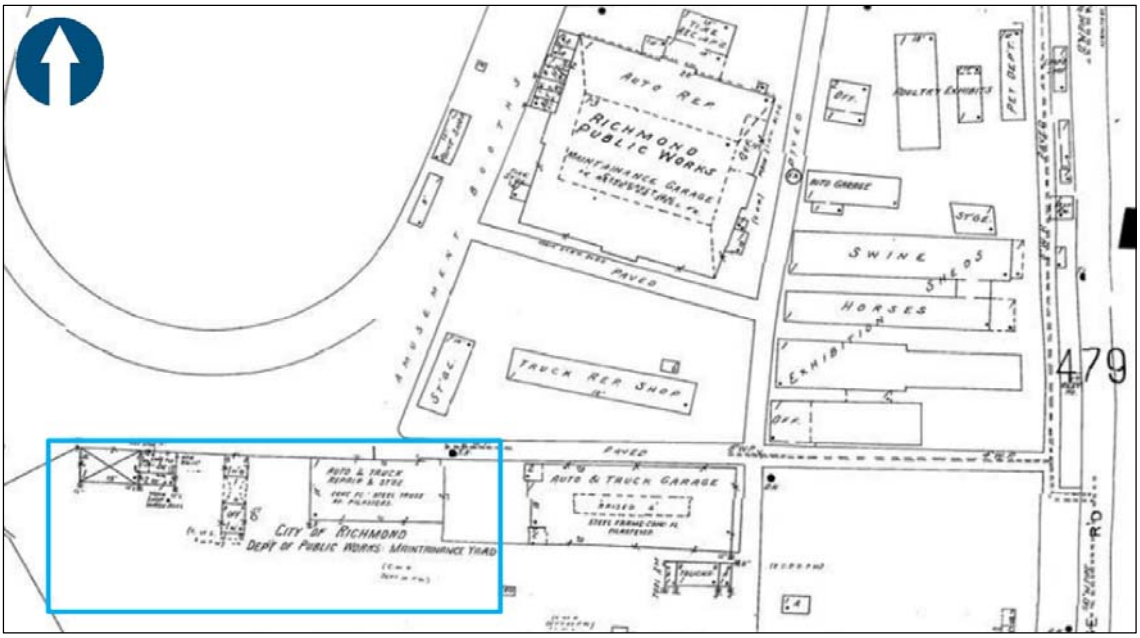

FIGURE 3-141: CITY OF RICHMOND DEPARTMENT PUBLIC WORKS BUILDINGS ALONG HERMITAGE ROAD IN 1950 (SANBORN MAP COMPANY 1950) (MAP NOT TO SCALE)

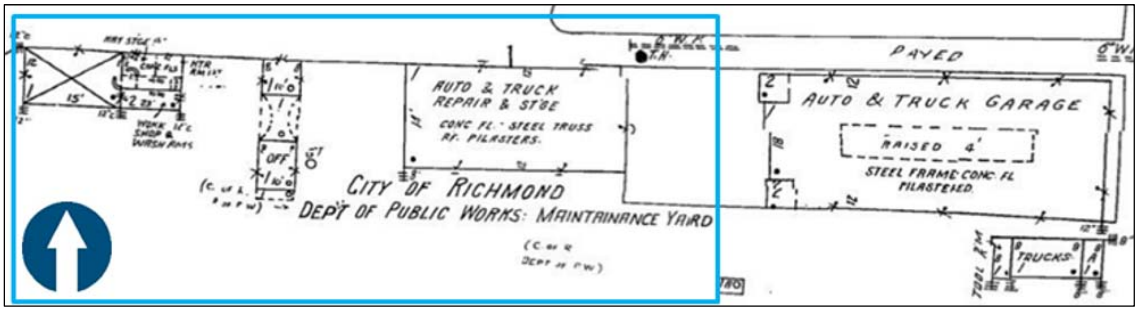

FIGURE 3-142: DETAIL OF THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD AT 2728 HERMITAGE ROAD IN 1950 (SANBORN MAP COMPANY 1950) (MAP NOT TO SCALE)

Although the State Fair moved from this location, this area in Richmond continued to be a spot for local attraction when, in 1954, a stadium that was built as part of the old fairgrounds was formally repurposed for baseball; it was known as Parker Field (Figure 3-143). In 1985, the baseball complex known as Parker Field was demolished and replaced by the current stadium known as the Diamond, currently the home of the Richmond Flying Squirrels (United Press International, Inc. 1985). The area south and southeast of the baseball complex remains heavily industrial. In 2017, the City of Richmond Department of Public Works Maintenance Yard was demolished.

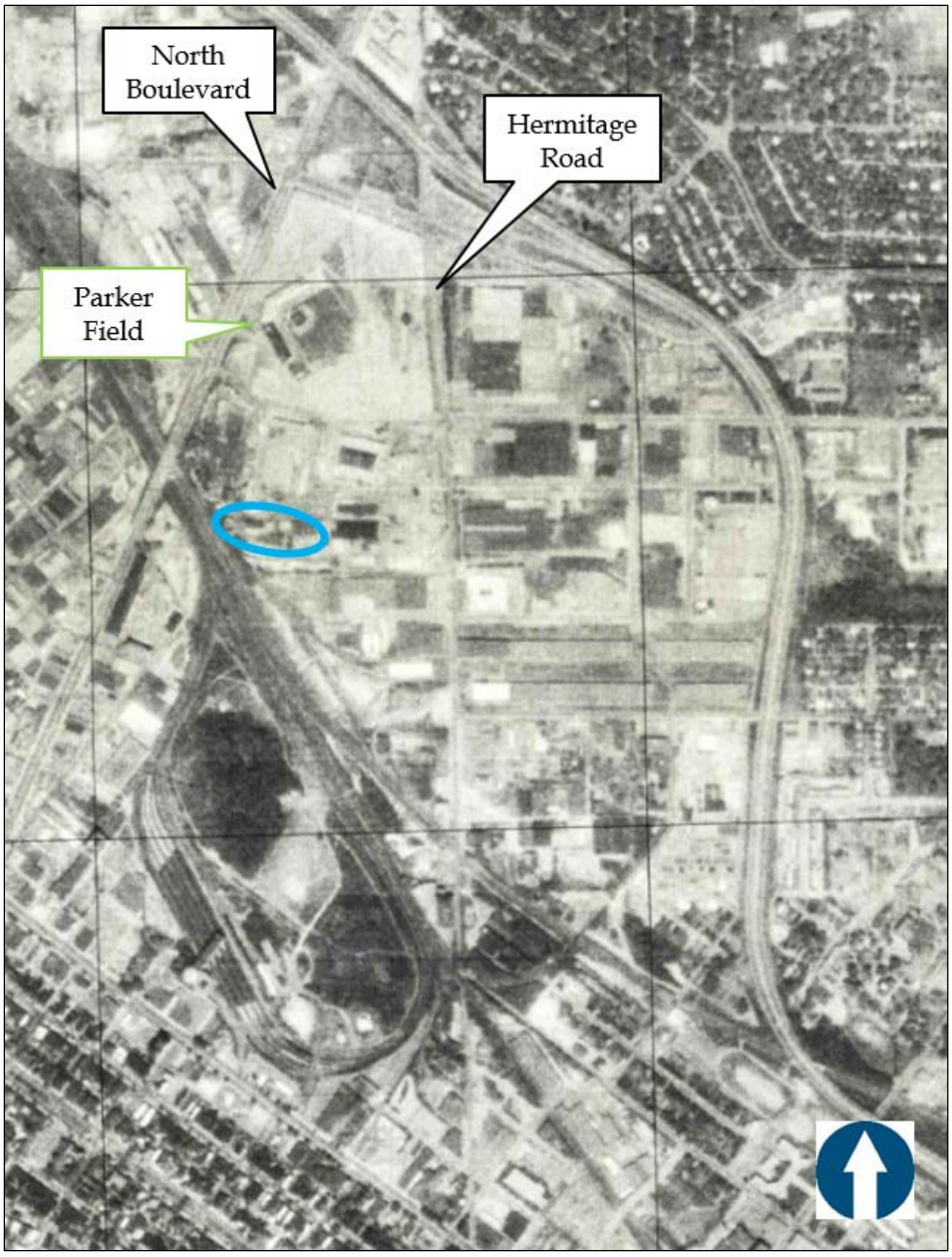

FIGURE 3-143: 1974 AERIAL MAP (RIGHT) (USGS 1974). THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD IS NOTED IN BLUE. (MAPS NOT TO SCALE)

3.10.2 Architectural Description

City of Richmond Department of Public Works Maintenance Yard once comprised an office, workshop, auto repair shop, and a machine shed. In early 2017, this resource, including all buildings, parking lots, roads, and other infrastructure, was demolished. Today, the lot is covered in grass; no above-ground elements remain of the once-extant complex (see Figure 3-134).

3.10.3 NRHP Evaluation

The City of Richmond Department of Public Works Maintenance Yard at 2728 Hermitage Road was an industrial complex associated with machine and auto repair. It was demolished in early 2017, resulting in a complete loss of historic integrity. As such, the City of Richmond Department of Public Works Maintenance Yard is **recommended not eligible for the NRHP under Criteria A–C.** It was not evaluated under Criterion D; however, photographs taken of the demolition show notable subsurface disturbances completed during the demolition process. The probability for encountering intact, significant archaeological deposits is low.

3.11 CHESAPEAKE & OHIO RAILROAD SEGMENT (127-6793)

The Chesapeake and Ohio Railroad Segment (C&O Railroad Segment) (127-6793), the currently documented segment of a much larger railroad system, runs from the Shockoe Valley area of downtown Richmond near North 20th Street, westward along the northern bank of the James River and ending at Powhite Parkway (Route 76) (Figure 3-144).

3.11.1 Historic Context

The C&O Railroad Segment was a private railroad designed to connect the Tidewater region of Virginia with the Ohio River, a major water transportation route in the west. However, the railroad did not begin with such wide-reaching goals in mind; instead, it began with a small, local railroad linking the citizens of Louisa County with commercial opportunities in Richmond.

Following the successful chartering of the RF&P Railroad (500-0001) in 1834, citizens in Louisa County, Virginia, were eager to establish their own railroad connection between their farm markets and the large consumer base of Richmond. In 1836, after approximately a year of surveying, a group of interested county residents petitioned the General Assembly to charter the Louisa Railroad Company to build a line of track from Doswell to Gordonsville (Turner 1975). Rather than connecting directly with Richmond, the company decided to pay the RF&P Railroad in passenger and freight returns for the use of their newly constructed track between Doswell and Richmond. Progress was slow but steady, reaching Louisa Court House in December 1838 and Gordonsville on January 1, 1840. Throughout the 1840s, construction slowed drastically as an economic slump and legal battles with the RF&P Railroad hampered the company's efforts to independently connect with Richmond and Charlottesville. It took until 1850 for the railroad to connect independently to Richmond, but it celebrated its new range by renaming itself the Virginia Central Railroad (Figure 3-145).

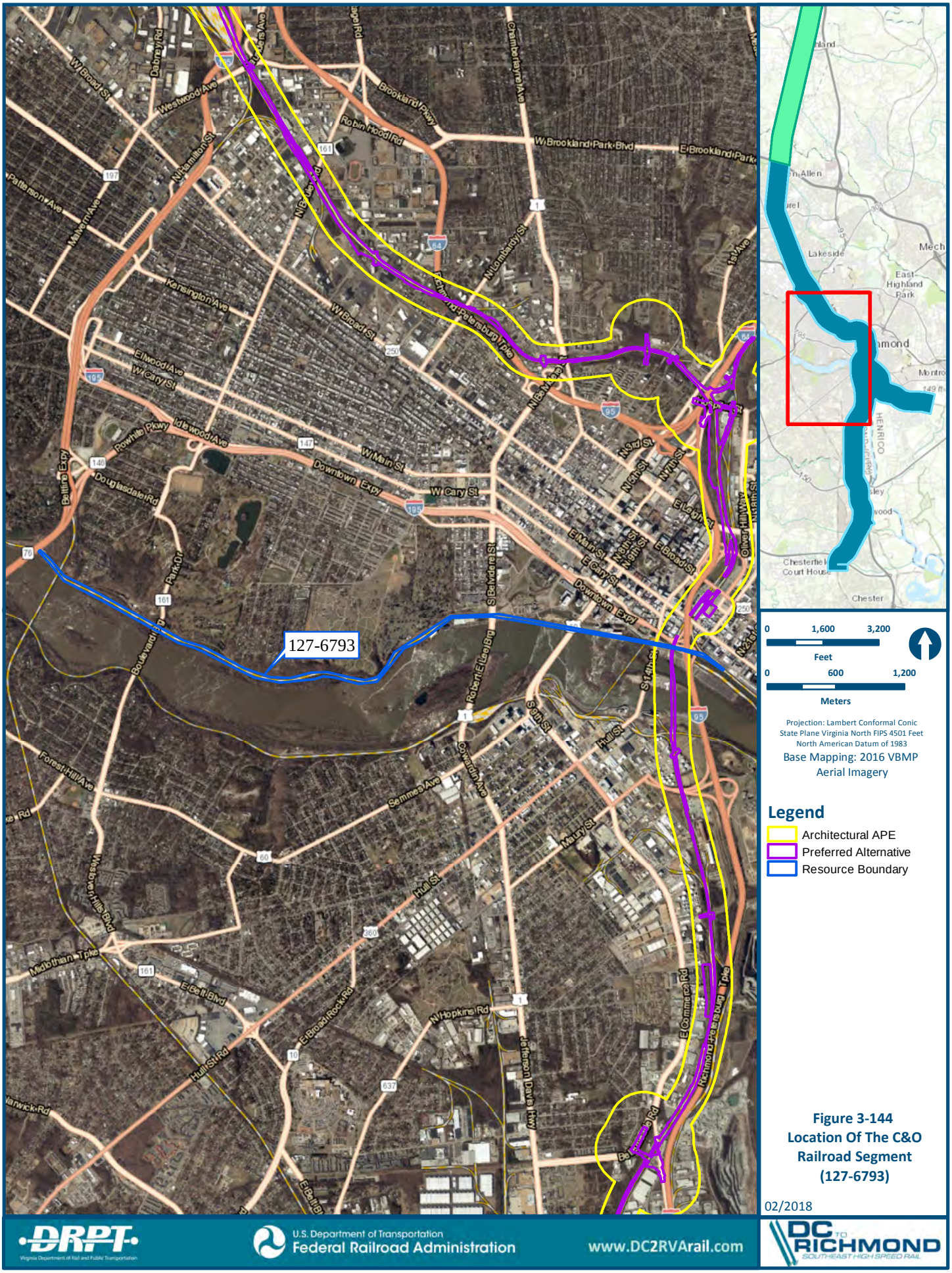

Figure 3-144
Location Of The C&O Railroad Segment (127-6793)

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U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

The Virginia Central Railroad continued to push westwards across the Blue Ridge Mountains throughout the 1850s. To help the railroad's efforts, the Commonwealth chartered the Blue Ridge Railroad specifically to handle construction across the mountain range while the Virginia Central worked west across the Shenandoah Valley to the Allegheny Mountains. The Commonwealth chartered a second railroad, the Covington and Ohio Railroad, to work across the Alleghenies but work was suspended during the Civil War. The Virginia Central Railroad was used to transport supplies, food, and occasionally troops for the Confederacy and as a result suffered significant damage at the hands of Union forces in both the Shenandoah Valley and around Richmond. By 1865, the railroad was left virtually bankrupt with only 5 miles of usable track left (Chesapeake and Ohio Historical Society 2016). Desperate to remain solvent, the Virginia Central Railroad courted Northern and foreign interests and eventually tempted railroad magnate Collis P. Huntington to purchase a majority interest in the company. Huntington wanted to establish a transcontinental railroad that would stretch from the Atlantic to the Pacific and felt that the Virginia Central and Covington and Ohio lines would be the perfect eastern section of his railroad. He financed the railroad as far as the Ohio River and, in recognition of the new extent of the line, renamed the railroad the C&O Railroad.

