

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 18). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Town of Potomac
other names/site number DHR File No. 100-136

2. Location Roughly bounded by Commonwealth Ave, Rte. 1, E. Bellefonte Ave., & Ashby Ave
street & number

city, town Alexandria
state Virginia code VA county Alexandria (city) code 510 zip code 22301, 22305

3. Classification

Ownership of Property

- private
public-local
public-State
public-Federal

Category of Property

- building(s)
district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official: Hugh C. Miller, Director, VA Department of Historic Resources

Date: 8/3/92

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

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

entered in the National Register

Signature of the Keeper: Deborah Byers, Date of Action: 8/10/92

Signature of the Keeper

Date of Action

6. Function or Use	
Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
DOMESTIC: single dwelling	DOMESTIC: single dwelling
DOMESTIC: multiple dwelling	DOMESTIC: multiple dwelling
COMMERCE: specialty store	COMMERCE: specialty store
COMMERCE: financial institution	COMMERCE: financial institution
See continuation sheet	

7. Description	
Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
QUEEN ANNE	foundation BRICK
COLONIAL REVIVAL	walls WOOD: Weatherboard
BUNGALOW/CRAFTSMAN	SHINGLE
See continuation sheet.	roof METAL: tin
	other ASPHALT
	See continuation sheet.

Describe present and historic physical appearance.

SUMMARY DESCRIPTION

The Town of Potomac Historic District is located within the corporate limits of the of Alexandria, Virginia. St. Elmo and Del Ray, two subdivisions platted in 1894 by Wood and Harmon, developers from Ohio, joined together in 1908 as the incorporated town of Potomac in order to better provide municipal services to the residents. At that time the town boundaries included vacant land and the site of a former notorious race track which would be developed as Del Ray Section II (1911), Hume (1921), Mt. Vernon (1921), Abingdon (1922), Oakville (1925) and Waverly Taylor (1942). Residents of the town commuted on the railroad and electric rail to Washington, D.C., where many worked for the Federal government, and to Alexandria. Many also walked to work at the Potomac Yards, a major railroad switching facility located across the Washington-Alexandria Turnpike (now Route 1) from the town. The town of Potomac flourished until it was annexed by the city of Alexandria in 1930.

The Town of Potomac Historic District includes most of the former town of Potomac (the subdivisions of Del Ray, Del Ray II, St. Elmo, Abingdon, Hume and parts of Mt. Vernon) which retain a large concentration of residential architecture from the 1890s through 1941. Residential styles represented include predominantly Foursquares, Bungalows and Colonial Revival buildings, as well as Folk Victorian, modified Queen Anne, Tudor Revival and two Mediterranean Revival buildings. Five blocks on Mount Vernon Avenue, where commercial buildings are now concentrated, include examples of Art Deco and Moderne as well as many vernacular two-story brick commercial buildings built with apartments above stores. Most of these date from the 1920s. Two churches (one of which was mail ordered) and the 1920s parish house of another represent religious themes in the town's development. The town's combined Fire Station and Town Hall, built in 1926 to consolidate municipal functions and provide a meeting hall for social gatherings, represents civic and social history.

ANALYSIS OF ARCHITECTURE AND TOWN PLANNING

The original grid layout of St. Elmo and of Del Ray included long blocks stretching east-west to maximize ease of access to the Washington-Alexandria Turnpike (now Route 1) and the Washington-Old Dominion Railroad which paralleled the turnpike. Both these corridors connected Alexandria and Washington, D.C., and defined the eastern border of the two subdivisions. The east-west orientation of the blocks also offered easy access to the Washington, Alexandria and Mount Vernon Electric Railroad, built along the western border of the two subdivisions between 1892 and 1904. Advertising by the

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

ARCHITECTURE

1894-1941

1894

COMMUNITY PLANNING AND DEVELOPMENT

1908

POLITICS/GOVERNMENT

1930

TRANSPORTATION

SOCIAL HISTORY

Cultural Affiliation

N/A

Significant Person

Architect/Builder

Drischler, Francis - Architect

Raymond, Newman H. - architect/builder

Glassman, Jacob - builder (See continuation sheet)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

STATEMENT OF SIGNIFICANCE

The Town of Potomac Historic District, in Alexandria, Virginia, is eligible for listing in the National Register of Historic Places under Criteria A and C. The district is significant as an example of a late-nineteenth and early-twentieth-century suburban development. The story of Potomac also illustrates the power of civic reform movements at the end of the nineteenth and beginning of the twentieth century and serves as an illustration of trends in government.

Potomac exemplifies suburban growth based on transportation developments in the latter part of the 19th century. It was a planned community located to take advantage of the railroad and trolley lines for commuting to work for the growing federal government. The Potomac Yards, a major railroad switching facility, provided employment for nearly a third of the citizens of Potomac, illustrating another aspect of the economic importance of transportation.

The district is significant under Criterion C both for its architecture and for its urban plan. The grid plan and setback conditions of the original subdivisions are still retained almost intact, and exemplify the patterns of subdivision development of their era. The provision of a wider thoroughfare, Mount Vernon Avenue, for grand houses, rather than as a commercial center, is an interesting reminder of earlier planning ideas. The proposed Town of Potomac Historic District includes excellent examples of a large variety of late-nineteenth- and early-twentieth century domestic styles as well as commercial, ecclesiastical and civic architecture. While many people built their own houses, the work of numerous local builders and architects is identifiable. Several houses and a Gold Bond Portable Chapel illustrate the commercial phenomenon of mail order buildings.

See continuation sheet

9. Major Bibliographical References

Please see continuation sheet.

Previous documentation on file (NPS):

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

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Virginia Department of Historic Res
221 Governor Street, Richmond, VA 2

10. Geographical Data

Acreage of property 184

UTM References

A	<u>18</u>	<u>3211620</u>	<u>4300080</u>
	Zone	Easting	Northing
C	<u>18</u>	<u>3211560</u>	<u>4299740</u>

B	<u>18</u>	<u>3211860</u>	<u>4299840</u>
	Zone	Easting	Northing
D	<u>18</u>	<u>3211960</u>	<u>4299240</u>

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Susan Escherich, Research Associate

organization Virginia Polytechnic Institute

street & number 1308 Namassin Road

city or town Alexandria,

date 8/9/91

telephone (703) 768-3180

state VA

zip code 22308

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 6,7,8 Page 1

6. HISTORIC FUNCTIONS - continued

DOMESTIC: secondary structure
SOCIAL: meeting hall
GOVERNMENT: town hall
GOVERNMENT: fire station
GOVERNMENT: post office
RELIGION: church
RECREATION: theatre
RECREATION: race track

CURRENT FUNCTIONS - continued

DOMESTIC: secondary structure
SOCIAL: meeting hall
GOVERNMENT: fire station
GOVERNMENT: post office
RELIGION: church
COMMERCE: office building

7. ARCHITECTURAL CLASSIFICATION - continued

Tudor Revival
Mediterranean Revival
Moderne
Art Deco

OTHER: Folk Victorian

MATERIALS - continued

FOUNDATION: OTHER: concrete block
WALLS: BRICK
STUCCO
ASBESTOS
METAL: aluminum
SYNTHETICS: vinyl
bricktex
OTHER: Carrara glass

8. ARCHITECT/BUILDER

Horton, Fred W. - Builder
Manning, M.J. - Builder
Burroughs, W.W. - Builder
Poladian, J. H. - Builder
Shull, R.B. - Builder
Benson, F. J. - builder
Saulsbury, P.A. - architect, builder
Rust, R.N. - builder
Harrigan - architect
Innamorato, Vito - builder
Namaker, Kent - architect
Jordan, S. P. - architect
Oppenheimer, Benjamin - architect
Bayliss, D.E. - builder
Russell, J.A. - architect
Melby, John A. - architect
Varney, E.L. - builder
Volley, D. Stafford - architect

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

developers stressed the ease of commuting, even offering one year's worth of free commuting tickets to one member of each family building a new house and residing at St. Elmo by November 1, 1894. Early commercial activities were located on these long streets stretching from the electric railway to the turnpike and the train in order to be convenient to commuters.

Mount Vernon Avenue, zoned commercial today, was laid out wider than the rest of the streets in St. Elmo and Del Ray, and was the location of some of the larger houses built by prominent citizens such as the banker, John Harding, at 2001 Mount Vernon Avenue, and the physician and mayor, Robert Yates, who lived at 2006 Mount Vernon Avenue. The provision of a wider thoroughfare for more elegant homes was a pattern followed by Wood and Harmon in later subdivisions (they had laid out over 106 subdivisions adjacent to east coast cities by 1906.) Mount Vernon Avenue, laid out and named after tentative routes for the National Road to George Washington's estate had been surveyed in the vicinity of the subdivision to be, may have been oriented and widened in an effort to draw upon the cachet of association with this enterprise. Today Mount Vernon Avenue connects with Alexandria and Washington, D.C. via the Metro stop at Braddock Road.

Wood and Harmon also attempted to protect the aesthetic and moral quality of life in their development by planting street trees, grading streets, and providing sidewalks (though these were two boards laid side by side until replaced by gravel in 1914). Clauses requiring setbacks of all buildings fifteen feet from the street were inserted into all deeds, and noxious activities such as slaughter houses and drinking saloons were forbidden.

Examples of architectural styles represented in Potomac include pre-1900 dwellings that tend to be derivations of the Queen Anne style with turrets and wraparound porches. Surviving examples include 12 East Oxford Avenue, 311 East Howell Avenue, 418 East Howell Avenue, and 408 E. Clifford Avenue. A second major group of pre-1900 houses, both substantial and small, with Victorian

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 3

detailing on lintels, two-over-two-sash windows, and full front porches, includes the substantial stuccoed house at 500 East Howell. These houses usually have standing seam or pressed metal roofs; the house at 210 East Howell Avenue has dramatic cresting along the ridge lines. The smaller cottages at 216 East Oxford and 28 East Howell avenues, as well as the fanciful two-story houses at 20 and 22 East Windsor Avenue, are decorated with imbricated shingles. An 1895 town house may be seen at 201 East Windsor Ave.

Many large front-gabled, two-story houses which often had wraparound porches remain from the first two decades of the twentieth century. Examples may be seen at 9 East Oxford Avenue and 408 East Clifford Avenue.

Another popular style from the turn of the century was Folk Victorian. Dwellings illustrating that style usually feature front gables, large front porches, and spindle trim. Notable examples in Potomac include the houses at 302 La Verne Avenue, 100 East Bellefonte Avenue, and 301 Hume Avenue.

Many foursquares give a solid established look to the streetscape. Largely built between 1905 and 1920, they are scattered throughout Del Ray sections I and II, St. Elmo, and Hume. A foursquare of concrete block with its composition roof shingles laid diagonally in the French method may be seen at 404 East Windsor Avenue. A substantial brick foursquare stands at 403 East Custis Avenue.

Two unique single-family houses in Del Ray built before 1915 include the one-and-one-half-story Craftsman-derived dwelling sheathed with vertical board and batten at 501 East Custis Avenue, and the two-story clipped-gable house at 9 East Del Ray. Another unique structure is the apartment house at 211 Raymond Avenue which has a crenelated parapet.

In Potomac there are many duplex houses, including six built before 1915 (504-506 Bellefonte, 405-407 East Howell, 311-311A Custis, 17-19 East Del Ray, 103-105 East Del Ray, and 315-317 East Del Ray).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 4

The houses at 17-19 East Del Ray and 315-317 East Del Ray appear to have the same plan, and were both apparently built by the Potomac Improvement Company, which was chartered in 1907.

The 1920s, when the old St. Asaph's Race Track site was opened to development as Abingdon, saw a predominance of bungalows of one to one-and-one-half stories in height. These, like the earlier four-squares and Queen Anne-style dwellings, promoted neighborliness with large front porches. There is an almost unbroken concentration of houses exhibiting the bungalow style in the Abingdon area (Randolph, Stewart, Terrett, Burke, the 2500-2600 blocks of DeWitt, and the 2400-2600 blocks of Leslie in addition to many examples scattered throughout Del Ray, St. Elmo, and Hume).

The rate of building increased again after the Great Depression. By this time, several builders were active in Potomac, offering standard house plans that could be flipped or embellished with different door surrounds or variations on gable or porch styles. Newman H. Raymond, trading under the name Newesta, was one of the most prolific architect/builders. Many Newesta houses, both single-family and two-family, one- and two-story, can be identified by a distinctive stick treatment under the gables that usually face the street. Examples include three single-family houses in the 200 block of East Howell and a row of two-family houses in the 200 block of East Bellefonte Ave. "Old Man Newman", as today's long-time residents knew him, also built in Abingdon.

Other builders active in Potomac included B.B. Ezrine, Jacob Glassman, John Rust, F.W. Horton and A.P. Clarke Jr., who were builder/architects. Other architects whose work may be found in Potomac included Francis Drischler, Glen Rae, Lewis A. Moss and Kent Hamaker of the District of Columbia, and J.L. Santmeyer.

Pre-cut homes from Sears and Roebuck Co. were built in Potomac. The tiny single-story house at 400 East Windsor, built in 1920, and the house at 301 Del Ray Avenue are two little-altered remaining examples that can be documented. Many others in Potomac are very similar to houses offered by Sears and other popular mail-order houses of the day. A company called Standard Homes Co. of Washington D.C. provided plans which were then constructed by local builders. Two of these houses built in 1936 at 303 and also at 305 East Windsor Ave were known as the "Special Williamsburg Model", reflecting the interest in the revival of "colonial" architecture.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

Many examples of large, elegant Colonial Revival houses also remain in Potomac. Among the most notable are those located along Commonwealth Avenue, as well as the houses at 3 East Oxford Avenue and 217 East Windsor Avenue. A late variation includes a few houses with wall dormers and attached garages that were built in the 1940s. One of these is located at 107 Raymond Avenue, and another at 504 East Howell Avenue.

Variations in small houses in the historic district include Mediterranean Revival and Tudor Revival styles. Both examples of the Mediterranean Revival style in Potomac are in Abingdon: one at 2504 Terrett Avenue and the other at 2508 DeWitt Avenue.

Tudor Revival influence may be seen at 9 and 111 East Custis Avenue, and at 303 East Oxford Avenue. The house at 9 East Custis, for example, has curved corner buttresses as well as a steeply gabled entry pavilion with stones outlining the arched door, and a prominent chimney protruding from the front slope of the roof.

By the late 1930s, the majority of houses were designed without the large front porches that so distinguished earlier Potomac architecture. Most of these houses had a low flight of steps with iron handrails leading to the front door, which might be protected by a small hood. Many of these small houses were of the style known popularly now as "Cape Cod", though in their day they were advertised as "bungalows". Two-story houses in brick, sporting gabled dormers and sometimes side porches surmounted with balustrades, reflected the continuing interest in the Colonial Revival style.

Many tiny garages were also built in the 1930s as more and more people acquired automobiles. They usually were located at the back of the deep lots and serve as reminders of the Model A era.

The commercial architecture from the 1920s and 1930s that clustered along Mount Vernon Avenue is predominantly two-story structures, with shops below and apartments above. These buildings tend to be brick with flat roofs behind parapets or cornices and decorative brickwork. Examples of this pattern include the buildings at 2005-2009 Mt. Vernon Avenue (Pia's Fashions and Roof Top Chimney Sweep), 2018 Mt. Vernon Avenue (the former Bank of Del Ray), 2109 Mt. Vernon Avenue (Halal Market), and 2400 Mt. Vernon Avenue (now the

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 6

Masonic lodge), the 1938 building at 2000 Mt. Vernon Avenue (the Snuggery and Mount Vernon Supermarket), and the Moderne Air Pac building built in 1941.

The two-part building in the 2600 block of Mount Vernon Avenue continues the pattern of stores on the first floor and apartments above. It is unusual for its false gable roof with Spanish tiles and finials at either end. One of the four stores on the ground floor, at 2605 Mt. Vernon Avenue, has a black Carrara glass and glass block entryway.

The Art Deco building at 2423-2429 Mt. Vernon Avenue with its exaggerated pilasters was the work of the prominent developer J. H. Poladian. The building at 2413-2417 Mt. Vernon Avenue, which is in the same style, is a reconstruction of an earlier building by Poladian that housed a bowling alley, apartments and stores. It was burned to the ground in 1945 in one of the worst fires in the history of Alexandria. The building at 2401 Mt. Vernon Avenue, formerly a bank and now vacant, is one of the most unique buildings on the Avenue. It is divided horizontally with the lower section extending two-thirds of the height of the building, and containing exaggerated arched windows. An apartment is located in the top one-third of the building above a string course. It has rectangular windows. The building is finished with a heavy cornice.

G. T. Santmeyer's 1935 apartment building is located at 2103-2105 Mt. Vernon Avenue. A three-and-one-half-story apartment building in the 2700 block of Mt. Vernon, the Del Ray Apartments, was built in 1941.

The modest single-story shop at 2403 Mt. Vernon (Cotton's TV) appears to be one of the only remaining structures in the historic district that was built solely for commercial purposes on Mt. Vernon Avenue before 1940.

Commercial buildings also remain along the Washington-Alexandria Turnpike, including today's veterinary hospital at 520 Mt. Ida, which was built as a warehouse with apartments above, and a commercial building at 416 Hume Avenue that was built in 1929. The building at 417 Hume Avenue was built as a combined grocery store and dwelling, as was the fanciful building at 201 Hume, Gibson's Korner, which has some highly ornamental brickwork. The grocer lives upstairs in an airy flat.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 7

While the buildings in Potomac that were associated with the Washington and Old Dominion Railroad no longer stand, the right-of-way, which bisects the town of Potomac between St. Elmo and Abingdon, has been turned into a linear park. One of the concrete piers which supported the tracks over the Washington-Alexandria Turnpike (today's Jefferson Davis Highway, Route 1) still stands. Among the town's most distinguished buildings is the combined Fire Station and Town Hall that was designed by Francis Drischler, a local architect, in 1926. It retains its pressed tin ceiling and the auditorium on the second floor, as well as the "holding cell" for disorderly citizens in the bottom of the hose tower. The legend "Potomac Fire Department" over the engine bays is the only concrete reminder that the town existed.

The church at 2701 DeWitt Avenue is a Gold Bond Portable Chapel, shipped "complete with your choice of windows" from Saginaw, Michigan. This church came in panels and was assembled on its foundation in just one day. The ceiling trusses are exposed in the chapel, which is in almost pristine condition. The Abundant Life Church with its Gothic tower and pointed arch windows, was formerly the Del Ray Baptist Church and dates from 1933. The parish house of the Del Ray Methodist Church was built in 1923 (The original Methodist church has been replaced.) The churches of Potomac, along with the community center over the Fire Department, provided gathering places for many social and philanthropic groups.

The historic district has evolved over time. Major changes include the uprooting of the electric rail tracks on Commonwealth Avenue and the removal of the railroad tracks between St. Elmo and Abingdon. The right-of-way of the railroad has been turned into a linear park, thus preserving the spatial relationships of the buildings and commemorating the railroad which had such a great influence on the community. During the 1920s, infill on Mount Vernon Avenue was mixed commercial and residential in nature; in the 1930s, it began to be strictly commercial, as it is today. Many older houses remain on the avenue, but they are largely converted to retail or office use.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 8

While changes have occurred in the area of the Town of Potomac through its history, it still retains much of the ambience of its heyday. Most of the original residential sections are intact, retaining the houses and the open streetscapes with large trees, big backyards and 15-foot setbacks. Buildings which were important to the towns history remain, including its churches, many early commercial buildings, and most important of all, the Potomac Fire Department and Town Hall.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 9

TOWN OF POTOMAC HISTORIC DISTRICT INVENTORY

Note: all resources are dwellings unless otherwise noted.

