

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Maine Street Historic District

Other names/site number: Downtown Fallon Commercial Corridor

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing: N/A)

2. Location

Street & number: An area including properties generally along Maine Street between Dave Miller Drive and Stillwater Avenue, along Center Street between Carson Street and Broadway Street, and along Williams Avenue between East Street and Taylor Street

City or town: Fallon

State: Nevada

County: Churchill

Not For Publication: ☐

Vicinity: ☐

3. State/Federal Agency Certification

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

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

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local
Applicable National Register Criteria:

x A B C D

Rebecca Palmer
Signature of certifying official/Title: Rebecca Palmer, SHPO

07/11/19
Date

Nevada State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

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

Daniel Delahaye
Signature of commenting official: Daniel Delahaye

Date

Federal Preservation Officer

United States Postal Service

Title

State or Federal agency/bureau
or Tribal Government

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>66</u>	<u>42</u>	buildings
<u> </u>	<u> </u>	sites
<u>11</u>	<u>1</u>	structures
<u> </u>	<u> </u>	objects
<u>77</u>	<u>43</u>	Total

Number of contributing resources previously listed in the National Register 4

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE - business
COMMERCE/TRADE - professional
COMMERCE/TRADE - organizational
COMMERCE/TRADE - financial institution
COMMERCE/TRADE - specialty store
COMMERCE/TRADE - department store
COMMERCE/TRADE - restaurant
COMMERCE/TRADE - warehouse
SOCIAL - meeting hall
GOVERNMENT - city hall
GOVERNMENT - correctional facility
GOVERNMENT - fire station
GOVERNMENT - government office
GOVERNMENT - post office
GOVERNMENT - public works
GOVERNMENT - courthouse
RECREATION AND CULTURE - theater
INDUSTRY/PROCESSING/EXTRACTION - manufacturing facility
INDUSTRY/PROCESSING/EXTRACTION - communications facility
INDUSTRY/PROCESSING/EXTRACTION - industrial storage
VACANT/NOT IN USE

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE - business
COMMERCE/TRADE - professional

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

- COMMERCE/TRADE - organizational
- COMMERCE/TRADE - financial institution
- COMMERCE/TRADE - specialty store
- COMMERCE/TRADE - department store
- COMMERCE/TRADE - restaurant
- COMMERCE/TRADE - warehouse
- SOCIAL - meeting hall
- GOVERNMENT - city hall
- GOVERNMENT - correctional facility
- GOVERNMENT - fire station
- GOVERNMENT - government office
- GOVERNMENT - post office
- GOVERNMENT - public works
- GOVERNMENT - courthouse
- RECREATION AND CULTURE - theater
- INDUSTRY/PROCESSING/EXTRACTION - manufacturing facility
- INDUSTRY/PROCESSING/EXTRACTION - communications facility
- INDUSTRY/PROCESSING/EXTRACTION - industrial storage
- VACANT/NOT IN USE

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN / Queen Anne

LATE VICTORIAN / Richardsonian Romanesque

LATE 19TH & 20TH CENTURY REVIVALS / Classical Revival

LATE 19TH & 20TH CENTURY REVIVALS / Spanish Colonial Revival

LATE 19TH & 20TH CENTURY REVIVALS / Tudor Revival

LATE 19TH & 20TH CENTURY AMERICAN MOVEMENTS / Craftsman

MODERN MOVEMENTS / Other: Ranch

MODERN MOVEMENTS / International

MODERN MOVEMENTS / Contemporary

MODERN MOVEMENTS / Art Deco

MODERN MOVEMENTS / New Formalism

MODERN MOVEMENTS / Corporate Post-modern

MODERN MOVEMENTS / Neo-Eclectic

One-part Commercial Block

Warehouse

Two-part Commercial Block

Other: Garage

Motel

Suburban Office

Bungalow

Gabled-Ell

Gable Front

Strip Mall

Diner

Foursquare

Gas Station

Hall-and-Parlor

Prefabricated/Modular

Pyramid Roof

Storage Tank

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD, BRICK, STONE, METAL, STUCCO,
ASPHALT, CONCRETE, CERAMIC TILE, GLASS, SYNTHETICS

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Narrative Description

Summary Paragraph

The Maine Street Historic District comprises the historic downtown of Fallon, Nevada, as it developed between 1901 and 1966. The downtown district sits at the historic center of Fallon, which is near the geographic center of Churchill County and the Lahontan Valley, the terminus of the Carson River. The Carson River runs just one mile north of the historic district, emptying into the Carson Sink northeast of the city. Mountain ranges such as the Dead Camel, Hot Springs, Desert, and Stillwater Ranges ring the Valley. Farmland, most of it irrigated as part of the Newlands (or Truckee-Carson) Irrigation District, surround most of the community.

The historic district includes a total of 124 resources distributed along the three primary corridors of commercial, industrial, and warehousing development in Fallon. Maine Street anchors the district as the historic north-south corridor for the downtown area. Secondary but significant corridors include Center Street, which was the route of the Lincoln Highway through Fallon in the early-twentieth century, and Williams Avenue, which included portions of the historic Lincoln Highway corridor, and is the current alignment of U.S. Highway 50. The nominated area includes commercial, industrial, and warehouse buildings as well as surviving social institutions, public facilities, and some residential buildings along these commercial corridors. The district includes an array of early- and mid-twentieth century buildings and structures, dominated by simplified one-part commercial block buildings, some with Classical Revival detailing, but most with mid-century Modern modifications. Many of these modifications were made after a devastating earthquake in 1954. The historic concentration of this development pattern extends along Maine Street bounded roughly by Stillwater Avenue on the south and Dave Miller Drive on the north, and along Williams Avenue and Center Streets, bounded roughly by East Street on the east and Taylor Street on the west. There are some civic and commercial buildings south of Stillwater on Maine, but the character of that area is predominantly residential, and was almost exclusively residential during the historic district's period of significant.

The district includes eighty-one (81) contributing resources, including seventy (70) buildings and eleven (11) structures, totaling 65.3 percent of the resources in the district. Four of those buildings are listed individually in the National Register of Historic Places, and an additional two buildings are listed in the Nevada State Register of Historic Places. The resources in the nominated area developed into four general concentrations, each with unique emphases in building types and uses. Maine Street south of A Street, as well as Center Street, is the commercial core of the district, dominated by commercial buildings constructed between 1910 and 1940, although most of which have been modified into post-war examples of commercial design. Maine Street north of A Street is characterized by warehouse and light manufacturing buildings clustered around the former Southern Pacific Railroad terminus. The Williams Avenue corridor that bisects Maine Street includes largely post-war travel-related motels and service stations on its east and west ends, with some earlier service facilities and residences intermixed. Lastly, there is a small civic center anchored at the intersection of Williams and Maine Street that houses both municipal and county services. Because of Churchill County's unique development pattern, downtown Fallon stands as one of only three commercial centers of any

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

size to emerge in Churchill County. The other two, Hazen and Stillwater, were smaller at their height and have been mostly demolished since their historic periods. As a result, the Maine Street Historic District is the only surviving concentration of commercial, civic, and industrial architecture in Churchill County.

Narrative Description

The Maine Street Historic District is comprised of Fallon's central business district, centered along Maine Street, with significant east-west cross streets on Center Street and Williams Avenue / U.S. 50. The area included the earliest commercial and administrative development in the community, and facilitated the development of what is now Churchill County's center. Development patterns typical of the early twentieth century mean that the divide between commercial development in the downtown area and neighboring residential development is not clearly defined. People typically traveled on foot to downtown shops and businesses or via stage or railroad, making residences near the downtown area desirable. However, residential buildings have generally been excluded from the district, or considered as non-contributing resources unless a strong case can be made that the residences independently meet the National Register criteria based on available evidence and survey records for the city of Fallon. The nominated area is comprised of three separate subdivisions, all platted during the first decades of Fallon's development. The Williams Addition includes all resources west of Maine Street, being the first of the subdivisions to develop. East of Maine Street and south of Williams Avenue is the Oats Park Addition, a large neighborhood that includes commercial, residential, and school buildings in its full extent. The John Oats Addition is a small neighborhood north of Williams Avenue and east of Maine Street that includes smaller working- and middle-class Victorian homes with some mid- and late- twentieth century commercial buildings. Each of these subdivisions contains unique architectural character and history that should be evaluated separately (i.e., John Oats Addition Historic District, etc.). As noted above, the Maine Street Historic District has four distinct areas with their own unique architectural character, namely the South Maine/Center Street commercial area, the North Maine Street industrial area, the Williams Avenue mid-century area, and the government complex near the geographic center of the historic district.

The resources along South Maine Street and Center Street (Map 7) are dominated by early-twentieth century commercial buildings, many of which were refashioned in the 1950s and 1960s. Most of these buildings are one-part or two-part commercial block buildings with muted architectural styling, although some possess strong elements of Classical Revival or other early twentieth century styles. A few older buildings have been refashioned into significant examples of Modern architecture, such as the I.H. Kent Store at 165 South Maine Street. Some surviving hotels and early automobile garages related to the Lincoln Highway era (1920s-1930s) remain as well. Like many downtowns constructed prior to the 1960s, buildings often had combined uses, with commercial or entertainment venues on the first floor, and if upper floors were built, office or residential spaces on upper floors.

North Maine Street (Map 8) served as the railroad-based warehousing and light industrial district for Fallon. Most buildings in this area are small to medium warehouses, utility buildings, or industrial buildings aligned along the spur of the Southern Pacific Railroad that extended from

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Fernley east into Fallon. Architectural styling is modest, either never being adopted in the first place, or diminished during repairs to damage caused by the 1954 earthquake. One notable exception is the I.H. Kent Company's 1948 store directly south of the warehouse at 260 North Maine Street, which is a well-preserved example of Contemporary style architecture. Many of these buildings provided the warehousing space for companies with storefronts along South Maine Street, or provided processing for Lahontan Valley's agricultural producers, such as the flour mill and creamery buildings.



Photographs 1 & 2: (Left, 1) The 100-block of South Maine Street, looking northeast at the historic district's most intact set of one-part commercial block buildings, anchored by the Fallon Theater (center); (Right, 2) West Williams Street, typical of the Williams Avenue corridor (both Campana, 2015).

Williams Avenue displays a predominantly mid-century character (Map 9). This zone includes auto garages, filling stations, and motels built in the 1950s and 1960s, such as the Value Inn and its neighboring motels to the west toward Taylor Avenue. Tedford Tire Company also stands out as a strong example of a mid-twentieth century, Modern-style service station. At the southeast corner of Maine and Williams stands the former Lightening Lube Service Station, built in 1957.

At the geographic center of the historic district are most of the public buildings for both the City of Fallon and Churchill County (10). Fallon has served as the Churchill County seat since 1903 and in many cases, shared services between the two governments. The complex that arose at Williams Avenue and Maine Street was not master-planned, but was an intentional concentration of public services in one place over the course of the twentieth century. In 1903, Churchill County officials erected a new Courthouse that now stands on the northwest corner of Maine and Williams, being the first of the public buildings in what became a complex. Shortly thereafter, the County constructed a jail west of the courthouse. In 1907, the City of Fallon incorporated and purchased a print shop at Williams Avenue and Center Street to serve as a city hall. However, with growing needs to administer the city and growing demands for services, the City added a new city hall building in 1930, directly south and west of the Courthouse. Since that construction, other public services for both the City and County have been concentrated in this area, including a public works building and pump house, a communications facility, the joint city and county fire station, city garages, a sheriff's department, and the 1973 New Formalist-style Law Enforcement Facility designed by renowned Nevada architect Raymond Hellman. The government center within the historic district is a mixture of early- and mid- twentieth century architecture and building types typical of municipal and county construction in Nevada.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

The streetscape within the district is mostly modernized, although in many cases it possesses similar width and compatible surface materials to the period of significance. Many of the primary corridors through the district functioned both as surface streets for the community and as federally-designated highways traveling east-west or north-south through the region. The former Lincoln Highway, now U.S. Highway 50, runs east-west through the district, although it has been re-routed since 1966. The Nevada Department of Transportation (NDOT) redeveloped the highway in the 1970s, although much of the roads width, materials, and design features are reminiscent of a mid-twentieth century federal highway in an urban area. The Maine Street corridor between Center Street and Williams Avenue served as both a segment of the Lincoln Highway and U.S. 50 from the 1910s until the 1970 realignment. After the establishment of U.S. Highway 95 connecting Las Vegas to the Snake River Valley in Idaho by the 1930s, Maine Street also became the U.S. 95 corridor through Fallon until the 1990s when the corridor was realigned to Taylor Street, then running east on Williams Avenue to Maine Street, and continuing north from there. The Southern Pacific Railroad corridor entered Fallon from the west between B and D streets, crossing Maine Street between the Kent Warehouse and the Fallon Flour Mill, and although the corridor remains clearly visible, the track has been removed within the district boundary.