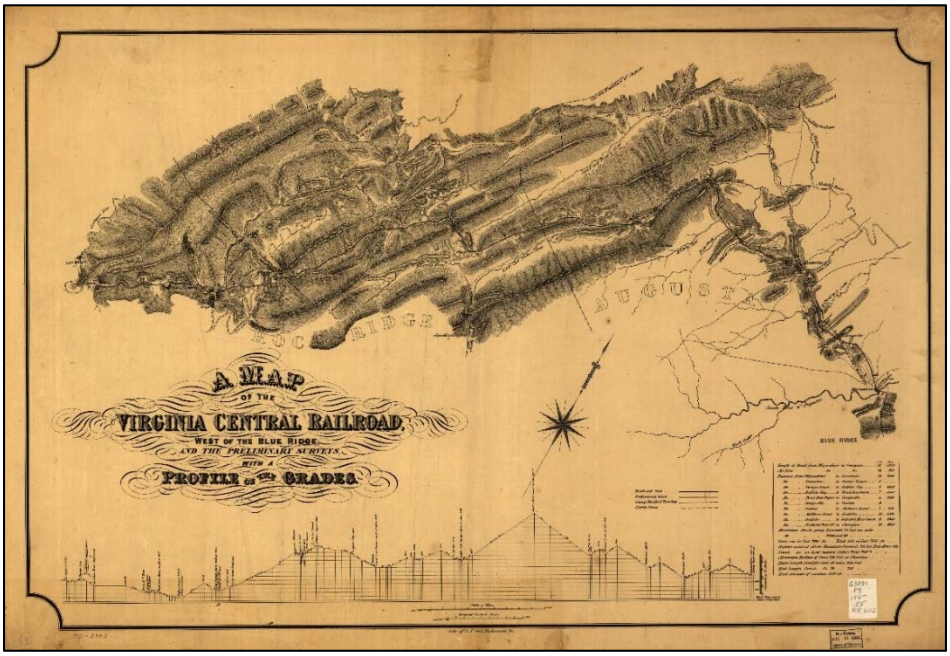

FIGURE 3-145: CIRCA-1860 MAP OF VIRGINIA CENTRAL WEST OF THE BLUE RIDGE MOUNTAINS (CITTI CA. 1860)

The C&O Railroad was hit hard during the financial depression of 1873 and went into receivership in 1878, eventually reorganizing into the C&O Railway Company. Fortunately for the company, the majority of its most recently constructed track cut directly though West Virginia coal country and throughout the 1880s, the C&O Railroad was able to regain its financial security by shipping huge quantities of bituminous coal back east, especially to the port in Newport News along the historic Virginia Central Railroad track through Richmond. In 1889, the C&O Railroad merged with the Richmond & Alleghany Railroad, a descendent of the James River & Kanawha Canal, to open a shallower-graded route from the base of the Alleghany Mountains down to Richmond and make shipping coal even more efficient.

More mergers and expansions from the 1890s to the 1920s opened up lines to Kentucky, Chicago, Cincinnati, Columbus, and numerous other cities throughout Ohio (Dixon and Griffin 2010). Even during the Great Depression, the C&O Railroad remained a healthy company and was even able to rebuild existing infrastructure and pursue new construction projects, based almost entirely on its coal trade (Figure 3-146) (Chesapeake and Ohio Historical Society 2016). With its newly renovated resources, the railroad thrived during the transportation boom of World War II and carried its success into the post-war years.

Because the railroad had actually grown during the Great Depression years and carried that momentum through the 1940s, the C&O Railroad was especially well-placed to lead the advance in railroad technology. To encourage ridership and track development, the company established the slogan "Sleep Like a Kitten and Arrive Fresh as a Daisy in Air-Conditioned Comfort" (Chesapeake and Ohio Historical Society 2017). The C&O Railway Company was the first railroad company to use a large-scale computer system, was one of the early adopters of diesel power, and worked to diversify its traffic, giving the company greater financial security and allowing it to challenge trucking for freight service.

FIGURE 3-146: THE NEW C&O LOCOMOTIVE "EDWARD RANDOLPH" BEFORE GOING INTO SERVICE, 1935. THE C&O WAS ABLE TO PURCHASE AND REFURBISH ROLLING STOCK AND INFRASTRUCTURE THROUGHOUT THE 1930S AND 1940S. (SHORPY.COM 2017)

In the 1960s, the C&O Railway Company was still gaining in power and prestige and began to merge with larger railroads like the Baltimore & Ohio. In 1972, the C&O Railway Company merged with the Baltimore & Ohio Railroad and the Western Maryland Railroad to become Chessie Systems. Eight years later, Chessie Systems merged once again, this time with Seaboard Coast Line Industries, under the name CSXT. CSXT continues to operate as a freight line and is one of the most dominant rail companies east of the Mississippi (Figure 3-147).

FIGURE 3-147: CSXT ENGINE AND ROLLING STOCK, CIRCA-1980 (CSXT 2017)

3.11.2 Architectural Description

The C&O Railroad Segment first began as a local spur connecting Louisa County, Virginia, with the RF&P Railroad and its Richmond terminal. Over the course of nearly two centuries, the railroad grew to encompass a line stretching from Norfolk, Virginia in the east to the Mississippi River in the west and Lakes Huron and Michigan in the north. A majority of its line runs east-to-west, moving through Richmond and working its way through several large cities like Charlottesville, Virginia; Charleston and Huntington, West Virginia; and Lexington and Louisville, Kentucky. Three main north-south routes branch off the line: the eastern-most connects the western end of the original Louisa-Richmond line with Washington, D.C.; the central line runs from Huntington, West Virginia up through Columbus and Toledo, Ohio into Michigan; and the western line passes through Cincinnati, Ohio and terminates in Chicago, Illinois. Numerous smaller lines branch off the main lines throughout the system, although this is more prevalent throughout West Virginia and Ohio than along the oldest sections around Richmond. Current survey was limited to the rail line within the RF&P Railroad corridor.

In the Richmond area, the C&O Railroad Segment consists of two lanes of elevated track along the northern embankment of the James River, within the city's flood wall (Figure 3-148). The tracks sit on a steel-plate, deck girder structure that is connected with rivets and bolt repairs. The girders sit on a variety of support members from reinforced concrete or steel bents with rounded ends supported by paired, square, poured concrete piers, steel I-beam piers with varied transverse bracing and longitudinal cross bracing. A few places along the rail line, a metal grated pedestrian walkway with metal roping is along an elevation (Figure 3-149).

FIGURE 3-148: A C&O ELEVATED STEEL-PLATE-GIRDER BRIDGE AT SOUTH 14TH STREET, RICHMOND, VA, LOOKING SOUTHWEST

FIGURE 3-149: ELEVATED SUBSTRUCTURE OF THE RAIL LINE IN RICHMOND, LOOKING WEST FROM THE VIRGINIA CAPITAL TRAIL

3.11.3 NRHP Evaluation

The C&O Railroad Segment (127-6793) was first established in 1836 as the Louisa Railroad to connect Louisa County with the town of Doswell and the RF&P Railroad. With the notable exception of the Civil War years (1861–1865) and their immediate successors, the nineteenth and twentieth centuries were a time of consistent growth for the company, both in terms of its net worth and its material assets. The C&O increased their track mileage through independent construction projects and savvy mergers with other railroads in mid-Atlantic region.

As the company grew over a long period of time and incorporated assets from numerous other companies, most of the railroad's resources, when taken as a whole, are heterogeneous in style and form. However, specific areas within the overall system, like the original corridor between Louisa and Richmond, often display similarities in form, materials, style, and feeling as they were typically built and renovated in the same time period.

The historic C&O Railroad Segment corridor has been surveyed in parts on several occasions within the Richmond vicinity. It was a significant transportation resource throughout the eastern United States and remains an active force in the region as part of CSXT. It was especially important in the development of a strong transportation network in central Virginia as a whole and in the Richmond area specifically. Therefore, it is recommended that the C&O Railroad Segment is eligible for listing in the NRHP under Criterion A for its association with Transportation at the regional level.

It has no known association with any individuals of historical significance and is therefore recommended not eligible for listing in the NRHP under Criterion B. The railroad corridor has undergone numerous changes throughout its history, primarily related to general, routine maintenance practices; this did result in the updating or replacement of most of its materials. This diminished the railroad's integrity of materials and workmanship resulting in it being recommended not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the C&O Railroad Segment is **recommended eligible for listing in the NRHP under Criterion A for Transportation**.

The proposed NRHP boundaries follow the historic C&O Railroad Segment line as outlined in the architectural reconnaissance survey of structures for the DC2RVA Project (Figure 3-150) (Chase 2017). It begins in the Shockoe Valley area of the City of Richmond approximately 1,000 feet east of Interstate 95 and runs westward along the north embankment of the James River to the Powhite Parkway. The period of significance for the C&O Railroad Segment begins in 1865, when the many smaller rail lines linked and became the C&O Railroad and extends to 1968. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).

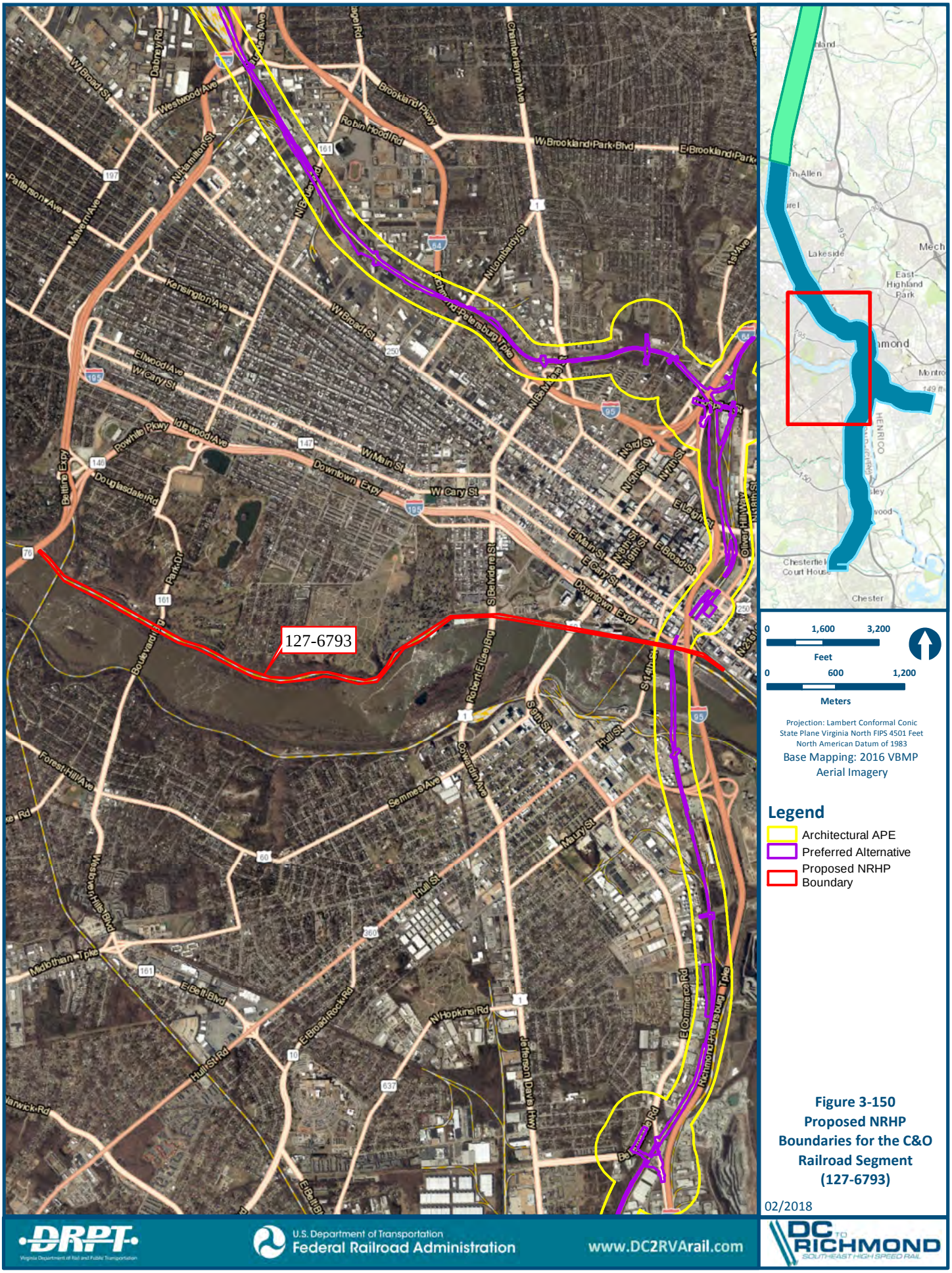

Figure 3-150
Proposed NRHP Boundaries for the C&O Railroad Segment (127-6793)

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DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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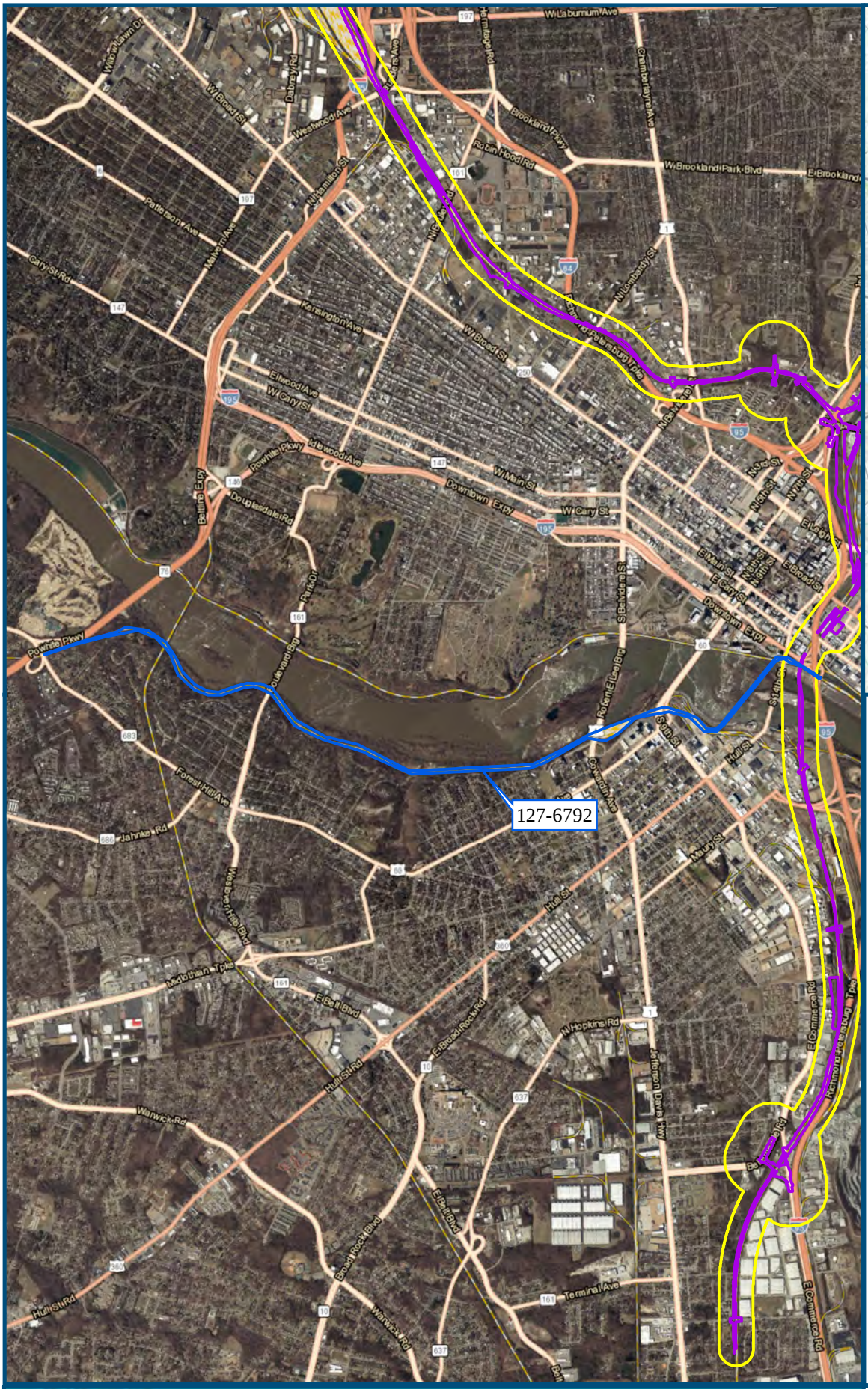
3.12 SOUTHERN RAILWAY SEGMENT (127-6792)