<u>ADDRESS</u>	<u>RESOURCE</u>	<u>STATUS</u>
<u>ASHBY AVENUE</u>		
205 ASHBY ST	Colonial Revival, Frame, 1938	Contributing
207 ASHBY ST	Tudor Revival, Frame, 1936, Johannes, Arch., Fred. W. Horton Bldr.	Contributing
209 ASHBY ST	Modified Queen Anne, Frame, c. 1916	Contributing
211 ASHBY ST	Bungalow, Frame, Side gable, c. 1922	Contributing
213 ASHBY ST	Bungalow, Frame, Side gable, c. 1916	Contributing
301 ASHBY ST	Bungalow, Frame, Side gable, c. 1925	Contributing
303-305 ASHBY ST	Side gable, brick duplex	Noncontributing
309 ASHBY ST	One-story, cross-gable	Noncontributing
311 ASHBY ST	Bungalow, Frame, Front gable, 1938	Contributing
313 ASHBY ST	Front-gable, brick, 1940s B.K. Creel, owner/builder	Contributing
315 ASHBY ST	Front-gable, brick, 1940s	Noncontributing
317 ASHBY ST	1-story, front gable, vernac., 1940 M.J. Manning owner/builder	Contributing
319 ASHBY ST	Bungalow, Cinder block, 1939 M.J. Manning, owner/builder	Contributing
321 ASHBY ST	Colonial Revival, Cinder block, 1938 J.C. Jacobsen owner/arch. W.W. Burroughs, builder	Contributing
<u>EAST BELLEFONTE AVENUE</u>		
4 E BELLEFONTE AV	Colonial Revival, Frame, c. 1920	Contributing
6-6A E BELLEFONTE AV	Colonial Revival, Brick, 1939	Contributing
8 E BELLEFONTE AV	Colonial Revival, Frame, c. 1920	Contributing
10-10A E BELLEFONTE AV	Brick, Front gable duplex	Noncontributing
14 E BELLEFONTE AV	Foursquare, Frame, c. 1920	Contributing
16 E BELLEFONTE AV	Colonial Revival, Frame, c. 1920	Contributing
18 E BELLEFONTE AV	Foursquare, Frame, c. 1920	Contributing
20 E BELLEFONTE AV	Foursquare, Frame, 1923	Contributing
22 E BELLEFONTE AV	Dutch Colonial Revival, c. 1920	Contributing
24 E BELLEFONTE AV	Foursquare, Frame, c. 1920	Contributing
26 E BELLEFONTE AV	Foursquare, Frame, 1923	Contributing
28 E BELLEFONTE AV	Foursquare, Frame, c. 1925	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 10

32 E BELLEFONTE AV	Modified Queen Anne, Frame, c.1907	Contributing
100 E BELLEFONTE AV	Folk Victorian, Frame, 1907	Contributing
102 E BELLEFONTE AV	Folk Victorian, Frame, c. 1910	Contributing
104 E BELLEFONTE AV	Bungalow, Frame, Side gable, 1929	Contributing
106 E BELLEFONTE AV	Bungalow, Frame Cross gable c.1925	Contributing
108 E BELLEFONTE AV	Tudor Revival, Frame, 1935 J. H. Poladian, owner/builder	Contributing
110 E BELLEFONTE AV	Colonial Revival, Frame, c. 1939	Contributing
112 E BELLEFONTE AV	Colonial Revival, Brick, 1938	Contributing
114 E BELLEFONTE AV	Vernacular Row House, Brick, 1931	
	P.A.Saulsbury, arch., V. Kramer bldr.	Contributing
116 E BELLEFONTE AV	Vernacular Row House, Brick, 1931	Contributing
	P.A.Saulsbury, arch., V. Kramer bldr.	Contributing
204 E BELLEFONTE AV	Brick Rowhouse, cross gable, 1980s	Noncontributing
204A E BELLEFONTE AV	Brick Rowhouse, cross gable, 1980s	Noncontributing
206-206A E BELLEFONTE AV	Hipped Roof Brick Duplex, 1940s	Noncontributing
208-208A E BELLEFONTE AV	Hipped Roof Brick Duplex, 1940s	Noncontributing
210 E BELLEFONTE AV	Craftsman, Frame, 1933 Newman H. Raymond, arch/builder	Contributing
212 E BELLEFONTE AV	Craftsman, Frame, 1933 Newman H. Raymond, arch/builder	Contributing
214 E BELLEFONTE AV	Craftsman, Frame, 1933 Newman H. Raymond, arch/builder	Contributing
216 E BELLEFONTE AV	Craftsman, Frame, c. 1933 Newman H. Raymond, arch/builder	Contributing
220 E BELLEFONTE AV	Modified Queen Anne, Frame, c 1908	Contributing
300 E BELLEFONTE AV	Dutch Colonial Revival, c. 1920	Contributing
302 E BELLEFONTE AV	Foursquare, Frame, 1924	Contributing
304 E BELLEFONTE AV	Craftsman, Frame, 1938	Contributing
306 E BELLEFONTE AV	Bungalow, Frame, Cross gable, 1930	Contributing
308 E BELLEFONTE AV	Colonial Revival, Cinder block 1935 Carroll F. Morrison	Contributing
310 E BELLEFONTE AV	Modified Queen Anne, Frame, 1895	Contributing
310A E BELLEFONTE AV	One-story, front gable, brick	Noncontributing
312 E BELLEFONTE AV	Colonial Revival, Cinder Block 1936	Contributing
316-318 E BELLEFONTE AV	Side gable, Brick Duplex, 1940s	Noncontributing
320 E BELLEFONTE AV	Bungalow, Frame, Front gable, c.1930	Contributing
400 E BELLEFONTE AV	Colonial Revival, Frame, 1939	Contributing
402 E BELLEFONTE AV	Colonial Revival, Cinder block, 1941 Harold Tinkle owner/bldr	Contributing
404 E BELLEFONTE AV	Colonial Revival, Frame, 1939 Harold Tinkle owner/bldr	Contributing
408 E BELLEFONTE AV	Colonial Revival, Cinder block, 1935	

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 11

410 E BELLEFONTE AV	J.E. Martin architect/builder Bungalow, Frame, Front gable, 1935	Contributing
412 E BELLEFONTE AV	Newman H. Raymond, arch/builder Colonial Revival, Cinder block, 1937	Contributing
414-416 E BELLEFONTE AV	R.B. Shull, builder Flat-roofed, Brick Duplex	Contributing
418 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
420 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
422 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
424 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
426 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
428 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
430 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
500-500A E BELLEFONTE AV	Brick, Side gable Duplex	Noncontributing
502-502A E BELLEFONTE AV	Brick, hipped roof Duplex	Noncontributing
504 E BELLEFONTE AV	Colonial Revival, Frame, c. 1908	Contributing
506 E BELLEFONTE AV	Colonial Revival, Frame, c. 1908	Contributing
510-510A E BELLEFONTE AV	Brick Flat roofed Duplex	Noncontributing
512-512A E BELLEFONTE AV	Brick Flat roofed Duplex	Noncontributing
514 E BELLEFONTE AV	Bungalow, Frame, Front gable, 1924	Contributing
516 E BELLEFONTE AV	Colonial Revival, Frame, 1939 W.L. Jarvins	Contributing

BURKE AVENUE

2300 BURKE AV	Brick Church, Front Gable	Noncontributing
2301 BURKE AV	Bungalow, Cinder block, 1940 Kerrigan, Arch. M.J. Manning Bldr.	Contributing
2302 BURKE AV	Colonial Revival, Cinder block, 1936	Contributing
2303-2303A BURKE AV	Side Gable, Brick Duplex	Noncontributing
2304 BURKE AV	Bungalow, Frame, Front gable, 1923	Contributing
2305-2305A BURKE AV	Side Gable, Brick Duplex	Noncontributing
2307 BURKE AV	Bungalow, Frame, Front gable, c. 1923	Contributing
2309-2401 BURKE AV	Side gable, Brick Duplex, c. 1940s	Noncontributing
2400 BURKE AV	Bungalow, Frame, Cross gable, c. 1925	Contributing
2402 BURKE AV	Bungalow, Brick, Side gable, 1933	Contributing
2403 BURKE AV	Bungalow, Frame, Cross gable, c.1930	Contributing
2404 BURKE AV	Bungalow, Frame, Cross gable, 1923	Contributing
2405 BURKE AV	1.5-story hipped roof vernac. c.1935	Contributing
2406-2406A BURKE AV	Hipped roof, Brick Duplex, c.1940s	Noncontributing
2408-2408A BURKE AV	Hipped roof, Brick Duplex, c.1940s	Noncontributing
2410-2412 BURKE AV	Hipped roof, Brick Duplex, c.1940s	Noncontributing

EAST CLIFFORD AVENUE

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 12

117 E CLIFFORD AV	Foursquare, Frame, c. 1920	Contributing
119 E CLIFFORD AV	Foursquare, Frame, c. 1920	Contributing
121 E CLIFFORD AV	Foursquare, Frame, c. 1920	Contributing
123 E CLIFFORD AV	Colonial Revival, Frame, c. 1920	Contributing
125 E CLIFFORD AV	2-story, Front gable vernac. c. 1920	Contributing
200-200A E CLIFFORD AV	Side gable, Brick Duplex	Noncontributing
201 E CLIFFORD AV	Dutch Colonial Revival, Frame, 1933	Contributing
202 E CLIFFORD AV	Front gable Bungalow, c. 1940s	Noncontributing
204 E CLIFFORD AV	Bungalow, Frame, Cross gable, c.1936 R.N. Harlow, builder	Contributing
205 E CLIFFORD AV	Foursquare, Frame, c. 1910	Contributing
206 E CLIFFORD AV	Bungalow, Frame, Front gable, 1933	Contributing
207 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1920	Contributing
208 E CLIFFORD AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
300-300A E CLIFFORD AV	Brick Side gable Duplex, c. 1940s	Noncontributing
301 E CLIFFORD AV	Folk Victorian, Frame, c. 1900	Contributing
302 E CLIFFORD AV	Foursquare, Frame, 1923	Contributing
303 E CLIFFORD AV	Bungalow, Frame, Front gable, 1936	Contributing
304 E CLIFFORD AV	Foursquare, Frame, 1923	Contributing
306 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1930	Contributing
307 E CLIFFORD AV	Foursquare, Brick, c. 1923	Contributing
308 E CLIFFORD AV	Folk Victorian, Frame, c. 1920	Contributing
310 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
310 1/2 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
311 E CLIFFORD AV	Bungalow, Brick, Side gable, 1925	Contributing
312 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
312 1/2 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
314 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
314 1/2 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
315 E CLIFFORD AV	Bungalow, Frame, Hipped roof, c.1924	Contributing
317 E CLIFFORD AV	Bungalow, Frame, Side gable, 1930	Contributing
318 E CLIFFORD AV	Foursquare, Frame, 1932 Monahan, arch., R.L. Long, builder	Contributing
319 E CLIFFORD AV	Colonial Revival, Frame, 1924	Contributing
322A-322B E CLIFFORD AV	Frame Side gable Duplex	Noncontributing
323 E CLIFFORD AV	Colonial Revival, Frame, 1935 W.W. Burroughs architect/builder	Contributing
324 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1925	Contributing
325 E CLIFFORD AV	Bungalow, Frame, Hipped roof, 1923	Contributing
326 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1925	Contributing
327-327A E CLIFFORD AV	Colonial Revival, Frame, 1925	Contributing
328 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1925	Contributing
329 E CLIFFORD AV	Victorian Row House, Frame, c. 1915	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 13

329A E CLIFFORD AV	Victorian Row House, Frame, c. 1915	Contributing
400 E CLIFFORD AV	Bungalow, Frame, Side gable, 1929	Contributing
401 E CLIFFORD AV	Colonial Revival, Cinder block, 1939	Contributing
402-402A E CLIFFORD AV	Side gable Duplex, c. 1980s	Noncontributing
403-403A E CLIFFORD AV	Brick Side gable Duplex	Noncontributing
404 E CLIFFORD AV	Single Family house, c. 1980s	Noncontributing
405 E CLIFFORD AV	Folk Victorian, Frame, c. 1920	Contributing
406-406 1/2 E CLIFFORD AV	Side Gable Duplex, c. 1980s	Noncontributing
407-407A E CLIFFORD AV	Side Gable Duplex, c. 1980s	Noncontributing
408 E CLIFFORD AV	Modified Queen Anne, Frame, c. 1895	Contributing
409 E CLIFFORD AV	Folk Victorian, Frame, c. 1920	Contributing
411 E CLIFFORD AV	Folk Victorian, Frame, c. 1915	Contributing
413 E CLIFFORD AV	Folk Victorian, Frame, c. 1915	Contributing

CLYDE AVENUE

2406 CLYDE AV	Colonial Revival, Frame, 1920	Contributing
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COMMONWEALTH AVENUE

1905 COMMONWEALTH AV	Colonial Revival, Frame, c. 1920	Contributing
1907 COMMONWEALTH AV	1920s Colonial Revival - altered	Noncontributing
2001 COMMONWEALTH AV	Colonial Revival, Frame, c. 1920	Contributing
2003 COMMONWEALTH AV	Foursquare, Frame, c. 1920	Contributing
2005 COMMONWEALTH AV	Colonial Revival, Frame, c. 1920	Contributing
2007 COMMONWEALTH AV	Foursquare, Frame, c. 1920	Contributing
2101 COMMONWEALTH AV	Dutch Colonial Revival, c. 1922	Contributing
2103 COMMONWEALTH AV	Foursquare, Frame, c. 1923	Contributing
2105 COMMONWEALTH AV	Colonial Revival, Frame, c. 1923	Contributing
2107 COMMONWEALTH AV	Frame Rowhouse, 1991	Noncontributing
2109 COMMONWEALTH AV	Frame Rowhouse, 1991	Noncontributing

EAST CUSTIS AVENUE

1 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1920	Contributing
2 E CUSTIS AV	Bungalow, Frame, Side gable, c. 1925	Contributing
3-3A E CUSTIS AV	Flat roofed, Brick Duplex	Noncontributing
4 E CUSTIS AV	Bungalow, Frame, Side gable, c. 1925	Contributing
5-5A E CUSTIS AV	Flat roofed, Brick Duplex	Noncontributing
6 E CUSTIS AV	Tudor Revival, Frame, c. 1937	Contributing
7 E CUSTIS AV	Colonial Revival, Frame, 1936	Contributing
8 E CUSTIS AV	2-story, Front-gable vernacular c.1925	Contributing
9 E CUSTIS AV	Tudor Revival, Frame, c. 1935	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 14

10-10A E CUSTIS AV	Side gable, Brick Duplex, c.1940s	Noncontributing
11 E CUSTIS AV	Colonial Revival apartments, Cinder block, 1938 C.W. Gosswell, builder	Contributing
12 E CUSTIS AV	Colonial Revival, Cinder block, 1937 James W. Wright owner/builder	Contributing
14 E CUSTIS AV	Colonial Revival, Frame, c. 1938	Contributing
15 E CUSTIS AV	Colonial Revival, Brick, 1937 M.H. Barry builder	Contributing
18 E CUSTIS AV	Side gable Frame Rowhouse, c.1980s	Noncontributing
18A E CUSTIS AV	Side gable Frame Rowhouse, c.1980s	Noncontributing
19-19A E CUSTIS AV	Hipped roof Brick Duplex, c. 1940s	Noncontributing
21 E CUSTIS AVE	Brick Colonial Revival, c. 1940s	Noncontributing
22 E CUSTIS AV	Cross gable vernacular, Frame, c. 1920	Contributing
100 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1930	Contributing
102 E CUSTIS AV	Bungalow, Frame, Side gable, c. 1930	Contributing
104-104A E CUSTIS AV	Side gable Brick Duplex, c. 1940s	Noncontributing
105 E CUSTIS AV	Colonial Revival, Brick, 1932	Contributing
106 E CUSTIS AV	Colonial Revival, Brick, 1937 W.W. Burroughs, builder	Contributing
107 E CUSTIS AV	Colonial Revival, Brick, 1932	Contributing
108 E CUSTIS AV	Colonial Revival, Brick, 1939 R.N. Rust, builder	Contributing
109 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1920	Contributing
111 E CUSTIS AV	Tudor Revival, Frame, 1936 E.L. Varney, builder	Contributing
203-203A E CUSTIS AV	One-story Brick Commercial, c.1940s	Noncontributing
204-206 E CUSTIS AV	Side gable Duplex	Noncontributing
208 E CUSTIS AV	Foursquare, Frame, c. 1930	Contributing
209 E CUSTIS AV	Modified Queen Anne, Frame, c. 1896	Contributing
210-210A E CUSTIS AV	Side gable Brick Duplex, c.1940s	Noncontributing
211-211A E CUSTIS AV	Front gable Duplex	Noncontributing
212-212A E CUSTIS AV	Side gable Brick Duplex, c.1940s	Noncontributing
213-213A E CUSTIS AV	Side Gable Brick Duplex, c.1980s	Noncontributing
214 E CUSTIS AV	Colonial Revival, Frame, 1933	Contributing
215 E CUSTIS AV	Foursquare, Brick, c. 1930	Contributing
216 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1935	Contributing
217 E CUSTIS AV	Bungalow, Brick, Hipped, c. 1932	Contributing
218 E CUSTIS AV	Bungalow, Frame, Front gable, 1923	Contributing
219 E CUSTIS AV	Colonial Revival, Frame, 1932 Luther St. Nelson, arch.; W.W. Burroughs, builder	Contributing
220 E CUSTIS AV	Bungalow, Frame, Front gable, c.1925	Contributing
222 E CUSTIS AV	Bungalow, Frame, Side gable, 1937 Benjamin Oppenheim, architect	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 15