Generally, the transportation features in the historic district, including streets, highways, and railroads, no longer retain historic design features and materials from the period of significance, although some exceptions exist. A high frequency of alterations to streetscapes in downtown areas is common, and this is reflected in downtown Fallon. Historically, Fallon's streets were broad, initially being graded dirt and lined with trees, including elms (*Ulmus* sp.) and cottonwoods (*Populus* sp.), indicative of local adoptions of national City Beautiful ideals during the Progressive Era. By the 1940s, the roads were mostly paved and contained diagonal street parking along the edges or in the center, although they retained their characteristic width. In the early 2000s, the Nevada Department of Transportation funded a streetscape enhancement project on South Maine Street between Williams Street and Front Street, and on Center Street between Park Street and Carson Street. The project installed bulb-outs, street trees and other landscaping, and median islands, mostly to improve downtown walkability and calm traffic. These alterations generally retained the historic width and roadway prism of the primary streets through the district that historically functioned as highway routes. However, those primary corridors reflect a new, non-historic character in their design, materials, spatial orientation, setting, and use zones. Side streets such as portions of West Center Street, Carson Street, and Williams Avenue, continue to reflect a mid-twentieth century design in most aspects, although minor alterations have been made since the period of significance. These intact areas are considered contributing landscape elements to the district.

Maine Street Historic District

Name of Property



Churchill County, Nevada

County and State



Photographs 3 & 4: (Left, 3) South Maine Street at the intersection of Center and Maine, showing the characteristic evolution of the streetscape; (Right, 4) East Center Street in front of the I.H. Kent Co. downtown storage building (both Campana, 2015).



Photographs 5 & 6: (Left, 5) North Maine Street where the Southern Pacific Railroad passed through the warehouse district, looking north; (Right, 6) the Southern Pacific Railroad right of way as it approached from the west. Note the Richfield Oil Bulk Station at photo left (both Hamon, 2018).



Photographs 7 & 8: (Left, 7) West Center Street at South Carson Street, showing a mid-twentieth century street character with basic sidewalks and painted crosswalks (Campana, 2015); (Right, 8) East Williams Avenue / U.S. 50 looking northwest across a typical view of the highway in Fallon (McBride, 2016).

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Architectural Styles & Types and Development in Downtown Fallon

*Significant portions of this context have been adapted from an architectural survey report produced by the Nevada SHPO in 2015, authored by ZoAnn Campana. Text has been included and modified with notice to the author, who has been named as a co-author on this nomination.*¹

Downtown Fallon comprises the largest and most intact collection of historic commercial and public architecture in Churchill County, with an array of local examples of building styles and types. Typical of a rural agricultural community, many buildings display minimal stylistic features or no stylistic features at all, even if they are well-preserved examples of particular types of construction. The historic district includes light industrial and warehousing facilities that typically do not incorporate stylistic embellishments but were critical in sustaining Fallon's downtown commerce. As a result, in most cases, buildings and structures in the historic district are classified by their *type* rather than by their *style*.

Of the 124 buildings and structures in the historic district, ninety-one (90), or seventy-three (73) percent, do not embody any particular architectural style. Of those that do, most are variations of Modern architectural styles, although there are several early twentieth century revival styles present. The table below outlines the variation of styles within the historic district:

Style	#
No Style	93
Ranch	6
Classical Revival	5
Contemporary	5
Art Deco	2
Craftsman	2
International	2
Corporate Post-modern	1
Neo-Eclectic	1
New Formalism	1
Queen Anne	1
Spanish Colonial Revival	1
Tudor Revival	1

In terms of building types, one-part commercial blocks are the most prevalent in downtown Fallon, comprising thirty-nine (39) of the resources in the historic district. Two-part commercial block buildings are the next most common, comprising twenty-six (26) of the resources in the

¹ Nevada Department of Conservation and Natural Resources, State Historic Preservation Office (hereafter, DCNR-NVSHPO), *Downtown Fallon Commercial Corridor – Architectural Survey Report* by ZoAnn Campana (Carson City, 2015).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

district. In total, commercial block buildings exhibiting early- or mid-twentieth century design constitute just over half (51.2%) of the resources in the historic district. The table below outlines the building types that exist in the historic district:

Type	#
One-part Commercial Block	39
Warehouse	26
Two-part Commercial Block	16
Garage (Other)	9
Motel	8
Suburban Office	5
Gabled-Ell	3
Bungalow	2
Courthouse (Other)	2
Gable Front	2
Strip Mall	2
City Hall (Other)	1
Diner	1
Fire Station (Other)	1
Foursquare	1
Gas Station	1
Hall-and-Parlor	1
Hotel	1
Other/Undefined	1
Prefabricated/Modular	1
Pyramid Roof	1
Storage Tank	1

Highlighting the importance of warehousing, light industry, and roadside accommodations in downtown Fallon, the district includes twenty-six (26) warehouses and eight (8) garages, constituting another quarter (27.2%) of the resources in the historic district. The historic district also includes eight (8) motel buildings, signaling the importance of travel accommodations along the Lincoln Highway / U.S. Highway 50.

One-Part Commercial Block

The one-part commercial block building type emerged in the late 19th and early 20th century, characterized by simple, street-level massing and prominent display windows. One-part blocks sometimes have false fronts or parapets, common features of the type in towns throughout the American West. This is the most common building type in downtown Fallon. Most of the one-

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

part blocks in the town display simple early- and mid-twentieth century stylistic features without exhibiting a particular style. Most incorporate changes over time, including Modern-style false fronts, awnings, and entry/display areas. The one-part commercial block buildings are concentrated along South Maine Street.²

Two-Part Commercial Block

Another common building type in Fallon is the two-part commercial block. Also featuring simple rectangular massing, the two-part block is generally two-to-four stories in height and divided into two separate spaces: a street-level commercial-use public zone, and an upper-story residential or commercial/office-use zone. Two-part blocks, like their single-part counterparts, are characterized by large display windows along the first story. The historic district includes several of these that served as larger commercial buildings including banks, mercantiles, and downtown hotels in the early twentieth century. The two-part commercial block buildings are concentrated along South Maine Street.

Warehouses and Garages

Mostly concentrated on North Maine Street are thirty-four resources that are examples of the warehouse or garage building types, primarily used for large-scale storage, light manufacturing, or automobile service. These buildings are of either masonry or steel construction or a combination thereof. They vary from large-scale, early-twentieth century warehouses like the I.H. Kent Warehouse on North Maine, to former light industrial buildings like the Wingfield Creamery, to roadside service stations like the Tedford Tire Co. facility. A small number, like the Tedford Tire office building and the I.H. Kent store, exhibit mid-twentieth century architectural styling, but most have relatively little architectural embellishment beyond their form and function.

Public Buildings

Typical of many city downtowns, there is a concentration of public buildings in the historic district dating from the early-1900s through the 1980s, most of which are on the block northwest of the Maine & Williams intersection. Typical of these types of buildings, they are more recognizable examples of particular architectural styles, were commissions by regional architects, and are generally the most architecturally ornate examples of buildings in Fallon's downtown. Earliest among these (and the oldest building in the historic district) is the Churchill County Courthouse, built in the Classical Revival style in 1903. The City Hall, built in 1930 twenty-two years after the City's incorporation, is the only example of Spanish Colonial Revival architecture in downtown, designed by renowned Nevada architect Frederic J. DeLongchamps. Several of the public buildings constructed around the Courthouse are equally noteworthy, using Modern styles, such as the International-style Churchill County Communications Building and New Formalist-style Churchill County Law Enforcement Facility. There are also several utilitarian resources owned by the City of Fallon along North Maine Street, such as the Water Department complex, and two early garage structures on East B Street.

² "Commercial, Public, and Industrial Building Types," *Utah Division of State History*, Jul. 8, 2015, <https://heritage.utah.gov/history/commercial-public-industrial-building-types>.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

Residential

The district does contain several residential buildings of varying styles and types, although most have been repurposed for commercial or office use since the period of significance due to their location along major thoroughfares. These include a Tudor Revival mansion (now an office), three Bungalows (two of which are offices), three Victorian-era cottages along East Williams Avenue (one of which is an office), and the Queen Anne-style Douglass House, which was listed in the National Register in 2001 (NRIS# 01000822). The residential areas surrounding the downtown area appear to each have their own unique history, development patterns, and styles, and so residential resources have generally been excluded from the historic district. Residential buildings in the district have only been considered contributing if they appear to independently meet the National Register Criteria (are likely individually-eligible for the National Register) based on available survey records for the city of Fallon.

Modern Styles

Due to the 1954 earthquake and significant postwar economic growth spurred by Naval Air Station Fallon since the late-1940s, most of the buildings in the historic district were rebuilt, repaired, or remodeled since the 1940s. Most buildings in the historic district now display some degree of Modern architectural features, and some display enough overt stylistic detail to classify them as Modern in style. Many of the stronger examples pre-date the 1954 earthquake, including the Art Deco-style Fallon Theater and Lawana Theater, as well as the Contemporary-style stores for the I.H. Kent Company on both north and south Maine Street. However, most of the adoption of Modern styles involves less articulated examples that incorporated new store fronts or other Modern features on early-twentieth century buildings. Shop owners undertook most of these modifications in the four years following the 1954 earthquake.

The modifications made to downtown buildings between the 1950s to the 1970s were generally completed to update the appearance of buildings and retain customers as a modest corridor of strip malls and shopping centers emerged along West Williams Avenue by the 1960s. This is illustrated in the widespread use of “slipcovers” in downtown Fallon, which obscure the original appearance of exterior walls by re-cladding them with modern materials such as aluminum or asbestos siding. In many cases, building owners made these changes in the 1950s and 1960s during the period of significance. Many building owners also added perma-stone or other stone veneer products to their buildings, often a late-1960s or early-1970s modification that was outside the period of significance. Awnings were updated or added, sometimes being mid-century metal awnings of an historic nature, but often being the mansard or “eyebrow” shingle awnings more indicative of 1970s or 1980s modifications. Throughout the historic period and after, original wood windows were replaced with new steel frames.

Beyond slipcovers and other stylistic changes, some styled buildings lost much of their architectural embellishment specifically as a result of damage inflicted by the 1954 earthquake. Before the tremor, historic photographs illustrate a streetscape along Maine Street of decorative brick buildings with ornate, textured parapets and façades, generally of Italianate or Classical Revival design. Because the majority of earthquake-related damage resulted in the structural failure of parapets and ornamental façades, building owners repaired damage by removing parapets, using concrete block to rebuild or patch walls, and adding slipcovers or stucco to mask

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

exterior damage. Damaged wood windows were replaced with new, steel-framed windows with plate glass. As a result, the storefronts of downtown Fallon now appear much more uniform and less architecturally ornate than they did before 1954, displaying smooth, flat parapets and simple, unadorned façades.