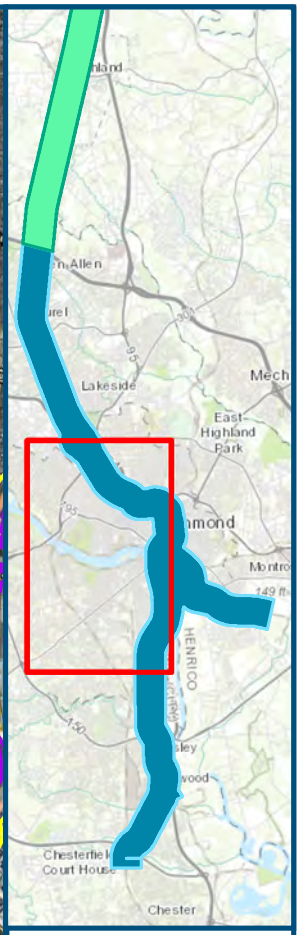
The Southern Railway Segment (127-6792), a short segment of a much larger railroad system, runs along the south end of the Shockhoe Bottom area of Richmond, Virginia, adjacent to the James River and then crosses the river, traveling southwest along the railroad tracks west of the Mayo Bridge (127-5808; 127-5809). The railway then follows the southern embankment along the river to the Powhite Parkway (Route 76) (Figure 3-151).

3.12.1 Historic Context

The Southern Railway Company was formed by the consolidation of six southern railroads, the largest of which was the R&D Railroad Company in 1894 (Southern Railway Historical Association 2017). Its earliest predecessor line, however, was the South Carolina Canal & Rail Road Company in South Carolina, chartered in 1827. The R&D Railroad, chartered in 1847, connected Richmond to the City of Danville, located just above the Virginia/North Carolina border, and opened in 1856 on a 5-foot-wide, broad-gauge system (Figure 3-152) (American-rails.com 2017a; Langley Jr. 2010:4). The R&D Railroad played an important role in the Civil War, connecting Richmond with the rest of the Confederacy, but it suffered some damage including burned bridges during the fighting around Richmond (Figure 3-153). After repairing wartime damages, the R&D Railroad began to expand its territory by acquiring small, local railroads, such as the Orange and Alexandria Railroad (O&A Railroad) and connecting them to their existing lines (Figure 3-154). Although most of their initial growth occurred in Virginia, the railroad tried to become a Southern regional carrier by branching out of Virginia into North Carolina. The line was connected to Greensboro, North Carolina, by 1864 via the Piedmont Railroad and in 1873 the system served Atlanta through the Piedmont Air-Line (American-rails.com 2017a).

The growth of the R&D Railroad was severely limited by a caveat in the original charter that only allowed the railroad to control lines to which it was already connected. To get around this issue, the R&D Railroad helped form the Richmond & West Point Terminal Railway and Warehouse Company in 1880. As a separate organization, the Terminal Railway could acquire any company they desired. The Terminal Railway began by assuming control of the R&D Railroad through stock ownership and then acquired numerous local lines to lease to the R&D Railroad, thus increasing their practical holdings without violating their charter (Langley Jr. 2010:4). In 1882, the R&D Railroad began operating along with five other, smaller local companies as the Piedmont Air-Line System (Figure 3-155); the Terminal Company continued to manage the R&D Railroad throughout this era.





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Feet
0 800 1,600
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Resource Boundary

Figure 3-151
Location Of The Southern Railway Segment (127-6792)

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U.S. Department of Transportation Federal Railroad Administration
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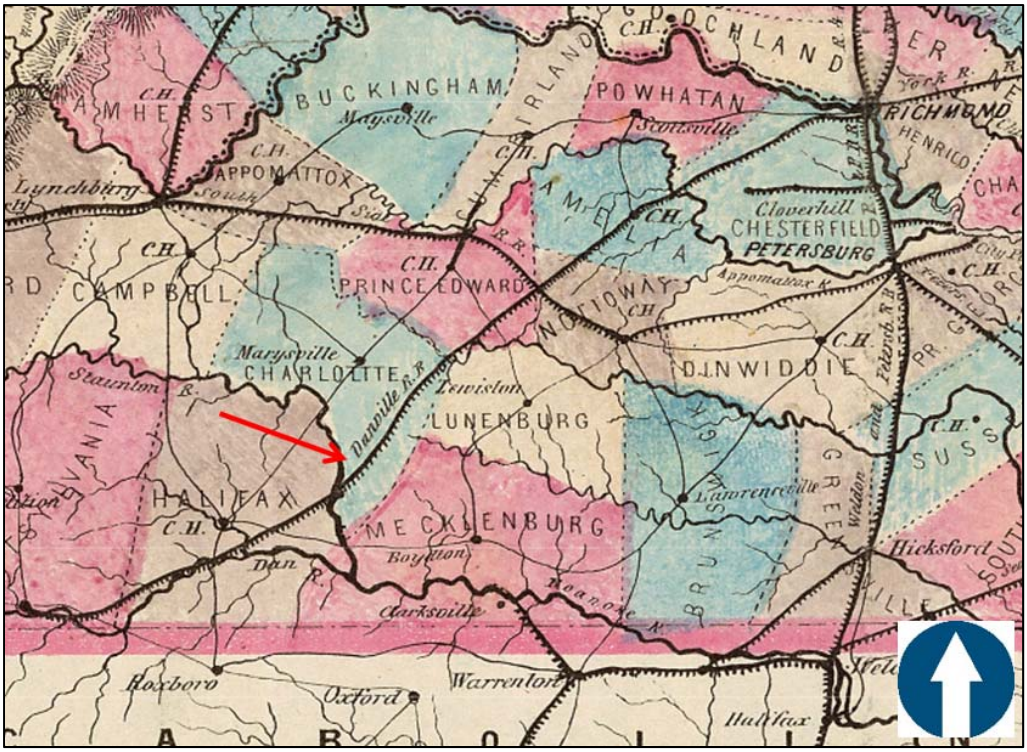


FIGURE 3-152: EXCERPT OF A MAP OF VIRGINIA, SHOWING THE R&D RAILROAD IN RED (RANDOLPH 1861) (MAP NOT TO SCALE)

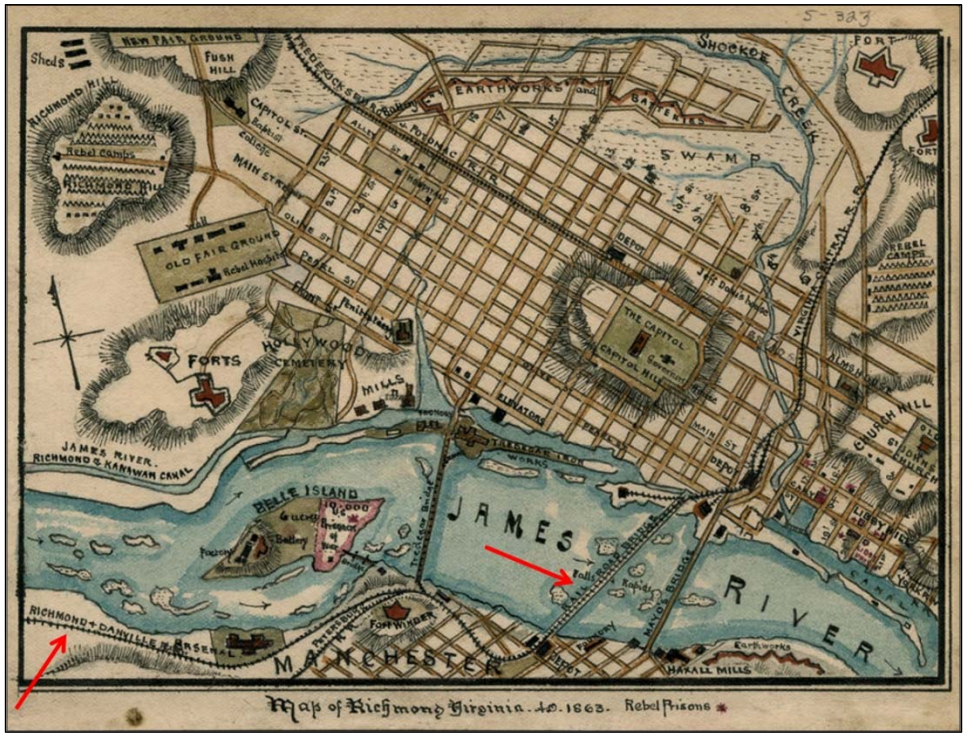


FIGURE 3-153: CIRCA-1863 MAP OF RICHMOND, VIRGINIA, SHOWING THE R&D RAILROAD (SNEDEN CA. 1863) (MAP NOT TO SCALE)

FIGURE 3-154: SECTION OF O&A RAILROAD IN MANASSAS (O'SULLIVAN 1862)

Piedmont Air-Line System.

RICHMOND & DANVILLE R. R.,
NORTH CAROLINA RAILROAD,
NORTHWESTERN NORTH CAROLINA R. R.,
CHARLOTTE, COLUMBIA & AUGUSTA R. R.,
ATLANTA & CHARLOTTE AIR-LINE RAILW'Y,
COLUMBIA & GREENV'LE R. R. and Branches.

— THE —

Great Through Fast Freight and Passenger Line

— TO THE —

SOUTH and SOUTHWEST.

72 MILES

THE SHORTEST LINE BETWEEN

NEW YORK, NEW ORLEANS, TEXAS POINTS

DOUBLE DAILY SERVICE

— BETWEEN —

Atlanta and all Eastern Cities,

— CARRYING —

THE UNITED STATES THROUGH MAIL.

Perfect Pullman Car Service, Ballasted Road-way, Equipment First-Class in Every Respect.

The Attention of Shippers is Invited to Our

FAST FREIGHT SERVICE,

Making quicker time than any other line from Eastern Cities and Richmond to

ALL POINTS SOUTH.

☞Through Tickets, Baggage Checks, and Bills of Lading.

Richmond, Aug. 16, 1882.

SOL. HAAS,
Traffic Manager.

FIGURE 3-155: AN ADVERTISEMENT FOR THE PIEDMONT AIR-LINE SYSTEM, 1882 (CHATAIGNE 1882)

The Terminal Company suffered from chronic mismanagement and was on the verge of bankruptcy in 1892; the Company opened negotiations with John Pierpont Morgan that year to take control of the company. Negotiations lasted for two years but finally led to Morgan receiving full control of the Terminal Company in *1894* (Harrison 1901). He promptly disbanded it and all of its affiliated railroads and formed the Southern Railway Company using the existing infrastructure; the R&D Railroad alone contributed over 1,500 miles of track to the new company. The Southern Railway Segment, known as one of the "Big Three" rail lines, began in Richmond, southwesterly through the Carolinas, and later further south through Atlanta, Birmingham, Columbus, Meridian, and New Orleans (Langley Jr. 2010:3). It then expanded further acquiring rail lines to reach Asheville, Chattanooga, Cincinnati, Knoxville, Lexington, Louisville, Memphis, Norfolk, and St. Louis (Figure 3-156). In 1895, Southern Railway Company purchased the Atlanta & Florida Railway; a year later, leased the Georgia Midland Railway. In 1899, Southern Railway controlled the South Carolina & Georgia Railroad along with the Augusta Southern Railway (Storey 2017). Samuel Spencer served as president of Southern Railway Company from 1894 to is death in 1906; during that time, 3,000 miles rail lines had been added and 68 railroad entities and their over 100 charters were assimilated into the company (Langley Jr. 2010:18).

FIGURE 3-156: MAP OF THE SOUTHERN RAILWAY AND ITS CONNECTIONS, 1896 (NATIONAL RAILWAY PUBLICATION COMPANY 1896) (MAP NOT TO SCALE)

The Southern Railway Company flourished throughout the 1900s and early 1910s (Figure 3-157). However, the outbreak of World War I in 1914 virtually eliminated the European market for southern-produced goods and drastically reduced the railroad's freight traffic until the U.S. entered the war in 1917 (Langley Jr. 2010). Following the cessation of hostilities, the railroad continued to expand its holdings and improve infrastructure until the 1929 stock market crash (Figure 3-158). The company was able to secure loans that kept them afloat during the Great

Depression but these loans put the company deeply in debt. Throughout the 1930s, the Southern Railway Company remained on tenuous ground as the Great Depression kept profits low and their loan debt mounted.