300 E CUSTIS AV	Side gable vernacular, c. 1940s	Noncontributing
301 E CUSTIS AV	Bungalow, Frame, Front gable, c.1925	Contributing
302-302A E CUSTIS AV	Side gable, Frame Duplex c. 1940s	Noncontributing
303 E CUSTIS AV	Colonial Revival, Cinder block, c.1939 J. Bryant Smith owner/builder	Contributing
304 E CUSTIS AV	Colonial Revival, Frame, c. 1910	Contributing
305 E CUSTIS AV	Foursquare, Frame, c. 1910	Contributing
306 E CUSTIS AV	Colonial Revival, Frame, c. 1925	Contributing
307 E CUSTIS AV	Bungalow, Frame, Hipped roof, c. 1915	Contributing
308 E CUSTIS AV	Side gable vernacular house, c.	Noncontributing
309 E CUSTIS AV	Bungalow, Frame, Side gable, 1923	Contributing
311-313 E CUSTIS AV	Foursquare, Frame, c. 1910	Contributing
312-312A E CUSTIS AVE	Side gable, Brick Duplex, c. 1940s	Noncontributing
314-314A E CUSTIS AV	Side gable, Brick Duplex, c. 1940s	Noncontributing
315-315A E CUSTIS AV	Side gable, Brick Duplex, c. 1940s	Noncontributing
316 E CUSTIS AV	Bungalow, Frame, Front gable, 1923	Contributing
317-317 1/2 E CUSTIS AV	Flat roofed Brick Duplex	Noncontributing
318-320 E CUSTIS AV	Flat roofed Brick Duplex	Noncontributing
319 E CUSTIS AV	Modified Queen Anne, Frame, 1903	Contributing
321 E CUSTIS AV	Foursquare, Frame, c. 1910	Contributing
400 E CUSTIS AV	Bungalow, Frame, Hipped, c. 1925	Contributing
401 E CUSTIS AV	Colonial Revival, Brick	Noncontributing
402 E CUSTIS AV	Colonial Revival, Cinder block, c.1937 R.B. Shull, Co. builder	Contributing
403 E CUSTIS AV	Foursquare, Brick, c. 1920	Contributing
404 E CUSTIS AV	Colonial Revival, Cinder block, 1941	Contributing
405-407 E CUSTIS AV	One-story Brick Duplex	Noncontributing
408-408A E CUSTIS AV	Colonial Revival, Cinder block, 1941	Contributing
409 E CUSTIS AV	Folk Victorian, Frame, stucco, c.1895	Contributing
410-410 A E CUSTIS AV	Colonial Revival, Cinder block, 1941	Contributing
411 E CUSTIS AV	Front gable vernacular, Frame, c. 1925 T.J. Fannon, owner/builder	Contributing
412-414 E CUSTIS AV	Brick Side gable Duplex	Noncontributing
413 E CUSTIS AV	Bungalow, Frame, Side Gable, c.1925	Noncontributing
415 E CUSTIS AV	Tudor Revival, Cinder block, 1941	Contributing
416 E CUSTIS AV	Dutch Colonial Revival, Frame, c.1930	Contributing
417 E CUSTIS AV	Colonial Revival, c. 1950s	Noncontributing
418-420 E CUSTIS AV	Front gable Duplex	Noncontributing
421 E CUSTIS AVE	Brick Bungalow, c. 1940s	Noncontributing
422 E CUSTIS AVE	Folk Victorian, Frame, c. 1922	Contributing
501 E CUSTIS AVE	Craftsman, Frame, c. 1904	Contributing
503 E CUSTIS AVE	Side gable Rowhouse	Noncontributing
504 E CUSTIS AVE	Flat Roof Rowhouse, c. 1940s	Noncontributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 16

505 E CUSTIS AVE	Side gable Rowhouse	Noncontributing
506 E CUSTIS AV	Flat Roof Rowhouse, c. 1940s	Noncontributing
507-509 E CUSTIS AV	Side gable Brick Duplex, c. 1940s	Noncontributing
508-508A E CUSTIS AV	Folk Victorian Row House, c. 1910	Contributing
510 E CUSTIS AV	Folk Victorian Row House, c. 1910	Contributing
511 E CUSTIS AV	Bungalow, Frame, Front gable, 1936 "stock plan"; F.J. Benson, builder	Contributing
512 E CUSTIS AV	Colonial Revival, Cinder block, c.1938	Contributing
513 E CUSTIS AV	Modified Queen Anne, Frame, 1908	Contributing
515 E CUSTIS AV	Colonial Revival, Frame, c. 1895	Contributing
517 E CUSTIS AV	Brick Rowhouse	Noncontributing
517-A E CUSTIS AV	Brick Rowhouse	Noncontributing
519 E CUSTIS AV	Brick Rowhouse	Noncontributing
519-A E CUSTIS AV	Brick Rowhouse	Noncontributing
521A-B E CUSTIS AV	Side gable Duplex, c. 1980s	Noncontributing

EAST DEL RAY AVENUE

9 E DEL RAY AV	Clipped roof, 2-story Col. Rev., c.1910	Contributing
12 E DEL RAY AV	Bungalow, Frame, Front gable, c. 1920	Contributing
13 E DEL RAY AV	Colonial Revival, Brick, 1940 Smith Brothers, Builders	Contributing
15 E DEL RAY AV	Brick Side gable Rowhouse, c.1980s	Noncontributing
15A E DEL RAY AV	Brick Side gable Rowhouse, c.1980s	Noncontributing
16 E DEL RAY AV	Colonial Revival, Frame, 1910	Contributing
17-19 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
18 E DEL RAY AV	Bungalow, Frame, Front gable, 1925	Contributing
20 E DEL RAY AV	Foursquare, Frame, 1911	Contributing
21-23 E DEL RAY AV	Brick Flat roof Duplex	Noncontributing
100 E DEL RAY AV	Foursquare, Frame, c. 1920	Contributing
101 E DEL RAY AV	Italianate Row House, Frame, c. 1896	Contributing
102 E DEL RAY AV	Folk Victorian, Frame, c. 1920	Contributing
103 E DEL RAY AV	Modified Victorian Row House, c.1910	Contributing
104 E DEL RAY AV	Bungalow, Frame, Front gable, c. 1920	Contributing
105 E DEL RAY AV	Modified Victorian Row House, c.1910	Contributing
106 E DEL RAY AV	Bungalow, Frame, Front gable, c.1920	Contributing
107-107A E DEL RAY AV	Brick Flat roof Duplex	Noncontributing
108 E DEL RAY	Bungalow, 1991	Noncontributing
109 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
110 E DEL RAY AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
111 E DEL RAY AV	Foursquare, Brick, 1932 P.A. Saulsbury, architect/builder	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 17

113 E DEL RAY AV	Foursquare, Brick, 1932	
204 E DEL RAY AV	P.A. Saulsbury, architect/builder	Contributing
206 E DEL RAY AV	Gothic Revival Brick Church, 1933	Contributing
208 E DEL RAY AV	Foursquare, Brick, c. 1925	Contributing
209 E DEL RAY AV	Vernacular cross gable c. 1920	Contributing
210 E DEL RAY AV	Foursquare, Frame, c. 1930	Contributing
211 E DEL RAY AV	Bungalow, Frame, c. 1920	Contributing
213 E DEL RAY AV	Modified Folk Victorian, c. 1915	Contributing
214 E DEL RAY AV	Vernacular Frame side gable, c. 1925	Contributing
215 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
216 E DEL RAY AV	Bungalow, Frame, Front gable, c.1920	Contributing
217 E DEL RAY AV	Foursquare, Frame, c. 1920	Contributing
218 E DEL RAY AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
219-221 E DEL RAY AV	Foursquare, Frame, c. 1920	Contributing
220 E DEL RAY AV	Side gable Duplex	Noncontributing
222 E DEL RAY AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
223 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
300 E DEL RAY AV	Foursquare, Frame, c. 1907	Contributing
301 E DEL RAY AV	Bungalow, Frame, Front gable, c.1920	Contributing
302 E DEL RAY AV	1930s Bungalow, too altered	Noncontributing
303 E DEL RAY AV	1930s Bungalow, too altered	Noncontributing
305-305A E DELRAY AV	Tudor Revival, Cinder block, 1939	
306-306 1/2 E DEL RAY AV	J. M. Burling, owner/builder	Contributing
307 E DEL RAY AV	Side gable Brick Duplex, c. 1940s	Noncontributing
	Side gable Brick Duplex, c. 1940s	Noncontributing
	Colonial Revival, Cinder block, 1941	
	E.L. Varney, builder	Contributing
308 E DEL RAY AV	Bungalow, Frame, Side gable, c. 1925	Contributing
309 E DEL RAY AV	Colonial Revival, Cinder block, 1938	
	D. Stafford Kelley, architect	Contributing
310 E DEL RAY AV	Colonial Revival, Frame, c. 1920	Contributing
311-311-A E DEL RAY AV	Side gable Duplex	Noncontributing
312 E DEL RAY AV	Colonial Revival, Frame, c. 1908	Contributing
313 E DEL RAY AV	Colonial Revival, Cinder block, 1930	
	D. Stafford Kelley, architect	Contributing
314 E DEL RAY AV	Vernacular Front gable, 2-story c.1920	Contributing
315 E DEL RAY AV	Vernacular semi-detached house, 1907	Contributing
317 E DEL RAY AV	Vernacular semi-detached house, 1907	Contributing
318 E DEL RAY AV	Colonial Revival, Cinder block, 1937	
	R.B. Shull, Co. Builders	Contributing
319 E DEL RAY AV	Colonial Revival, Brick, 1939	
	R.N. Rust, builder	Contributing
320 E DEL RAY AV	Colonial Revival, Cinder block, 1936	

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 18

	R.B. Shull, Co. Builders	Contributing
400 E DEL RAY AV	Foursquare, Frame, c. 1915	Contributing
401 E DEL RAY AV	Brick, Front Gable, vernac. c.1945	Noncontributing
402-402A E DEL RAY AV	Front gable Brick Duplex	Noncontributing
403 E DEL RAY AV	Foursquare, Frame, c. 1907	Contributing
404 E DEL RAY AV	Bungalow, Frame, c. 1926	Contributing
407-409 E DEL RAY AV	Frame Duplex, c. 1980s	Noncontributing
411 E DEL RAY AV	Colonial Revival, Cinder block, 1930	Contributing
413-413 1/2 E DEL RAY AV	Brick Side gable Duplex	Noncontributing
415-417 E DEL RAY AV	Brick Side gable Duplex	Noncontributing
419-421 E DEL RAY AV	Brick Side gable Duplex	Noncontributing

DE WITT AVENUE

2005 DE WITT AV	Frame, Two-story, c. 1980	Noncontributing
2500 DE WITT AV	Dutch Colonial Revival, c. 1930	Contributing
2501 DE WITT AV	Bungalow, Frame, Side gable, c.1925	Contributing
2502 DE WITT AV	Bungalow, Cross gable, Frame, 1923	Contributing
2503 DE WITT AV	Side gable, too altered	Noncontributing
2504 DE WITT AV	Bungalow, Side gable, Frame, c.1925	Contributing
2505 DE WITT AV	Bungalow, Clipped front gable, c.1925	Contributing
2506 DE WITT AV	Bungalow, Side gable, Frame, c. 1925	Contributing
2507 DE WITT AV	Frame, Side gable, c. 1925	Contributing
2508 DE WITT AV	Mediterranean Revival, c. 1935	Contributing
2509 DE WITT AV	Bungalow, Side gable, Frame, c.1925	Contributing
2510 DE WITT AV	Bungalow, Front gable, Frame, 1923	Contributing
2512 DE WITT AV	Bungalow, Side gable, Frame, 1926	Contributing
2513 DE WITT AV	Bungalow, Front gable, Frame, 1923	Contributing
2515 DE WITT AV	Bungalow, Front gable, Frame, c.1925	Contributing
2600 DE WITT AV	Bungalow, Cross gable, Frame, c. 1925	Contributing
2601 DE WITT AV	Bungalow, Side gable, Frame, 1926	Contributing
2603 DE WITT AV	Bungalow, Side gable, Frame, c.1930	Contributing
2604 DE WITT AV	Bungalow, Side gable, Frame, 1923	Contributing
2605 DE WITT AV	Bungalow, Front gable, Frame, c.1925	Contributing
2606 DE WITT AV	Bungalow, Side gable, Frame, c.1930	Contributing
2607 DE WITT AV	Bungalow, Cross gable, Frame, 1923	Contributing
2608 DE WITT AV	Bungalow, Front gable, Frame, 1923	Contributing
2612 DE WITT AV	Bungalow, Front gable, Frame, c.1925	Contributing
2701 DE WITT AV	Brick, Side gable, c. 1940s	Noncontributing
2703-2705 DE WITT AV	Brick, Side gable Duplex	Noncontributing
2707 DE WITT AV	Frame Mail Order Chapel, 1931	Contributing
2810 DE WITT AV	Brick Colonial Revival	Noncontributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 19

EAST HOWELL AVENUE

5 E HOWELL AV	Bungalow, Cinder block, c. 1935	Contributing
7-7A E HOWELL AV	Brick Front gable Duplex	Noncontributing
8 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
9-11 E HOWELL AV	Brick Side gable Duplex, c. 1940s	Noncontributing
10 E HOWELL AV	Colonial Revival, Frame, c. 1920	Contributing
12 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
13 E HOWELL AV	Colonial Revival, Frame, c. 1920	Contributing
14 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
15 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
16 E HOWELL AV	Foursquare, Frame, 1912	Contributing
17 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
18 E HOWELL AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
19 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
20-20 1/2 E HOWELL AV	Brick Side gable Duplex, c.1980s	Noncontributing
21 E HOWELL AV	Colonial Revival, Frame, 1920	Contributing
22-22A E HOWELL AV	Brick Side gable Duplex, c.1980s	Noncontributing
23 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
24 E HOWELL AV	Colonial Revival, Cinder block, 1936	Contributing
25-27 E HOWELL AV	Side gable Frame Duplex, c. 1980s	Noncontributing
26 E HOWELL AV	Colonial Revival, Cinder block, 1936	Contributing
27 A E HOWELL AV	Brick Side gable Single Family	Noncontributing
28 E HOWELL AVE	Folk Victorian, Frame, c. 1905	Contributing
29 E HOWELL AVE	Bungalow, Frame, Front gable, c.1936	Contributing
100-100A E HOWELL AV	False Mansard Duplex	Noncontributing
101 E HOWELL AV	Side gable Brick Single Family	Noncontributing
102-102A E HOWELL AV	Side gable Brick Duplex	Noncontributing
103 E HOWELL AV	Queen Anne - reproduction	Noncontributing
105 E HOWELL AV	Folk Victorian, Frame, c. 1910	Contributing
106 E HOWELL AV	Bungalow, Frame, Hipped, 1937	Contributing
107 E HOWELL AV	Folk Victorian, Frame, c. 1910	Contributing
108 E HOWELL AV	Bungalow, Frame, Hipped, 1935	Contributing
109 E HOWELL AV	Side gable, permastoned	Noncontributing
110 E HOWELL AV	Tudor Revival, Frame, 1936, Kenton D. Hamaker, architect, F. W. Horton, builder	Contributing
111 E HOWELL AV	Tudor Revival, Frame, 1938	Contributing
112 E HOWELL AV	Folk Victorian, Frame, 1904	Contributing
113 E HOWELL AV	Craftsman, 2-story Frame, c. 1930	Contributing
201 E HOWELL AV	Modified Queen Anne, Frame, 1895	Contributing
203 E HOWELL AV	Foursquare, Frame, c. 1915	Contributing
204-204 1/2 E HOWELL AV	Colonial Revival Duplex, 1940	Contributing
205 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 20

207 E HOWELL AV	Bungalow, Front gable, Frame, 1936	Contributing
208 E HOWELL AV	Cross gable, vernac. cross gable, 1895	Contributing
209 E HOWELL AV	Bungalow, Frame, Side gable, c.1921	Contributing
210 E HOWELL AV	Folk Victorian, Frame, Stucco, c.1898	Contributing
211 E HOWELL AV	Foursquare, Frame, c. 1925	Contributing
212-212A E HOWELL AV	Front gable Brick Duplex	Noncontributing
213 E HOWELL AV	Bungalow, Frame, Front gable, 1936 Newesta Corp. Arch./builders	Contributing
214 E HOWELL AV	Bungalow, Frame, Cross gable, c.1932	Contributing
215 E HOWELL AV	Bungalow, Frame, Cross gable, 1936 Newesta Corp. Arch./builders	Contributing
216 E HOWELL AV	Folk Victorian, Frame, 1908	Contributing
217-217A E HOWELL AV	Craftsman, Frame, 1934, Newesta Corp Raymond H. Newman, arch.	Contributing
219 E HOWELL AV	Colonial Revival, Tile, 1935 F.W. Horton, builder	Contributing
220 E HOWELL AV	Dutch Colonial Revival, Frame, c.1920	Contributing
221 E HOWELL AV	Bungalow, Frame, Front gable, c.1930	Contributing
300 E HOWELL AV	Reproduction 1920s vernacular	Noncontributing
301 E HOWELL AV	Foursquare, Frame, c. 1915	Contributing
302 E HOWELL AV	Frame Bungalow, c. 1980s	Noncontributing
303 E HOWELL AV	Bungalow, Frame, Front gable, 1923	Contributing
304 E HOWELL AV	Bungalow, Frame, Front gable, 1933	Contributing
305 E HOWELL AV	Colonial Revival, Tile, c. 1935	Contributing
306 E HOWELL AV	Front gable, brick, 1-story	Noncontributing
307 E HOWELL AV	Bungalow, Frame, Side gable, 1924	Contributing
308 E HOWELL AV	Colonial Revival, Frame, c. 1935	Contributing
309-309A E HOWELL AV	Side gable Duplex, Brick	Noncontributing
311 E HOWELL AV	Modified Queen Anne, Frame, 1896	Contributing
312 E HOWELL AV	Folk Victorian, Frame, c. 1907	Contributing
313 E HOWELL AV	Bungalow, brick, Front gable c.1930	Contributing
314 E HOWELL AV	Vernacular cross-gable, 1908	Contributing
315 E HOWELL AV	Colonial Revival, Cinder block, 1936 R.B. Shull builder/architect	Contributing
317 E HOWELL AV	Colonial Revival, Cinder block, 1936	Contributing
318 E HOWELL AV	Colonial Revival, Frame, c. 1935	Contributing
319 E HOWELL AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
322-324 E HOWELL AV	Brick Side gable Duplex	Noncontributing
400 E HOWELL AV	Folk Victorian, Frame, c. 1910	Contributing
401 E HOWELL AV	Vernacular cross-gable, Frame, 1895	Contributing
402-402A E HOWELL AV	False Mansard Brick Duplex	Noncontributing
404 E HOWELL AV	Colonial Revival, Cinder block, 1941	Contributing
405-405A E HOWELL AV	Side gable Duplex	Noncontributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 21

406-406A E HOWELL AV	Brick Duplex, c. 1940s	Noncontributing
407-407A E HOWELL AV	Foursquare, Frame, c. 1915	Contributing
408 E HOWELL AV	Colonial Revival, Cinder block, 1937 R.B. Shull, builder	Contributing
411-411A E HOWELL AV	Colonial Revival, Cinder block, 1940	Contributing
412 E HOWELL AV	Brick Side gable Rowhouse	Noncontributing
412A E HOWELL AV	Brick Side gable Rowhouse	Noncontributing
413 E HOWELL AV	Bungalow, Frame, Hipped roof, c.1930	Contributing
414 E HOWELL AV	Colonial Revival Frame	Noncontributing
415-A E. HOWELL AV	Brick Rowhouse, c. 1980s	Noncontributing
415-B E HOWELL AV	Brick Rowhouse, c. 1980s	Noncontributing
417 E HOWELL AV	Folk Victorian, Frame, 1908	Contributing
418 E HOWELL AV	Modified Queen Anne, Frame, 1897	Contributing
419 E HOWELL AV	Modified Queen Anne, Frame, 1895	Contributing
500-502 HOWELL AV	Folk Victorian, Frame, 1908	Contributing
501 E HOWELL AV	Colonial Revival, Brick, c. 1940s	Noncontributing
503 E HOWELL AV	Colonial Revival, Frame, 1939 W.W. Burroughs, owner/builder	Contributing
504 E HOWELL AV	Colonial Revival, Tile, 1940 W.W. Burroughs, owner/builder	Contributing
505-507 E HOWELL AV	Brick Flat roof Duplex	Noncontributing
509 E HOWELL AV	Bungalow, Frame, Front gable, 1936 Newesta Corp., arch./builder	Contributing
<u>HUME AVENUE</u>		
106 HUME AV	Colonial Revival, Frame, 1940	contributing
110-110A HUME AV	Brick Duplex, Side gable, c. 1940s	Noncontributing
111 HUME AV	Brick Row House, 1932	contributing
111A HUME AV	Brick Row House, 1932	contributing
112-112A HUME AV	Brick Duplex, Side gable, c. 1940s	Noncontributing
113 HUME AV	Brick Row House, 1932; Jacob Glassman, owner/builder, Arch. John A. Melby; Contributing	Contributing
113A HUME AV	Brick Row House, 1932; Jacob Glassman, owner/builder, Arch. John A. Melby; contributing	Contributing
114 HUME AV	Two-story, front gable vernac. c. 1925	Contributing
115 HUME AV	Foursquare, Brick, 1938; Jacob Glassman, owner/builder; J.A. Russell, arch.; Contributing	Contributing
116-116A HUME AV	Hipped roof Duplex, c. 1940s	Noncontributing
117 HUME AV	Foursquare, Brick, c. 1938	contributing
118 HUME AV	Brick Foursquare, c. 1922	Contributing
119 HUME AV	Foursquare, Frame, C. 1920; Jacob Glassman, owner; J.A. Russell, arch/builder; contributing	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 22