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Building List

	Add. #	Street	Status	Date	Name	Style	Type
1	1	East B Street	Contributing	1930	Garage	No Style	Garage
2	1	East B Street	Contributing	1930	Garage	No Style	Garage
3	40	East Center St	Non-contributing	1930	I.H. Kent Company Implement Warehouse	No Style	One-part Commercial Block
4	100	East Center St	Contributing	1923	Fallon Garage	Classical Revival	One-part Commercial Block
5	105	East Center St	Contributing	1907	Overland Hotel	No Style	Hotel
6	135	East Center St	Non-contributing	1935	Clayton Building	No Style	One-part Commercial Block
7	136	East Center St	Contributing	1923	Fallon Garage (East)	Classical Revival	One-part Commercial Block
8	159	East Center St	Non-contributing	1909	Maple Hall	No Style	Warehouse
9	169	East Center St	Non-contributing	2007	Warehouse	No Style	Warehouse
10	190	East Center St	Non-contributing	1923	Garage	No Style	Warehouse
11	195	East Center St	Non-contributing	1920	Blacksmith	No Style	One-part Commercial Block
12	222	East Center St	Contributing	1955	Motor Supply Co.	No Style	Garage
13	42	East Williams Ave	Contributing	1928	Fallon Eagle Bldg	No Style	Two-part Commercial

Maine Street Historic District

Churchill County, Nevada

Name of Property				County and State			
							Block
14	55	East Williams Ave	Non-contributing	1958	Courtyard Cafe	No Style	One-part Commercial Block
15	59	East Williams Ave	Non-contributing	1909	Pyramid Roof Cottage	No Style	Pyramid Roof
16	70	East Williams Ave	Non-contributing	1960	Econo Lodge	Contemporary	Motel
17	71	East Williams Ave	Contributing	1909	Gabled-Ell	No Style	Gabled-Ell
18	77	East Williams Ave	Contributing	1909	Gabled-Ell	No Style	Gabled-Ell
19	128	East Williams Ave	Non-contributing	1973	Boomer's	No Style	Warehouse
20	138	East Williams Ave	Non-contributing	2007	Car Wash	No Style	Other
21	145	East Williams Ave	Non-contributing	1960	K D Automotive	No Style	Garage
22	155	East Williams Ave	Contributing	1960	Warehouse	No Style	Warehouse
23	225	East Williams Ave	Contributing	1961	Tedford Tires - Shop	No Style	Warehouse
24	225	East Williams Ave	Contributing	1923	Tedford Tires - Warehouse	No Style	Warehouse
25	280	East Williams Ave	Contributing	1940	Warehouse	No Style	Warehouse
26	20	North Carson St	Contributing	1955	Churchill County Fire Department	No Style	Fire Station
27	255	North Carson St	Contributing	1942	Richfield Oil Corporation Bulk Station	No Style	Storage Tank
28	255	North Carson St	Contributing	1942	Richfield Oil Corporation Bulk Station Shed	No Style	Garage
29	63	North Maine St	Contributing	1903	Churchill County Courthouse	Classical Revival	Courthouse
30	71	North Maine St	Non-contributing	1973	Churchill County Law Enforcement Facility	New Formalism	Courthouse
31	76	North Maine St	Non-contributing	1910	Grand Hotel / Vannoy Shoe Repair	No Style	One-part Commercial

Maine Street Historic District

Churchill County, Nevada

Name of Property				County and State			
							Block
32	77	North Maine St	Contributing	1964	Churchill County Sheriff's Office	No Style	Suburban Office
33	78	North Maine St	Contributing	1940	Fallon Bail Bonds	No Style	One-part Commercial Block
34	82	North Maine St	Contributing	1962	Belissima Salon	No Style	One-part Commercial Block
35	90	North Maine St	Contributing	1929	Fallon Federal Building	Classical Revival	Two-part Commercial Block
36	101	North Maine St	Non-contributing	1974	Lauf Strip Mall	No Style	Strip Mall
37	120	North Maine St	Non-contributing	1978	U.S. Post Office	Corporate Post-modern	Suburban Office
38	185	North Maine St	Non-contributing	1991	System Consultants Bldg	No Style	One-part Commercial Block
39	190	North Maine St	Contributing	1939	Fallon Water Dept. - Main Bldg	No Style	Gable Front
40	190	North Maine St	Contributing	1945	Fallon Water Dept. - Gable Shed	No Style	Warehouse
41	190	North Maine St	Contributing	1945	Fallon Water Dept. - Large Shed	No Style	Warehouse
42	190	North Maine St	Contributing	1945	Fallon Water Dept. - Power House	No Style	Gable Front
43	260	North Maine St	Contributing	1915	I.H. Kent Warehouse	No Style	Warehouse
44	260	North Maine St	Contributing	1948	I.H. Kent Store	Contemporary	One-part Commercial Block
45	260	North Maine St	Contributing	1923	I.H. Kent Office	No Style	Warehouse
46	260	North Maine St	Contributing	1923	Lumber Crib	No Style	Warehouse
47	260	North Maine St	Contributing	1930	Lumber Crib	No Style	Warehouse

Maine Street Historic District

Churchill County, Nevada

Name of Property				County and State			
48	260	North Maine St	Contributing	1930	Lumber Crib	No Style	Warehouse
49	260	North Maine St	Contributing	1930	Shed	No Style	Warehouse
50	260	North Maine St	Contributing	1930	Shed	No Style	Warehouse
51	300	North Maine St	Contributing	1943	Fallon Flour Mill Warehouse	No Style	Warehouse
52	301	North Maine St	Contributing	1940	Wingfield Creamery	No Style	Warehouse
53	307	North Maine St	Contributing	1965	Warehouse	No Style	Warehouse
54	310	North Maine St	Non-contributing	1979	Blakey Storage 1	No Style	Warehouse
55	310	North Maine St	Non-contributing	1979	Blakey Storage 2	No Style	Warehouse
56	315	North Maine St	Non-contributing	1972	Warehouse	No Style	Warehouse
57	346	North Maine St	Non-contributing	1937	Dodge Construction Co. Bldg	No Style	Warehouse
58	346	North Maine St	Contributing	1948	Dodge Construction - Garage	No Style	Garage
59	346	North Maine St	Contributing	1948	Dodge Construction - Warehouse	No Style	Warehouse
60	25	North Taylor St	Contributing	1965	Fallon Lodge - West	Contemporary	Motel
61	10	South Carson St	Contributing	1904	Douglass House	Queen Anne	Hall-and-Parlor
62	1	South Maine St	Contributing	1957	Lightning Lube Service Station	No Style	Gas Station
63	39	South Maine St	Contributing	1926	Fallon Fraternal Hall	No Style	Two-part Commercial Block
64	45	South Maine St	Contributing	1926	Piggly-Wiggly	No Style	One-part Commercial Block
65	55	South Maine St	Contributing	1907	Gardner Bldg	No Style	One-part Commercial Block
66	70	South Maine St	Non-	1912	Owl Club / Fallon Nugget	No Style	Two-part

Maine Street Historic District

Churchill County, Nevada

Name of Property			County and State				
			contributing				Commercial Block
67	71	South Maine St	Contributing	1920	Rex Theater / Fallon Theater	Art Deco	Two-part Commercial Block
68	71	South Maine St	Contributing	1920	Fallon Theater Utility Plant	No Style	Garage
69	81	South Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
70	83	South Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
71	93	South Maine St	Non-contributing	1920	Azores Store	No Style	One-part Commercial Block
72	95	South Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
73	98	South Maine St	Contributing	1910	Sagebrush Bar and Cafe	No Style	Two-part Commercial Block
74	105	South Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
75	125	South Maine St	Contributing	1920	Morris & Loring Rexall Drugs	No Style	One-part Commercial Block
76	130	South Maine St	Contributing	1906	E. H. Hursh Bldg	No Style	One-part Commercial Block
77	131	South Maine St	Non-contributing	1904	Churchill County Bank Building	Classical Revival	Two-part Commercial

Maine Street Historic District

Churchill County, Nevada

Name of Property				County and State			
							Block
78	134	South Maine St	Contributing	1923	Shop	No Style	One-part Commercial Block
79	136	South Maine St	Non-contributing	1926	Shop	No Style	One-part Commercial Block
80	145	South Maine St	Non-contributing	1909	Shop	No Style	One-part Commercial Block
81	148	South Maine St	Contributing	1944	Shop	No Style	One-part Commercial Block
82	149	South Maine St	Non-contributing	1945	Shop	No Style	One-part Commercial Block
83	158	South Maine St	Non-contributing	1904	Bank Club / Grocery / Fallon Slaughtering Co.	No Style	One-part Commercial Block
84	165	South Maine St	Contributing	1904	I.H. Kent Store	Contemporary	Two-part Commercial Block
85	200	South Maine St	Non-contributing	1982	Woodliff Bldg	Neo-Eclectic	Suburban Office
86	201	South Maine St	Contributing	1920	Gray-Reid & Co. Bldg	No Style	Two-part Commercial Block
87	250	South Maine St	Non-contributing	1912	Shop	No Style	One-part Commercial Block
88	260	South Maine St	Non-contributing	1927	Docroy's Retail	No Style	One-part Commercial

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

							Block
89	263	South Maine St	Contributing	1920	Kohloss Bldg	No Style	Two-part Commercial Block
90	270	South Maine St	Non-contributing	1921	Frazzini Furniture Store	No Style	Two-part Commercial Block
91	290	South Maine St	Non-contributing	1948	J.C. Penney Bldg	No Style	Two-part Commercial Block
92	295	South Maine St	Contributing	1950	First National Bank	No Style	Two-part Commercial Block
93	301	South Maine St	Contributing	1948	Hilyard's Drugs	No Style (Modern)	One-part Commercial Block
94	310	South Maine St	Non-contributing	1958	Dairy Queen	No Style	Diner
95	360	South Maine St	Non-contributing	1941	Lawana Theater	Art Deco	Two-part Commercial Block
96	365	South Maine St	Non-contributing	1961	South Mini Mart	International	Strip Mall
97	380	South Maine St	Non-contributing	1942	Do Drop In	No Style	One-part Commercial Block
98	140	South Nevada	Contributing	1946	Shop	No Style	One-part Commercial Block
99	140	South Nevada	Non-contributing	1989	Residence	No Style	Prefabricated/Modular
100	25	West B St	Non-	1946	Shoshone Coca-Cola Bottling	No Style	Warehouse

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

			contributing				
101	55	West Center St	Contributing	1935	Shop	No Style	One-part Commercial Block
102	60	West Center St	Non-contributing	1915	Shop	No Style	One-part Commercial Block
103	66	West Center St	Contributing	1925	Shop	No Style	One-part Commercial Block
104	70	West Center St	Contributing	1925	Shop	No Style	One-part Commercial Block
105	93	West Center St	Non-contributing	1957	Western Auto / Elks Lodge	No Style	One-part Commercial Block
106	95	West Center St	Contributing	1923	Express Office / Elks Lodge	No Style	Two-part Commercial Block
107	102	West Center St	Contributing	1912	Shop	No Style	One-part Commercial Block
108	125	West Center St	Contributing	1963	Office	Contemporary	Suburban Office
109	60	West Richard St	Contributing	1941	Frazzini Furniture Warehouse	No Style	Two-part Commercial Block
110	80	West Richard St	Contributing	1949	Shop	No Style	One-part Commercial Block
111	10	West Williams Ave	Contributing	1906	Churchill County Jail	No Style	Foursquare

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

112	50	West Williams Ave	Contributing	1966	Communications Bldg	International	Suburban Office
113	55	West Williams Ave	Contributing	1930	Fallon City Hall	Spanish Colonial Revival	City Hall
114	180	West Williams Ave	Contributing	1952	Value Inn (2 Buildings)	Ranch	Motel
115	225	West Williams Ave	Non-contributing	1921	Bungalow	No Style	Bungalow
116	250	West Williams Ave	Contributing	1950	Service Station	No Style	Garage
117	290	West Williams Ave	Non-contributing	1925	Berney Realty Building	No Style	One-part Commercial Block
118	310	West Williams Ave	Contributing	1948	Cottage	Tudor Revival	Gabled-Ell
119	325	West Williams Ave	Contributing	1921	Bungalow	Craftsman	Bungalow
120	335 - 375	West Williams Ave	Contributing	1951	Motel (3 Buildings)	Ranch	Motel
121	376	West Williams Ave	Contributing	1920	Bungalow	Craftsman	Bungalow
122	390	West Williams Ave	Contributing	1961	Fallon Lodge - East	Ranch	Motel

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Individual Resource Descriptions

Below are individual descriptions of resources within the Maine Street Historic District boundary, describing character-defining features and what is known of the site history. The majority of this information has been taken from forms produced for a survey project completed by the Nevada SHPO in 2015. Resource headers include, in order, the alpha-numeric street address, the historic name of the resource (*in italics, if known*), the architectural style (omitted if the resource does not exhibit a style or type), the architectural type, the date of construction, and whether the resource is contributing or non-contributing.³

1. 1 East B Street, Garage, 1930, Contributing Structure

This extended garage structure was built in the 1930s, either as private garage space for those parking their cars off-street, or for equipment for the City of Fallon, as it is used today. The garage faces south, with simple wood frame and corrugated steel construction. It has a shed roof with exposed rafter tails and beveled openings in each of its eight garage bays, none of which have doors.

2. 1 East B Street, Garage, 1930, Contributing Structure

This two-bay garage structure faces south and has two rolling steel garage doors. It has a shed roof with exposed rafter tails. It sits in the same yard as the other garage and likely stored larger equipment or vehicles.