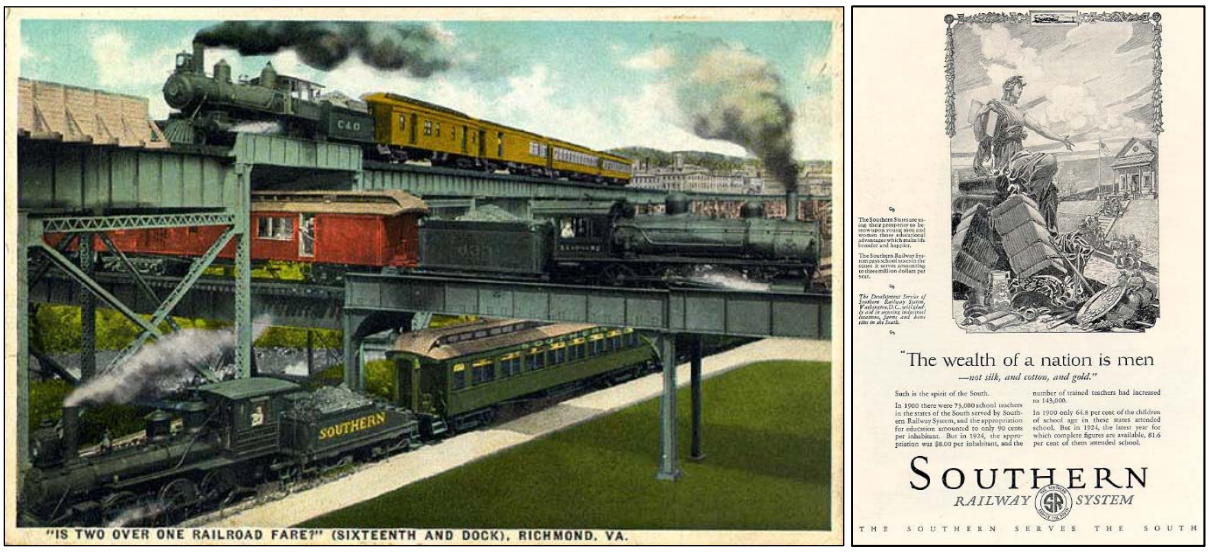


FIGURE 3-157: THE TRIPLE CROSSING IN RICHMOND WITH THE C&O RAILWAY ON THE TOP, THE SAL IN THE MIDDLE, AND THE SOUTHERN RAILWAY SEGMENT ON THE GROUND (SOUTHERN BARGAIN HOUSE 1919) (LEFT); A SOUTHERN RAILWAY COMPANY ADVERTISEMENT FROM 1924 (VIRGINIAPLACES.ORG 2017) (RIGHT)

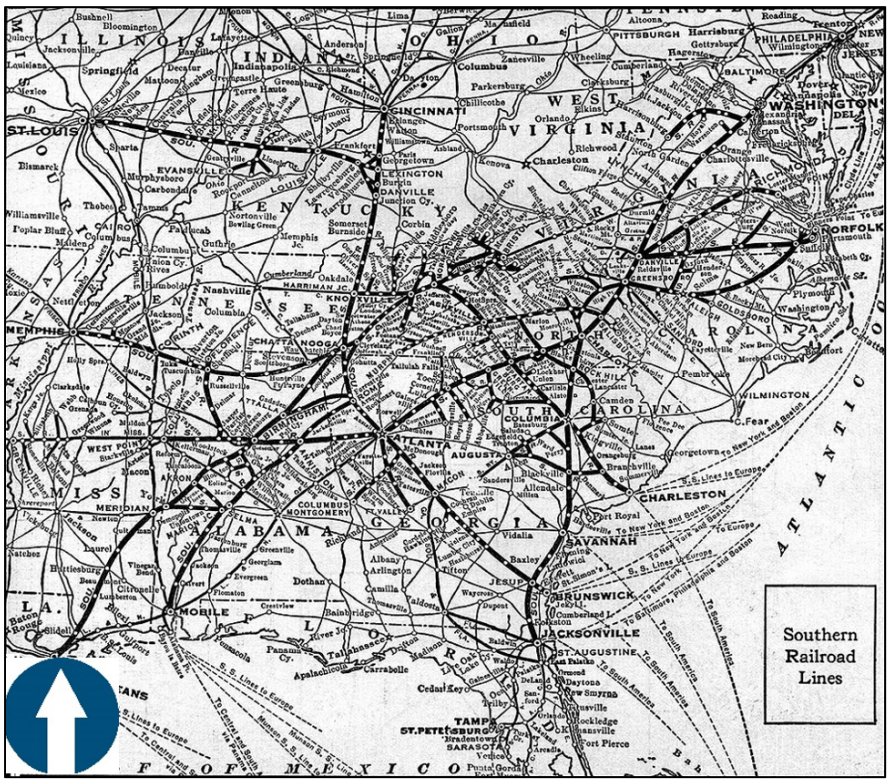


FIGURE 3-158: SOUTHERN RAILWAY COMPANY SYSTEM MAP, 1921 (SOUTHERN.RAILFAN.NET 2005) (MAP NOT TO SCALE)

With the outbreak of World War II in Europe in 1939, the Southern Railway Segment saw an uptick in traffic as lend-lease material production stimulated the economy and increased the need for freight shipping. When America entered the war in 1941, the Southern Railway Segment serviced the huge numbers of training camps that appeared in the south and transported troops and supplies to embarkation areas. The company also assisted the government in training soldiers to operate rail lines overseas (Langley Jr. 2010:22).

Following the war, the company continued to expand, although only within the South (Figures 3-159 and 3-160). In 1963, it purchased the Central of Georgia Railway and the Georgia & Florida Rail line (Storey 2017). Three years later, they purchased Georgia Northern and the Albany & Northern Rail lines; in 1971 they acquired the Tennessee, Alabama & Georgia Railway. As its competition diversified their holdings throughout the 1960s and 1970s, mainly through mergers, the Southern Railway Company began a series of ultimately unsuccessful attempts to establish independent service into Chicago and points further west. In 1980, Chessie System, Inc. and Seaboard Coast Line Industries merged to form CSXT, which rapidly became one of the most dominant railroad companies in the East. Later that year, Southern Railway began merger negotiations with the Norfolk & Western Railway Company in an attempt to remain competitive with CSXT. In 1982, the new Norfolk Southern Corporation began operations throughout the eastern United States, serving markets from Florida to New York to Missouri and continues to use the line.

FIGURE 3-159: A 1962 MAP OF THE SOUTHERN RAILWAY COMPANY'S NETWORK (AMERICAN-RAILS.COM 2017A) (MAP NOT TO SCALE)

FIGURE 3-160: NORFOLK SOUTHERN TRAIN CROSSES THE JAMES RIVER SOUTH OF RICHMOND, VIRGINIA (RAILPICTURES.NET 2016:562087)

3.12.2 Architectural Description

The Southern Railway Company grew from several small, local railroads chartered in the 1840s and 1850s, most notably the R&D Railroad (1847) which ran from Richmond to Danville along the North Carolina border. While the railroad eventually operated throughout the southeast, the historic R&D line and the many smaller railroads it operated in Virginia and North Carolina formed the Railway's core. As the Southern Railway Segment stemmed from numerous regional railroads, it featured a wide variety of engineered rail lines and associated structures such as signals, towers, stations, tunnels, yards, culverts, and bridges. The surveyed portion of the rail line extends from the Triple Crossing in Richmond near the Riverfront Canal Walk, south over the James River, on the edge of a former Atlantic Coast Line Railroad (ACL) Shops Yard, crossing under the Manchester Bridge (9th Street Bridge, 127-0240) and the Robert E. Lee Bridge (Route 301, 127-0366). It then runs along the northern edge of suburban residential housing, passing under the Boulevard Bridge (Westover Hills Boulevard, 127-5147) and the Richmond Railway Bridge (44HE0840) before turning south along the east side of Powhite Parkway (Route 76) and terminating at the intersection of Powhite Parkway and Forest Hill Avenue.

From the Triple Crossing, the rail line is carried across the James River by a steel-plate, half-through (pony) girder, railroad bridge with poured concrete piers, a through truss bridge, and crosses under the city's flood walls (Figure 3-161). Just south of the flood wall, is a steel-plate deck girder that carries the rail line over a low-lying area. The rail line contains one track that joins with additional track on the river's southern embankment through the former ACL Railroad Shops Yard (Figure 3-162) (Hawkins 2011). Once past Cowardin Avenue (Route 1), Southern Railway runs westward with two tracks, parallel to the James River Bike Path and returns to one track near Hillcrest Circle.

FIGURE 3-161: NORFOLK-SOUTHERN RAILROAD STEEL-PLATE PONY TRUSS BRIDGE IN RICHMOND, LOOKING SOUTHWEST TOWARD A THROUGH TRUSS (LEFT); VIEW OF SOUTHERN RAILWAY SEGMENT'S ONE TRACK, LOOKING SOUTHWEST (RIGHT)

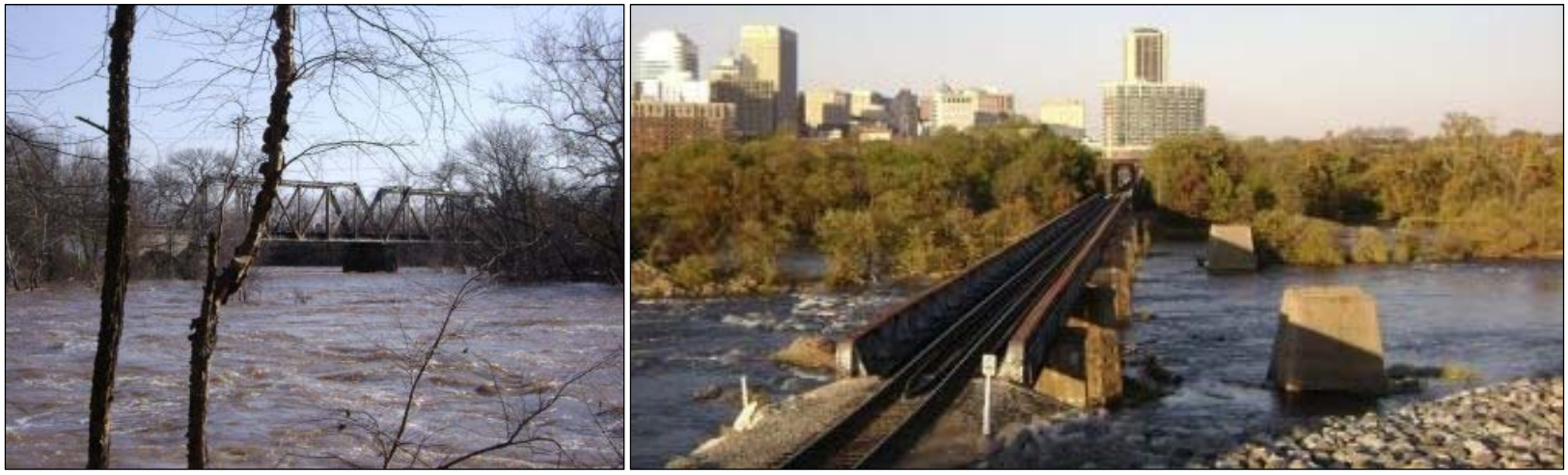


FIGURE 3-162: VIEW OF THE THROUGH TRUSS BRIDGE CARRYING THE SOUTHERN RAILWAY SEGMENT ACROSS THE JAMES RIVER, LOOKING SOUTHEAST (LEFT); VIEW OF THE JAMES RIVER BRIDGE CARRYING THE SOUTHERN RAILWAY SEGMENT, LOOKING NORTHEAST (RIGHT) (BRIDGEHUNTER.COM 2017C)

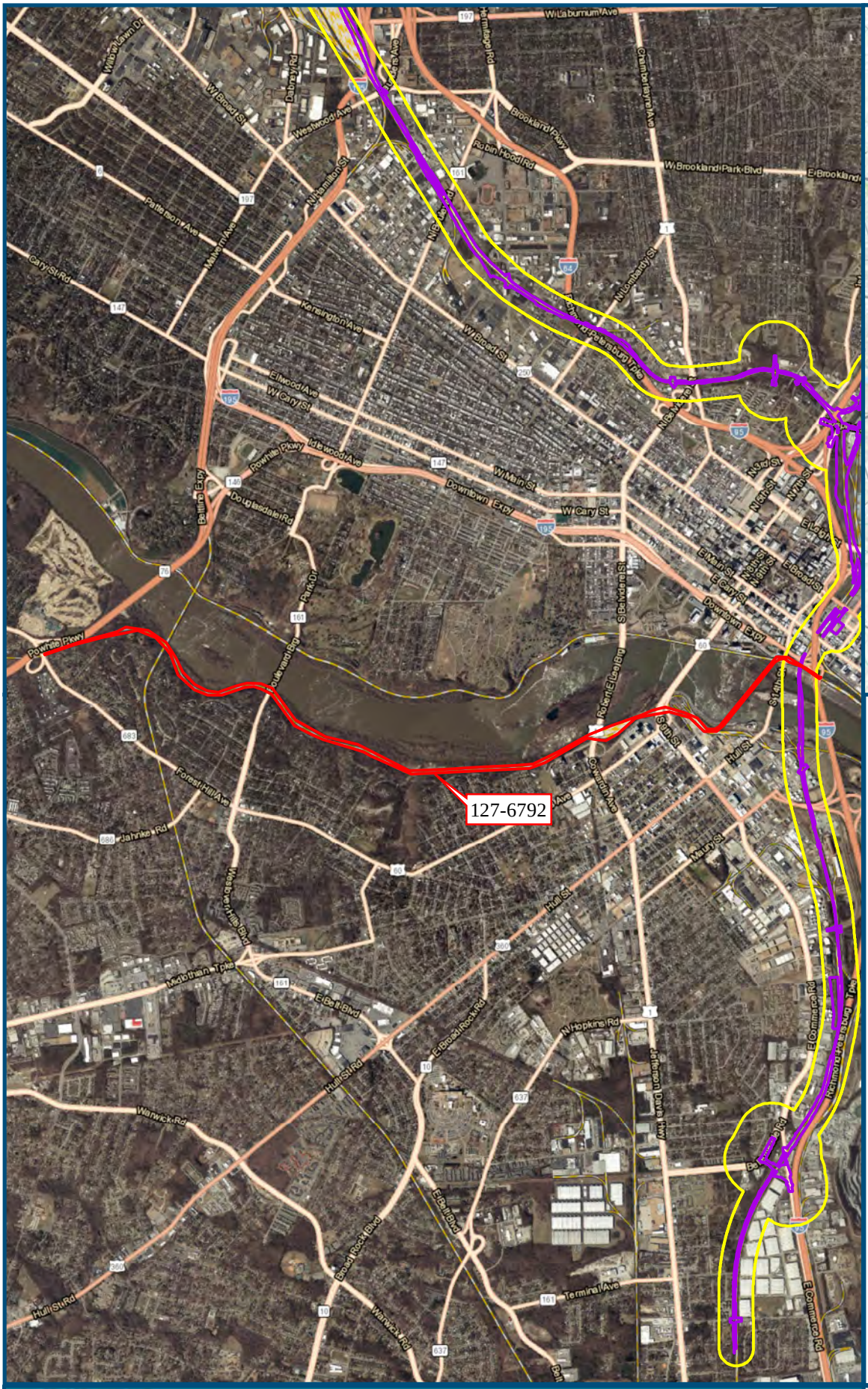
3.12.3 NRHP Evaluation

Based on archival research, the Southern Railway Segment (127-6792) was found to be a prominent regional railroad operating throughout the South, with its historic core anchored in Richmond, during the mid-nineteenth and early-twentieth centuries. Formed around six smaller, regional carriers, the Southern Railway transported passengers and freight throughout the South and brought Southern goods to more national markets in the north and west. It was the largest railroad in the south and served a majority of the southeast (American-rails.com 2017a). The line is a product of approximately 150 predecessor lines in the southeast (Southern Railway Historical Association 2017). In order to remain competitive in the modern, oligopoly-focused market, Southern Railway merged with the Norfolk and Western Railroad to form the Norfolk Southern Railroad; this company operates along the historic Southern Railway corridors, as well as in expanded northern and western markets.

The historic Southern Railway Segment corridor has been surveyed in parts on several occasions. As the railroad had played such a significant role in transportation development in both the area around Richmond and in the state as a whole, the railroad has not changed significantly and has retained the majority of its original path and continues to be operated by Norfolk Southern, it is recommended that the Southern Railway Segment is eligible for listing in the NRHP under Criterion A for Transportation.

It has no known association with any individuals of historical significance and was therefore recommended not eligible for listing in the NRHP under Criterion B. Most of its resources have undergone significant changes to their physical makeup and had lost a great deal of their historic character and integrity, leading to the railroad being recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D. In sum, the Southern Railway Segment is **recommended eligible for listing in the NRHP under Criterion A for its association with important events that led to broad patterns in regional Transportation.**

The proposed NRHP boundaries follow the historic Southern Railway as outlined in the Architectural Reconnaissance Survey of Structures for the DC2RVA Project (Figure 3-163) (Chase 2017). The segment begins in the Shockoe Bottom area of the City of Richmond and intersects with Bridge #2835 (1275149) running westward on the north embankment of the James River and then runs south across the river and continues westward along the southern embankment of the river. The period of significance for the Southern Railway Segment starts in 1850, its date of construction, and extends to 1968. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).