120 HUME AV	Foursquare, Frame, c 1920	contributing
121 HUME AV	Foursquare, Brick, 1934 J.A. Russell, architect	contributing
122 HUME AV	Bungalow, Frame, side gable, c.1920	Contributing
124 HUME AV	Foursquare, Frame, c. 1920	contributing
126 HUME AV	Foursquare, Frame, c. 1920	contributing
128 HUME AV	Foursquare, Frame, c. 1920	contributing
201 HUME AV	Two-part store/apartment, c.1930	contributing
203 HUME AV	Bungalow, Hipped roof, brick, c.1930	Contributing
205 HUME AV	Foursquare, Brick, c. 1925	contributing
208 HUME AV	Foursquare, Brick, c. 1925	contributing
300 HUME AV	One-story Brick vernacular	Noncontributing
303 HUME AV	Vernacular side-gable, Frame, c. 1915	Contributing
304 HUME AV	Frame Bungalow, too altered	Noncontributing
305 HUME AV	Foursquare, Frame, c. 1920	contributing
306 HUME AV	Foursquare, Frame, 1926	contributing
308 HUME AV	Cross gable Colonial Revival	Noncontributing
309 HUME AV	Two-story, Front gable, vernac. c.1915	Contributing
311 HUME AV	Tudor Revival, Frame, c. 1935	contributing
312 HUME AV	Folk Victorian, Frame, c. 1915	contributing
313 HUME AV	Foursquare, Frame, c. 1920	contributing
314A-314B HUME AV	Side gable Brick Duplex	Noncontributing
315-315 1/2 HUME AV	Side gable Brick Duplex, c. 1940s	Noncontributing
316 HUME AV	Foursquare, frame, c. 1910	noncontributing
317 HUME AV	Folk Victorian, Frame, c. 1896	contributing
317A-B HUME AV	Front gable Brick duplex	noncontributing
319 HUME AV	Flat roof rowhouse	noncontributing
320 HUME AV	Foursquare, Frame, 1924	contributing
321 HUME AV	Flat roof rowhouse	noncontributing
322 HUME AV	Altered - large addition	noncontributing
323 HUME AV	Two-story, Front gable, vernac. c.1920	Contributing
324 HUME AV	Side gabled, c. 1980s	noncontributing
325 HUME AV	Foursquare, Frame, c. 1915	contributing
326 HUME AV	Two-story, front gable, vernac. c. 1915	Contributing
327 HUME AV	Two-story, front gable, vernac. c. 1920	Contributing
328 HUME AV	Two-story, front gable, vernac. c. 1920	Contributing
400 HUME AV	Foursquare, brick, c. 1915	contributing
401 HUME AV	Row house, brick, 1926	contributing
401A HUME AV	Row house, brick, 1926	contributing
403 HUME AV	Row house, Frame, 1923	contributing
403A HUME AV	Row house, Frame, 1923	contributing
404 HUME AV	Foursquare, Frame, c. 1915	contributing
405 HUME AV	Bungalow, Frame, Side gable, c. 1920	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 23

406 HUME AV	Foursquare, Frame, c. 1920	contributing
407 HUME AV	Foursquare, Frame, c. 1910	contributing
408 HUME AV	Foursquare, Frame, 1927	contributing
409 HUME AV	Foursquare, Frame, c. 1915	contributing
410 HUME AV	Foursquare, Frame, c. 1910	contributing
411 HUME AV	Foursquare, Frame., c. 1925	contributing
412 HUME AV	Tudor Revival double house, c.1930	contributing
413 HUME AV	Foursquare, Frame, c. 1915	contributing
414 HUME AV	Tudor Revival double house, c.1930	Contributing
415 HUME AV	Foursquare, Frame, c. 1920	noncontributing
416 HUME AV	One-part Commercial Block, 1929	Contributing
417 HUME AV	Colonial Revival, Frame, c. 1915	contributing

LA GRANDE AVENUE

1904 LA GRANDE AV	Side gable Frame Rowhouse	Noncontributing
1906 LA GRANDE AV	Side gable Frame Rowhouse	Noncontributing
2000 LA GRANDE AV	Cross gable one-story house	Noncontributing
2203 LA GRANDE AV	Brick vernacular one-story	Noncontributing
2302 LA GRANDE AV	Bungalow	Contributing
2304 LA GRANDE AV	Side gable Brick vernacular, c.1940s	Noncontributing
2306 LA GRANDE AV	Cross gable, One-story Brick	Noncontributing
2308 LA GRANDE AV	Front gable Brick Vernacular	Noncontributing

200 LAVERNE AVENUE

200 LAVERNE AV	Foursquare, Frame, c. 1925	Contributing
201 LAVERNE AV	Flat roof Brick Rowhouse	Noncontributing
201A LAVERNE AV	Flat roof Brick Rowhouse	Noncontributing
202-202A LAVERNE AV	Side gable Brick Duplex	Noncontributing
203 LAVERNE AV	Side gable Bungalow, c. 1940s	Noncontributing
204 LAVERNE AV	Foursquare, Frame, c.1910	Contributing
205 LAVERNE AV	Two-story Brick Rowhouse	Noncontributing
205A LAVERNE AV	Two-story Brick Rowhouse	Noncontributing
206 LAVERNE AV	Folk Victorian, Frame, c. 1922	Contributing
207 LAVERNE AV	Foursquare, Frame, c. 1915	Contributing
208 LAVERNE AV	Folk Victorian, Frame, c. 1910	Contributing
209 LAVERNE AV	Bungalow, Frame, Hipped Roof, c.1925	Contributing
210 LAVERNE AV	Foursquare, Frame, c. 1915	Contributing
211 LAVERNE AV	Foursquare, Frame, c. 1920	Contributing
213 LAVERNE AV	Colonial Revival, Frame, 1933	Contributing
302 LAVERNE AV	Folk Victorian, Frame, 1896	Contributing
303 LAVERNE AV	Brick Rowhouse, Flat Roof, c. 1925	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 24

305 LAVERNE AV	Brick Rowhouse, Flat Roof, c. 1925	Contributing
306 LAVERNE AV	Bungalow, Hipped roof, c. 1915	Contributing
308 LAVERNE AV	Side gable Rowhouse	Noncontributing
309 LAVERNE A	Colonial Revival, One-story, c.1930	Contributing
310 LAVERNE AV	Side gable Rowhouse	Noncontributing
311 LAVERNE AV	Folk Victorian, Frame, c. 1896	Contributing
312 LAVERNE AV	Foursquare, Frame, c. 1920	Contributing
313-313A LAVERNE AV	Side gable Brick Duplex	Noncontributing
314 LAVERNE AV	Front gable vernacular, c 1990	Noncontributing
315-315A LAVERNE AV	Side gable Brick Duplex	Noncontributing
316 LAVERNE AV	Foursquare, Frame, 1932	Contributing
317-317A LAVERNE AV	Front gable Low-pitch roof Duplex	Noncontributing
318 LAVERNE AV	Foursquare, Frame, 1933	Contributing
319 LAVERNE AV	Colonial Revival, Tile, 1937	Contributing
320 LAVERNE AV	Modified Folk Victorian, c. 1915	Contributing
321 LAVERNE AV	Foursquare, Frame, c. 1905	Contributing
322 LAVERNE AV	Foursquare, Frame, c. 1920	Contributing

LESLIE AVENUE

2100 LESLIE AV	Side gable Frame	Noncontributing
2102-2104 LESLIE AV	Side gable Duplex, Frame	Noncontributing
2301 LESLIE AV	Colonial Revival, Cinder Block, 1939	Contributing
2303 LESLIE AV	Colonial Revival, Cinder Block, 1936 R.B. Shull, Co. builder	Contributing
2402 LESLIE AV	Bungalow, Front Gable, Tile, 1932	Contributing
2403 LESLIE AV	Bungalow, Cross Gable, Frame, 1923	Contributing
2404 LESLIE AV	Bungalow, Front Gable, Frame, c. 1930	Contributing
2405 LESLIE AV	Colonial Revival, Cinder Block, 1936	Contributing
2406 LESLIE AV	Bungalow, Clipped front gable, c.1935	Contributing
2407 LESLIE AV	Bungalow, Cross gable, Frame, c. 1925	Contributing
2408-2408A LESLIE AV	Hipped roof Brick Duplex	Noncontributing
2409 LESLIE AV	Modified Tudor Revival, 1936	Contributing
2410 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
2411 LESLIE AV	Bungalow, Cross gable, Brick, c. 1935	Contributing
2412 LESLIE AV	Bungalow, Front Gable, Frame, c. 1925	Contributing
2500 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
2501-2501A LESLIE AV	Hipped roof Brick Duplex	Noncontributing
2502 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
2503 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
2504 LESLIE AV	Bungalow, Cross gable, Frame, c. 1925	Contributing
2505 LESLIE AV	Frame Colonial Revival	Noncontributing
2506 LESLIE AV	Bungalow, Cross gable, Frame, c. 1925	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 25

2507 LESLIE AV	Modified Tudor Revival, 1936	Contributing
2508 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
2509 LESLIE AV	Colonial Revival, Brick, 1935 R.N. Rust, builder	Contributing
2600 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
<u>MT. IDA AVENUE</u>		
212 MT IDA AV	Bungalow, Frame, Side gable, 1923	contributing
213 MT IDA AV	Bungalow, Frame, Side gable, 1923	contributing
214 MT IDA AV	Colonial Revival, c. 1937	contributing
216 MT IDA AV	Bungalow, Side Gable, Frame, c.1925	Contributing
218 MT IDA AV	Craftsman, Frame, c. 1931	contributing
315-315A MT IDA AV	Brick Side gable Duplex	noncontributing
317-317A MT IDA AV	Brick Side gable Duplex	noncontributing
321 MT IDA AV	Bungalow, Side gable, Frame, 1935	Contributing
425 MT IDA AV	Colonial Revival, Brick, 1938	contributing
427 MT IDA AV	Colonial Revival, Brick	noncontributing
520 MT IDA AV	Bungalow, Front gable, Brick, 1936; Built by owner, H.E. Rawlett, "own plans"	contributing
522-526 MT IDA AV	Commercial Two-part, Brick	Contributing
<u>MT. VERNON AVENUE</u>		
1900 MT VERNON AV	Post-modern Brick Office, c. 1980s	Noncontributing
1901 MT VERNON AV	Brick, one-part commercial	Noncontributing
1903-1905 MT VERNON AV	Vernacular Residential, c. 1926	Contributing
1904-1906 MT VERNON AV	Brick Apt/Commercial Bldg. c. 1925	Contributing
1908 MT VERNON AV	Brick Office Building, 1946	Noncontributing
2000-2004 MT VERNON AV	Two-part Commerc./apts. 1938	Contributing
2001-2003 MT VERNON AV	1920s Building, 1990 Facade	Noncontributing
2005-2009 MT VERNON AV	Brick Two-Part Commercial, 1924	Contributing
2006 MT VERNON AV	Frame Two-Story Hipped Roof c.1905	Contributing
2008 MT VERNON AV	Italianate Rowhouse Commercial c1905	Contributing
2016 MT VERNON AV	Postmodern brick office bldg.	Noncontributing
2018 MT VERNON AV	Two-part Commercial Bldg. 1924	Contributing
2100 MT VERNON AV	Foursquare, Frame, c. 1910	Contributing
2101-2101B MT VERNON AV	Side gable 1980s Commercial Bldg.	Noncontributing
2103-2105 MT VERNON AV	Two-story apartment building; J.T. Santmeyer, arch., Frank J. Benson, bldr. 1935	Contributing
2104 MT VERNON AV	Cross gable Frame Folk Vict., c.1908	Contributing
2107 MT VERNON AV	Two-story Brick Commercial	Noncontributing
2108 MT VERNON AV	Seven-Eleven Store	Noncontributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 26

2109 MT VERNON AV	Two-part Commercial/apts. c.1923	Contributing
2200 MT VERNON AV	Brick Office Block, 1990	Noncontributing
2201 MT VERNON AV	Foursquare, Frame, c. 1920	Contributing
2204 A-C MT VERNON AV	Two-story brick office bldg. 1990	Noncontributing
2205 MT VERNON AV	Foursquare, Frame, c. 1920	Contributing
2206-2208 MT VERNON AV	Folk Victorian, Frame, c. 1901	Contributing
2213 MT VERNON AV	Moderne commercial/apts. 1941	Contributing
2300-2310 MT VERNON AV	One-story Brick Commercial	Noncontributing
2301-2303 MT VERNON AV	Two-part Commercial/apts. 1924	Contributing
2305-2307	Brick One-story Commercial	Noncontributing
2309 MT VERNON AV	Colonial Revival, Frame, 1923	Contributing
2312 MT VERNON AV	Sunoco Service Station	Noncontributing
2400 MT VERNON AV	Two-part com./masonic lodge, 1925	Contributing
2401 MT VERNON AV	Two part arcaded commercial, 1923	Contributing
2400A MT VERNON AV	One-story addition to 2402	Noncontributing
2402 MT VERNON AV	Two part commercial brick, 1923	Contributing
2403 MT VERNON AV	One part commercial brick, 1933	Contributing
2404 MT VERNON AV	Craftsman Frame Residence, c. 1920	Contributing
2405-2407 MT VERNON AV	One-story Commercial Brick	Noncontributing
2406 MT VERNON AV	Craftsman Tile Residence, 1920	Contributing
2411-2419 MT VERNON AV	Art Deco Reproduction Office, c.1945	Noncontributing
2423-25-27 MT VERNON AV	Art Deco Commercial/Office, 1938; J.A. Poladian, owner/builder	Contributing
2525 MT VERNON AV	Brick Two-story Office Bldg.	Noncontributing
2603-2607 MT VERNON AV	Brick Commercial/apts. 1926	Contributing
2609-2611 MT VERNON AV	Brick & Glass Block Commercial	Noncontributing
2615-2621 MT VERNON AV	Brick One-story Commercial	Noncontributing
2701-2705 MT VERNON AV	Three-story Brick Apartments, 1941 D.E. Bayliss, builder	Contributing
<u>OXFORD AVENUE</u>		
1 OXFORD AV	Bungalow, Hipped roof, Frame, 1920	Contributing
2 OXFORD AV	Rowhouse, c. 1980s	Noncontributing
3 OXFORD AV	Colonial Revival, Frame, c. 1910	Contributing
4 OXFORD AV	Rowhouse, c. 1980s	Noncontributing
5 OXFORD AV	Colonial Revival Brick, c.1935	Contributing
6 OXFORD AV	Rowhouse, Brick, Parapet, c. 1940s	Noncontributing
6A OXFORD A	Rowhouse, Brick, Parapet, c. 1940s	Noncontributing
7 OXFORD AV	Colonial Revival Brick, c.1935	Contributing
8 OXFORD AV	Bungalow, hipped roof, Frame, c.1925	Contributing
9 OXFORD AV	Front-gable, Two-story Vernac. c. 1904	Contributing
11 OXFORD AV	Side gable Brick Rowhouse	Noncontributing
11 1/2 OXFORD AV	Side gable Brick Rowhouse	Noncontributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 27

12 OXFORD AV	Modified Queen Anne, Frame, c.1896	Contributing
100 OXFORD AV	Foursquare, Frame, c. 1925	Contributing
101-101A OXFORD AV	Brick Front-gable Rowhouse	Noncontributing
102 OXFORD AV	Craftsman, clipped gable, c. 1920	Contributing
103 OXFORD AV	Bungalow, Frame, Front gable, c.1920	Contributing
104 OXFORD AV	Italianate Rowhouse, detached, c.1910	Contributing
105 OXFORD AV	Colonial Revival, Brick, c, 1936	Contributing
106 OXFORD AV	Foursquare, Frame, 1923	Contributing
107 OXFORD AV	Colonial Revival, Brick, c, 1936	Contributing
108-108A OXFORD AV	Brick Side gable Duplex	Noncontributing
109 OXFORD AV	Cross gable, Two-story Vernac. c.1910	Contributing
110 OXFORD AV	Modified Queen Anne, Frame, c.1910	Contributing
203 OXFORD AV	Brick Cross gable Office	Noncontributing
208 OXFORD AV	Foursquare, Frame, 1923	Contributing
209 OXFORD AV	Bungalow, Cross gable, Frame, c.1930	Contributing
210 OXFORD AV	Vernacular, frame, c. 1945	Noncontributing
211 OXFORD AV	Bungalow, Cross gable, Frame, c.1929	Contributing
212 OXFORD AV	Bungalow, Side gable, Tile, c. 1920	Contributing
213 OXFORD AV	Modified Queen Anne, Frame, c.1910	Contributing
215 OXFORD AV	Colonial Revival, Brick, c. 1920	Contributing
216 OXFORD AV	Folk Victorian, One-story, c. 1897	Contributing
217 OXFORD AV	Bungalow, Frame, Side gable, c. 1920	Contributing
218 OXFORD AV	Craftsman, Too altered	Noncontributing
219 OXFORD AV	Bungalow, Cross gable, Brick, c.1940	Contributing
220 OXFORD AV	Folk Victorian, Frame, c. 1910	Contributing
221 OXFORD AV	Bungalow, Cross gable, Frame, c.1925	Contributing
222 OXFORD AV	Colonial Revival, Tile, 1938; Harold, C. Sliger, owner/builder; McCray, architect;	Contributing
223 OXFORD AV	Bungalow, Side gable, Frame, 1935; Benjamin Oppenheimer, arch., M.J. Manning, bldr.	Contributing
301 OXFORD AV	Tudor Revival, Frame, c. 1935	Contributing
303 OXFORD AV	Tudor Revival, Cinder block, c. 1935	Contributing
305 OXFORD AV	Two-story Front gable Vernac. 1936 S.P. Jordan, arch., J. Benson, Bldr,	Contributing
307-307 1/2 E OXFORD AV	Brick Side gable Duplex, c. 1940s	Noncontributing
311 OXFORD AV	Bungalow, Front gable, cin. bl., 1937 B. H. McCreary, builder	Contributing
313 OXFORD AV	Bungalow, Front gable, Frame, c.1925	Contributing