Photograph 9: 40 East Center Street, the I.H. Kent Company Implement Warehouse, looking southeast (Campana, 2015).

³ DCNR-NVSHPO, *Downtown Fallon Commercial Corridor*, by ZoAnn Campana, (Carson City, 2015).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

3. 40 East Center Street, I.H. Kent Company Implement Warehouse, One-part Commercial Block, 1923, Non-contributing Building

The Kent Company Implement Warehouse is a one-part commercial block building with a simple rectangular plan, built in 1923 on property already used as a storage yard by the Kent Company. The walls are constructed with concrete block clad with stucco. During the building's life, several businesses have occupied the site, most notably the I.H. Kent Company's implement warehouse. This building consists of three historic masses that have been remodeled and incorporated into a modern shopping center including the Kent Company warehouse on the east, a restaurant in the center, and a lunch room and bakeshop on the west. The west section housed businesses like Tony's Taylor Steakhouse and the Longbranch Café, and the middle restaurant housed the Corral Bar through the 1950s and 1960s. Significant alterations to the property since the period of significance, including the stucco additions and the combination of the three buildings into one, render the building non-contributing to the historic district. (see Photograph 9)



Photographs 10 & 11: (Left, 10) 100 East Center, looking southeast from Center & Nevada Streets and (Right, 11) 100 East Center Street's older garage area, with 136 East Center Street at the far left (both Campana, 2015).

4. 100 East Center Street, Fallon Garage, Classical Revival / One-part Commercial Block, 1923, Contributing Building

The main portion of the Fallon Garage has two sections. The eastern portion of the Garage wing (addressed as 126 East Center) is a two-part commercial block with a service bay. The walls are constructed with formed concrete clad with stucco and flush vertical paneling. The section is divided into two masses: a commercial-customer access bay and a service-bay. The main commercial part of the building features a stepped parapet with a tall central bay flanked by shorter parapeted wings. The main bay features an enframed wood window-wall with metal commercial doors, and the side wings feature enframed wood window-walls with fixed, divided upper lights. The wings are divided from the central bay by Classical-inspired square pilasters, and similar pilasters define the corners of the façade.

West of the commercial block, there is a service bay area that is recessed beneath a flat roof, which is supported by steel beams. A ribbon of six tall wood windows runs along the south elevation of the recessed bay. Further south along the west elevation, a ribbon of multi-light rolled steel windows runs the length of the building, with the exception of a large, rolling garage door that interrupts the window pattern. The stucco wall cladding and west vehicle display were added before the mid-1950s. (see Photographs 10 and 11)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photograph 12: The Overland Hotel at 105 East Center Street, looking northeast (Campana, 2015).

5. 105 East Center Street, Overland Hotel, Hotel, 1907, Contributing Building

The Overland Hotel, built in 1907, is one of the few surviving hotel buildings in downtown Fallon, and the only resource in Churchill County recognized for its connection to Basque culture, operating as a boarding house for Basque stockmen during its historic period. It is a two-part commercial block with a flat, parapeted roof and L-shaped plan. The first-story walls are constructed with brick, and the second-story walls are constructed with concrete block, a repair completed shortly after the entire second story collapsed as a result of the 1954 earthquake. The first floor is characterized by segmental-arched openings for doors and windows, while the second-story windows are steel casements with flat heads that have been painted to mimic the segmental lintels of the first floor. A one-story porch stretches across the façade and is supported by five vinyl spindled columns, creating a second-story balcony. In the 1930s, the original porch--also balanced on five spindled columns--was boxed in and clad with stucco, and eventually modified to create a row of mission-style arches (the historic porch has since been restored). The hotel was listed in the Nevada State Register of Historic Places in 1999 (SRHP #990106). (see photograph 12)

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State



Photograph 13: The Clayton Building at 135 East Center Street, looking north off Center Street (Campana, 2015).

6. 135 East Center Street, Clayton Building, One-part Commercial Block, c.1923, Non-contributing Building

This simple grey concrete block building has very little ornamentation, and no entry exists on the façade. It has two replacement vinyl windows in what appear to have been larger window openings that were later infilled. It has limited integrity to the historic period, making it non-contributing to the historic district. (see Photograph 13)

7. 136 East Center Street, Fallon Garage (East), Classical Revival / One-part Commercial Block with Wings and Service Bay, 1923, Contributing Building

This small one-part commercial block building serves as the Fallon Garage's east wing. Built in 1923 along the Lincoln Highway route through Fallon, it has a central service bay and parapeted roof. The walls are constructed with formed concrete sheathed with a thin veneer of stucco, which was added some time prior to the mid-1950s. The commercial block is divided by full-length square pilasters into three parts, which consist of a central service bay flanked by wings that are identical in mass and form. This property has been used for automobile-related services since 1911, although much of it burned in a 1923 fire and was subsequently rebuilt. (see Photograph 11)

Maine Street Historic District

Churchill County, Nevada

Name of Property

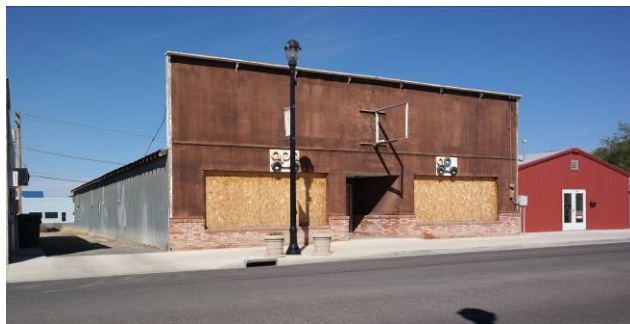
County and State

8. 159 East Center Street, *Maple Hall*, Warehouse, c. 1909, Non-contributing Building

Maple Hall was built by 1909 as a wood frame building and served as an opera house in its early years, as well as a skating hall. It became an important entertainment building for downtown Fallon. However, it has experienced significant alterations since construction, including the installation of a faux false front and brick veneer on the façade, rendering it non-contributing to the historic district. (see Photograph 14)

9. 169 East Center Street, Warehouse, 2007, Non-contributing Building

This warehouse was built in 2007 and is non-contributing due to age. (see Photograph 15)



Photographs 14 & 15: (Left, 14) Maple Hall at 159 East Center Street, with the warehouse at 169 East Center at right; (Right, 15) the former garage at 190 East Center Street (both Campana, 2015).

10. 190 East Center Street, *Garage*, Warehouse, 1923, Non-contributing Building

190 East Center Street is a rectangular warehouse building with a simple plan, front-gabled roof, and false front. The walls are clad with a combination of aluminum siding and stone veneer. This property was used for automobile-related services in the 1920s, although it has been repeatedly remodeled and altered in the 1940s, 1970s, 1980s, and 1990s. It features very little, if any, visible historic fabric, and is non-contributing to the historic district.

11. 195 East Center Street, *Blacksmith Shop*, One-part Commercial Block, 1920, Non-contributing Building

This frame building housed a blacksmith shop in the 1920s. Its façade has been recently and completely remodeled with stucco coverings and new window openings. Due to losses of integrity, the building is non-contributing to the historic district. (see Photograph 16)



Photographs 16 & 17: (Left, 16) former Blacksmith Shop at 195 East Center, looking northwest (Campana, 2015); (Right, 17): Motor Supply Company at 222 East Center Street, looking southwest (Bertolini, 2018).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

12. 222 East Center Street, *Motor Supply Co.*, Garage, 1955, Contributing Building

This simple concrete block building has large, canted picture windows along its façade, typical of mid-twentieth century auto showrooms and shops. The building appears to have a strong degree of integrity to period when Center Street functioned as the U.S. 50 corridor through Fallon from the 1920s through the 1970s, and is considered contributing to the historic district.



Photograph 18: The Fallon Eagle Building at 42 East Williams, looking southeast (Campana, 2015).

13. 42 East Williams Avenue, *Fallon Eagle Building*, Two-part Commercial Block, 1928, Contributing Building

This is a standalone, two-part commercial block building with a square plan and diagonal corner entrance that historically housed the *Fallon Eagle* newspaper, established in 1929. The walls are light and dark red brick laid in common bond with a concrete belt course. The corner entry and arcade features an inset concrete feature with engraved letters spelling out "THE FALLON EAGLE," and below which is a blind, semi-circular stucco fanlight with an inset brick circle. Simple, full-height pilasters define the northeast corner along with the corner entrance. Large, metal, commercial-style windows wrap around the first story of the north and east elevations, although vinyl sash windows have replaced the windows on the upper floors. A circa-1960s, three-part lighted box sign projects from the center of the façade. A small, one-story wing projects east from the rear portion of the main building. The building retains strong historic integrity (see Photograph 18)

14. 55 East Williams Avenue, One-part Commercial Block, 1958, Non-contributing

This one-part commercial block building currently houses the Courtyard Café and was constructed in 1958 with masonry walls that have been covered in stucco. It has a hipped standing seam roof added in 2007. It has large fixed picture windows, although patterning on the stucco indicates that historic window openings have been modified, and that the stucco was recently added. Due to loss of historic integrity, the building is non-contributing to the historic district. (see Photograph 19)

Maine Street Historic District

Name of Property



Churchill County, Nevada

County and State



Photographs 19 & 20: (Left, 19) the former shop at 55 East Williams that is now the Courtyard Café, showing recent and substantial modification, looking east; (Right, 20) Pyramid Roof Cottage at 59 East Williams Avenue, looking north (both McBride, 2016).

15. 59 East Williams Avenue, Pyramid Roof Cottage, c.1909, Non-contributing

This small pyramid-roof cottage exhibits modest Classical Revival detailing including pilasters along the now-enclosed porch. It has stucco exterior walls and a dormer on the west elevation's half story. The building appears to have been stuccoed over what was presumably lapboard siding, the porch was enclosed, and the front windows have been replaced with metal sliders. While potentially contributing to a residential district for the Oats Addition, the residence is non-contributing to the historic district due to lack of association with the district's areas of significance. (see Photograph 20)



Photographs 21: (Right) Econo Lodge at 70 East Williams, looking south (Campana, 2015).

16. 70 East Williams Avenue, Econo Lodge, Contemporary / Motel, 1960, Non-contributing Building

Constructed in 1960 as a two-story motel along the U.S. 50 corridor, this building was part of the downtown's transition to accommodate Modern architectural styles and the post-war automobile tourism market along U.S. Highway 50. The building has received alterations since the period of significance, including modification of some window openings, replacement of windows with vinyl units, and the application of stucco over the historic exterior wall cladding. Despite association with the significance of downtown Fallon, it does not retain sufficient historic integrity to contribute to the district. (see Photograph 21)

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

17. 71 East Williams Avenue, Gabled-Ell, c.1909, Contributing Building

This simple Gabled Ell home has a high degree of integrity, with historic lapboard siding and wood, two-over-two windows for most of its openings. Although not associated with the district's areas of significance, the building appears to independently meet the eligibility requirements for the National Register under Criterion C as a locally-significant example of early-twentieth century construction in Fallon, and is considered contributing to the historic district. While other examples of subdued Victorian buildings such as this exist in Fallon, few retain such strong integrity to their initial construction. (see Photograph 22)



Photographs 22 & 23: (Left, 22) Gabled-Ell residence at 71 East Williams, looking north; (Right, 23) Gabled-Ell residence at 77 East Williams Avenue, looking north (both McBride, 2016).

18. 77 East Williams Avenue, Gabled Ell, c.1909, Contributing Building

This simple Gabled Ell home along Williams Avenue has multi-light (mostly six-over-six) wood-framed windows, wood dropboard siding, and a high degree of integrity as a strong example of late-Victorian era architecture in Fallon. Although not associated with the district's areas of significance, the building appears to independently meet the eligibility requirements for the National Register under Criterion C as a locally-significant example of early-twentieth century construction in Fallon, and is considered contributing to the historic district. While other examples of subdued Victorian buildings such as this exist in Fallon, few retain such strong integrity to their initial construction. (see Photograph 23)

19. 128 East Williams Avenue, Warehouse, 1973, Non-contributing Building

Built in 1973 as a commercial space, this building was constructed outside the period of significance and is non-contributing.

20. 138 East Williams Avenue, Carwash, 2007, Non-contributing Structure

This is a modern car wash structure built in 2007. It is non-contributing, as it was constructed outside the period of significance.