0 2,000 4,000
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Proposed NRHP Boundary

Figure 3-163
Proposed NRHP Boundaries For The Southern Railway Segment (127-6792)

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U.S. Department of Transportation Federal Railroad Administration
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3.13 RICHMOND, FREDERICKSBURG, & POTOMAC RAILROAD HISTORIC DISTRICT (500-0001)

The RF&P Railroad Historic District (500-0001) is made up of the RF&P Railroad and a wide variety of associated secondary resources, such as bridges and culverts. The railroad was a privately operated, local railroad that provided rail service between Richmond, Virginia, and Washington, D.C., by way of Fredericksburg, Virginia (Figure 3-164) (V-CRIS 2017). The railroad primarily runs parallel to Interstate 95 and Route 1 on a north-south orientation, although the railroad bed does move laterally to the east and west in areas like Ruther Glen, Guinea, and Woodbridge (Figure 3-165).

From Washington, D.C. to Woodbridge, the railroad bed passes through heavily populated areas including the City of Alexandria and numerous suburban communities; however, in most cases, the railroad does not pass directly though residential areas (with the exception of Alexandria) and instead borders industrial or commercial corridors. As the railroad passes through Marine Corps Base Quantico, the land surrounding it becomes more rural and less densely populated. While this pastoral setting is interrupted as the railroad passes through downtown Fredericksburg, it is the predominant environment as the railroad moves further south through Guinea and Ruther Glen. Numerous small railroad towns are located along its length in this area and owe much of their existence to the rail line. The railroad then passes directly through the heart of downtown Ashland, actually running down the middle of the main road, before returning to a more rural environment. As the railroad approaches Richmond, it passes through more populated areas including the suburbs of Glen Allen and Laurel. Historically, it terminated in the heart of the city at both Broad Street Station and later Main Street Station.

3.13.1 Historic Context

The RF&P Railroad was originally chartered in 1834, making it only the sixth railroad to be chartered in the state and only the third to use steam-powered locomotives (Griffin 1994). The RF&P Railroad, operated by the RF&P Railroad Company, initially received its charter to complete a line linking Richmond to a spot north of Fredericksburg where the railroad could connect with steamship travel on the Potomac River or one of its tributaries (Figure 3-166) (McGehee 1992). By 1837, the railroad had reached the City of Fredericksburg and completed its path to Aquia Creek in 1842. By the 1850s, proposals were already being made to extend the rail line all the way to Alexandria to fully connect Richmond and Washington, D.C. A new company, the Alexandria and Fredericksburg Railroad Company, was chartered in 1851 to complete the project (Mordecai 1940). However, with the outbreak of the Civil War in 1861, expansion plans were tabled.

Throughout the war, both Union and Confederate forces sought to control the railroad and prevent the enemy from utilizing the valuable transportation corridor (Figure 3-167). Both sides tactically destroyed bridges and sections of rail to cover their retreats and to disrupt enemy troop movements while also repairing damage wrought by the opposing army (Figure 3-168). While these cycles of destruction and reconstruction lasted throughout the war, by 1865 most of the railroad was in ruins and virtually unusable. However, the RF&P Railroad quickly began rebuilding and had restored its pre-war service by 1866 and completed the proposed link with the Alexandria and Fredericksburg in 1872 (McGehee 1992).

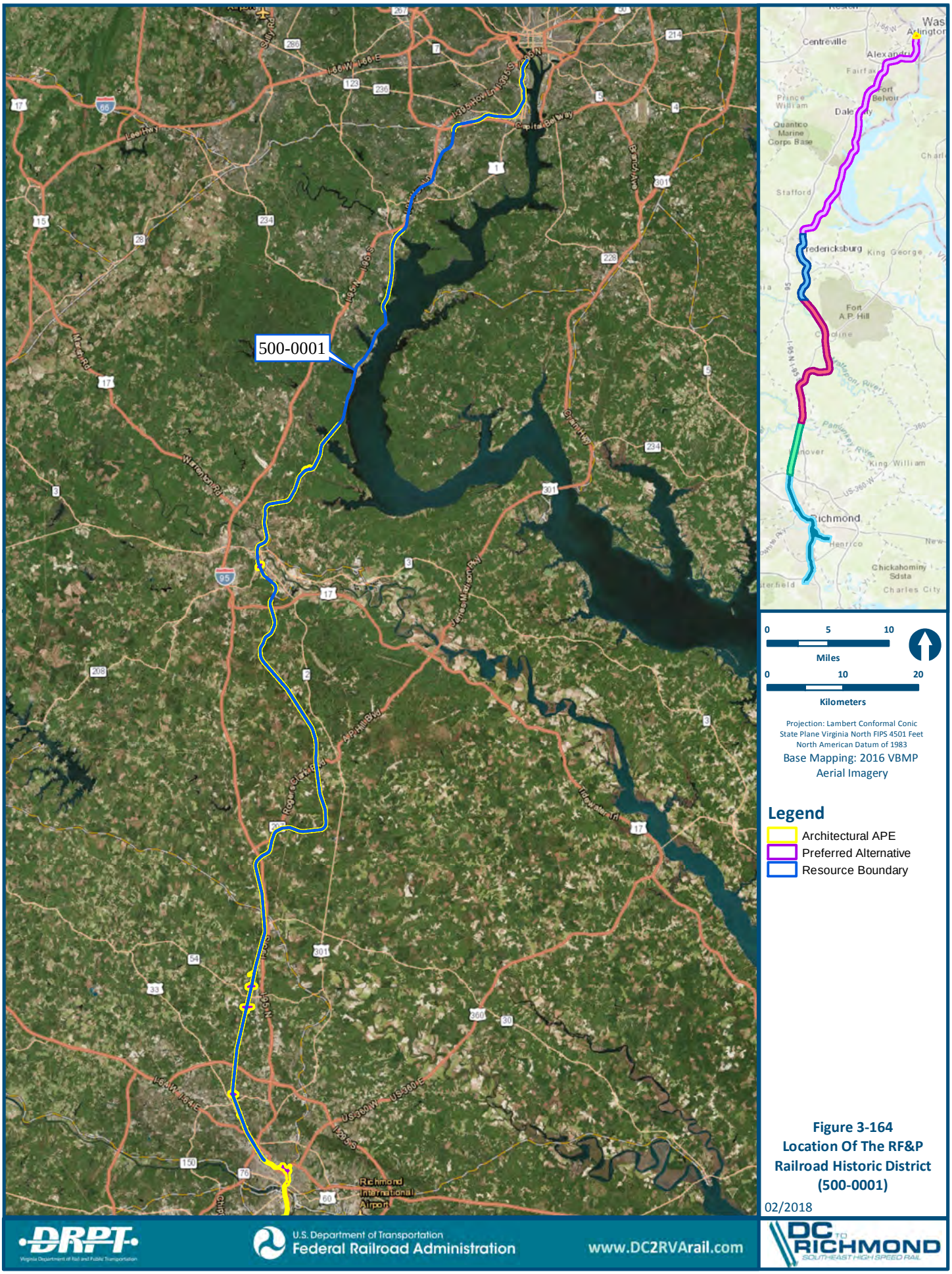

Figure 3-164
Location Of The RF&P Railroad Historic District (500-0001)

02/2018

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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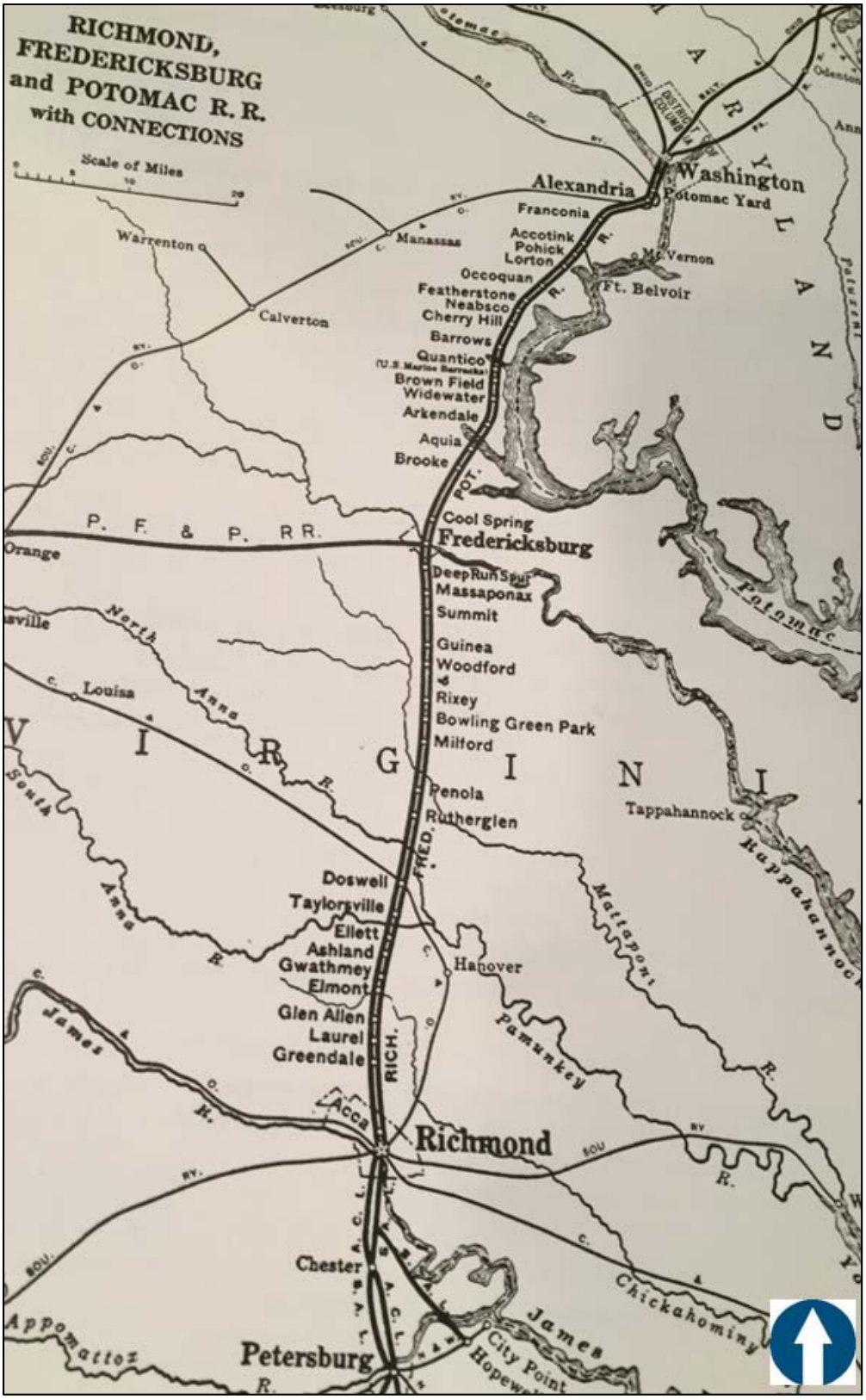


FIGURE 3-165: MAP DEPICTING THE LENGTH OF THE RF&P RAILROAD FROM RICHMOND TO WASHINGTON, D.C. (PRINCE 1973) (MAP NOT TO SCALE)

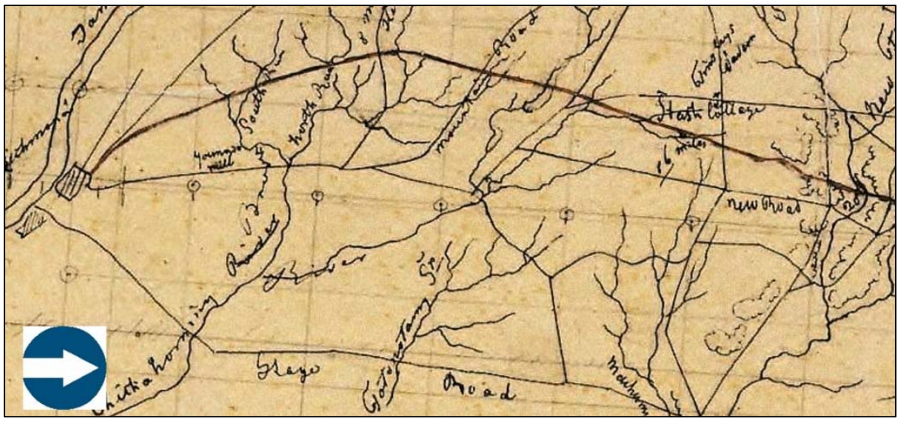


FIGURE 3-166: MAP OF 1835 PLANS FOR SOUTH END OF RF&P RAILROAD (GRYMES 2017)

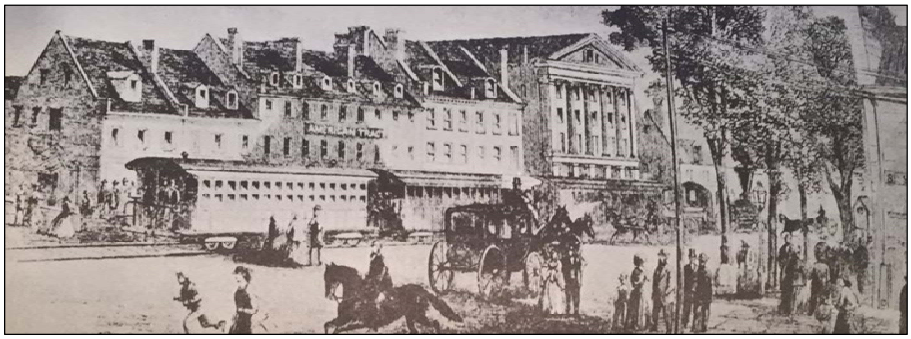


FIGURE 3-167: SKETCH OF A RF&P TRAIN LEAVING THE 8TH AND BROAD STREET STATION (MORDECAI 1940)

FIGURE 3-168: RUINS OF NORTH ANNA RIVER BRIDGE, MAY 25, 1864 BY TIMOTHY H. O'SULLIVAN (O'SULLIVAN 1864)

As the nineteenth century progressed, the route flourished. The two companies operating the route, the RF&P Railroad Company and the Alexandria and Fredericksburg Railroad Company, prospered, although they continued to function independently of each other until 1901. In September of that year, a holding company called the Richmond-Washington Company was incorporated to own the entirety of both railroads' capital stock and bring them together under a single management structure without outright merging the companies (Mordecai 1940). Under this new management, the RF&P Railroad did not expand its material holdings but continued to grow in regional respect and prosperity. In 1903, the rail line modernized its track by double tracking the entire route from Richmond to Washington, D.C. In Richmond, the RF&P connected with the C&O Railway, the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad. In the Alexandria area, the rail line connected with the Pennsylvania Railroad, Baltimore & Ohio Railroad, Southern Railway, and Washington & Old Dominion Railroad.

The RF&P Railroad operated out of several major switching yards throughout Virginia. One of the largest is the Acca Yard located on the northwest edge of Richmond. The yard was first constructed circa 1895 as a simple siding to serve as a junction between the James River Branch and Belt Line that would divert freight traffic around the city center (Prince 1973). By the early 1900s, the original footprint, while advantageously located, was too small to accommodate more traffic and to facilitate connections with other railroads. It was therefore expanded to become the main RF&P Railroad yard in Richmond and continued to grow with traffic needs throughout the 1910s. In the 1920s, the switching yard expanded to include an engine terminal with a 30-stall roundhouse and massive coaling station (Prince 1973). All locomotive shop work moved into Acca in 1937 and the railroad ran all of its repair and maintenance operations out of Acca from that time onwards. The RF&P Railroad operated the Acca Yard as its primary, and eventually only, yard throughout the rest of the twentieth century, eventually becoming part of the CSXT network in the 1991 acquisition.

First opened in 1906, Potomac Yard quickly became one of the primary yards used by numerous railroads passing through Washington (McGehee 1992). The facility operated two receiving yards, classification yards, gravity humps used to sort cars, and a roundhouse in addition to numerous other amenities for passing trains (Figure 3-169). Originally operated by the Richmond-Washington Line, the RF&P Railroad took over the yard's ownership in 1920 (Prince 1973).