EAST RANDOLPH AVENUE

103 E RANDOLPH AV Dutch Colonial Revival, c. 1930 contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 28

104 E RANDOLPH AV	Bungalow, Frame, Hipped Roof, c.1930	Contributing
105 E RANDOLPH AV	Bungalow, Cinder block, c. 1930	contributing
106 E RANDOLPH AV	Bungalow, Hipped roof, frame, c.1930	Contributing
107 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1930	Contributing
108 E RANDOLPH AV	Bungalow, Pyr. Hipped roof, c. 1930	Contributing
109 E RANDOLPH AV	Dutch Colonial Revival, c. 1930	Contributing
110 E RANDOLPH AV	Bungalow, Tile, Side gable, c. 1930	Contributing
111 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1926	Contributing
112 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1925	Contributing
113 E RANDOLPH AV	Colonial Revival, one-story, 1941 C.R. Denton, owner/builder	contributing
114 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1926	Contributing
115 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1930	Contributing
116 E RANDOLPH AV	Two-story, Front gable, vernac. 1932 "FCK" architect; E. L Varner, builder	Contributing
117 E RANDOLPH AV	Two-story, flat roof, detached, 1936 Wilson L. Hoof, architect	contributing
118 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1926	Contributing
120 E RANDOLPH AV	Two-story, vernac. side gable, c.1926	Contributing
122 E RANDOLPH AV	Bungalow, Frame, Side gable, 1931	Contributing
201 E RANDOLPH AV	Colonial Revival, Frame, c. 1930	contributing
202-204 E RANDOLPH AV	Brick Side-gable Duplex	noncontributing
206 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1925	Contributing
208 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1925	Contributing
210 E RANDOLPH AV	Bungalow, Frame, Front gable, c. 1925	Contributing
212 E RANDOLPH AV	Bungalow, Frame, Cross gable, c. 1925	Contributing
213 E RANDOLPH AV	Colonial Revival, Tile, 1936 Joseph Caporaletti, owner/builder	contributing
214 E RANDOLPH AV	Colonial Revival, Tile, 1936 M. Giuseppe, owner/builder	contributing
2205 E RANDOLPH A	Bungalow, Frame. Front gable, 1935 A. Martin, architect	contributing
2207 E RANDOLPH A	One-story, hipped roof, vernac. 1930 Jesse Burch, architect	contributing
2209 E RANDOLPH AV	Bungalow, Frame, side gable, c. 1925	Contributing
2210 E RANDOLPH AV	Bungalow, Frame, cross gable, c. 1925	Contributing
2211 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
2213 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2300-2300A E RANDOLPH AV	Front gable Brick Duplex	noncontributing
2301 E RANDOLPH AV	Bungalow, Front gable, Frame, 1935 B.B. Earing, architect	contributing
2302 E RANDOLPH AV	One-story Colonial Revival	noncontributi.
2303 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 29

2305 E RANDOLPH AV	Foursquare, Frame, wide eaves, c.1925	Contributing
2307 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
2309 E RANDOLPH AV	Frame Dutch Colonial	noncontributing
2310-2310A E RANDOLPH AV	Brick Side gable Duplex	noncontributing
2311 E RANDOLPH AV	Bungalow, Frame, Front gable, 1923	Contributing
2400-2400A E RANDOLPH AV	Brick Side gable Duplex	noncontributing
2401 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2402-2402A E RANDOLPH AV	Brick Side gable Duplex	noncontributing
2403 E RANDOLPH AV	Craftsman, pyr. hipped roof, c. 1925	Contributing
2404 E RANDOLPH AV	Brick vernacular one-story	noncontributing
2405 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2407 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2409 E RANDOLPH AV	One-story Side gable vernacular	noncontributing
2411 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2413 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2501-2403 E RANDOLPH AV	Side gable Brick Duplex	noncontributing
2502 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2504 E RANDOLPH AV	Colonial Revival, Two-story, c.1930	Contributing
2505 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2506 E RANDOLPH AV	Colonial Revival, One-story, 1935	contributing
2507 E RANDOLPH AV	Colonial Revival, One-story, 1935	contributing
2511 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2513 E RANDOLPH AV	Tudor Revival, Tile, 1935; B.B. Ezrine, builder, Kent Hamaker, architect;	contributing
2602 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
2603 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1930	Contributing
2604-2606 E RANDOLPH AV	Brick Side gable Duplex, c. 1940s	noncontributing
2605 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
2608-2610 E RANDOLPH AV	Brick Side gable Duplex, c. 1940s	noncontributing
2609-2609A E RANDOLPH AV	Front gable Brick Duplex	noncontributing
2611-2611A E RANDOLPH AV	Front gable Brick Duplex	noncontributing
2613 E RANDOLPH AV	Bungalow, Frame, Front gable, 1923	Contributing
2615 E RANDOLPH AV	Cinder block Cross gable Vernac.	noncontributing
2617 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
2619 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing

EAST RAYMOND AVENUE

103 E RAYMOND AV	Dutch Colonial Revival, Frame, 1923	Contributing
105-105A E RAYMOND AV	Side gable Brick Duplex	Noncontributing
107 E RAYMOND AV	Colonial Revival, Brick, 1941 E.L. Varney, builder	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 30

109-109A E RAYMOND AV	Side gable Brick Duplex, c.1940s	Noncontributing
111 E RAYMOND AV	Dutch Colonial Revival, Frame, c.1923	Contributing
113 E RAYMOND AV	Dutch Colonial Revival, Frame, c.1923	Contributing
114 E RAYMOND AV	Dutch Colonial Revival, Frame, c.1923	Contributing
115 E RAYMOND AV	Bungalow, Hipped roof, Frame, c.1923	Contributing
116 E RAYMOND AV	Foursquare, Frame, c. 1923	Contributing
117 E RAYMOND AV	Bungalow, Front gable, Frame, c.1925	Contributing
118 E RAYMOND AV	Bungalow, Clipped cross gable, c.1923	Contributing
119 E RAYMOND AV	Front gable, vernacular c. 1923	Contributing
120A-120B E RAYMOND AV	Foursquare, Duplex, Frame, c. 1923	Contributing
121 E RAYMOND AV	Colonial Revival, Cinder block, c.1938	Contributing
122 E RAYMOND AV	Foursquare, Frame, c. 1923	Contributing
124 E RAYMOND AV	Dutch Colonial Revival, c. 1930	Contributing
200 E RAYMOND AV	Bungalow, Side gable, Frame, c.1923	Contributing
202 E RAYMOND AV	Bungalow, Hipped, Frame, c. 1923	Contributing
204 E RAYMOND AV	Bungalow, c. 1923, Too Altered	Noncontributing
205 E RAYMOND AV	Bungalow, Front gable, Frame, c.1923	Contributing
206 E RAYMOND AV	Bungalow, Front gable, Tile, c. 1935	Contributing
207 E RAYMOND AV	Bungalow, Front gable, Cin. Bl. 1935	Contributing
208 E RAYMOND AV	Brick Ranch House	Noncontributing
209 E RAYMOND AV	Colonial Revival, Brick, 1937 Harrigan, architect	Contributing
211 E RAYMOND AV	Mod. Gothic Revival Apt. House, 1933 Vito Innamorato, builder	Contributing
213 E RAYMOND AV	Colonial Revival	Noncontributing
300 E RAYMOND AV	Foursquare, Frame, c. 1930	Contributing
301A-301C E RAYMOND AV	Foursquare, Brick, c. 1925	Contributing
302 E RAYMOND AV	Foursquare, too altered	Noncontributing
303-303A E RAYMOND AV	Side gable Brick Duplex, c. 1980s	Noncontributing
305 E RAYMOND AV	Colonial Revival, Brick, 1938 L.H. Nelson, architect	Contributing
306 E RAYMOND AV	Bungalow, Frame, Side gable, c.1930	Contributing
308 E RAYMOND AV	Modified Queen Anne, Frame, c.1910	Contributing
309 E RAYMOND AV	Two-story Front gable, Vern. c.1895	Contributing
312 E RAYMOND AV	Foursquare, Frame, c. 1920	Contributing
313-313A E RAYMOND AV	Brick Duplex	Noncontributing
314 E RAYMOND AV	Modified Queen Anne, Frame, c. 1910	Contributing
315-315A E RAYMOND AV	Brick Duplex, c. 1940s	Noncontributing
318-318A E RAYMOND AV	Foursquare, Frame, c. 1930	Contributing
319 E RAYMOND AV	Two-story Front gable Vernac. c. 1910	Contributing
320 E RAYMOND AV	Foursquare, Frame, c. 1916	Contributing
321 E RAYMOND AV	Two-story Front gable Vernac. c. 1910	Contributing
322 E RAYMOND AV	Two-story Front gable Vernac. c. 1916	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 31

324 E RAYMOND AV	Foursquare, Frame, c. 1916	Contributing
326 E RAYMOND AV	Two-story Front gable Vernac. c. 1920	Contributing
400 E RAYMOND AV	Bungalow, Frame, Side gable, 1928	Contributing
401 E RAYMOND AV	Folk Victorian, Frame, c. 1910	Contributing
402-402A E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
403-403A E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
404-404A E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
405 E RAYMOND AV	Two-story Cross gable Vernac. c.1915	Contributing
407 E RAYMOND AV	Two-story Cross gable Vernac. c.1915	Contributing
408A-408B E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
410 E RAYMOND AV	Foursquare, Frame, 1923	Contributing

STEWART AVENUE

104 STEWART AV	Colonial Revival, Cinder block, 1941 Paul P. Baker, builder	Contributing
105 STEWART AV	Colonial Revival, Cinder block, c.1941	Contributing
106 STEWART AV	Bungalow, Frame, Side gable, c. 1926	Contributing
107 STEWART AV	Bungalow, Frame, Front gable, c. 1926	Contributing
108 STEWART AV	Tudor Revival, Brick	Noncontributing
109 STEWART AV	Bungalow, Frame, Side gable, c. 1930	Contributing
110 STEWART AV	Bungalow, Tile, Front gable, 1938; Dewey Croy, architect, Paul H. Baker, builder	Contributing
111 STEWART AV	Bungalow, Frame, Front gable, c. 1925	Contributing
112 STEWART AV	Bungalow, Frame, Front gable, 1926	Contributing
113 STEWART AV	Foursquare, Frame, c. 1925	Contributing
115 STEWART AV	Bungalow, Frame, Front gable, c. 1930	Contributing
116 STEWART AV	Foursquare, Frame, c. 1925	Contributing
118 STEWART AV	Bungalow, Frame, Side gable, c.1925	Contributing
119 STEWART AV	Bungalow, Frame, Side gable, c.1925	Contributing

TERRETT AVENUE

2400 TERRETT AV	Bungalow, Frame, Side gable, c. 1925	Contributing
2401 TERRETT AV	Bungalow, Too Altered	noncontributing
2402 TERRETT AV	Dutch Colonial Revival, c. 1925	contributing
2403 TERRETT AV	Bungalow, Frame, Side gable, c. 1925	Contributing
2404 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
2405 TERRETT AV	Bungalow, Tile, Side gable, c. 1925	Contributing
2406 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
2407 TERRETT AV	Dutch Colonial Revival, c. 1925	contributing
2408 TERRETT AV	Brick, Tudor Revival	noncontributing
2409 TERRETT AV	Dutch Colonial Revival, c. 1925	contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 32

2411 TERRETT AV	Bungalow, Too Altered	noncontributing
2500 TERRETT AV	Colonial Revival, One-story, c.1930	Contributing
2501 TERRETT AV	Two-story, Front gable, vernac. c.1925	Contributing
2503 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
2504 TERRETT AV	Mediterranean Revival, one-story, 1936	Contributing
2505 TERRETT AV	Bungalow, Frame, Front gable, c. 1923	Contributing
2506 TERRETT AV	Bungalow, hipped roof, Frame, c.1925	Contributing
2507 TERRETT AV	Bungalow, Frame, Front gable, 1923	Contributing
2508 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
2509 TERRETT AV	Bungalow, Too Altered	noncontributing
2510 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
2511 TERRETT AV	Bungalow, Frame, Cross gable, c. 1930	Contributing
2600 TERRETT AV	Brick Cross-Gable	Noncontributing
2601 TERRETT AV	Bungalow, Brick, Side gable, c. 1930	Contributing
2603 TERRETT AV	Bungalow, Frame, Side gable, c. 1925	Contributing
2604 TERRETT AV	Bungalow, Frame, Front gable, 1923	Contributing
2605 TERRETT AV	Colonial Revival, 1.5-story, 1936	contributing
2606-2608 TERRETT AV	Brick Side gable Duplex	noncontributing
2607 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
2610 TERRETT AV	Bungalow, Frame, Front gable, 1923	Contributing
2612 TERRETT AV	Bungalow, Frame, Side gable, c. 1930	Contributing

EAST UHLER AVENUE

1 E UHLER AV	Foursquare, Frame, c. 1925	Contributing
101 E UHLER AV	Foursquare, Frame, c. 1920	Contributing
105 E UHLER AV	Bungalow, Frame, Side gable, c. 1920	Contributing
107 E UHLER AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
109 E UHLER AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
111 E UHLER AV	Brick Apartment Building, c. 1940s	Noncontributing
209 E UHLER AV	Foursquare, Frame, 1923	Contributing
211 E UHLER AV	Colonial Revival, Brick, 1937	Contributing

EAST WINDSOR AVENUE

5 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
8 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
9 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
10 E WINDSOR AV	Colonial Revival, Frame, c. 1920	Contributing
11 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
12 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
13 E WINDSOR AV	Colonial Revival, Frame, C. 1920	Contributing
14 E WINDSOR AV	Tudor Revival, Frame, c. 1939	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 33

15-15A E WINDSOR AV	Side gable Brick Duplex	Noncontributing
15B-15C E WINDSOR AV	Side gable Brick Duplex	Noncontributing
16 E WINDSOR AV	Frame Rowhouse, c. 1980s	Noncontributing
17 E WINDSOR AV	Colonial Revival, Cinder Block, c.1936	Contributing
18 E WINDSOR AV	Frame Rowhouse, c. 1980s	Noncontributing
19-19A E WINDSOR AV	Flat-roofed Brick Duplex, c. 1940s	Noncontributing
20 E WINDSOR AV	Modified Queen Anne, Frame, 1897	Contributing
22 E WINDSOR AV	Modified Queen Anne, Frame, 1895	Contributing
23 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
24-24A E WINDSOR AV	Front gable, One-story Duplex	Noncontributing
26 E WINDSOR AV	Foursquare, Frame, c. 1915	Noncontributing
39-41 E WINDSOR AV	Side gable Brick Duplex	Noncontributing
51 E WINDSOR AV	Italianate Row House, c. 1903	Contributing
100 E WINDSOR AV	Gothic Revival Church, 1940s	Noncontributing
101 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
105-105A E WINDSOR AV	Side gable Duplex	Noncontributing
107 E WINDSOR AV	Bungalow, Brick, Front gable, c.1930	Contributing
108 E WINDSOR AV	Foursquare, Frame, 1923	Contributing
109 E WINDSOR AV	Bungalow, Brick, Front gable, c. 1930	Contributing
113A E WINDSOR AV	Brick Rowhouse, c. 1980s	Noncontributing
113B E WINDSOR AV	Brick Rowhouse, c. 1980s	Noncontributing
113C E WINDSOR AV	Brick Rowhouse, c. 1980s	Noncontributing
201 E WINDSOR AV	Italianate Row House, Frame, c. 1895	Contributing
205 E WINDSOR AV	Craftsman, Front gable, Frame, 1924	Contributing
206 E WINDSOR AV	Three-story Brick Apartments	Noncontributing
207 E WINDSOR AV	Cross gable, vernacular, 1908	Contributing
208 E WINDSOR AV	Three-story Brick Apartments	Noncontributing
210 E WINDSOR AV	Foursquare, Frame, 1926	Contributing
212 E WINDSOR AV	Bungalow, Frame, Side gable, c.1925	Contributing
213 E WINDSOR AV	Brick Fire Dept./Town Hall 1926	Contributing
214 E WINDSOR AV	Flat roof Brick Rect. Res. 1926	Contributing
214A-214B E WINDSOR AV	Brick Hipped roof Duplex, c.1940s	Noncontributing
215 E WINDSOR AV	Foursquare, Frame, 1921	Contributing
216 E WINDSOR AV	Foursquare, Brick, 1932	Contributing
217 E WINDSOR AV	Colonial Revival, Frame, c. 1915	Contributing
218 E WINDSOR AV	Foursquare, Frame, 1938	Contributing
219A-219B E WINDSOR AV	Side gable Brick Duplex	Noncontributing
220 E WINDSOR AV	Craftsman, Frame, 1940	Contributing
221 E WINDSOR AV	Foursquare, Frame, 1924	Contributing
222 E WINDSOR AV	Bungalow, Frame, Front gable, c.1925	Contributing
300 E WINDSOR AV	Colonial Revival, Frame, c. 1918	Contributing
301 E WINDSOR AV	Front gable Two-story Vernac. c.1918	Contributing
302 E WINDSOR AV	Bungalow, Frame, Cross gable, c. 1928	Contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 34

303 E WINDSOR AV	Colonial Revival, Cinder block, 1936	Contributing
304 E WINDSOR AV	Craftsman, Frame, c. 1930	Contributing
305 E WINDSOR AV	Colonial Revival, Cinder block, 1936	Contributing
306 E WINDSOR AV	Side gable, c. 1980s	Noncontributing
307 E WINDSOR AV	One-story, Hipped roof, Vern. c. 1930	Contributing
307A E WINDSOR AV	Second story added -Too altered	Noncontributing
308 E WINDSOR AV	Folk Victorian, Frame, 1930	Contributing
310 E WINDSOR AV	Bungalow, Cinder block, 1938	Contributing
311-311A E WINDSOR AV	Side gable Duplex, c. 1940s	Noncontributing
312 E WINDSOR AV	Bungalow, Cinder block, 1938	Contributing
313-313A E WINDSOR AV	Side gable Duplex, c. 1940s	Noncontributing
314 E WINDSOR AV	Colonial Revival, Cinder block, 1939	Contributing
315-315A E WINDSOR AV	Front gable Duplex	Noncontributing
317 E WINDSOR AV	Folk Victorian, Frame, 1940	Contributing
318-320 E WINDSOR AV	Side gable Duplex	Noncontributing
319 E WINDSOR AV	Folk Victorian, Frame, 1895	Contributing
400 E WINDSOR AV	Bungalow, Frame, Hipped Roof, c. 1930	Contributing
401 E WINDSOR AV	One-story Front gable vernac.	Noncontributing
403 E WINDSOR AV	Folk Victorian, Frame, 1895	Contributing
404 E WINDSOR AV	Foursquare, Concrete Block, c. 1910	Contributing
405 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
406 E WINDSOR AV	Colonial Revival, Frame, 1935	Contributing
407 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
408 E WINDSOR AV	Front gable, Brick, Vern. 1939	Contributing
410 E WINDSOR AV	Modified Queen Anne, Frame, c. 1910	Contributing
413 E WINDSOR AV	Modified Queen Anne, Frame, c. 1910	Contributing
414 E WINDSOR AV	Brick Side gable	Noncontributing
415 E WINDSOR AV	Modified Queen Anne, Frame, c. 1911	Contributing
416 E WINDSOR AV	Modified Queen Anne, Frame, c. 1908	Contributing
417 E WINDSOR AV	Mod. Folk Victorian, Frame, 1896	Contributing
418 E WINDSOR AV	Bungalow, Hipped roof, Frame, c. 1930	Contributing
419 E WINDSOR AV	Tudor Revival, Frame, 1935	Contributing
420 E WINDSOR AV	Bungalow, Frame, Front gable, c. 1930	Contributing
500-500A E WINDSOR AV	Side gable Brick Duplex	Noncontributing
501 E WINDSOR AV	Tudor Revival, Frame, c. 1935	Contributing
503 E WINDSOR AV	One-story, hipped roof, vernac. c. 1941	Contributing
504 E WINDSOR AV	Craftsman, Front gable, 1939	Contributing
505-505A E WINDSOR AV	Side gable Duplex	Noncontributing
506 E WINDSOR AV	Craftsman, Front gable, 1938	Contributing
507 E WINDSOR AV	Brick Flat roofed Rowhouse, c. 1940s	Noncontributing
507A E WINDSOR AV	Brick Flat roofed Rowhouse, c. 1940s	Noncontributing
508-508A E WINDSOR AV	Side gable Duplex	Noncontributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 35

509 E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
509A E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
510 E WINDSOR AV	Colonial Revival, Brick, c. 1938	Contributing
511 E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
511A E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
512 E WINDSOR AV	Frame Row House, Detached, 1923	Contributing
513 E WINDSOR AV	Bungalow, Front gable, frame, 1935	Contributing
516 E WINDSOR AV	Cross gable vernacular, Brick, 1939	Contributing
517 E WINDSOR AV	Tudor Revival, Brick, 1932	Contributing
522 E WINDSOR AV	Bungalow, Front gable, Frame, 1926	Contributing



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 36

History of the Town of Potomac

Alexandria, established as a town in 1749, was a flourishing commercial center in the 18th century. The area to the north of Alexandria was mostly settled by small farmers who provided food for Alexandria and the shipping trade. From 1791 to 1847, the area of the future Town of Potomac was part of the Federal City, and known as Alexandria County, D.C. After recission, it became Jefferson District, Alexandria County, Virginia.