21. 145 East Williams Avenue, Garage, 1960, Non-contributing Building

The garage building at 145 East Williams was constructed in 1960, and has a low-pitched, side-gabled roof, and part concrete masonry / part metal standing seam walls. It has three auto bays on its south façade, and two in the rear. Its entry and wood-framed picture

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

windows are along its façade. However, the façade appears to have been fully re-sided since the 1980s with metal standing seam siding. Due to apparent loss of historic integrity, the building is considered non-contributing to the historic district. (see Photograph 24)



Photographs 24 & 25: (Left, 24) Garage at 145 East Williams, looking north; (Right, 25) the Sudta Laundry building at 155 East Williams Avenue, looking north (both McBride, 2016).

22. 155 East Williams Avenue, Sudta Laundry, Warehouse, 1960, Contributing Building

The Sudta Laundry building was constructed in 1960 and housed a laundry service run by the Sudta family, who had lived in the United States prior to the Second World War. The Sudtas left for Japan during the war, but returned to the United States after and re-opened their business. They secured a laundry contract for Naval Air Station Fallon, and operated laundry services out of this building. The building is a large, corrugated steel warehouse with a front-gabled roof. There are a series of four large metal-frame picture windows on the south façade, along with a corrugated steel awning providing a full-width covered porch. There are two hanging sliding freight doors on the west elevation. A small historic-age wooden shed is at the rear of the lot The building is a simple mid-twentieth century commercial warehouse, and appears little changed from the historic period. (see Photograph 25)



Photograph 26: Tedford Tire Co.'s 1923 garage (right) and 1961 store and office (left), looking northeast across Williams Avenue (McBride, 2016).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

23. 225 East Williams Avenue, *Tedford Tire Company Office & Garage*, Warehouse, 1961, Contributing Building

The Tedford Tire Company building is an auto garage constructed in 1961. It operated for a time as Fallon's Goodyear tire outlet and is one of the oldest continuously operating outlets in the United States. It has a two-bay garage space on its south façade, with an office attached to the east, and a flat, flush roof. The exterior walls are a combination of brick and metal standing seam, and the picture windows on the office are large, aluminum picture windows. The building exhibits an integrated, off-center pylon suggestive of Googie design and a large glass curtain wall along the southeast wall. It appears little changed from the historic period, and is contributing to the district. (see Photograph 26)

24. 225 East Williams Avenue, *Tedford Tire Company 1923 Garage*, Warehouse, 1923, Contributing Building

Built in 1923 as an auto garage that later became part of the Tedford Tire Company business, this simple wood-frame warehouse has a front-gabled, corrugated metal roof. Exterior walls are a mixture of board-and-batten and corrugated metal. Dominating the south façade is a pair of large, swing-out carriage doors that provide access to the repair bay. Windows along east and west elevations are six-by-six wood units. Historic photographs from the property owner (current Fallon Mayor Ken Tedford, Jr.) indicate that an office used to be attached to the west side of the garage, but was removed in 1961 when the main office/garage was built on the property. Ken Tedford, Sr., purchased the property in 1950, and the family continues to operate the business. It continues to reflect its history as an early-twentieth century automotive facility, and is contributing to the historic district. (see Photograph 26)

25. 280 East Williams Avenue, Warehouse, 1940, Contributing Building

This is a simple, front-gabled, corrugated steel warehouse at the southwest corner of Williams Avenue and East Street. It has some wood windows remaining with varying lighting, including six-over-six, one-over-one, and some that have been boarded over with corrugated steel. There are large, swinging, wooden garage doors on its east and south elevations. It is contributing to the historic district as an example of mid-twentieth century garages along East Williams Avenue. (see Photograph 27)



Photographs 27 & 28: (Left, 27) Garage at 280 East Williams, looking northwest (Bertolini, 2018); (Right, 28) Churchill County Fire Department at 20 North Carson Street, looking southeast (Hamon, 2018).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

26. 20 North Carson Street, Churchill County Fire Department, Garage, 1950, Contributing Building

This brick building is split into two sections, with an office on the south and garage bays for fire engines on the north. The office section has a two-story, cross-gabled configuration. The northern part of the structure includes eight service bays with metal track doors for fire-trucks, all of which face west onto Carson Street. The garage section has a side-gabled configuration, with a prominent, boxed eave feature running along its length over the garage openings. The building appears relatively unmodified from the historic period, other than upgraded track doors, and is contributing to the historic district. (see Photograph 28)



Photograph 29: The Richfield Oil Corporation Bulk Station (left) and Shed (right), viewed looking southwest from Maine Street across the former Southern Pacific Railroad corridor (Bertolini, 2019).

27. 255 North Carson Street, Richfield Oil Corporation – Bulk Station, Storage Tank / Shed, 1942, Contributing Structures (2)

These two structures, the storage tank with attached gable-roof shed, and separate shed to the east, sit along the south side of the Southern Pacific Railroad right of way. They were built in 1942, likely as a storage facility for oil and diesel fuel both for local gasoline stations for automobiles, but also for later-era locomotives running between Fallon and Fernley. It reflects the industrial development of North Maine Street in the mid-twentieth century and is contributing to the historic district. (see Photograph 29)

28. 63 North Maine Street, Churchill County Courthouse, Classical Revival, 1903, Contributing Building

The Churchill County Courthouse is a two-story, frame building constructed in 1903 according to plans designed by Reno-based architect Ben Leon, and utilizes the Classical

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Revival style, which was typical among Nevada's courthouses. Local contractor W.B. Wyrick constructed the building, which includes a monumental pedimented portico supported with columns. The building is located on the northwest corner of Williams and Maine Streets, at the center of Fallon. It is a rare example of a wood frame courthouse, as most buildings of this type in the state were replaced with masonry structures by the 1920s. The building is listed in the National Register of Historic Places and is contributing to the historic district (NRIS 92001258). (see Photograph 30)



Photographs 30 & 31: (Left, 30) Churchill County Courthouse, looking northeast from Williams Avenue / U.S. 50; (Right, 31) Churchill County Law Enforcement Facility, looking west across North Maine Street (both Hamon, 2018).

29. 71 North Maine Street, Churchill County Law Enforcement Facility, New Formalism, 1973, Non-Contributing Building

Built in 1973 as an expansion to the growing Churchill County complex in downtown Fallon, this building was constructed outside the period of significance and is non-contributing. However, it is a strong local example of New Formalist architecture, and should likely be evaluated for its architectural significance once it achieves historic age. (see Photograph 31)

30. 76 North Maine Street, Grand Hotel/Vannoy Shoe Repair, One-part Commercial Block, 1910, Non-contributing Building

This one-part commercial block building appears to have functioned as a hotel, as well as an office. It has a front-gabled roof hidden behind a false front on its west façade. The false front and side elevations are covered with flush board sheathing, although historic dropboard is plainly visible on the rear elevations. Windows are all historic one-over-one or six-over-six wood sash windows. The building's façade was redesigned into its current false-front in the 1970s, and as a result, it is non-contributing to the historic district. (see Photograph 32)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 32 & 33: (Left, 32) Grand Hotel at 76 North Maine, looking northeast (McBride, 2016); (Right, 33) Churchill County Sheriff's Office, looking southwest across North Maine Street (Hamon, 2018).

31. 77 North Maine Street, *Churchill County Sheriff's Office*, Suburban Office, 1964,

Contributing Building

The Sheriff's Office has painted brick walls and a boxed and raised-seam steel front-gabled roof. It sits just north of the annex addition to the Churchill County Courthouse. The east façade is split into an unbroken right (north) portion and a glass curtain-wall entry on the left (south). The side elevations are punctuated by four windows each spanning from foundation to eave. The building retains good integrity to the mid-twentieth century. (see Photograph 33)

32. 78 North Maine Street, One-part Commercial Block, 1940, Contributing Building

This one-part commercial block building was constructed in 1940 with a flat roof and brick parapet that steps down toward the rear (east). It has coursed brick masonry walls and a hipped, cedar-shingle awning over its narrow front entry, likely added in the 1970s. The façade has a steel entry door and a rolled steel window assembly with a four-by-three center unit and four-by-one casement sidelights. There is brick soldiering above the window and door, and a soldiered sill below the window. The historic building is clearly recognizable, allowing the building to remain contributing to the historic district. (see Photograph 34)



Photographs 34 & 35: Two one-part commercial block buildings north of the Grand Hotel. The building on the left (Photo 34) is of North Maine, and the photo on the right (Photo 35) is of 82 North Maine, both looking southeast (both McBride, 2016).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

33. 82 North Maine Street, One-part Commercial Block, 1962, Contributing Building

This one-part commercial block building was constructed in 1962 and has a simple, narrow west-facing façade. It has a flat roof with an unstepped masonry parapet. The inset entry includes a large, two-light picture window and full-view entry, with a ribbon of seven transom windows above. Exterior walls are concrete block on the façade, with large bricks along the side elevations. The awning over the entry was likely added after construction, possibly in the 1970s, but the historic building is clearly recognizable, allowing the building to remain contributing to the historic district. (see Photograph 35)

34. 90 North Maine Street, *Federal Building and Post Office*, Classical Revival / Two-part Commercial Block, 1929, Contributing Building

Completed in 1929, the Federal Building and Post Office was built due to the expected need to administer new agricultural development facilitated by the Newlands Irrigation Project. The main portion of the building consists of two stories set above a raised basement. There is a one-story wing on the rear (east) of the main portion of the building with a loading dock and access ramp. Built on plans from federal architects James Wetmore and Louis Simon, the building displays Classical Revival styling with red brick for its exterior walls, typical of many government buildings constructed at the time. The building is listed in the National Register of Historic Places and is contributing to the historic district (NRIS 06000109). (see Photograph 36)



Photograph 36: Fallon Federal Building and Post Office, looking southeast across North Maine Street with 82 North Maine at background right (Bertolini, 2016).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

35. 101 North Maine Street, Lauf Strip Mall, Strip Mall, 1979, Non-contributing Building

The Lauf Strip Mall is a single-story, Neo-Mansard/Ranch style strip mall with concrete block walls, a wood shingle roof, and steel slider and picture windows. It was constructed outside the period of significance and is non-contributing to the historic district.

36. 120 North Maine Street, U.S. Post Office, Corporate Post-modern / Suburban Office, 1978, Non-contributing Building

The 1978 U.S. Post Office, constructed north of the historic building, is an interesting example of Corporate Post-modern architecture, with simple, exaggerated, geometric shapes in both its steel roof lines and concrete with brick veneer exterior walls. It was constructed outside the period of significance and is non-contributing to the historic district.

37. 185 North Maine Street, One-part Commercial Block, 1991, Non-contributing Building

This simple concrete building includes a recent example of a storefront using features like the glass curtain wall. It was constructed outside the period of significance and is non-contributing to the historic district. (see Photograph 37)



Photographs 37 & 38: (Right, 37) A one-part commercial block building at 185 North Maine, built in 1991 and an unusual example of more traditional commercial development later in the twentieth century (Hamon 2018); (Right, 38) Fallon City Water Department Main Building at 190 North Maine (Bertolini, 2018).

38. 190 North Maine Street, Fallon City Water Department – Main Building, Gable Front, 1939, Contributing Building

The City of Fallon Water Department Building is a front-gabled building with an asphalt shingle roof with exposed rafter tails. Originally built as a well cap for the City's first groundwater well, it was expanded into a true office and utility building by the 1940s. It has concrete stucco walls on most of its exterior, with corrugated steel along its southeast side and an arched open garage addition for maintenance vehicles on its rear (east) elevation. Above the entry is track lettering that reads "CITY OF FALLON WATER DEPT." Flanking the entrance are two pairs of wood one-over-one windows with styled surrounds reminiscent of Art Deco detailing. (see Photograph 38)

39. 190 North Maine Street, Fallon City Water Department – Gable Shed, Warehouse, 1945, Contributing Building

The Fallon Water Department Complex Gable Shed is a simple, side-gabled, corrugated metal shed with a corrugated metal roof. The façade opens onto a small gravel yard space

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

flanked by the Large Shed to the west and the Power House to the east, and appears to have served as storage for the Water Department.

40. 190 North Maine Street, Fallon City Water Department – Large Shed, Warehouse, 1945, Contributing Structure

The Large Shed is a simple, shed-roofed, corrugated steel warehouse with the lower 2/3 of its east façade cut away to allow for large-scale equipment storage, including heavy trucks for the City of Fallon’s Public Works Division. It has a wood frame and minimal eaves. A small corrugated steel container/storage unit sits at the southeast corner of the building. It has no doors or windows on its side or rear elevations. (see Photograph 39)



Photographs 39 & 40: Maintenance yard resources for the Fallon City Water Department, including the sheds, looking south (Left, 39) and Power House, looking south (Right, 40) (both Hamon, 2018).