After the 1929 stock market crash and the onset of the Great Depression, the RF&P Railroad faced many of the same challenges as most small, regional railroads across the country. Many Americans either outright curtailed travelling or opted for less-expensive, motorized public transportation. Freight transportation also dropped significantly with marked cutbacks in the overall consumption of goods (Griffin 1994). However, the railroad had always been somewhat involved in real estate ventures to acquire land for track expansions and this section of the business helped sustain the company through the Depression. A separate division was later created within the company in the 1950s, titled the Richmond Holdings Company, to more efficiently handle the RF&P Railroad's land assets.

During World War II, American rail traffic increased significantly as the economy recovered, gasoline and tire rubber were rationed, and troops and war materiel moved all across the country (Mordecai 1948). However, the war-time boom for railroads like the RF&P Railroad was short lived. With the double tracking and faster, heavier locomotives, the rail line continued to improve its track with grade reductions, curve straightening, and structures to accommodate additional

weight (American-Rails.com 2017b). While freight-driven companies like the C&O Railroad continued to thrive on shipments of coal and manufactured goods, the RF&P Railroad and other passenger-driven companies faced stiff competition from the burgeoning popularity of the personal car and commercial air travel. The development of the Interstate Highway System, especially Interstate 95 on a parallel route to the railroad, made personal-vehicle transportation even easier and further cut into the railroad's business (Figure 3-170). As rail ridership continued to decrease throughout the 1960s, the Richmond Holdings Company gradually became the primary source of income for the company. By 1970, passenger traffic had dropped so dramatically across the country that the federal government issued the Rail Passenger Service Act to create a single, strong, public-private railroad known as Amtrak (Amtrak Reform Council 2000). Amtrak took over passenger service for the RF&P Railroad later that decade, leaving the company to focus on its freight traffic and real estate development (Figure 3-171).

Since the railroad was no longer providing passenger service, the company began focusing almost exclusively on developing its real estate branch. In 1988, the company underwent a massive restructuring to officially make its focus real estate; to that end, it created the RF&P Corporation, which specialized in real estate investing, leasing, and management (McGehee 1992).

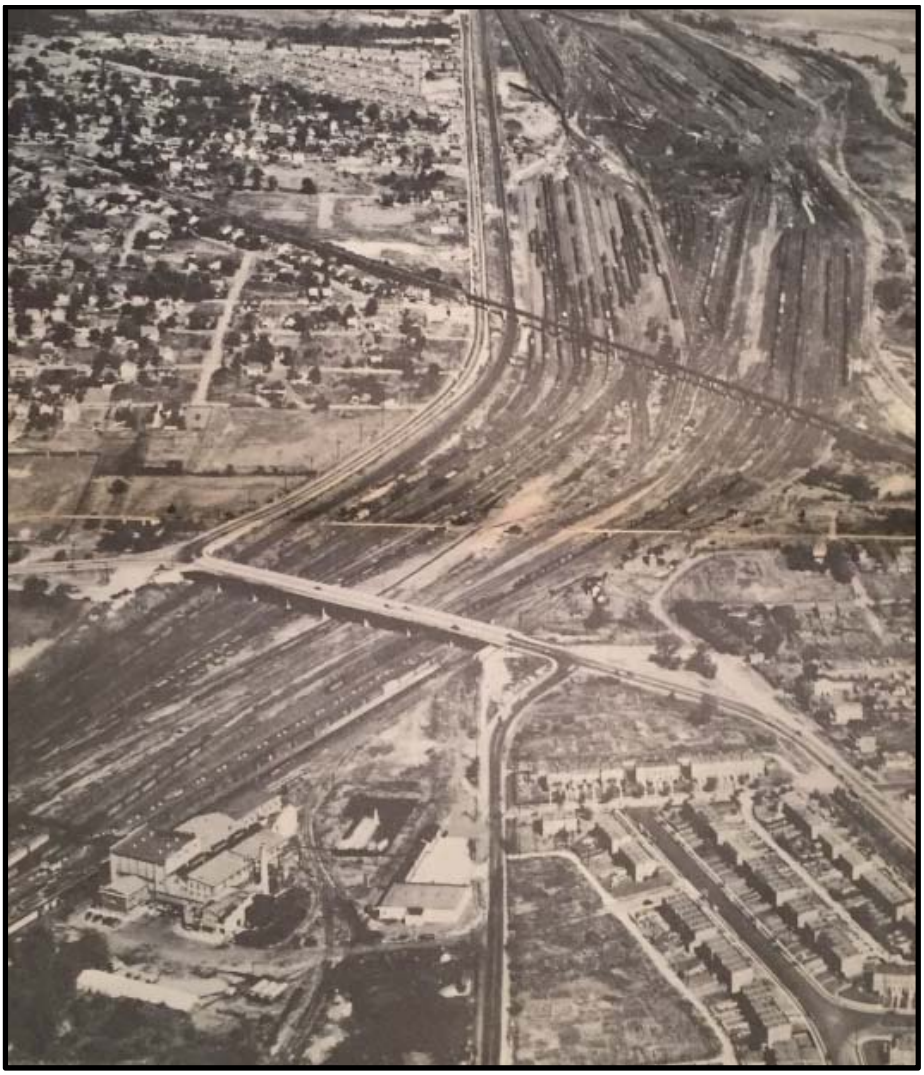


FIGURE 3-169: AERIAL VIEW OF POTOMAC YARD CIRCA-1945 (MORDECAI 1948)

FIGURE 3-170: INTERSTATE 95 IN RICHMOND, 1958 (KOLLATZ 2015)

FIGURE 3-171: AN RF&P FREIGHT TRAIN IN ASHLAND CIRCA-1970, AFTER PASSENGER SERVICE WAS DISCONTINUED (BERNARD 2013)

By the 1970s, the Richmond-Washington Company still held over 60 percent of the RF&Ps voting stock. But while the Company held majority control over RF&P Railroad stock, its own stock was held by two major, eastern railroad companies: Chessie Systems Inc. (formerly the C&O Railway) and the Seaboard System Railroad. When these two companies merged in 1980 to form CSXT, they sought to acquire the RF&P Railroad from the Richmond-Washington Company (McGehee

1992). The RF&P Railroad held out against the acquisition throughout the 1980s to see out their corporate restructuring.

In 1991, CSXT struck a deal with the other major RF&P Railroad stockholder, the Virginia Retirement System (VRS), to acquire the railroad. VRS acquired 99 percent of the RF&P Corporation's shares and then sold the entirety of the railroad stock to CSXT. VRS kept the real estate branch for a while before selling it off as well. With these two deals, the RF&P ceased to exist as its own independent enterprise (McGehee 1992). However, many of its historic rail line and its associated structures remain and are still used by CSXT and Amtrak traffic (Figure 3-172). The Virginia Railway Express (VRE) began in 1992 and continues to operate during the week on the former RF&P line, providing passenger service from Richmond to Washington, D.C. (Vre.org 2017).

FIGURE 3-172: THE CIRCA-1945 AQUIA CREEK BRIDGE (500-0001-0028)

3.13.2 Architectural Description

The RF&P Railroad is a double-tracked line running primarily through rural areas and modestly-populated towns almost exclusively at ground level (Figure 3-173). As the railroad passes through more urban areas, such as downtown Richmond, Fredericksburg, and Alexandria, the rail bed is typically elevated to accommodate vehicular traffic and ease congestion in the urban centers (Figure 3-174). Numerous bridges, primarily dating to the first two decades of the twentieth century, carry the railroad across some of the major waterways in the area including the Rappahannock, North Anna, South Anna, Occoquan, and Potomac rivers and large creeks like the Aquia and Chopawamsic (Figure 3-175). Other structures carry track over highways, minor roads and waterways, and former livestock crossings (Figure 3-176).

FIGURE 3-173: VIEW OF THE RF&P RAILROAD CROSSING AT PAIGE ROAD IN WOODFORD, LOOKING WEST

FIGURE 3-174: VIEW OF THE ELEVATED TRACK OF CHARLES STREET BRIDGE IN FREDERICKSBURG, PART OF THE RAPPAHANNOCK RIVER RAILROAD BRIDGE (111-0132-0025)

FIGURE 3-175: A RAILROAD BRIDGE OVER THE NORTH ANNA RIVER (042-0731), NORTH OBLIQUE (LEFT); A RAILROAD CULVERT OVER A STREAM NEAR LORTON MARKET ROAD (500-0001-0019), LOOKING EAST (RIGHT)

FIGURE 3-176: A RAILROAD CULVERT WEST OF DABNEY ROAD, USED TO ALLOW LIVESTOCK TO PASS (500-0001-0023), LOOKING WEST (LEFT); BRIDGE AT TAYLORSVILLE ROAD (042-5306), LOOKING EAST (RIGHT)

Much of the structures of the Acca Yard relating to the early twentieth century have been removed from the landscape. Over the years the yard has been downsized with the outer acreage developed for other commercial and industrial purposes. The current yard includes numerous tracks with a few maintenance buildings dating to the 1960s or later.

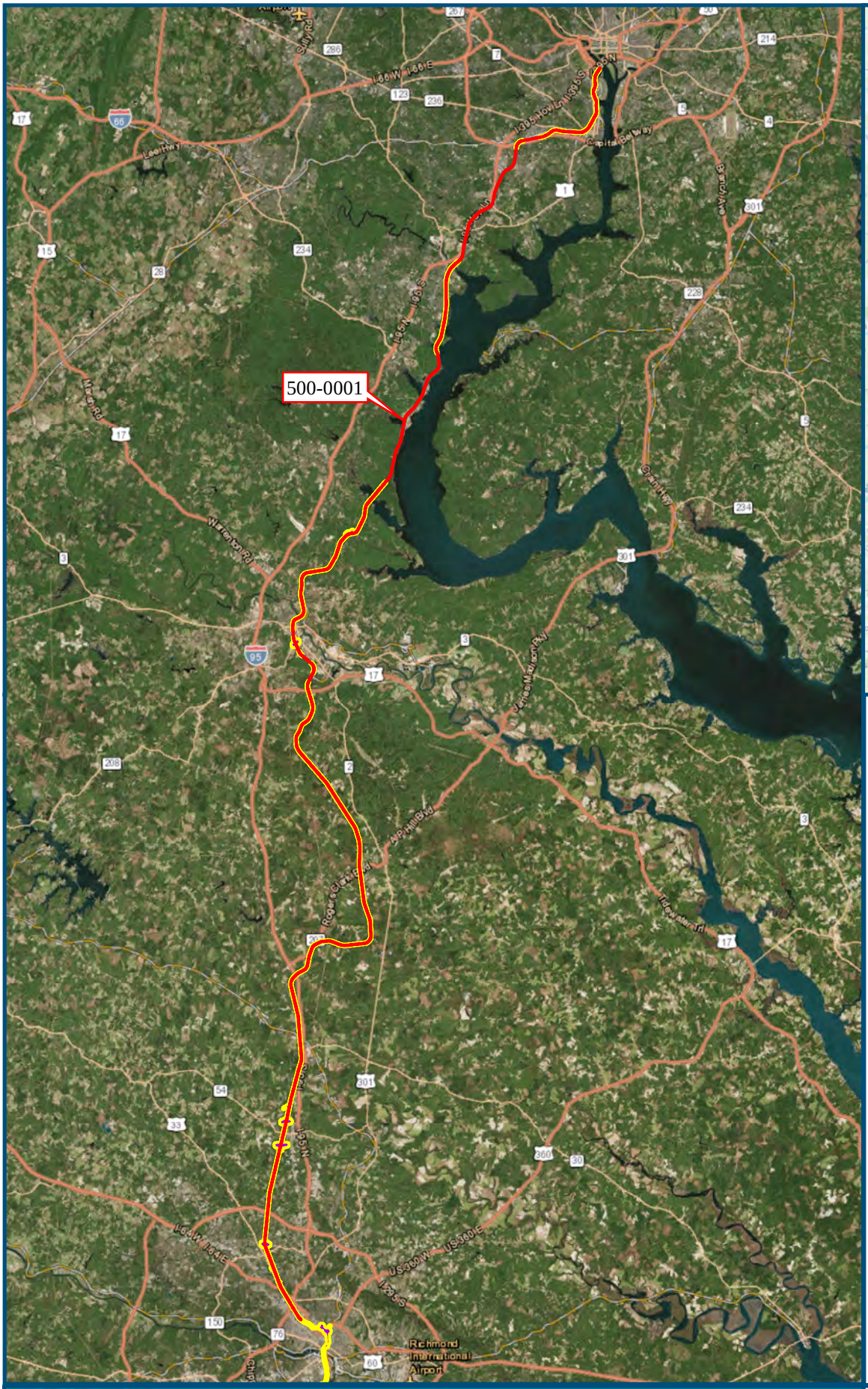
The other major switching yard used by the RF&P Railroad was the Potomac Yard located in Alexandria, just south of Four Mile Run. While the Acca Yard remained a vital part of the RF&P's operations throughout the twentieth century, Potomac Yard's significance waned as the company lost passenger and freight traffic in the 1960s and 1970s. When the railroad reorganized in the 1980s, Potomac Yard closed permanently and has since been significantly developed with multi-family residential and commercial buildings between Route 1 and the Potomac River (Lamb 1991).

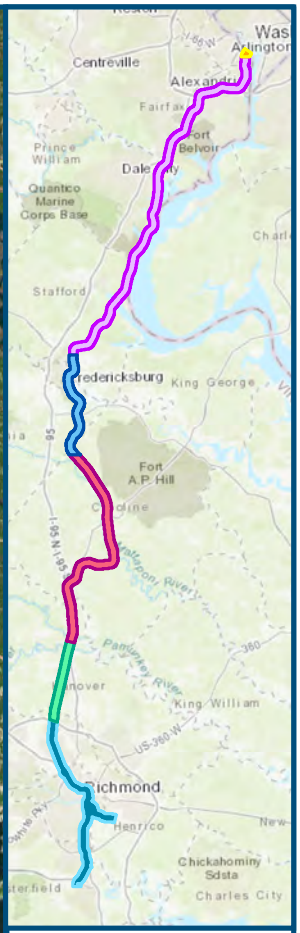
3.13.3 NRHP Evaluation

The RF&P Railroad Historic District (500-0001) is an historic rail corridor that stretches from the Potomac River to Main Street Station in the City of Richmond. From 1837 to 1943, the railroad played a critical role in the development and evolution of the region and was a prominent local railroad within the mid-Atlantic region. Previously, the RF&P Railroad was documented into two segments: a segment in Prince William and Stafford Counties (076-0301) and a segment in Spotsylvania, Caroline, Hanover, and Henrico Counties (088-5413). These were previously determined to be potentially eligible for the NRHP under Criterion A for their association with Transportation in Virginia (2016 and 2012, respectively). Since that time, the rail line from the Potomac River to Broad Street Station has been surveyed, encompassing these two segments into one rail corridor. The trains under CSXT, Amtrak, and VRE continue to run along the former RF&P rail line. Given the long and significant history of this line and the important economic role it has played in the development of cities along its path, it is recommended that the RF&P Railroad Historic District, from Washington, D.C., to Richmond, Virginia, is eligible for listing in the NRHP under Criterion A for Transportation.

It has no known association with any individuals of historical significance and, is therefore, recommended not eligible for listing in the NRHP under Criterion B. Although some of the elements within the railroad corridor like bridges and switch towers may be individually eligible for the NRHP, the corridor as a whole has undergone numerous physical changes that have impacted its overall integrity. It is therefore recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D. The bridges, culverts, towers, and other structures along the line were individually surveyed at the reconnaissance-level as part of the DC2RVA Project and documented for their potential as a contributing element to the rail line. In sum, the DC2RVA Team **recommends that the RF&P Railroad Historic District is eligible for listing in the NRHP under Criterion A for its association with important events that led to broad patterns in regional Transportation**.