The Washington and Alexandria Turnpike and Bridge Company was incorporated by an act of Congress passed on April 27, 1808, to build and maintain a road which would become the major route between the cities of Alexandria and Washington, D.C. This road became a prime factor in the future location of the subdivisions of Del Ray and St. Elmo, precursors of the Town of Potomac.

With the introduction of the railroad, which cut the time of travel and of shipping, the opening of Northern Virginia to residential development became assured, though postponed because of the Civil War. An act passed by the General Assembly on March 4, 1854, authorized the Washington and Alexandria Turnpike Company to sell land to the Alexandria and Washington Railroad Company. ¹ The railroad paralleled the turnpike between Alexandria and Washington. A spur of the Loudoun and Hampshire Railroad, organized in 1853, connected Alexandria with the Shenandoah Valley.

During the Civil War, Northern Virginia was crucial to the protection of the Capital, partly because of the railroad network. In 1861 Union troops crossed the river to establish a protective barrier across approaches to Washington, D.C. The poorly disciplined soldiers plundered the area. By 1864, small farmers in the area had generally stopped trying to grow crops for fear they would be taken by the soldiers. Timber for construction had to be imported as the local stands had been depleted.

By 1883, however, farmers had begun to resettle in the counties contiguous to Alexandria. The population of Alexandria County, excluding the city, was 3,185 in 1870, but had increased by 3,000 people by 1883. An Alexandria booster touted the transportation facilities in the county, including the north and south railroad lines and the Washington and Western Railroad, "two good turnpikes,

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 37

several county roads and three splendid bridges (over the Potomac) leading to the District. Two of these bridges are free and are kept in order by the United States Government. These advantages, together with its proximity to the markets of Alexandria and Washington, render the lands in this county very valuable as truck farms or market gardens - these cities affording a demand for all the crops that are produced." 2

In the last half of the nineteenth century, seventeen new post offices for new communities were established in Alexandria County, and most of them began as railroad stops. With the expectation that the planned trolley lines would attract Washington residents to settle in Virginia, developments were laid out along their expected routes. In 1890, a subdivision known as Northwest Alexandria had been laid out in that direction from the City of Alexandria. It was advertised as convenient to Washington, with forty-five passenger trains running daily between Washington and Alexandria. The subdivision extended to within a fraction of a mile of the future southern boundary of Del Ray, one of the two initial subdivisions that eventually formed part of the Town of Potomac.

Establishment of Del Ray and St. Elmo Subdivisions

Charles E. Wood and his partner William Harmon, of Ohio, had assembled the land for "a suburban town called Del Ray, subdivided into lots numbered from 1 up to 1160," including part of Belmont Farm (home of the Lloyds), lying in Alexandria. The deed was recorded September 3, 1894.³ Del Ray was laid out on land purchased from Mary L. Lee, Elizabeth Lloyd (executrix of the estate of Richard Lloyd) and Rebecca L. Cook, for \$28,901 on April 20, 1894. The subdivision was laid out in a grid pattern, with the longer blocks running east-west, thus allowing the houses to be oriented to take advantage of solar energy in the winter, though this was probably not intentional. It is more likely that the street pattern resulted from the shape of the parcel, in relationship to the already existing Lloyds Lane, which ran east-west, connecting the two major routes of transportation. It is undeniable that the early residents of Del Ray enjoyed better public transportation than is available to them today. Most lots were 25' by 105' with the shorter dimension fronting on the street. That these were commonly used dimensions for town lots at this time

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 38

(Longstreth) would seem to underscore the fact that Wood indeed thought of his development in urban, rather than suburban, terms. The small size of individual lots allowed persons of varying incomes to buy as many or as few lots as they could afford.

St. Elmo, also laid out on a grid plan, contained 491 lots. Each was also 25' by 105' and oriented along east-west roads that connected Mount Vernon Avenue on the west with the Washington-Alexandria Turnpike on the east.

Mt. Vernon Avenue, as the major through route, was wider than the other streets by twenty feet. There is some speculation that it was thus intended for commercial activity.⁴ In fact, however, the majority of early buildings along Mt. Vernon Avenue were residences, and commercial activities were scattered throughout the development. For instance, Mary Woodward had a bakery on the corner of Clyde and Peyton avenues (now 101 Del Ray Avenue.) This was a good location, only one block from the Electric Railway station. There was a grocery store at the corner of Lloyd Avenue (now Custis Avenue) and the Washington-Alexandria Turnpike. The butcher, Mr. Kidwell, actually delivered door to door from his wagon, according to long-time resident Camille DeLane. The zoning regulations that routinely separated commercial from residential uses were not universally enacted until the 1920s, some thirty years after Del Ray and St. Elmo were laid out.

Nevertheless, in a foreshadowing of such separation of uses, in order to protect the desirability of the subdivision for raising families, Wood had a title drawn up that would contain a covenant to restrict noxious or unsightly industries in the development. He restricted drinking establishments as well, probably so that what he perceived as the tarnish of the adjacent activities at the St. Asaph Race Track, located on the north side of Mt. Ida Avenue, would not rub off on his new family subdivision:

(The grantee) will not at any time before the first day of January A.D. nineteen hundred and two, erect, or build or cause or permit to be erected or built upon the hereby granted lot of ground, or any part thereof, any tavern, drinking saloon, tannery, slaughter house, skin dressing establishment, glue, soap, candle or starch manufactory, or other buildings for offensive purpose or occupation

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 39

Additionally, to protect the visual aspect, the covenant went on to state

that no part of any building shall be erected nearer to the avenue or street front than fifteen feet; and that no barn, stable, coop or other out building shall likewise be erected nearer to the avenue or street front than seventy (70) feet; that no dwelling house costing less than eight hundred dollars shall be built upon said premises before the first day of January, A.D. nineteen hundred and two.

Apparently, Wood expected to sell most of the lots before January 1902. In fact, by 1905, the developers had sold 720 lots, 62%, at an average price of \$143 per lot. Most people bought two lots, though Jno. A. Butler bought 374 lots late in 1895. (Newell p. 23) In 1896 the Gazette carried an ad for "A substantially built building at Del Ray - 6 rooms, good locality, price \$950, rents for \$16/month" (1/2/1886).

Charles Wood and William Harmon had come from Cincinnati where they had developed two subdivisions in 1888. One was Branch Hill, and the other Hazelwood. When Wood, Harmon & Co. laid out Del Ray and St. Elmo, the residents were expected to use privies and wells, but the developers did advertise that the streets were graded, and lined with sidewalks and shade trees.

One of the first concerns of the citizens of Del Ray was a school. The first school was in a two-room building situated at what is now 208 East Howell. The teacher, in 1896 and 1897, was paid \$30 per month. The building was moved in 1898 to 204 E. Del Ray, where the Abundant Life Church is today. After serving as a public school, it served as a Catholic school, then as a Baptist church, and then was sold for \$73 to the Potomac Fire Company. The company moved it next door to where the present Fire Station stands at 213 East Windsor Avenue. It was moved with the aid of a windlass and a mule. (See picture.) When fire broke out, the firemen sounded the alarm on an enormous iron railroad engine wheel by beating it with a sledge hammer. The sound, it was said, could be heard in Alexandria. When the new fire station was built in 1924, the old building was sold to G. W. Stunkle, who use it to construct part of his side porch at what is now 51 East Windsor Avenue.)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 40

In September 1899 Joseph E. Supplee (who would later be the first mayor of the Town of Potomac), William E. Garrett and a Mr. Price, acting as school trustees for the Jefferson School District, purchased five lots at the northern tip of Del Ray for a school to serve both Del Ray and St. Elmo. The school, built in 1900, was quite impressive. It was brick, two stories, in the Colonial Revival style, with a low-pitched hipped roof, an octagonal cupola with a bell, symmetrical fenestration with six-over-six double-hung windows, a denticulated boxed cornice and corner quoins. (See picture). At hearings held to determine whether the city should annex part of the county in 1915, the School Superintendent said that Mt. Vernon School was "probably the most expensive building in the County, and cost something like \$30,000." It had "an auditorium with a capacity of 350, a stage and dressing rooms, and facility in the balcony for stereoptican shows."⁵ This school was demolished in the 1920s to make way for a new building.

Trustees for the Baptist and Methodist Episcopal churches began accumulating lots for future church use from the first years of the subdivision. The Methodist church was dedicated in 1894, in a small frame building at the corner of Clyde and East Windsor avenues. A replacement building occupies the site today. The Baptist church was originally in a frame building on Windsor Avenue, immediately to the east of the present fire station. The Catholic community of St. Rita's Missionary Parish rented a cobbler's shop at 213 East Custis for Sunday school in 1912. It later built a church on Hickory Street in what would become Mt. Ida subdivision.

Construction of the Potomac Yards began in 1902. The Yards were a major railroad switching point on the east coast. They opened for business in 1906, and eventually provided employment for many citizens of St. Elmo, and about a third of the residents of Del Ray. According to Newell's research, Del Ray had a predominance of middle-class white-collar workers.⁶ This author's tabulation of occupations for residents of Del Ray listed in the 1910 city directory shows that approximately one-third worked in railroad-related jobs, one-third were listed as clerks (many of whom commuted to the District of Columbia, where they worked for the Federal Government as it grew) and one-third provided local services such as grocer, hauler, butcher, banker, justice of the peace, etc.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 41

Perhaps because of the rough activities at the race track flourishing between Del Ray and St. Elmo, or because of the general economic slump in Alexandria at the end of the century (the Gazette on February 9, 1898, printed an article decrying the number of "idle houses," and reported that more houses were for rent or sale than ever before in Alexandria's history), few lots in Del Ray had been built upon before 1905. However, speculators were not hesitant to buy and wait. Many people bought a lot for a house and several more, usually in the name of their spouse or other relatives, for investment purposes. Often they bought lots in both St. Elmo and Del Ray.

In January 1898 the Gazette published an article touting "the great advantages of the city for commerce," and its reputation "as part of the itinerary to the nation's capital" for those taking the Southern Railroad. However, in February of that year, it ran another article decrying the high taxes, and "the general torpor which is gradually settling over the city that has placed it in a partial eclipse, and which is compelling people to relinquish business here and others to leave altogether . . . the picture is a gloomy one, but it is . . . destined to stare at us for some time, until confidence is restored and legislation conducted pro bono publico, and not in the interests of individuals born with single ideas, and they erroneous ones."⁷

In June 1899 the Gazette wrote of the natural advantages of the city, and said "real estate here can now be bought or leased as such small figures as are surprising to those who don't live in the city, and if there be anything real in the reported prosperity of the country, the capital of the nation must soon receive its share of it and therefore become a great and populous city, and Alexandria will derive a full share of the benefits that will naturally accrue from propinquity." (p. 2)

The St. Asaph's Race Track and the Campaign for Clean Government

The Hopkins Map of 1894 shows a driving park on the land of Alex McKericher, north of Mt. Ida Avenue, between the future subdivisions of Del Ray and St. Elmo. McKericher paid taxes on one hundred acres at "the Old Race Track" including improvements

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 42

worth \$2,500 in 1898.⁸ The track was chartered February 24, 1888, as the "Alexandria Gentlemen's Driving Club" with an authorized capital of a maximum of \$20,000. J. M. Hill managed an "Opera House" at the track, as well as running the betting.⁹ The track soon became known as St. Asaph's.

St. Asaph's Race Track and Gambling House were so popular that a special spur of the Washington, Alexandria and Mt. Vernon Railway was built directly to them in 1894 to bring in patrons from both Washington, D.C. and Alexandria. It was reported that 1,800 people made the trip to the gambling house daily. In November 1895 the railroad advertised sixteen round trips daily between Alexandria and the Driving Park, from 6:30 AM to 9:30 PM. In 1905 the gambling operation employed thirty-seven people, "mostly gamblers" -- or one for every house then standing in Del Ray! This gambling operation and others in Rosslyn and Jackson City (at the foot of the Long Bridge) attracted violent people who attacked farmers and school children traveling between the county and Washington. In the 1890s a "Good Citizens League" was founded to try to end the nuisance.

The crusade to shut down the gambling at race tracks such as St. Asaph's was carried to the state legislature in the winter of 1896. Articles in the Alexandria Gazette reported shameful activities such as affixing lead shoes to the horses to slow them down and skew the races (January 1, 1896). In fact, however, the Gazette placed ads for "Racing Every Monday, Wednesday and Friday Until Further Notice -- Objectionable Characters Will Be Positively Excluded" adjacent to articles about the crusade to end racing.¹⁰ The citizens of Alexandria and Del Ray were very active in this campaign. One of the most prominent was Joseph Supplee, who had moved to Del Ray in 1895 and was later to become the first mayor of the Town of Potomac. A petition was circulated against horse racing during the legislative session, and ministers and businessmen headed mass meetings to protest the continuance of the racing and gambling. Joseph Supplee was quoted as "defying anyone to prove the race track had brought any dollars to the community . . . it kept away good law-abiding citizens." He asserted that if it were gone, the country between Alexandria and Washington would be built up immediately...and "thus bring a more actual pecuniary

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 43

benefit than the race tracks could ever accomplish."¹¹ The committee as a whole, however, protested that since they "are mostly Virginians and like a good horse race" they were not opposed to the races per se but to the gambling.

The legislature, also being composed of good Virginians, did nothing to control the situation, but in 1902 a new state constitution, which changed the voting laws, led to the election of several county officials who had the support of the Good Citizens' League.¹² Among them was Crandal Mackey, elected as Commonwealth's attorney by a vote of 323 to 321.¹³ He was dedicated to cleaning up the lawlessness in the county, at one point even leading a group of men with axes to chop down the doors of the gambling houses. The special railroad spur to the tracks was closed in 1895 but St. Asaph's was not finally closed until 1904.

The Turn of the Century

In 1900 Alexandria County residents in general did not yet have electricity or water and sewer systems, though these were available in the neighboring city of Alexandria. County residents still used wells and outhouses, as well as kerosene in their lamps at home and in their first street lights. Screens were not in use. Cooking and heating were by wood or coal in potbellied stoves and kitchen ranges. Ice was cut from the ponds and canals and packed in sawdust for use in the summer by those without spring houses for refrigeration.¹⁴

The 1900 map by Howell & Taylor shows Mount Vernon Avenue extending from Braddock Road through Del Ray, passing west of St. Elmo to Georgetown Road (later Glebe Road). The City Council of Alexandria owned a large parcel including the site of the Poor House which reached from Bellefonte to Poor House Lane, and west from the Washington-Alexandria Turnpike half the distance to Mt. Vernon Avenue. Del Ray had a station at the end of Peyton Avenue for the Washington, Alexandria and Mt. Vernon Railway, which by 1906 was running thirty trains a day between its termini, carrying 1,743,734 passengers that year.¹⁵

The economy took an upturn after the 1900, and by 1903, an article

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 44

in the Gazette reported:

New homes are going up in every direction, some of them very costly During the past ten years (the county's) wealth has increased tenfold There is not a vacant house in the county, and the demand for houses by tenants far exceeds the supply. In twenty years Alexandria County will be a great city with 100,000 inhabitants and 20,000 homes if the present growth is maintained, and with electric railways at almost every door and costly villas on every hill, Alexandria County will be the proudest spot on the map of Virginia. Already the real estate transfers in the County exceed those of Alexandria City three to one.¹⁶

The Town of Potomac, 1908-1929

In 1905, improvements were assessed on only thirty-seven lots in the original Del Ray subdivision. Citizens wanted better services not only to improve their own circumstances, but also to attract more residents. They felt that municipal status would allow them to negotiate for services such as better street lighting and road repairs, and to regulate unhealthy conditions such as standing water.

The citizens of Del Ray and St. Elmo, the other Wood, Harmon subdivision to the north, met October 19, 1907, to hear and approve a report recommending incorporation of the two villages. Joseph Supplee presided. The proposed charter for the town was to be distributed to the citizens, who at that time numbered five hundred. If they approved, the matter would be "at once taken up in the State Legislature and application will be made for incorporation." ¹⁷

On January 4, 1908, a meeting was held at the Del Ray school house, at which it was decided that the two villages should be incorporated as the town of Potomac. The charter for incorporation was to be placed in the hands of Delegate James R. Caton, of Alexandria, and State Senator Thornton, of Jefferson District, Alexandria County, where the town would be situated, to use their efforts to have the matter passed.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 45

As the Gazette of February 21, 1908, reported, "House Bill 150, to incorporate the Town of Potomac, was taken up and passed without debate." It received final approval March 13th, 1908. The incorporation was carried out "despite the protests of the County Board of Supervisors."¹⁸ The boundaries of the town were described in the charter as:

Beginning at the north intersection of Bellifont Avenue in the Subdivision of Del Ray with the Washington and Alexandria Turnpike, along the west side of said Turnpike to the Old Georgetown Road, the same being the northern boundary of the subdivision of St. Elmo; thence westerly along the south side of said Georgetown Road to the dividing line between S.P.A. Calvert and Charles E. Wood; thence westerly along the said line of Calvert and Wood to the west line of the Washington, Alexandria and Mt. Vernon Railway Company; thence following the said west line of the said Railway Company to its intersection with Lloyd's Lane and Bellifont Avenue to the beginning.