41. 190 North Maine Street, Fallon City Water Department – Power House, Gable Front, 1945, Contributing Structure

The Power House is a small, concrete-walled structure with a front-gabled roof. The roof is covered with wood shingles. Open eaves reveal exposed rafter tails, and the gable ends are covered with lapboard siding. It has a single six-over-six wood sash window on its north, east, and west elevations, with an entry on the south. There are vents breaking the concrete wall on each elevation as well. It sits on a poured concrete foundation. (see Photograph 40)

42. 260 North Maine Street, I.H. Kent Warehouse, Warehouse, 1915, Contributing Building

The I.H. Kent Company Warehouse is a front-gabled rectangular warehouse. The corrugated metal roof features an extended monitor. The walls are constructed of concrete and corrugated metal. It appears that the exterior walls are concrete on the east, west, and south elevations, and corrugated metal on the north elevation facing the former Southern Pacific Railroad corridor. The building’s west façade is a false front with what may have been windows that are now covered by concrete formed using corrugated metal. There is a sealed garage door at the center, a ghost sign, a blade sign that reads “The I.H. Kent Co. INC.” and lettering that reads “The I.H. Kent Co.” underneath the blade sign. At each corner there are squared painted pilasters. The interior is open with an office space built onto the slab just to the east of the southern door, with the metal trusswork exposed. (see Photograph 41)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 41 & 42: (Left, 41) I.H. Kent Warehouse on North Maine, and (Right, 42), the 1948 I.H. Kent store that adopted Modern Contemporary style design (both Hamon, 2018).

43. 260 North Maine Street, I.H. Kent Store, Contemporary, 1948, Contributing Building

The I.H. Kent Company store is a Contemporary-style, shed-roofed building with vertical and horizontal wood siding and large, outwardly-canted picture windows on its façade. It has a large red brick chimney and pylon feature on its southwest corner. (see Photograph 42)

44. 260 North Maine Street, I.H. Kent Office, Warehouse, 1923, Contributing Building

This small office building appears to have been in place by 1923. It has one-over-one windows and vertical board siding. It appears to have sufficient integrity to the period of significance to contribute to the historic district.



Photographs 43 & 44: Lumber cribs in the storage yard at I.H. Kent, looking east from North Maine Street (Left, 43) and looking north from Nevada Street (Right, 44) (both Hamon, 2018).

45. 260 North Maine Street, I.H. Kent Lumber Crib, Warehouse, 1930, Contributing Structure

This shed-roofed, corrugated metal crib along the south edge of the Kent property was built by 1930 and contains two stories of storage for various cut lumber pieces. Its footprint is approximately 110 meters wide and seven meters long. It is contributing to the historic district.

46. 260 North Maine Street, I.H. Kent Lumber Crib, Warehouse, 1930, Contributing Structure

Built by 1930, this lumber crib is a smaller version of the larger crib above, with a shed roof and an open south façade, measuring approximately nine meters by twenty-five meters. It is contributing to the historic district. (see Photograph 44)

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

47. 260 North Maine Street, I.H. Kent Lumber Crib, Warehouse, 1923, Contributing Structure

Built by 1923, this lumber crib is also a small version of the larger crib above, with a shed roof. The open south façade measures approximately seven meters by thirty-two meters. It is contributing to the historic district.

48. 260 North Maine Street, I.H. Kent Shed, 1930, Warehouse, Contributing Structure

Built by 1923, this simple, open-walled shed resembles a small pole barn. It has a corrugated metal roof with exposed trusses and beams, and no siding. It is thirty-two meters long by thirteen meters long. It is contributing to the historic district. (see Photograph 44)

49. 260 North Maine Street, I.H. Kent Shed, Warehouse, 1930, Contributing Structure

This corrugated steel shed has heavy wood sliding doors sitting on an elevated poured concrete foundation. It is contributing to the historic district. (see Photograph 44)

50. 300 North Maine Street, Fallon Flour Mill Warehouse, Warehouse, 1943, Contributing Building

The Fallon Flour Mill Warehouse is an L-shaped building with a front-gabled, corrugated steel roof. It is constructed out of board-formed concrete. Large concrete pilasters divide the west elevation facing Maine Street into three sections. Two-over-two wood sash windows are centered in each section. The main, wood-framed mill building, constructed in 1915, sat just north of the Warehouse inside the ell. It consisted of a three-story primary building with two- and one-story ancillary additions to house other operations. The primary mill building was demolished in 1962. (see Photograph 45)



Photographs 45 & 46: (Left, 45), the Fallon Flour Mill Warehouse, looking east across North Maine Street, with the former location of the mill building itself just north of (to the left of) the surviving warehouse, and (Right, 46) the Wingfield Creamery, looking northwest across North Maine Street. The Creamery was originally built with Mission Revival style facades with parapets on both ends. After the 1954 earthquake, the east parapet was removed and remodeled as a rear garage entrance (both Hamon, 2018).

51. 301 North Maine Street, Wingfield Creamery, Warehouse, 1940, Contributing Building

The Wingfield Creamery is a rectangular, single-story building with a front-gabled roof that is a stripped version of the Mission Revival style. After its construction in 1914, the building included arched, Mission-style parapets on its east and west elevations. However, likely due to the earthquakes in 1954, the east parapet facing Maine Street was removed and replaced with the current, simple concrete wall, containing a track metal garage door and vertical

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

board paneling in the gable end. The Mission-style parapet remains on the west elevation facing an equipment yard. (see Photograph 46)

52. 307 North Maine Street, Devine Storage and Moving Warehouse, Warehouse, 1965, Contributing Building

The Devine Storage and Moving Warehouse is a standing seam, front-gabled warehouse on a poured concrete foundation. It has a standing seam roof with minimal eaves. On its east façade, it has a centered, steel track garage door, as well as a simple entry with a storm door near the northeast corner. (see Photograph 47)

53. 310 North Maine Street, Warehouse, 1979, Non-contributing Building

Built in 1979, this corrugated steel, gable-front warehouse was constructed outside of the period of significance and is non-contributing to the historic district.

54. 310 North Maine Street, Warehouse, 1979, Non-contributing Building

Built in 1979, this corrugated steel, gable-front warehouse was constructed outside of the period of significance and is non-contributing to the historic district.

55. 315 North Maine Street, Warehouse, 1972, Non-contributing Building

Built in 1972, this corrugated steel, gable-front warehouse was constructed outside of the period of significance and is non-contributing to the historic district.



Photographs 47 & 48: (Left, 47) the Devine Storage and Moving Warehouse at 307 North Maine and (Right, 48) the Dodge Construction Co. Building at the northwest end of the company's storage yard (both Hamon, 2018).

56. 346 North Maine Street, Dodge Construction Co. Building, Warehouse, 1937, Non-contributing Building

The Dodge Construction Co. Building is a modified warehouse building with a front-gabled roof and a rectangular plan. Its exterior walls are stucco over brick. The west façade is mostly flat, with the letters "DODGE CONSTRUCTION CO." imprinted toward the top of the false front. The entry is canted into the building's southwest corner, with a pillar providing support to the building. A ribbon of fixed reflective glass windows runs along the elevation, interspersed by blue tile, as part of what appears to be a c.1980s renovation of the building. Due to losses in historic integrity, the building is non-contributing to the historic district.

Maine Street Historic District

Name of Property

(see Photograph 48)

Churchill County, Nevada

County and State

57. 346 North Maine Street, Dodge Construction Co. Garage, Garage, 1948, Contributing Building

This patterned-concrete garage was built by 1948. It has a steel track door centered in its front gable, along with a flanking window (right) and entry (left). It appears to have integrity to the historic period and is considered contributing to the historic district.

58. 346 North Maine Street, Dodge Construction Co. Warehouse, Warehouse, 1948, Contributing Building

This simple, corrugated steel warehouse has a very shallow front-gabled roof and a garage entry on its east elevation accessed by the main Dodge Construction Co. yard. It appears to have sufficient integrity to be contributing to the historic district.

59. 25 North Taylor Street, Contemporary / Motel, 1965, Contributing Building

This two-story, flat roofed, Contemporary-style motel sits at the northwest corner of Taylor Street and Williams Avenue/U.S. Highway 50. It appears to be the last significant commercial development in the downtown area related to post-war automobile tourism along the federal highway. It has steel pipe posts at its northern staircase, and Modern-style railings along the stair and second story walkway. It is a strong example of later Contemporary-style motel architecture and is contributing to the historic district. (see Photograph 49)



Photographs 49 & 50: (Left, 49) the motel building at 25 North Taylor at the west end of the historic district, looking northwest across the Williams Avenue/Taylor Street intersection (Bertolini 2018); (Right, 50) the Robert L. Douglass House, listed in the National Register in 2004, looking southwest (Bertolini, 2015).

60. 10 South Carson Street, Robert L. Douglass House, Queen Anne / Hall-and-Parlor, 1904, Contributing Building

Built in 1904 for Fallon entrepreneur Robert Douglass, this is one of the most prominent surviving examples of Queen Anne-style architecture in Fallon. Although Douglass quickly moved his family to a ranch south of town after the death of his wife, the home remained on this corner and served as a hospital for some time. It is a two-story home with a prominent two-story turret on its northeast corner. It retains strong integrity on its interior and exterior, including wood sash windows, floors, interior floorplan, and roof shape. The first story has been stuccoed but this does not seriously detract from its historic integrity. The building is

Maine Street Historic District

Churchill County, Nevada

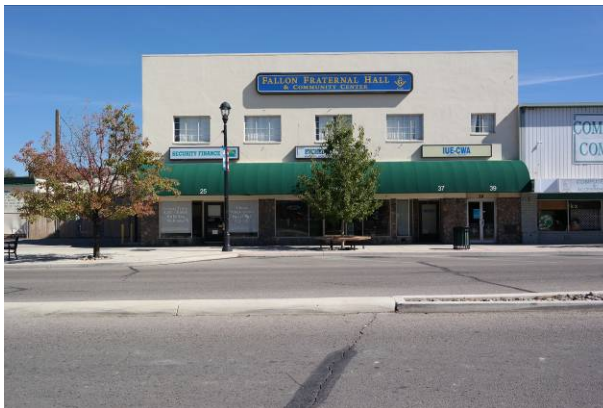
Name of Property

County and State

listed in the National Register of Historic Places and is contributing to the historic district (NRIS 01000822). (see Photograph 50)

61. 1 South Maine Street, *Lightning Lube Service Station*, Gas Station, 1957, Contributing Building

1 South Main Street is a mid-century service station built in 1957 to provide roadside service at the intersection of Williams Avenue and Maine Street, along the Lincoln Highway / U.S. Highway 50 route at the time. The concrete block building is clad with metal siding and has an irregular plan and flat roof. A projecting wing to the east of the entry bay has a wide rolling garage door on its north elevation. On the north end of the property adjacent to the primary building, there is a gas pump island, sheltered beneath a metal canopy. Although slightly modified since 2002, including a door replacement, the building retains good integrity. Before the service station was built, a print shop occupied the parcel in 1912, followed by the Golden Rule Department Store in 1936. (see Photograph 51)



Photographs 51 & 52: (Left, 51) The *Lightning Lube Service Station* at the southeast corner of Maine and Williams, looking east; (Right, 52) the *Fallon Fraternal Hall* operated by the Masons, designed by Frederic J. DeLongchamps, and showing Art Moderne-style modifications completed after the 1954 earthquake (both Campana, 2015).