The proposed NRHP boundaries follow the historic RF&P Railroad line as outlined in the architectural reconnaissance survey of structures for the DC2RVA Project (Figure 3-177) (Chase 2017). The period of significance for the RF&P Railroad Historic District starts in 1837, its date of construction, to 1943. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).





0 5 10
Miles
0 10 20
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Proposed NRHP Boundary

Figure 3-177
Proposed NRHP Boundaries For The RF&P Railroad Historic District (500-0001)

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4 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted an intensive-level architectural survey of a total of 54 resources, 13 of which are presented in the current report. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

Of the 13 resources detailed in this report, the DC2RVA Project Team are recommending 11 as individually eligible for the NRHP (Table 4-1). Listed in numerical order, they are as follows: Slaughter Pen Farm (088-0254), Fredericksburg Historic District Expansion (111-0009), Pulliam's Service Station (111-0009-0795), Purina Tower (111-0132-0020), Rappahannock River Railroad Bridge (111-0132-0025), George Aler House (111-0132-0522), Fredericksburg Train Station (111-0132-0704), Southern Railway (127-6792), C&O Railroad (127-6793), RF&P Railroad Historic District (500-0001), and RF&P Railroad Bridge over Occoquan (500-0001-0022). Of those, one resource (088-0254) is recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147), one resource (111-0009-0795) is recommended as contributing to the Fredericksburg Historic District Expansion (111-0009), two resources (111-0132-0025 and 500-0001-0022) are recommended as contributing to the RF&P Railroad Historic District (500-0001), and four resources (111-0132-0020, 111-0132-0025, 111-0132-0522, and 111-0132-0704) are recommended as contributing to the Fredericksburg Historic District (111-0132).

During the current survey, the DC2RVA Team found that the remaining two resources (111-0023 and 127-6840) are no longer extant and as such are recommended as not individually eligible for the NRHP (Table 4-1).

TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
2	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	Eligible Under Criterion C; Contributing to the RF&P Railroad HD
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg	1927	Eligible Under Criterion C; Contributing to the Fredericksburg HD and the RF&P Railroad HD

TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg	ca. 1834	No Longer Extant; Not Eligible
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	ca. 1910	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg	ca. 1916	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD
3	111-0132-0522	George Aler House, 314–316 Frederick Street	City of Fredericksburg	1851	Eligible Under Criteria A & B; Contributing to the Fredericksburg HD
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD Extension
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794–1967	Eligible Under Criteria A & C
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County	ca. 1861	Eligible Under Criterion A; Fredericksburg and Spotsylvania County Battlefields National Military Park HD
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond	ca. 1955	No Longer Extant; Not Eligible
6	127-6792	Southern Railway Segment	City of Richmond	ca. 1850	Eligible Under Criterion A
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond	Pre-1851	Eligible under Criterion A
all	500-0001	Richmond, Fredericksburg, & Potomac Railroad Historic District	Multiple	ca. 1837–1943	Eligible Under Criterion A

Source: Dovetail, 2018b.
Note: Resources are presented from north to south.

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APPENDIX A: CHAIN OF TITLES

Note: Chains of titles are organized as they appear in the report; however, some resources, such as rail-related structures, do not have chains of titles.

TABLE A-1: CHAIN OF TITLE FOR DIXON HOUSE (111-0023), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Transfer	Instrument 2008-1151	n/a	5/7/2008	Lee P. Rowe	Rowe Holdings I, LLC	Lee P. Rowe set up a corporation in 2008 for real property.
Bargain & Sale	242	313	4/1/1991	Rixey Johnson	Lee P. Rowe	Value $45,000
Bargain & Sale			1983		Rixey Johnson	Source: Spencer 2013:3
Bargain & Sale	82	451	1946	Howard Masters	Edward Gibson	Conveyance of half interest in parcel
Bargain & Sale	70	310	1936	Ada Masters Gibson	Edward Gibson	Conveyance of half-interest in parcel; Ada Masters married Edward Gibson in 1928
Will	R	2006	1929	Estate of J. W. Masters (dec)	Ada Masters and Howard Masters	Grantees are surviving children of J. W. Masters (dec.)
Bargain & Sale	JJ	500	1/25/1904	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	500	1/25/1904	James Corbin, Trustee	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	J. P. Corbin, Trustee	J. W. Masters	Prince Edward Street

Source: Dovetail, 2016a.

TABLE A-2: CHAIN OF TITLE FOR THE FREDERICKSBURG TRAIN STATION (111-0132-0704), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
B&S	344	283	12/6/2000	CGM Properties LLC	Thomas H. Mitchell	Parcel one. Shown in Plat Book 9, page 15. Includes the train station building and immediate area. Includes conveyance of a perpetual easement for railroad and utility repairs along the rear (south) portion of the property, measuring 15 feet.
B&S	297	277	12/30/1996	RF&P Company (formerly known as the RF&P Railroad Company)	CGM Properties LLC	Includes conveyance of a perpetual easement for railroad and utility repairs along the rear (south) portion of the property, measuring 15 feet.
B&S	K	200	6/9/1836	Joseph Alsop	RF&P Railroad Company	5 lots in Fredericksburg. For construction of railroad track, sidings, and a wheel house.
B&S	K	52	10/7/1835	Lindsay Pullen	Joseph Alsop	Lot 238
B&S	H	289	3/29/1825	John B. Pullen	Lindsay Pullen	Lot 238
DT	G	544	7/15/1823	John B. Pullen	Robert S. Chew	Lot 238
B&S	G	543	7/15/1823	George French	J.B. Pullen	Lot 238; Last name listed as "Pullin" on the Deed
B&S	B	119	4/29/1789	L. Battaile	George French	Lot 238; Lot was part of Fredericksburg's town expansion in 1759

Source: Dovetail, 2016b.

TABLE A-3: CHAIN OF TITLE FOR THE PURINA TOWER (111-0132-0020), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	330	500	10/12/1999	Prime Properties, LLC	Hamilton G. Palmer	
Deed	275	467	9/14/1994	Farm & Tack Supply	Prime Properties, LLC (Carl Braun)	3 Parcels (FDB 176:361, 4/22/1981)
Deed	176	361	4/22/1981	Mary F. Frances Moore, widow	Farm & Tack Supply	
Deed	172	519	2/12/1976	Young-Sweetster Co. Inc.	Mary Frances Moore	Parcels 1-3
Deed	67	330	8/4/1933	Edgar W. Young & Mattie F., his wife, H.K. Sweetser & Mary M., his wife	Young-Sweetser Co., Inc.	Parcel 3, 49/94; "…have heretofor engaged in the business of general dealers in hay, seed, grain, dairy & poultry foods…" "…Edgar Young & H.K. Sweetser together with Mary M. Sweetser, have formed a corporation for the purpose of taking over the entire assets of said co-partnership... under the new name of Young-Sweetster Co. Inc." 200 shares went to Young, 195 shares to Sweetster, and 5 shares to Mary M. Sweetster. "...the parties of the first part bargain and sell and convey to the parties of the second part all of the assets and property belonging to the aforementioned partnership..."
Deed	48	581	3/5/1915	Eddie White	E.G. and Laura Heflin	SEE CFDB 49:94 (DBS, E. G. and Laura Heflin to H. K. Sweetser and E. M. Young)
Deed	48	581	3/5/1915	Eddie White & Josephine, his wife, Lucy White widow of John Seymore White	E.G. Heflin & R. S. Royer	Parcel 3
Deed	49	11	3/29/1915	Houston K. Sweetser and Edgar M. Young	RF&P R R Co.	"65.85 ft x 30 ft Chas St mbp being N pt 30 ft lot N side Frederick St fr Est Thos Griffin Dec 11, 1914. Edgar M Young co-grantor" (Embrey Index to Land Records, Deeds, Wills)
Deed	49	94	9/11/1915	E.G. and Laura Heflin	H. K. Sweetser and E. M. Young (Young-Sweetser, Co.)	43.2 ft x 104 ft N side Frederick St bet Pr Anne & Chas St fr Eddie White Mch 5, 1915 E M Young Co-Grantee (CFDB 49:94); SOURCE: Amrhine 2001; "Starting in 1966, it was shared by Farm & Tack Supply Co., which continued in business until 1992, when owner Doug Redgrave decided to close its doors" (Source: Amrhine 2001).

TABLE A-3: CHAIN OF TITLE FOR THE PURINA TOWER (111-0132-0020), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	49	94	3/15/1915	E.G. Heflin & Laura, his wife, R. Stuart Royer & Corbin H., his wife	E.M. Young & H. K. Sweetser	Parcel 3
Deed	48	545	12/11/1914	Estate of Thomas Griffin (dec.)	Young & Sweetster	Parcel 1
Deed	49	11	3/29/1914	R.F. & P. RR. Co.	Young & Sweetster	Parcel 2; 65.85 ft x 30 ft Chas St mbp being N pt 30 ft lot N side Frederick St fr Est Thos Griffin Dec 11, 1914. Edgar M Young co-grantor
Deed	48	517	12/23/1904	Robert S. and Emma A. Griffin	John M. Griffin	Lot NW corner Main & Wolfe part Lot 33: also lot adj part of lot 33: also lot Wolfe: also part of 33: also lot W side Main part of lot 35: also lot corner Frederick & Sophia part of lot 266: also lot corner Frederick & Chas part of lot 220: also one-half lot N side Charlotte St part of lot 4: 4 All my est Thos. Griffin
Deed of Trust	BB	516	5/17/1888	Rufus T. King	John T. Goolrick	220
Deed	CC	20	11/13/1888	Rufus T. King	William I. King	220
Deed	Y	492	9/24/1878	Mary F. King, Charles D. King, John H. King, Mary W. King, and George W. King	Rufus T. King	220
Deed	U	118	3/2/1866	Juliet Ann Perry	Thomas Griffin	"Fred & Chas"
Release	T	153	7/20/1860	John James Chew, Jr.	Rich Wallace	220
Deed	T	154	7/20/1860	Rich Wallace	John L. Marye	Part 220
Deed	Q	127	5/10/1851	Charles Edward Middleton	Maria Brown	L 220
Deed	Q	94	5/27/1851	Maria Brown	Rich Wallace	220
Deed of Trust	Q	95	5/27/1851	Rich Wallace	John James Chew	220

TABLE A-3: CHAIN OF TITLE FOR THE PURINA TOWER (111-0132-0020), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed of Trust	Q	95	5/27/1851	Rich Wallace	Peter Goolrick	220
Deed	P	460	6/7/1850	Eustace Conway, Commissioner	George H. King	220
Deed	P	460	6/7/1850	Loman Cooke	George H. King	220
Deed	N	473	7/22/1845	William Marders	George Aler	220
Deed	N	502	9/15/1845	George Aler	Sally Hagar	220
Deed	O	29	8/20/1845	William Bankhead	R F & P R R	220
Deed	L	329	1/14/1840	Elizah Rawlins (Rollins)	Major Cooke	220
Deed	L	329	1/14/1840	Elijah Rawlings	Major Cooke	220
Deed	L	330	1/14/1840	Major Cooke	Lomax Cooke	220
Deed	L	180	5/3/1839	Gulielmus Smith	Elijah Rawlings	220
Deed	K	297	1/5/1837	John Metcalfe	William Bankhead	220
Deed	K	310	5/31/1836	Richard I. King	RF&P RR Co.	9-9 adj 220
Deed	K	294	12/22/1836	Thomas H. Botts	RF&P RR Co.	220
Deed	K	75	11/24/1835	John Metcalfe	William Mardiss	220
Deed	J	162	10/12/1832	John Cooker	G. Smith	220
Deed	I	460	11/15/1830	Lucy L. Minor - Devisee of John Minor (dec.)	John Metcalfe	220
Deed	F	694	10/7/1765	Roger Dixon	Maxmilian Calvert of Norfolk	Lots Fbg 210 Princess Augusta & Princess Elizabeth: 224 Princess Anne: Princess Augusta & Princess Elizabeth: 220 irregular Princess Augusta & Frederick adjacent Lewis Willis lower half 269-218 indistinct but I think correct since 213 does not touch Princess Elizabeth (Rec Spots)

Source: Dovetail, 2016c.

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	2004–1356		6/4/2004	Margaret F. Quinn and Robert M. Quinn	James C. Obaugh and Joann E. Obaugh	See Also Deed Instrument # 2004-790
Deed of Trust	256	130	11/20/1992	T.E. Cottrell, Jr.	Bruce R. O'Brien	Index: 316 Frederick Street
Deed	256	549	11/24/1992	Fredericksburg Savings & Loan	T.E. Cottrell, Jr.	Index: 316 Frederick Street
Deed	200	312	1/24/1986	R.C. Gossweiler, Jr.	T.E. Cottrell, Jr.	Index: 316 Frederick Street
Deed of Trust	200	313	1/17/1986	T.E. Cottrell, Jr.	Fredericksburg Savings & Loan	Index: 316 Frederick Street
Deed	183	94	5/23/1983	W. A. Hatch & Susan	R.C. Gossweiler, Jr.	Index: 316 Frederick Street
Deed	171	590	1/1/1979	Margaret N. Fowler	Margaret F. Quinn and Robert M. Quinn	
Deed	160	348	2/22/1977	G. B. & V. B. Hey	David Grey	Index: 314 Frederick Street
Deed	157	499	4/19/1976	Hey & Bank of VA.	William Hatch	Index: 316 Frederick Street
Deed of Trust	157	506	4/16/1976	William A. Hatch	A. G. Denice, Inc.	Index: 316 Frederick Street
Deed	154	418	2/4/1975	H.H.H., Inc.	G. B. & V. B. Hey	Index: 316 Frederick Street
Deed of Trust	154	425	3/13/1975	G. B. & V. B. Hey	Bank of VA.	Index: 316 Frederick Street
Deed	152	248	4/15/1974	H.F.F.I.	H.H.H., Inc.	Index: 316 Frederick Street; Property conveyed with preservation easement attached (held by HFFI)
Deed	152	249	4/15/1974	H.F.F.I.	H.H.H., Inc.	Index: 316 Frederick Street
Deed of Trust	152	254	5/1/1974	H.H.H., Inc.	Bank of VA.	Index: 316 Frederick Street
Deed	150	101	1/29/1973	Albert Sivak and Betty D. Sivak	Historic Fredericksburg Foundation, Inc. (HFFI)	Index: 316 Frederick Street

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Will	P	345	9/27/1972	Laura Davis	Betty Sivak	Index: Laura Davis (317 Charles Street), Betty Sivak (316 Frederick Street)
Will	P	345	00/00/1967	Laura Davis	Beatrice Davis	Index: Laura Davis (317 Charles Street), Beatrice Davis (316 Frederick Street)
Will	W/K	74	4/16/1935	Ella M. Purcell (Formerly Ella M. Hicks)	Laura Hicks Davis	Index: 316 Frederick Street
Deed	KK	82	10/10/1904	Estate of William I. King (dec.)	J. G. King and F. S. King	
Deed	HH	245	9/9/1898	Thomas Wallace	Ella M. Hicks	316 Frederick Street
Deed	HH	245	9/10/1898	M. J. Gately	Ella M. Hicks	"Chas & Frederick"
Deed of Trust	EE	561	2/17/1894	M. J. Gately	Enterprise Build. Assoc.	316 Frederick Street
Will	W/I	323	1/13/1891	Elizabeth McDougal	Mary Jane Gately	316 Frederick Street (NOTE: Present-day property designated as 314-316 Frederick Street, was referenced in land records and city directories as "316 Frederick Street" until the late twentieth century.)
Deed	CC	176	9/16/1889	Elizabeth McDougal	William I. King	Lot 219 - East-adjoining parcel containing the 1790s 2-story wood-frame dwelling
Deed of Trust	CC	178	9/16/1889	William I. King	John G. Mason	Lot 219
Deed	T	296	10/22/1861	George Aler	Elizabeth McDougal	Lot 219 (Frederick Street & Charles Street)
Deed of Trust	T	312	5/12/1862	George Aler	Elizabeth McDougal	Lot 219
Deed of Trust	T	312	5/12/1862	George Aler	John M. Herndon, Trustee	Lot 219
Deed of Trust	R	265	1/3/1855	George Aler	Building Fund Association	Lot 219