The territory of the new town included the land between the original southwestern limit of Del Ray subdivision at the intersection of Clyde and Bellefonte avenues and the Washington, Alexandria and Mt. Vernon tracks (today's Commonwealth Avenue, originally called Washington Avenue, follows this route), which was sold as Del Ray Section 2 after 1911, and also added the land that formerly bore the St. Asaph Race Track. This land was subdivided as Mount Vernon (a small parcel next to Mount Vernon Avenue in 1921) and Abingdon in 1922. The area west of the Washington & Old Dominion tracks and north of Randolph Avenue, fronting on Raymond, Hume and the south side of Clifford avenues, was laid out as Hume Subdivision, also developed in 1922. The Oakville Triangle, the area east and north of the W. & O. D. tracks and fronting Calvert Avenue on the north and the Washington Alexandria Turnpike on the east, was largely developed in industrial uses in the 1940s. A few bungalows from the 1920s remain on Calvert Avenue, but the area is cut off from the rest of Potomac by the railroad tracks.

According to the Nethertons, the charter of the town of Potomac restricted the town's property owners to persons of the "Caucasian Race."¹⁹ The town, in advertising in the 1924 City Directory, claimed to be the only municipality in the United States that did

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 46

not have residents "of African Descent." The atmosphere at the early part of the century was not one of tolerance. Laws passed under the Virginia constitution of 1902 eventually denied the right to vote to non-Caucasians. The KKK had been very active in Northern Virginia since it had been reorganized in 1915. In 1924, the Klan held an immense cross-burning ceremony on the hills above Rosslyn, the light from which was visible in Washington, D.C. A long-time resident of Del Ray says that there was an active branch of the KKK in the area until the race riots of the 1960s.²⁰ However, a spot check of a small sample of deeds for areas ultimately included in the Town of Potomac revealed restrictions as to race only in some, not all deeds for Abingdon (e.g., Helen Reed to P. E. Allen et ux, 1925; Smith to Manning, 1925; Smith to Erzine;, 1925.) Also in 1925, property was deeded by Rollenhagen to Barnett, from Cato to Cato, and from Desmond to Dwyer, without any racial restrictions. Blanket restrictions against non-Caucasians were in effect in other Northern Virginia subdivisions such as Addison Heights (restricted both rental and ownership by non-Caucasians until after January 1, 1920--the original deed was filed in 1913); the Jones Addition to Livingston Heights, 1922; and Alcova Heights, 1921.

Interestingly, as of 1896, one lot, #22, in Del Ray is listed in the "Colored" section of the assessment books as belonging to a George E. Lancaster of D.C. He appears to never have built upon the lot, but retained ownership through 1932. Also in 1915, lots 216 and 218-220 are listed in the "Colored" section of the assessments records as belonging to Aaron O'Dell, with a house assessed at \$600. By 1920, however, O'Dell had sold his land and the new owner was listed in the "Whites" section of the records. Perhaps by 1932, the color bar was beginning to break as Assessments records that year show four property owners listed as colored, owning a total of ten and a half lots; one lot had a house on it.

The new town was to be governed by a mayor, and a council of six, to be chosen every other year, by ballot. Its officers were to include a clerk, a treasurer and a sergeant. The first mayor who was appointed until elections could be held in June (later changed to September 8) was Joseph Supplee, who had been active in the crusade against gambling at the race track. The first appointed

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 47

council included George Zachary, Richard Roberts, Walter Varney, William Kidwell, Charles Campbell, H. H. Powell, W. T. Emerson, J. V. Barrett and J. A. Carpenter. These men were representative of the cross section of white and blue collar citizens of Del Ray. According to the City Directory of Alexandria of 1910, their occupations included printer, clerk, teamster, attorney, butcher, steamfitter, engineer, and grocer.

The new municipality was granted the power to tax both personal and real property immediately for the purpose of improving sanitary conditions and securing police protection, as "an emergency exists," according to the act of the Assembly. One of the first items addressed by the new town council was to advertise for bids for the electric light franchise. Priority was also given to addressing the problems of sewerage, draining of standing water, and passability of streets.

When lighting was installed in 1909, the town of Potomac was served by the Arlington Lighting Company, which owned the electric lines, with power being provided by the Alexandria company. A map at the Lloyd House library shows the proposed extension of the lines along Mt. Vernon Avenue.

By 1908 there was a bank on Mt. Vernon Avenue. In May 1923 the Bank of Del Ray was chartered, with J. W. Varney, E. D. File, and Carl Budwesky as officers. John R. Harding and J. W. Carpenter were also on the Board of Directors. However, the Del Ray branch of Citizens Bank apparently outlasted the newcomer. A post office and telegraph office were located in St. Elmo but accessible to Del Ray. In addition, the 1910 city directory lists the following commercial establishments within the Del Ray area: a butcher, two grocers, two bakers, a dressmaker, and a tailoress. Professional services were provided by two ministers, two attorneys, a magistrate, and one doctor, Robert Yates, who was active in trying to improve sanitary conditions in the new town. Twenty-four people are listed as clerks, making that the dominant employment category listed. Twenty-seven people are listed in various jobs that are clearly related to railroading, from engineer to telegraph operator. The town council's efforts made the new community more attractive to new residents, and this, in combination with income available from the surge of jobs attendant upon the entry of the United States into World War I, is reflected in the increase in

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 48

building. By 1915 improvements were assessed on 111 lots. The 1915 assessments show that Charles Wood, the original developer, no longer owned any lots in Del Ray.

Mount Vernon School had been built between 1905 and 1906, and the Town Council met in its basement until it got too cold. Then they met at the home of the justice of the peace, Edward Clark, on East Lloyd Avenue, paying \$5 per month in the summer and \$8 per month in the winter. ²¹

By 1915, there were still no high schools in Alexandria County because "the majority of children of high school age are exempt from high school tuition in the city of Washington, and they go there and until this year anybody could go there free of tuition."²² The desirable teacher-pupil ratio at that time was considered to be not over forty-five children with one teacher for each class.

Water was mostly from the city or from the Alexandria Water Company, which had a pipe running to St. Elmo through Del Ray. The first hook-up in Del Ray appears to have been # 2585, to S. J. Heare, living at 218 East Oxford Avenue, on August 8, 1896. On October 5, 1907, the Alexandria Gazette reports a meeting of the residents of Del Ray to request that water be extended to their "village" by the Alexandria Water Company. Petitions were circulated by Walter Varney and George Zachary, and fifty residents signed up to receive Alexandria water.

Though the city of Alexandria had water piped to subscribers as early as 1857, the company had only 3 1/2 miles of pipe in the county in 1915. Plans were made to extend its line "from Leesburg Pike through Braddock, down Washington Avenue to the Park addition and the Poor House, thence north on Mount Vernon Avenue through Del Ray."²³ In 1907, most houses still had wells, but some were polluted.

The sewerage and water needs of the new subdivisions helped produce a subdivision ordinance in the county in 1914, but by then Del Ray had been in existence nearly nineteen years.

In 1915, and indeed through the twenties, most roads in the county were sand and gravel. The 1925 annual report of the town of

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 49

Potomac reports on the use of cinders from the rail yards to surface the roads. A photo in the National Archives of the Washington Alexandria Turnpike taken in Potomac in 1930 still shows the roadway unpaved.

The original two-plank sidewalks were replaced by the town in 1916, when it also upgraded the roads, using gravel and cinders. In 1927, sidewalks were laid on Mt. Vernon Avenue between Mt. Ida and the W.O.D. tracks. Mount Vernon Avenue itself had been paved in 1912 or 1913 and repaved in 1927 and 1928. ²⁴

In 1915, the Capital City Telephone Company had five miles of poles in the Jefferson district, and Southern Bell Telephone Company had 3 1/2 miles of poles carrying 16 2/3 miles of wire in Jefferson district. Though ads can be found in the Alexandria Gazette as early as 1896 for telephone service (listing the names of the eighteen progressive individuals and businesses who subscribed), and the service was extended to Potomac by Southern Bell in 1911, by World War I there were still only 555 subscriptions in the County. ²⁵

By 1915, the Alexandria City Gas Works had "between 1,600 & 1,700 customers, but the gas lines stopped at Payne & Duke Streets." ²⁶ There was still discussion going on in 1926 of extending the city gas mains into the town of Potomac. ²⁷

The city of Alexandria tried to annex the part of Alexandria County containing the town of Potomac and the Potomac Yards, which represented a prime source of tax revenue, in 1915. The citizens resisted vigorously, testifying that though the city of Alexandria had fifty-seven barrooms, there were none in the county. Annexation was denied.

In 1917, Potomac played host to a group of soldiers and sailors who camped on the site of the old race track. They were offered hospitality by members of the town. Many of them suffered from the severe flu epidemic, which was exacerbated by the lack of sewer service.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 50

Transportation in the Early Twentieth Century

The siting of Del Ray took advantage of excellent transportation connections not only for commuting, but also for pleasure. The Washington, Alexandria and Mount Vernon Railroad (which began life as the Alexandria and Fairfax Railroad) was the first electric railroad to cross the Potomac River and go to Alexandria. It was built between 1892 and 1904 and it ran along the route of today's Commonwealth Avenue. Between 1906 and 1916 it took passengers from Washington, D.C., and Alexandria to Frederick Ingersoll's amusement park, Luna Park, which was built by the railroad at Four Mile Run.²⁸ Washington Luna Park, which was chartered in 1905, had the right to five hundred acres on which it would provide "the best class of entertainment as now maintained in the United States and Europe."²⁹ The park cost \$350,000, with exotic architecture and shows featuring, among other things, elephants. After a disastrous fire, however, the park waned in popularity, and was dismantled in 1915.

The WA&MV railroad not only provided transportation to farmers, commuters and students, but also to tourists. It ran not only to the amusement park, but also to the Mount Vernon shrine, which, since it had been opened to the public in 1859, had been accessible only by a slow trip down the Potomac River, by excursion steamer or by private boats. The existing roads used for transport in the last decade of the nineteenth century were still winding and not paved, so that improvement was urgently desired. From 12th Street and Pennsylvania, Avenue, D.C., where the WA&MV tracks terminated, to Mount Vernon was exactly 12.8 miles via the trolley cars, and cost 80 cents. Now tourists and residents could ride easily and farmers could conveniently ship their produce to market. The line was profitable until the 1920s, when it went into receivership.³⁰ In 1932 the trolley, which had been losing business to the auto, was phased out, when the federal government took its Washington terminal to use for new federal buildings. Its right of way was used for the George Washington Memorial Parkway.

The Washington and Old Dominion Railroad had succeeded the Alexandria, Loudon and Hampshire Railroad, and by 1915 connected Alexandria to the District of Columbia, Rosslyn, Great Falls, Purcellville, and Bluemont. It stopped at Alexandria, the Potomac Yards, Alexandria Junction, St. Elmo, and to Bluemont Junction,

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 51

which complete trip took only fifteen minutes. In Alexandria, the line connected to the Southern Railway for journeys in that direction. ³¹ The last passenger train on the Washington and Old Dominion ran on May 31, 1951. Part of the reason for the dissolution of the company involved the tremendous expense of protecting the driving public from accidents at the prevalent on-grade railroad crossings. ³²

Bus operations became profitable in the 1920s as they provided more flexibility in routes than the trolleys or the railroad. Between 1926 and 1928 the newly established bus company of Leon Arnold grew from nine buses per day with an average of 1,500 passengers to twenty-two buses per day with an average of 5,000 passengers. ³³

The 1920s

Many of the new workers who came to Washington as a result of World War I found such suburbs as Del Ray convenient for commuting. The government grew during that war and again during the Depression and World War II, and the demand for housing remained high as new jobs were created to serve the needs of the growing federal presence.

By 1921, as shown on the Sanborn Insurance Map, a total of 168 buildings stood in the original subdivision of Del Ray, excluding auxilliary buildings such as garages and chicken coops (an ad in the Alexandria Gazette for the new subdivision of Mt. Ida established in this period stresses that a family living there could have its own chicken coop--as today's subdivisions advertise that children moving to them can have dogs.) The residential buildings were uniformly of frame construction except for two at 215 and 219 East Oxford Avenue, and one at 403 East Howell. The house at 404 East Windsor was of stone. The house at 210 East Howell was identified as being of metal, but by 1957 it was identified as frame. Forty-six building permits were issued in 1923 and ninety in 1925 (this includes the whole town of Potomac, not just the original Del Ray subdivision.) The Committee on Building reported in the 1924 yearbook that:

This we believe is a record year in building activities. A number of very fine dwellings have gone up and among the business houses might be mentioned the Harding Block of three stores and apartments, the Ezrine block of four

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 52

stores and four apartments and the Bank of Del Ray and two apartments, all of brick and tile construction.

Businesses that were identified on the 1921 Sanborn map include groceries at the corner of Howell and Mt. Vernon, and on the south side of Oxford on both the east and the west sides of Mt. Vernon. Underground gas tanks, indicating gas stations, were on the same lots as the two groceries on the west side of Mt. Vernon. A variety store stood in the middle of the 2000 block of Mt. Vernon Avenue on the west, and a barber shop was located on the east side of Mt. Vernon Avenue in the 2300 block. A large greenhouse operation was located in the middle of the south side of the 300 block of Windsor Avenue. Mount Vernon School was shown where it is today (though today's building is a replacement of the original.)

A promotional brochure for the Mt. Ida Subdivision, published in 1922, was supported by businessmen of Del Ray who hoped to attract business from the new residents nearby. Advertising listings included: The Del Ray Meat Market, Geo. (sic.) W. Hatton, Proprietor; American Grocery Store, Lloyd Ave., Del Ray, A. F. Driscoll, Proprietor; The Del Ray Department Store; S. D. DeVaughan, Contractor and Builder, Del Ray; J. C. Ellis, Real Estate and Insurance, Mt. Vernon and Oxford Avenues, Del Ray; Del Ray Barber Shop, James Donato, Proprietor; Milk! Milk! Rich and Pure, W. M. Moriarity, Del Ray; T. H. Coates, Cleaning-Dyeing, Pressing-Repairing, Mt. Vernon and Oxford Avenues; and the Del Ray Drug Store, W. H. Whittlesey, Proprietor. All were neighborhood businesses fulfilling the needs of the surrounding residents. Interestingly, many of these establishments were scattered throughout the Town, rather than being concentrated on Mount Vernon Avenue--a foreshadowing of the mixed use recommended today by up-to-date planning theory.

A health clinic was set up in the Del Ray section of Jefferson District in 1923.³⁴ A concerted effort was made by the town to complete the sewer hook up and do away with privies. In 1923, R. J. Yates, the town physician and chairman of the Committee on Sanitation, reported 318 sewer taps, and by 1924 it was reported in the Arlington County Directory that Potomac had "the distinction of being the only town in the state which installed a complete sewer system upon every street then existing within the Town . . . so that connection could be made from any lot or tract of land." By

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 53

1925, the Committee on Public Safety and Property reported that "all cesspools and outside toilets have been done away with and our town has become a most healthy place to live in, the sanitary conditions being excellent." 35

With the majority of the buildings of the town of Potomac being of wood, fire was of major concern. The town had two volunteer fire companies of fifty men each: Del Ray Engine and Motor Company #1 and St. Elmo Company #2. The two companies were consolidated at the Del Ray station (at that time the old Baptist Church, which had been moved to Windsor Avenue) on November 6, 1924. W. U. Varney was the first president, J. R. Harding the first vice president, W. B. Fulton the recording secretary, J. R. Johnson the assistant recording secretary, and R. G. Craver the treasurer. The company began with one Reo Engine Pumper with a 300-gallon tank and one model T Ford Chemical Wagon with a 235-gallon tank. Funds for new equipment were raised by dues, donations, and benefit movies shown at the Palm Theatre (the building still stands at 2402 Mount Vernon Avenue). 36 In 1925 the county installed fire plugs on county roads, and the Town invested in new equipment.

In order to house the engines the old property known as the fire engine house (the old Baptist Church) was purchased from the Board of Supervisors (of Arlington County, as Alexandria County had been known since 1920) at a public sale for \$1,175.00, with a slight additional cost the building was fitted up so that the Council could hold their meetings and the Mayor his trials. A garage was built in the rear of the building to house the one man grade, one lot was also purchased adjacent to the building giving the Town a frontage of 50 feet on Windsor Avenue . . . It is the belief of these committees that the town is outgrowing its present quarters and it will be necessary to erect a more modern building to house the fire engines and the council. 37

By 1925 the plans had been expanded to include

A suitable building to house the fire engines, a jail so that prisoners could be used and worked on the town streets at great saving to the tax payers, suitable quarters

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 54

in which the Council could meet, and last but not least a large auditorium for use of the entire community.

Bonds were sold to finance the new building after eighty-five residents voted in favor of the issue. Sixty residents voted nay. Francis Drischler was employed as architect. The lowest bid, \$24,898, by David Bayliss, of Braddock, was accepted. The bid did not include the cells for the jail, the heating plant or the electric light fixtures, the combined cost of which was estimated at about \$5,000. The committee acquired two more lots adjacent to the original site of the old fire house, making a total frontage of one hundred feet on Windsor Avenue.³⁸ The cornerstone of the new brick Potomac Fire House and Town Hall, which still exists on East Windsor Avenue, was laid the following year, 1926.

By 1924, the Arlington Directory described the town of Potomac as "suburban in nature, dotted with beautiful homes and happy families." By this date, the directory listed a high school in the town as well as two volunteer fire companies of fifty men each and a complete sewer system serving every dwelling in the town. The town now had a police department of seven men, a building inspector, an electrical inspector, an officer for the Board of Sanitation, a sanitary engineer, and a corporation attorney. The town also promulgated its own building codes.³⁹

In addition, by 1924, though most families owned cars, and the Washington-Virginia Railway Company (successor to the Washington, Alexandria and Mt. Vernon Electric Railway) provided ten-minute streetcar service between Alexandria and Washington. The Alexandria, Barcroft and Washington Rapid Transit Company offered transport every twenty minutes between the two cities as well. By 1924, the town had more than thirty stores: ten groceries, about five dry goods stores, three car garages, two barber shops, and four real estate and insurance companies, plus repair shops, cleaners and clothing shops, and even a movie theatre. The theatre, The Palm, showed westerns and a serial on Saturday afternoons to the faithful crowd of neighborhood children.

In 1923 the town clerk had complained of the difficulty of collecting taxes without an efficient filing system showing ownership of lots. With prodding from town merchants and the post office, enamel street markers were erected at intersections in 1925

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 55

and numbers were assigned to every parcel. An appeal was made to citizens to secure the numbers for their houses and place them where they could readily be seen.