62. 39 South Maine Street, *Fallon Fraternal Hall*, Two-part Commercial Block, 1926, Contributing Building

The Fallon Fraternal Hall and Community Center comprises 25, 31, 37, 39, and 45 South Maine Street. Renowned Nevada architect Frederic J. DeLongchamps designed the building in 1926 as a Classical Revival-style meeting hall for Fallon's fraternal organizations, including its Masonic Lodge. Modifications to the building include a significant renovation after the 1954 earthquake that replaced brick along the east and south elevations, changed the fenestration patterns, replaced windows, and removed a decorative shed roof projecting beneath the parapet. The brick masonry building now reflects post-1954 earthquake repairs, including partial cladding in stucco and stone veneer. The storefronts on the first floor feature full-length metal windows of varying widths and an assortment of full-light wood doors and full-light commercial metal doors. The second-story façade is stucco-clad and features four identical, large, 12-light metal casement windows, as well as a smaller, 6-light metal casement window. The original brick masonry, laid in a common bond, is exposed on the side elevations, and the far west end of the south elevation shows that the front parapet has

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

been built up with concrete block, likely as a result of the 1954 earthquake. Sometime around 1970, a stone veneer was added to the first story of the façade but the overall building remains intact, allowing it to contribute to the historic district. (see Photograph 52)

63. 45 South Maine Street, Piggly Wiggly, One-part Commercial Block, 1926, Contributing Building

45 South Maine Street is a one-part commercial block with a false front, simple rectangular plan, and flat, parapeted roof, built in 1926 and best known for housing Fallon's Piggly Wiggly grocery store, a national chain. The masonry building is clad with brick and metal siding with the lower walls clad with rough-faced, light gray brick. The brickwork forms square pilasters on the façade corners. The main entrance is recessed between two large metal windows. The upper walls are covered with vertical aluminum siding. A small, sheet metal cornice is supported by three metal brackets. These alterations all appear to have been adapted in the 1950s or early 1960s as part of the modernization of the downtown area, making the building a contributing resource to the historic district. (see Photograph 53)



Photograph 53: South Main Street, looking northeast showing (from left to right), the Fallon Fraternal Hall, Piggly Wiggly, Gardner Building, and north end of the Fallon Theater (Campana, 2015).

64. 55 South Maine Street, Gardner Building, One-part Commercial Block, 1907, Contributing Building

55 South Maine Street is a symmetrical, one-part commercial block with a false front, simple rectangular plan, and an eastward-sloping shed roof. The masonry building is clad with rough-faced brick, with an upper false-front wall that is painted concrete block. The shop doors are recessed in the center of the façade divided by a perpendicular brick wall and flanked by large, historic, metal-framed windows. A full-width hipped-pent awning, covered in wood shingles, shelters the entrances. Modifications to the property include the c.1966 replacement of wood-framed, full-height display windows with metal renditions, and

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

recladding of original decorative brick with beige rough-faced brick. A pent roof awning was also added, likely in the 1970s. While the historic integrity is diminished, the historic building is sufficiently visible to be contributing to the historic district. (see Photograph 53)

65. 70 South Maine Street, Owl Club/Fallon Nugget, Two-part Commercial Block, c.1970, Non-contributing Building

70 South Maine Street comprises three historic buildings that were combined into a modern casino by 1970. The casino building has a two-story façade, concrete brick and wood paneling and buttressing, and a flat roof with a false front and parapet. The lower portion of the wall is clad with tan concrete bricks capped with a header brick chair rail. The remaining walls are faced with vertical wood siding. A projecting wood awning wraps around the center of the building, and open, lighted metal letter-signs are attached to the awning. The parking lot to the north formerly housed the Williams Building, constructed in 1905 and destroyed by the 1954 earthquake. Due to the complete redesign and renovation in the 1970s, the building is non-contributing to the historic district. (see Photograph 54)



Photographs 54 & 55: (Left, 54) The Carson Nugget on the southwest corner of Maine and Williams, looking southwest; (Right, 55) the Fallon Theater, designed by Frederic J. DeLongchamps, and showing Art Moderne-style modifications completed after the several 1940s fires and the 1954 earthquake, along with the Theater's neighbors to the north and south (both Campana, 2015).

66. 71 South Maine Street, Rex / Fallon Theater, Art Deco/Two-part Commercial Block, 1920, Contributing Building

71 South Maine Street is a two and one-half story brick masonry movie theater with an irregular plan. The walls are clad with stucco, stone veneer, and wood paneling. The theater is divided into a smaller front (western) mass and a broad rear (eastern) mass that climbs an extra half-story. The façade is characterized by a recessed entry beneath a projecting, flat-roofed canopy that doubles as a lighted marquee. The second-floor façade is clad with stucco and features two tall, narrow glass block windows balanced between a large blade sign that spells "FALLON." Side and rear elevations consist of exposed brick. The interior plan of the western mass consists of a first-story lobby and concessions area and a second-story apartment. The lobby extends east and south into the larger mass, which encapsulates the main theater area. Historic modifications to the building include the remodeling of the original, two-part commercial block with Classical details into a Mission-style theater in 1930. This included cladding the original brick walls with stucco and altering the flat parapet

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

into a Mission-style parapet. By the late-1940s, following several bad fires, the parapet was extended and the window material transitioned into glass block, reflecting Art Moderne styling. In 1984, a major renovation split the theater auditorium into two movie theaters, renovated the entry area, and reclad the entry under the marquee with wood paneling and stone veneer. While the stone veneer disrupts the character of the building, overall the historic building is still apparent, making it a contributing building to the historic district. The building was listed in the Nevada State Register of Historic Places in 2017 (SRHP 170156). (see Photograph 55)

67. 71 South Maine Street, Rex / Fallon Theater Utility Plant, Garage, 1920, Contributing Building

Behind the Fallon Theater in its alley area is a small, single-story garage building that was the utility plant for the theater. It has poured concrete walls with small parapets on the east and west elevations. There is a doorway on the west elevation facing the theater. It has a flat roof below the parapet.

68. 81 South Maine Street, One-part Commercial Block, 1920, Contributing Building

81 South Maine Street is a one-part commercial block building with a flat parapet roof. Walls are clad with tan Roman brick and concrete stucco. The first-floor façade features a flush wood door and a large, historic metal display window. The top of the first-story wall is trimmed with soldier bricks and rests below a projecting metal canopy that shelters the sidewalk. The upper story is clad with concrete stucco, likely added in the 1940s or 1950s, and features a metal sign fastened to the uppermost part of the parapet. A concrete block pilaster extends from the far-north side of the canopy and divides the subject property from the Fallon Theater. Although altered, the majority of alterations appear to date prior to 1966, allowing the building to contribute to the historic district. (see Photograph 56)

69. 83 South Maine Street, One-part Commercial Block, 1920, Contributing Building

83 & 85 South Maine Street is a one-part commercial block with stucco and brick walls and a flat, parapet roof. The lower façade is characterized by two flush entries with full-light commercial metal doors. A curved fabric awning extends over the sidewalk. Above the awning, there is a concrete stucco-clad parapet capped with a sheet metal coping. The building generally reflects alterations common to the 1950s and 1960s in downtown Fallon, allowing it to contribute to the historic district. (see Photograph 56)

70. 93 South Maine Street, Azores Store, One-part Commercial Block, 1920, Non-contributing Building

93 Maine Street is a one-part commercial block building with a flat parapet roof, and stucco and stone veneer exterior walls. The stone veneer and the shingle “eyebrow” awning are typical of a 1980s modification in this area, similar to the 1984 redevelopment of the Fallon Theater. Unfortunately, this redevelopment altered most of the character-defining features of this small commercial building, rendering it non-contributing due to loss of integrity. (see Photograph 56)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photograph 56: South Main Street, looking east showing the shops in 81, 83, and 93 South Maine Street, comprising three of the four shops clustered in the frontage of the Fallon Theater (Campana, 2015).

71. 95 South Maine Street, One-part Commercial Block, 1920, Contributing Building

95 South Maine Street is a one-part commercial block building with a flat parapet roof and brick and concrete block exterior walls. The lower-story façade is canted inward, featuring two large, angled display windows (replacement) flanking a central full-light, metal commercial door. Below the windows, the wall is clad with running-bond brick topped with a rowlock trim. The upper story consists of a combination of stucco and painted concrete block. A flat-roofed canopy, anchored to the building with metal ties attached to hooks, is covered with sheet metal, and shelters the sidewalk area in front of the building. A lighted metal sign extends perpendicularly from the upper-story façade. Modifications to the building include the removal of the original castellated parapet, pilasters, and ribbon of windows running between and upper and lower portions of the façade. These are all 1950s or 1960s modifications reflecting the modernization of downtown Fallon during the post-war and post-earthquake period, allowing the building to contribute to the historic district. (see Photograph 57)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 57 & 58: (Left, 57) 95, 105, and 125 South Maine Street, looking east; (Right, 58) 98 South Maine, just south of the Fallon Nugget, looking west (both Campana, 2015).

72. 98 South Maine Street, Sagebrush Bar and Cafe, Two-part Commercial Block, 1910, Contributing Building

The Sagebrush Bar and Café initially opened as a bank in 1910 and was later used as a grocery store by Jarvis and Bible. Eventually, it became one of downtown Fallon's main restaurants, the Sagebrush, and functioned as such until 1990. This building forms the southernmost portion of the Fallon Nugget Casino block. It is a two-part commercial block with a simple, rectangular plan and a flat, parapeted roof, and brick walls. A modern, full-light commercial door assembly is recessed in the center of the façade. The first story of the façade is partially clad with stucco which appears to be a post-1954 stabilization, and partially with brick veneer likely added in the 1990s after the Sagebrush Bar closed. Five chamfered pilasters with fat capitals and bases run along the façade and wrap around the southwest corner. A thick, brick-relief belt course visually divides the first and second stories. The second-story façade features two symmetrically-balanced pairs of one-over-one wood sash windows. The easternmost half of the south elevation reveals concrete block that was used to build up the parapet walls, a common repair to damage from the 1954 earthquake. While the modern commercial entry and brick veneer disrupt the historic integrity of the building, most of the defining elements of the building remain, allowing it to contribute to the historic district. (see Photograph 58)

73. 105 South Maine Street, Morris and Loring Rexall Drugs One-part Commercial Block, 1920, Contributing Building

105 South Maine Street is a one-part commercial block building with a flat high-parapet roof. Built in 1920 to house the Morris and Loring Rexall Drugs store operated by H. Morris and E.B. Loring until 1941, the entire façade is now clad with steel siding, and the second-story sign consists of asbestos tiles. The lower façade is canted inward and consists of two large, angled display windows (metal replacements) flanking a central entry. A flat-roofed canopy extends west over the sidewalk in front of the building, with metal cladding on the walls above, framing a central sign consisting of two rows of painted asbestos tiles. Modifications to the building include the removal of the original castellated parapet, covering of decorative brickwork with metal siding, and the infill of original fenestration patterns. Additionally, the flat-roofed awning and sign were added to the building sometime in the 1950s, likely

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

following the 1954 earthquake. The building strongly reflects the 1950s alterations typically made in downtown Fallon, and is contributing to the historic district. (see Photograph 57)

74. 125 South Maine Street, One-part Commercial Block, 1920, Contributing Building

The small shop has a modern entry that appears to have been altered following the 1954 earthquake, based on historic photography. The masonry building has a Modern-style recessed entry flanked by large picture windows. The façade is largely clad in a vertical metal slip cover that appears in photographs by the 1950s. It has good integrity to the mid-twentieth century and is contributing to the historic district. (see Photograph 57)

75. 130 South Maine Street, E.H. Hursh Building, One-part Commercial Block, 1906, Contributing Building

The Hursh Building is a one-part commercial block with a flat parapet roof. Secondary elevations feature brick walls, and the façade is constructed with concrete block. The facade consists of an enframed window-wall with two large, stacked-wood display windows to the north of an open wood doorway below a large transom. Below the windows, there is a veneer of red-painted Roman brick, with much of the façade featuring cast stone over concrete block. The upper parapet is covered with stucco. Modifications include recessing the original flush entry, lowering the original parapet, and cladding the upper façade with stucco, which formerly matched the cast stone pattern of the lower façade. Most of the alterations were conducted as repairs following the 1954 earthquake. The building is contributing to the historic district. (see Photograph 59)

76. 131 South Maine Street, Churchill County Bank Building, Classical Revival / Two-part Commercial Block, 1904, Non-contributing Building

131 & 143 South Maine Street is a two-part commercial block with Richardsonian Romanesque influences, financed by Nevada State Senator George Ernst in 1904. It has an irregular plan and flat, parapeted roof. The brick masonry building is clad with stone veneer and stucco, and it features a rear concrete block addition. The building is divided asymmetrically into two blocks with quarry-faced ashlar cladding on the upper façade and a combination of ashlar, stucco, and siding on the lower façade. The north block, 131 South Maine Street, features a full-light commercial metal door flanked by sidelights and topped with a transom. To the north, two Tuscan pilasters frame two full-length metal windows. The south block, 143 South Maine Street, features a full-light commercial door accompanied by a single sidelight and topped with a transom, flanked by full-height, wood-framed windows, with the entire length topped with a full-length transom. The upper façade of this block features a symmetrically-balanced rectangular window and door set in a stucco blind arch, crowned with arched stone lintels. Modifications to the building over time include the removal of original oriel windows (1921), the removal of the castellated parapet and a Classical pediment (c.1950s), replacement of windows, remodeled entrances (c.1950s), and pilasters installed (c.1950s). A modern, non-contributing balcony was constructed in 2007, and windows have been replaced, significantly disrupting the historic integrity of the building and rendering it non-contributing to the district. (see Photograph 60)

Maine Street Historic District

Name of Property



Churchill County, Nevada

County and State



Photographs 59 & 60: (Left, 59) 130, 134, and 136 South Maine Street (from right to left), looking southwest; (Right, 60) The Churchill County Bank Building 131 South Maine, looking east (both Campana, 2015).