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed of Trust	R	396	6/21/1855	George Aler	Building Fund Assoc.	Lot 219
Deed of Trust	O	113	2/6/1846	William Jones	John James Chew	Lot 219
Deed of Trust	O	113	2/6/1846	William Jones	Mary E. Jones	Lot 219
Deed	M	409	1/11/1843	Patton, Trustee of John Buck's Estate (dec.)	William Jones	Lot 219; 1844-1859: Remaining portion of lot 219 sold to William J. Jones ("of Patton Trustee Buck"; Building Value: $300; Total Property Value: $400) (CFDB M:409)
Deed	M	460	2/23/1843	John Marye, Administrator of Anthony Buck's (dec.) Estate	George Aler	Fredericksburg Land Tax Records: 1844-1865: Portion of lot 219 purchased by George Aler (-1872/1874) (purchased "of Marye Adm'r Buck"; Building Value: $400, Land Value: $150.00; Total Property Value: $550.00); 1856-1859: A portion of the lot 219 (owned by George Aler) is referred to in land tax records as a "jail"
Deed	M	104	5/1/1841	John and Mary Conway (Buck), husband and wife	Anthony Buck	Part of Lot 219; "Beginning at the corner formed by the intersection of Princess Augusta and Frederick Streets and thence running down Princess Augusta Street 100 feet, thence at right angles with Princess Augusta Street and parallel with Frederick Street 132 feet 8 inches to Samuel Thompson (Tompkins) lot, thence with said Thompsons line towards Frederick Street 100 feet, thence along Frederick Street to beginning corner" (CFDB M:104, 5/1/1841; John and Mary Conway (Buck), husband and wife, to Anthony Buck)
Deed	K	122	1/13/1836	Henry T. Phillips, John S. Caldwell and Arthur L. M. Masson, Commissioners of the Corporation Court of Fredericksburg, Virginia	John Buck	William Brooks died intestate; Property sold at auction
Deed	E	272	3/6/1815	Robert Mackay	Capt. William Brooks [Alt. Sp., "Brookes"]	Lot 219
Acknow-ledgement	E	337	5/30/1815	Robert Mackay	Capt. William Brooks [Alt. Sp., "Brookes"]	Lot 219

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	D	275	1/17/1810	George Baggott	Capt. William Emmerson	Lot 219
Deed	D	316	2/19/1810	William Emerson and Nancy, his wife	Thomas Crosby	Part of Lot 219 - "Beginning at a point on Charles Street (Princess Augusta Street) 92 feet from a corner of its intersection with Frederick St., and running down Charles St. to corner of Lot 218, thence along the dividing line of Lot 218 and Lot 219 to corner of Lot 227, then along the dividing line of Lot 227 and Lot 219 73 feet in a straight line and parallel with Frederick St., 132 feet to beginning on Charles St" (CFDB D:316, 2/19/1810, William Emerson and Nancy, his wife, to Thomas Crosby).
Deed	E	28	7/4/1803	John Baylor and Ann Diggs, his wife	George Baggot, Sr.	Lot 219
Deed	C	284	4/10/1799	David C. Kerr and Margaret, his wife	John W. Baylor	Lot 219; "…a certain lot of ground situate, lying, and being in the town of Fredericksburg, Va. On the streets Princess Augusta (Charles) and Frederick and know in the plat of the said town as Number 219" (CFDB C:284 4/10/1799, David C. Kerr and Margaret, his wife, to John W. Baylor (of Caroline County).
Deed of Trust	C	184	4/28/1798	Frances Harvey, wife of William Harvey (dec.)	David Corbin Kerr	Lot 219
Deed	A	46	9/27/1783	James Jamison (Jameson)	William Harvey	In 1796, William Harvey was issued a Mutual Assurance policy (#25, Reel 1, Vol. 3) on a two-story, wood-frame dwelling valued at $700 located on the south side of Frederick Street, on Lot 219; Harvey died in 1799
Deed	F	702	10/7/1765	Lucy and Roger Dixon	Thomas Jameson	"Lot 219, Fredericksburg; Pr. Augusta & Frederick St's, back of lot belonging to Andrew Frasher" (SCDB F:702). Lot No. 219; "Being all of that lot or half-acre of ground lying and being in the town of Fredericksburg, Va., described and known as No. 219 and lies back of the lot belonging Andrew Frazer on Princess Anne Street." *SCDB F:702, 10/7/1765)

Source: Dovetail, 2016d.

TABLE A-5: CHAIN OF TITLE FOR PULLIAM'S SERVICE STATION (111-0009-0795), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Transfer	Instrument 2008-1151	n/a	May 7, 2008	Lee P. Rowe	Rowe Holdings I, LLC	Lee P. Rowe set up a corporation in 2008 for real property.
Bargain & Sale	242	313	April 1, 1991	Rixey Johnson	Lee P. Rowe	Value $45,000
Bargain & Sale			1983		Rixey Johnson	Source: Spencer 2013:3
Bargain & Sale	82	451	1946	Howard Masters	Edward Gibson	Conveyance of half interest in parcel
Bargain & Sale	70	310	1936	Ada Masters Gibson	Edward Gibson	Conveyance of half-interest in parcel; Ada Masters married Edward Gibson in 1928
Will	R	2006	1929	Estate of J. W. Masters (dec)	Ada Masters and Howard Masters	Grantees are surviving children of J. W. Masters (dec.)
Bargain & Sale	JJ	500	1/25/1904	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	500	1/25/1904	James Corbin, Trustee	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	J. P. Corbin, Trustee	J. W. Masters	Prince Edward Street

Source: Dovetail, 2016e.

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	#: 200600 020676		6/16/2006	Heirs of John Pierson	Civil War Trust	Slaughter Pen Farm (200.61 Acres) ["...Slaughter Pen's last resident farmer—owner John Pierson—died in 2005. His heirs sold the 208-acre spread in 2006 for $12 million, making it the single most expensive land purchase in the trust's history" (Schemmer 2014)].
Deed of Trust	94	148	8/10/1921	V. R. Pierson and Jane D. Pierson	Leonard F. Pierson	287.856 acres "Wayside" Courtland
Deed	90	488	2/27/1919	R. L. Biscoe and Emma L. Biscoe [Alt. Sp. "Briscoe"]	V. R. Pierson	287.856 acres "Wayside" Courtland
Assumption of Deed of Trust	90	488	2/27/1919	V. R. Pierson	Leonard F. Pierson, Trustee	287.856 acres "Wayside" Courtland
Deed & Plat	90	379	12/24/1918	Leonard F. Pierson, Special Commissioner	R. L. Biscoe [Alt. Sp. "Briscoe"]	287.856 acres Courtland
Deed of Trust	90	381	12/24/1918	R. L. Biscoe and Emma L. Biscoe	Leonard F. Pierson	287.856 acres "Wayside" Courtland
Deed	AV	255	9/13/1906	Thomas P. Yerby and Jane H. Yerby	R. F. & P. R. R.	2 metes and bounds River Road adjoining both parties
LP	AR	114	1/12/1904	Thomas P. Yerby, Jr., et als. ADS	W. S. Embry	255 metes and bounds Courtland District, Slaughter Pen
Deed of Trust	AS	119	10/13/1904	Thomas P. Yerby and Jane H. Yerby	Duff Green	210 acres, being Slaughter Pen tract, from William Bernard 1/1/1894: Being part of Mannsfield. Sale price: $1500. Deed recorded 7/26/1905
Release	AK	92	2/6/1899	William A. Little (dec.), Trustee, William A. Little, Jr., Trustee, Executor of Estate of William A. Little, Sr. (dec.)	William S. Bernard	286.56 acres part of "Mannsfield" fr trust 7/22/1897.
Deed	AI	262	7/15/1898	Thomas P. Yerby and Jane D. Yerby	Richard M. Doswell	5 acres, part of Slaughter Pen from William Bernard; South of RF&P RR

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Plat	AG	122	12/6/1895	N. Alfred Bernard Estate	William Bernard	1141.55 metes and bounds Rappahannock River divided into lots. (See plat SCPB:AG 224)
Deed of Trust	AF	70	2/21/1894	Thomas P. Yerby	John L. Marye	210 acres, Slaughter Pen part of Mannsfield: Also 50 Merry Hill part of Mannsfield. Both from William Bernard, Jan. 1 1894. $1046.66-1yr: $1046.67-2yr: $1046.67-3yrs. MR 10/23/1897
Deed	AH	288	5/31/1897	William Bernard	Thomas P. Yerby	210 acres, being Slaughter pen; also 50 b part of Mannsfield; Also right of way - All from estate of A N. Bernard
Partition	AF	2	11/23/1893	N. Alfred Bernard Estate	Elizabeth Bernard	157 metes and bounds of 911.5 Bend; also 218 & 365.66 metes and bounds of 1836.5 Mannsfield. Decree Bernard vs Bernard, Fredericksburg (See plat AG 224); 218 acres
Deed	NN	61	9/25/1849	William Bernard Estate and Elizabeth Bernard (widow)	Arthur H. H. Bernard	All int Mannsfield house, garden & lots
Deed	P	65	5/13/1848	Estate of William Bernard (dec.) and John Bernard	A. H. Bernard and A. N. Bernard	Interest in Estate of William Bernard (dec.)
Deed	LL	426	12/2/1845	Arthur H. H. Bernard and Alfred N. Bernard	John H. Bernard	Mannsfield & Minors' if both Arthur Bernard & Alfred Bernard died without issue
Deed	LL	426	12/2/1845	Arthur H. H. Bernard and Alfred N. Bernard	Elizabeth Bernard, Trustee, Arthur H. H. Bernard, and Alfred N. Bernard	"Mannsfield"; Minors' & King Copsico -- 563 & Mansion part of Mannsfield for widowhood said Elizabeth then to Arthur & if he died without issue then to Alfred -- Other part Mannsfield & Minor & King Copsico for Alfred & if he died without issue then part of Mannsfield, Minors & 2/3 King Copsico for Arthur
Partition	LL	426	12/2/1845	William Bernard Estate: and Alfred N. Bernard	Arthur H. H. Bernard, Sr.	Arthur chooses Mansion House part of Mannsfield as defined in William Bernard's will
Agreement	LL	496	2/6/1846	Heirs of William Bernard (dec.)	Heirs of William Bernard (dec.)	Agreement as to disposition of the Estate of William Bernard (dec.)
Will	W-A	25	5/17/1844	William Bernard	Mrs. William Bernard (wife)	563 "Mannsfield" embracing land NE of Stage Rd for her life

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Will	W-BB	16	5/17/1844	William Bernard	Arthur H.H. Bernard, Sr. and Nathaniel A. Bernard, Sr.	To draw lots one to have Mannsfield House & 563; The other ot have rem of Mannsfield and 200 adj from Mrs. Lucy Minor; Also Ring Copsico in Westmoreland with remainder over on certain conditions; also residuary legatees
Will	W-BB	16	5/17/1844	William Bernard	Mrs. William Bernard (widow)	563 part of Mannsfield for life or so long as she remains my widow
Will	W-BB	16	5/17/1844	William Bernard	John H. Bernard, Sr.	Cross remainder from Nathaniel A. Bernard & A. H. H. Bernard
Will	W-BB	16	5/17/1844	William Bernard	Arthur H. H. Bernard, Sr. and Nathaniel A. Bernard, Sr.	To draw lots one to have Mannsfield House & 563; The other to have remainder of Mannsfield and 200 adj from Mrs. Lucy Minor also Ring Copsico in Westmoreland with rem over on certain conditions; Also residuary legatees.
Deed	BB	463	7/7/1828	Luncy L. Minor, Executrix of Estate of John Minor (dec.)	William Bernard (of Mannsfield)	510 metes and bounds south side Hazle Run, Deep Run & Rappahannock River -- Being uper end of Mrs. Page's dower: Also 196 woodland: Also reversionary in the 210metes and bounds Stage Road, part of Mrs Page's dower: All parts Mannsfield from estate of Mann Page (dec.)
Will	W	310	11/6/1820	John Minor	Lucy Minor, Executrix	Will recorded in the Corporation Court, Fredericksburg, VA. She is sole devisee. Reference
Partition	V	380	5/27/1819	Mann Page (I)	Mary Page (widow)	Dower in 814 metes and bounds p near Rappahannock River
Partition	V	380	5/27/1819	Mann Page (I)	Mann Page, Sr. (II)	557.5 metes and bounds: Also 563 Rappahannock River
Deed	W	312	11/6/1820	Mann Page (II) and Robert C. Mann (III)	Lucy Minor, Executrix and Devisee of John Minor (dec.)	Reversion of 210 metes and bounds subject to dower of Mary, widow of Mann Page, the Younger, being same bought by Mary Harrison. Deed by Robt Patton, Commr. US Court in Richmond in Lloyd vs Page.
Deed	U	126	6/5/1815	Burr. Harrison and Mary W. Harrison Prince William County	John Minor	Reversionary interest in 210 metes and bounds after death of Mrs. Mann Page, Sr.; On Deep Run adjoining William Bernard from estate of Mann Page, Sr. (dec.) to said Mary [then Mary W. Page, widow of Mann Page, III (1749-1803) (dec.)] married Burr Harrison of Prince William County in 1815 (Reference in SCDB U:126, 6/5/1815)

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	S	365	9/2/1811	Mary W. Page	William Bernard	Reversionary interest in about 800 ac. Deep Run near Mannsfield known as Mrs. Page's Dower
Will	W-D C	200	10/13/1803	Mann Page (III)	Mary Page (wife), Lucy Page (daughter), John Taylor Page (son), Robert Carter Page (son), and Mann Page (son)	Mannsfield House to wife for life; Upper part Mannsfield between mouths of Deep & Hazel Runs on Rappahannock metes and bounds & 300 woodland to rear to Robt; Remainder of Mannsfield to Mann Page: Nassaponax to John: Mann to convey Nassaponax to John; Chattels to Maria
Deed	Q	18	2/2/1802	Mann Page, Sr. (II), and Mary Page	Mann Page, Jr. (III)	1462 metes and bounds Massaponax Run & forks, Roads to Fredericksburg & New Port. Deed made per order General Court, 5/4/1763
Deed	O	N/A	1/6/1795	Mann Page (of Spotsylvania Co.)	Thomas Colson (of Spotsylvania Co.)	Mann Page of Spots. Co. to Thomas Colson of same co. £1000 curr. Abt. 1180 a., part of a larger tract [from which several parcels have formerly been sold] in Spots. Co., etc., etc. Thos. Hughes, Littleton Goodwin, Jno. Baylor, Jas. Lewis, jr.; Robt. Mercer, Tho. Goodwin. 1/6/1795 (SCDB O: N/A)
Lease	L	N/A	1/1/1788	Mann Page (of Spots. Co.)	Roderick White (of Spots. Co.)	Lease. 210 acres in St. George Parish, Spotsylvania Co., etc., etc., 2100 lbs. tobacco yearly, etc., etc. No witnesses.
Will	W-E	387	4/19/1781	Mann Page (I)	Mann Page, Sr. (II)	All land in Spotsylvania, subject to life interest of his mother in Home place: Also Bull Run tract in Northern Neck
Unknown	N/A	N/A			John Pierson	

Source: Dovetail, 2016f.