Annexation: 1927-1929

Alexandria tried to annex the town of Potomac again in 1927, and this time it was successful, though the townspeople originally opposed the transaction and refused to reelect the council members who supported the annexation. Though the new council members originally voted against annexation, eventually sentiment changed and the resolution was rescinded. The process took two years, but annexation was approved on May 4, 1929. With the town of Potomac, the city of Alexandria gained a health center and fire station, though it had to pay the county \$500,000 for public improvements in the annexed area. Alexandria assumed the outstanding debt of the town, which was \$119,000.⁴⁰

The population of Potomac at the time of annexation was 2,355. The town of Potomac contained 238.10 acres. The assessed value of all the territory annexed from Arlington County (including the Potomac Yards) was \$4,317,516. With annexation, the tax rate for citizens of Potomac dropped from \$3.60 per \$100 assessed valuation to the prevailing Alexandria rate of \$2.65 per \$100.⁴¹

Testimony given at the hearing said that the city desired the annexation because of its congestion, and because it could render superior service to the county residents, by providing an adequate sanitary sewer system and by improving the streets and parking.
42

With annexation, Company Number One of the Potomac Fire Department became Alexandria's Potomac Truck and Engine Company Number Two. It brought with it fifty active members and twenty-five on the honorary roll. It is interesting that, though Alexandria had had a phone system since 1891, phones were not installed in the fire stations until 1930. The rescue squad, formed at the Potomac Station in 1930, was the first in Alexandria. Alexandria Company Number Two covered all of Arlington, Fairfax and occasionally East Falls Church, answering more than two hundred alarms a month. In December of 1945, the company fought the worst fire it had faced to that time, when the Del Ray Recreation Center (originally built by

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 56

J. H. Poladian in 1939), Del Ray Apartments, Del Ray Restaurant, and in fact all the businesses located on the east side of the 2400 block of Mount Vernon Avenue burned, leaving thirteen families homeless.⁴³ The Poladian building was rebuilt in its original Art Deco style which can be seen today.

The annexation produced a dispute over whether the pumper from the Potomac Fire Station would go to Arlington or Alexandria. It resulted in a suit by the outgoing mayor of Potomac, W. B. Fulton, and councilwoman Naomi B. Craver.⁴⁴ Nevertheless, efforts were made to make the transition as amicable as possible. Annexation was marked by a gala program of music and dance at the Potomac Fire Station, preceded by an auto parade between Potomac and Alexandria. According to the Alexandria Gazette of Dec. 29, 1929, "On the stroke of twelve, the big siren at the engine house will let loose to announce the birth of 1930, and incidentally to announce that the territory formerly part of Arlington County is from then on a part of Alexandria."

The 1930s

The Potomac Citizens Association continued to be active after annexation as before, sponsoring activities for the community such as Christmas parties for the children, at which they were presented with "attractive stockings filled with candy, fruit and nuts" courtesy of local businesses.⁴⁵ After the annexation, the Citizens Association was reorganized and expanded to include the whole of the newly annexed territory, beyond the borders of the town of Potomac. The Town Hall, henceforth known as the Community Building, continued to serve as a community meeting place, with a fully booked schedule. For example, for the week of January 4, 1930, the following meetings were held: Monday, the Patriotic Order of Americans; Tuesday, the Patriotic Sons of America; Wednesday, the Auxiliary of the Alexandria Fire Department; Thursday, the Potomac Social Club; Friday, the Potomac Industrial Association; Saturday, a square dance sponsored by Mount Vernon Council Number One of the Daughters of America.⁴⁶ On other occasions, the Rappahanock, Fredericksburg and Potomac Shopmen used the Hall.

Many clubs provided occasions for Potomac neighbors to socialize and engage in constructive activities, including the Women's

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 57

Missionary Society of the Del Ray Methodist Episcopal Church, Mrs. Sowers's Bible class at the Del Ray Baptist Church, The Potomac Lodge of the Odd Fellows, the Henry Knox Field Masonic Lodge (which was meeting over the fire department at the time), the Friday Night Club and the Club of Twelve. The Del Ray Athletic Club enthusiastically supported a basketball team, the Red Birds. There was also a girls' basketball team and even a Yoyo Club "under the able leadership of popular local dentist Dr. C. L. Major."⁴⁷

At the time of annexation, there were 1,150 students in the two Potomac schools : Mount Vernon School had 800 students in six grades, where the fifteen teachers handled average classes of fifty-three students each, and George Mason School, built in 1923, which had 350 students in the junior and senior high school curriculum, with an average class size of twenty-nine. The high school had a cadet corps of over one hundred members and "a splendid drum and bugle corps which last year won the Arlington County Competitive Drill "⁴⁸

While building permits from the town of Potomac are not available,⁴⁹ a count of buildings on the 1931 Sanborn map of the original area of Del Ray (Section 1) shows 257 buildings. The map of the whole area of the town of Potomac shows 590 buildings by the time the 1931 Sanborn was finalized. Building permits for the area of Potomac are largely available for the period after annexation: three issued in 1930, one in 1931, ten in 1932, fifteen in 1933, five in 1934, eighteen in 1935, thirty-eight in 1936, fourteen in 1937, twenty-seven in 1938, and twenty-four in 1939: a total of 155. By 1930, businesses had begun to cluster along Mount Vernon Avenue, and major improvements to that avenue had been scheduled.

Present-Day Del Ray

In the 1970s businesses were in decline along Mt. Vernon Avenue, though a resident of 41 years could recall it thriving in her youth, with five-and-dime stores and movie theaters. In an effort to revitalize the area, the city embarked on a \$2 million program of loans and assistance to thirty-two businesses, and earmarked 2.5 million to route many of the street utilities underground.⁵⁰

Both the city and the Citizens Association of Del Ray are committed to boosting the commercial vitality of Mount Vernon Avenue, and to

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 58

maintaining the ambience and livability of the residential areas. A historic district will promote these objectives and bolster community efforts to resist the development pressures produced as the Potomac Yards area, across Route One to the east, is intensively developed.

ENDNOTES

1. (Jottings from the Annals of Alexandria, p. 134)
2. F.L. Brockett
3. (Deed Book R 4, page 171, Arlington County. The plans for Del Ray are in Liber O #4.)
4. Newell, p. 21
5. (Arlington History Magazine, II, 4, p. 32).
6. Newell, p. 83.
7. Alexandria Gazette, Feb. 19, 1898, p. 3.
8. Alexandria County Assessments, 1898.
9. From an undated newspaper article in the Lillian G. Perry Scrapbook at the Lloyd House in Alexandria.
10. Alexandria Gazette, January 2, 1896.
11. Alexandria Gazette, January 27, 1896.
12. This author has read the original Charter of the Town of Potomac without finding any reference to race. The deeds for property in the subdivisions of Del Ray I and II, St. Elmo and Hume appear to be free of race restrictions, even through the twenties. Several deeds for property in Abingdon, however, written in the twenties, do contain exclusionary clauses. Other jurisdictions also had exclusionary covenants at this time. The Town of Herndon, for instance, passed an ordinance in 1923 restricting the sale of property to non-whites without permission of the Town Council. (Netherton, in Fairfax County, A History, p. 540)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 59

13. Netherton, p.103.
14. (Netherton, ibid. p. 98)
15. Netherton, p. 91.
16. Alexandria Gazette, October 30, 1903
17. Alexandria Gazette, 10/19/1907.

18. Rose, "The 1929 Annexation" p. 18.
19. Netherton, p. 133.
20. Pete Crabill, personal communication, July, 1989
21. Naomi Craver, in The Alexandria Gazette
22. Superintendent William Hodges, Alexandria County, at the annexation hearings, 1915, in C.B. Rose, "Annexation of a Portion of Arlington County by the City of Alexandria in 1915", p. 32.
23. C.B. Rose, op.cit. p. 28
24. Naomi Craver, "Potomac Was Incorporated Twenty-Two Years Ago," Alexandria Gazette, January 2, 1930.
25. Netherton, A Pictorial History of Arlington County, p. 99
26. Ibid., p. 99
27. Alexandria Gazette, 9/25/26.

28. Rick Kunro, "Evolution of the Suburbia: an Analysis of Development in Arlington County, Virginia", 1977
29. Charter Books, Arlington County, 20 December, 1905.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 60

30. Philip Bagdon, pp. 20 - 32.
31. Ames Williams
32. Netherton, ibid. p. 175.
33. Netherton, ibid. p. 146
34. R. G. Beachley, M.D., p. 38.
35. Yearbook, Town of Potomac, 1925.
36. Chief Sampson's Scrapbooks
37. Yearbook, Town of Potomac, 1924.
38. Yearbook, Town of Potomac, 1925.
39. The codes are available on microfilm at the Lloyd House in Alexandria.
40. C.B. Rose, "The 1929 Annexation", p. 18.
41. M.T. Dwyer in the Alexandria Gazette, January 1, 1930.
42. C.B. Rose, op.cit., p. 14. This despite the claims of Potomac to have a complete sewer system already. Rose goes on to say that Alexandria probably wanted the revenue from the Potomac Yards, which contained most of the public utility property in the disputed part of Jefferson District. The Yards in 1928 were assessed at \$1,420,374 and paid the county \$29,450 annually in taxes on capital.
43. Chief Sampson's Scrapbooks
44. Alexandria Gazette, Dec. 31, 1929.
45. Businesses listed in the Gazette as sponsoring the Christmas party of 1929 included the Del Ray Drug Store, Mooney Dry Goods Store, The Sanitary Stores, A & P Stores, Hamiltons Novelty Store,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 61

Service Hardware, Rexall Drugs, Sol Cohen's grocery, Miller's Market, Potomac Lunch, the Potomac Yards Service Station, and United Union Lunch.

46. Alexandria Gazette, January 4, 1930.

47. Alexandria Gazette, January 15, 1930.

48. Alexandria Gazette, January 2, 1930.

49. Tradition has it that the building permits were among Town records burned by those disaffected by the annexation. Some credence may be lent to this by the fact that the copy of the Town Yearbook for 1923 which is in the State Archives in Richmond is charred. Fortunately, many building permits issued by Alexandria after annexation are on microfilm in City Hall. Some originals with blueprints remain in cardboard boxes at the Alexandria Archives.

50. Marc Lacey, "Where We Live: Despite Diversity, Del Ray has a Sense of Community", Washington Post, 7/18/87.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 62

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 63

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 9 Page 64

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 65

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National Register of Historic Places Continuation Sheet

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 67

Note: Points referenced below are plotted on accompanying Sanborn map.

Verbal Boundary Description

Beginning at Point A located at the southwest corner of the intersection of Commonwealth and East Bellefonte Avenues; thence proceeding east along the south side of E. Bellefonte Avenue to Point B, directly opposite the southeast corner of the property at 516 E. Bellefonte Avenue; thence proceeding north to Point C at the northeast corner of the property at 516 E. Bellefonte Ave.; thence west to Point D along the rear property lines of lots 512-516 E. Bellefonte; thence north to point E across E. Howell Ave. from the northeast corner of the property at 509 E. Howell; thence west to Point F, at the southeast corner of the property at 504 E. Howell Ave; thence north to Point G at the northeast rear corner of the property at 504 E. Howell Ave; thence east to point H at the southeast corner of the property at 517 E. Windsor Ave.; thence north to point I at the northeast corner of the property at 521A E. Custis Ave; thence east to point J at the northeast corner of the property at 2200 Jefferson Davis Highway, Rte. 1; thence north to point K at the northeast corner of the intersection of the linear park formed by the old Washington and Old Dominion Railroad right of way; thence following the northern boundary of the park to a Point L where the rear lot line of the property at 301 Raymond Ave. intersects with the park boundary; thence east to Point M at the southeast corner of the property at 407 Raymond Ave.; thence north to Point N at the northeast corner of the property at 407 Raymond Ave; thence east along the southern edge of Raymond Avenue to a Point O opposite the southeast corner of the property at 410 Raymond Ave; thence north to Point P at the northeast corner of the lot at 410 Raymond Ave; thence east along the rear lot lines of the properties at 411 through 417 Hume Avenue to Point Q at the southeast corner of the property at 417 Hume Ave.; thence north to Point R directly across Hume Avenue from the northeast corner of the property at 417 Hume Ave; thence west along the north edge of Hume Avenue to Point S at the southeast corner of the property at 416 Hume Ave; thence north to Point T at the northeast corner of the property at 416 Hume Ave; thence west along the rear lot lines of 415 and 417 Clifford Avenue to the southwest corner of 415 Clifford Avenue, Point U; thence north along the property line between 413 and 415 Clifford Avenue to a Point V directly across Clifford Avenue from the northeast corner of the property

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 10 Page 68

at 413 Clifford Avenue; thence west to the southeast corner of 408 Clifford Avenue, Point W; thence north along the property line to Point X, the northeast corner of the property at 408 Clifford; thence west along the middle of the block to Point Y at the southeast corner of the property at 321 La Verne Ave.; thence north to Point Z at the northeast corner of 321 La Verne Avenue; thence east to point AA on the south side of La Verne Avenue directly opposite the southeast corner of the property at 322 La Verne Avenue; thence north to point BB at the northeast corner of the property at 322 La Verne Ave; thence west to Point CC at the southeast corner of the property at 321 Ashby Street; hence north to Point DD, directly across Ashby from the northeast corner of the property at 322 La Verne Ave; thence west along the north side of Ashby Street to Point EE, directly across Ashby from the northwest corner of the property at 205 Ashby Street; thence south to a Point FF at the southwest corner of the property at 205 Ashby Street; thence west along the rear lot lines to the northwest corner of the property at 200 La Verne Ave., Point GG; thence south to a point HH directly across La Verne Ave. from the southwest corner of 200 La Verne Ave.; thence east to the northeast corner of the property at 201-201A La Verne Ave., Point II; thence south along the eastern property line of 201 La Verne Ave. to a point, JJ, where that line intersects with the north side of Clifford Ave; thence west along the north side of Clifford Ave. to a Point KK, directly opposite the northwest corner of the property at 117 Clifford Ave.; thence south along the western property line of 117 Clifford Avenue to a point, Point LL, at the south west corner of the property of 117 Clifford Ave.; thence west along the rear lot lines of 106-116A Hume Ave. to a Point MM at the northwest corner of the property at 106 Hume Ave; thence south to a Point NN directly across Hume Ave. from the southeast corner of the property at 106 Hume Ave; thence east along the south side of Hume Avenue to Point OO at the northwest corner of the property at 111 Hume Avenue; thence south along the property line of 111 Hume Ave to the southwest corner of the property, Point PP; thence east along the rear lot lines to the northeast corner of the property at 112 Raymond Ave, Point QQ; thence south along the lot lines to the southeast corner of the property at 112 Raymond Ave, Point RR; thence west along the north side of Raymond Ave. to a Point SS opposite the northwest corner of the property at 103 Raymond; thence south along the western property line of 103 Raymond to a Point TT at

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 69

the southwest corner of that property; thence west along the north property lines of part of 104 East Randolph and of 2 '5 Mount Vernon Avenue, to a point across Mount Vernon Avenue directly opposite the northwest corner of the property at 2705 Mount Vernon Avenue, point UU; thence south along Mount Vernon Avenue to a point VV, directly opposite the southeast corner of the intersection of Stewart and Mount Vernon avenues; thence east along the south side of Stewart Avenue to a Point WW at the northwest corner of the property at 105 Stewart Avenue; thence south to Point XX at the southwest corner of the property at 105 Stewart Avenue; thence east along the rear property lines of 105-111 Stewart Avenue to the southeast corner of 111 Stewart Ave., point YY; thence south along the eastern property line of 210 Mt. Ida Ave. to the southeast corner of that property, point ZZ; thence northeast along the north edge of Mt. Ida Avenue to a point opposite its intersection with Mt. Vernon Avenue, Point AAA; thence south along the west side of Mt. Vernon Avenue to Point BBB, the northwest corner of the intersection of E. Uhler and Mount Vernon Avenues; thence west along the north side of E. Uhler Ave. to Point CCC, at the southwest corner of the intersection of West Uhler Avenue and Commonwealth Avenues; thence south along the west side of Commonwealth Avenue to Point DDD, the southeast corner of the intersection of Wyatt and Commonwealth Avenues; thence east along the northern property lines of the property at 2311 Commonwealth Avenue and 4-8 E. Del Ray Avenue to the northeast corner of the property at 4-8 East Del Ray Ave., Point EEE; thence south along the eastern property line to the southeast corner of the property at 4-8 East Del Ray Ave., Point FFF; thence west along the north side of East Del Ray Avenue to a point on the west side of Commonwealth Avenue, GGG, directly opposite the northeast corner of the intersection of East Del Ray and Commonwealth Avenues; thence south along the west side of Commonwealth Avenue to the point of origin.

BOUNDARY JUSTIFICATION

The Town of Potomac Historic District contains the majority of the historic buildings remaining in reasonable contiguity within the borders of the original town. An effort was made to include as much of the original territory of the town as retained its integrity. The commercial area included along Mt. Vernon contains a variety of resources dating from 1895 to 1941, encompassing

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 70

styles from Italianate townhouse to Moderne. The residential areas include both single and multi-family housing and styles from modified Queen Anne to Tudor Revival.

Erosion of the historic fabric has occurred on some of the edges of the town, notably the triangle north of Uhler and west of Mt. Vernon, where the school has been replaced and a new library, recreation center, and park built; the large office building housing the Alexandria Human Services Department and the area immediately behind it have been excluded as too altered or too recent. The area to the east of Mt. Vernon Avenue north of the apartment building at 2701-2705 Mt. Vernon Avenue has been redeveloped part-way into the blocks, and that area has been excluded; The Waverly Taylor area, north of Clifford Ave. and west of the railroad right-of-way was developed after 1941, as was the majority of the Oakville Triangle, the area northeast of the Railroad right-of way bordering on Calvert, Swann and Fannon Avenues. The Oakville area is largely industrial, and is accessed via Route 1.

UTM References - continued

E 18/321940/4299000

F 18/320840/4298900

G 18/321020/4299420

H 18/321230/4299440

I 18/321200/4299680

J 18/321400/4300080

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number Photo Page 71

PHOTOGRAPHS

All photographs are of:

TOWN OF POTOMAC HISTORIC DISTRICT
City of Alexandria, Virginia
DHL FILE # 100-136

1. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 122, 124 Randolph Avenue, view looking northwest
NEG. NO.: J-17-19
FILE NO: DHL 100-136
PHOTO 1 of 11
2. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 119, 121 Clifford Avenue, view looking southeast
NEG. NO.: S-14-19
FILE NO: DHL 100-136
PHOTO 2 of 11
3. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 303, 301 Clifford Avenue, view looking southwest
NEG. NO.: J-17-24
FILE NO: DHL 100-136
PHOTO 3 of 11
4. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 201 Hume Avenue, Gibson's Korner Store (sic.), view
looking southeast
NEG. NO.: J-16-3
FILE NO: DHL 100-136
PHOTO 4 of 11
5. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 212 East Bellefonte Avenue, example of Newesta
2-family building, view looking north
NEG. NO.: S-9-7
FILE NO: DHL 100-136
PHOTO 5 of 11

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Photo _____ Page 72

6. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 2213 Mount Vernon Avenue, AirPac building, view
looking southeast
NEG. NO.: 8-23
FILE NO: DHL 100-136
PHOTO 6 of 11

7. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 2707 DeWitt Avenue, view looking east: Gold Bond
Portable Chapel
NEG. NO.: 15-2
FILE NO: DHL 100-136
PHOTO 7 of 11

8. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 2401 Mount Vernon Avenue, Potomac Trust Co.
Building, view looking northeast
NEG. NO.: A-10-8
FILE NO: DHL 100-136
PHOTO 8 of 11

9. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 213 East Windsor Avenue, Potomac Fire Department
and Town Hall, view looking south
NEG. NO.: 8-12
FILE NO: DHL 100-136
PHOTO 9 of 11

10. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 209 East Del Ray Avenue, Abundant Life Church, view
looking northeast
NEG. NO.: A-9-12
FILE NO: DHL 100-136
PHOTO 10 of 11

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number _____ Photo 73
Page _____

11. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 210 East Howell Avenue, view looking north
NEG. NO.: A-1-13
FILE NO: DHL 100-136
PHOTO 11 of 11