77. 134 South Maine Street, One-part Commercial Block, 1904 / 1923, Contributing Building
134 South Maine Street is a one-part commercial block with a simple plan and flat, parapeted roof. The brick masonry building largely reflects a post-war commercial building, with some non-historic modifications. Several modifications appear to be post-1954 earthquake repairs, including the removal of a 10-window ribbon in the parapet, now covered with stucco. Likely around 1970, the owner added a stone veneer covering the windows that flank the entry. Despite the addition of the stone veneer, the historic building is still largely intact, allowing the building to contribute to the historic district. (see Photograph 59)
78. 136 South Maine Street, One-part Commercial Block, 1915 / 1926, Non-contributing Building
136 & 138 South Maine Street is a one-part commercial block with a simple plan and flat, parapeted roof. The building is constructed of brick, and the façade is clad with steel veneer. Modifications to the building include the installation of the present parapet-wall, replacement of original doors and windows, and the covering of original wall cladding, all around 1975, rendering the building non-contributing to the historic district due to loss of integrity. (see Photograph 59)
79. 145 South Maine Street, One-part Commercial Block, c.1912, Non-contributing Building
145 South Maine Street is a one-part commercial block with a false front, front-gabled roof, and concrete foundation. The walls are clad with wood and vinyl paneling and brick veneer. Alterations to the building include the removal of a shed-roof front porch and a rearrangement of the façade, which previously featured a centered entrance and full-height windows. According to a 2001 survey, a 1975 photograph shows the property as it appears today with a wood-plank false front, brick veneer, and offset entry. Heavy modifications since the period of significance make the building non-contributing to the district. (see Photograph 61)
80. 148 South Maine Street, One-part Commercial Block, 1944, Contributing Building
148 & 156 South Maine Street is a one-part commercial block with a flat roof, brick walls, and tile and stucco veneer. The lower wall of the façade is faced with black ceramic tile with white grout. The façade is symmetrically balanced, featuring two recessed entries near the

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

outside edges of the building. In between the entry doors, there are two large metal display windows. The upper walls are clad with stucco. The property was constructed around 1944 with the building's current appearance reflecting some post-1954 earthquake repairs, including the concrete stucco on the wall above the entries. It retains sufficient historic integrity to be contributing to the historic district. (see Photograph 62)



Photographs 61 & 62: (Left, 61) 145 and 149 South Maine Street, looking east; (Right, 62) 148 S. Maine, and its southern neighbor, the former Bank Club (158 South Maine) and Grob & Bingham Grocery / Fallon Slaughtering & Supply (178 South Maine), now combined into a single building (both Campana, 2015).

81. 149 South Maine Street, One-part Commercial Block, c.1912, Non-contributing Building
149 & 153 South Maine Street is a one-part commercial block with a false front, front-gabled steel roof, and concrete foundation. The walls are clad with wood and vinyl paneling and brick veneer. These buildings appear to have been first constructed by 1912, but the heavy addition of non-historic materials after the period of significance makes the building non-contributing to the district. (see Photograph 61)
82. 158 & 178 South Maine Street, Bank Club and Grob & Bingham Groceries / Fallon Slaughtering & Supply Co., One-part Commercial Block, 1904, Non-contributing Building
This building was originally two separate buildings, still visible via current aerial photographs, however, the façade has been totally redeveloped into a united storefront, likely combined in the 1970s or 1980s. The north shop at 158, known as the Bank Club, was a two-part commercial block with brick and concrete block walls, and a flat roof with a stepped parapet. By the 1980s, the second story appears to have been removed and the storefront combined with its neighbor to the south. The southern building at 178 was historically a similar type of one-part commercial block store, housing both the Grob & Bingham Grocery and the Fallon Slaughtering & Supply Co. at separate times. Both buildings now have exterior walls that are clad with a combination of stucco and stone veneer. Because of the significant loss of historic integrity since the period of significance, the building is non-contributing to the historic district. (see Photograph 62)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photograph 63: 165 South Main Street, the I.H. Kent Company's main store, with a post-1954 Mid-Century Modern slip cover, among the best examples of mid-century architecture in Fallon (Campana, 2015).

83. 165 South Maine Street, I.H. Kent Company Building, Contemporary / Two-part Commercial Block, 1904 (c.1954), Contributing Building

The I.H. Kent Company building was constructed in 1904. It was remodeled in approximately 1950, with additional modifications in response to earthquake damage. It served as a general mercantile store from its construction in 1904 until 1992. It stands as one of the most significant examples of Modern-style renovation in downtown Fallon. Historically, it was a two-story masonry building with a veranda porch on its west and south elevations, including a decorative parapet. The slip-cover and Modern façade improvement were constructed in 1950, changing the building to a two-part, Contemporary-style commercial block. Although the structural walls are brick and concrete block, they are now covered with a combination of large decorative tiles and metal paneling. The façade features an ashlar foundation band, on top of which are placed three rows of tiles with a floral motif. A zig-zag metal awning cantilevers from the façade between the first and second stories. The upper wall is clad with large, pink metal panels divided by eleven narrow vertical trim pieces. The lower-story façade is visually divided into three horizontal parts by two full-height ashlar blocks interspersed with wide picture windows. The north elevation reveals lower-brick walls and upper-concrete block walls, likely a post-1954 earthquake repair. Alterations to the property are largely historic and the building is contributing to the historic district. (see Photograph 63)

84. 200 South Maine Street, Woodliff Building, Neo-Eclectic / Suburban Office, 1982, Non-contributing Building

200 South Maine is a Neo-Eclectic office building constructed on the former site of Fallon's c.1905 schoolhouse. It has one-story and two-story masses, an irregular plan, a complex roofscape, and a poured concrete foundation. The walls are constructed with brick laid in a

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

running bond, and the roof is covered with composite shingles. The property is not of historic age and is non-contributing to the historic district. (see Photograph 64)



Photographs 64 & 65: (Left, 64) the Woodliff Building at 200 South Maine Street, looking west; (Right, 65) the Grey-Reid & Co. Building (left at 201 South Maine) and the Kohloss Building (right at 263 South Maine), looking southeast on South Maine Street (both Campana, 2015).

85. 201 South Maine Street, Grey-Reid & Company Building, Two-part Commercial Block, 1920, Contributing Building

The Grey-Reid & Company building was constructed in 1920 and has been a commercial anchor for downtown since that time, housing various grocery and department stores during the period of significance, including Fallon Mercantile Co., J.C. Penney, Safeway, and Sprouse-Reitz. It is a very large, two-part commercial block with brick walls laid in a Flemish bond and a flat, parapeted roof. The façade features five brick-enframed bays divided by upper-story square pilasters. The lower story has undergone partial replacement of wall cladding with new brick and faux-western wood paneling. Storefronts feature modern metal display windows and recessed, full-light commercial metal doors. A non-historic flat-roof porch with false exposed rafter tails extends over the sidewalk and is supported by square wood columns. The second-story walls feature decorative brickwork that mirrors fenestration patterns. In the parapet of one of the central bays, the brick is painted with faded letters that read “A VESPER Store”. The north elevation is divided into three distinct bays, with faded painted letters in the central bay reading “GRAY-REID & Co.” The original castellated parapet was removed in the 1950s as a result of earthquake damage suffered in 1954. However, there are also non-historic alterations, such as the addition of faux-western wood siding on the north elevation covering some picture window openings, the replacement of wood doors and windows with metal replacements, and the installation of a wood lattice awning on the north and west elevations. Despite these alterations, the building retains sufficient integrity to be contributing to the historic district. (see Photograph 65)

86. 250 South Maine Street, One-part Commercial Block, 1912, Contributing Building

250 South Maine Street is a one-part commercial block with a flat, parapeted roof and walls clad with a combination of stone, stucco, and wood panel veneer. The lower-story façade is characterized by an enframed window-wall consisting of two full-length, wood-framed display windows flanking a full-light metal commercial door topped with an assembly of three rectangular transoms. The lower story is framed by stone veneer and sheltered beneath

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

a hipped-pent roof covered with wood shake shingles. Above the hipped roof, there is a high parapet covered with weathered wood paneling on which individual lighted letters spell out "HECKS MEAT CO". The north elevation is clad with stucco and painted with a mural depicting Fallon. A c.1940 photograph depicts a historic Mission-style parapet, possibly lost during the 1954 earthquake. Other alterations include the stone and wood wall cladding on the façade, replacement of the entry door, and the addition of the "eyebrow" shingled awning, all likely added in the 1970s. While somewhat recognizable, the building does not retain sufficient integrity and is non-contributing to the historic district. (see Photograph 66)



Photographs 66 & 67: (Left, 66) the 200-block of South Maine, showing (from right to left) 250, 260, 270, and 290 South Maine, all of which appear to have been heavily modified during or after the 1980s, looking southwest; (Right, 67) the J.C. Penney store (left) and Frazzini Furniture store (right), looking west across South Maine Street. While this block of four buildings retains some noticeable historic features, they have all been more recently modified and reflect 1980s or later renovations, rendering them non-contributing (both Campana, 2015).

87. 260 South Maine Street, Docroy's Retail Store, One-part Commercial Block, 1927, Non-contributing Building

Docroy's Retail Store is a one-part commercial block with a front-gabled roof and concrete block walls that resemble brick, some of which are clad with wood paneling. The most notable feature on the façade is an aluminum false-mansard roof on the second story. Modifications to the building include the replacement of smooth wall cladding with wood paneling and concrete brick, as well as the addition of the false-mansard roof, all likely added in the 1970s. The concrete block pillars, however, are historic and date to the 1940s. However, the building has experienced a significant loss of historic integrity since the period of significance and is non-contributing to the historic district. (see Photograph 66)

88. 263 South Maine Street, Kolhoss Building, Two-part Commercial Block, 1920, Contributing Building

263 South Maine Street is a brick masonry, two-part commercial block building that served as one of Fallon's primary grocers and mercantiles between 1920 and 1984. The façade is symmetrically-balanced with a centered, flush entry flanked by large metal display windows. The lower-story brickwork largely consists of square pilasters, and faux-western wood paneling tops the windows and doors. The upper-story is windowless and consists of brick walls laid in common bond. A row of dentils visually divides the upper story from the parapet, which is decorated with tessellated brickwork capped with a row of rowlock bricks.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

The upper story also features a wide, tessellated brick panel framed by three rows of decorative brick. A modern, flat-roofed wooden porch supported by square wood columns extends from the adjacent Grey-Reid & Company building cross the façade. The south elevation features two masses: the westernmost, two-story mass constructed with brick laid in common bond, and the easternmost (rear), one-story mass constructed with concrete block. It is unclear whether this mass is an addition or a result of earthquake-related repair work. Alterations to the building include the addition of a modern wood lattice awning to the building façade and the replacement of original windows. However, the building's early- and mid-twentieth century defining features are still clearly visible, allowing the building to contribute to the historic district. (see Photograph 65)

89. 270 South Maine Street, Frazzini Furniture Store, Two-part Commercial Block, 1921, Non-contributing Building

The Frazzini Building was built in 1921 and is best known for housing the Frazzini Furniture Store. It is a two-part commercial block with a concrete foundation and flat, parapeted roof. The building was constructed with quarry-faced ashlar blocks locally-sourced from Rattlesnake Hill, and the upper-story façade is clad with stucco. Alterations to the building include the modification of the upper story, which formerly consisted of an enframed window-wall, addition of the stucco wall cladding, and installation of the modern balcony. The loss of visible historic materials and disruption of historic design after the period of significance is significant enough to render the building non-contributing to the historic district. (see Photographs 66 & 67)

90. 290 South Maine Street, J.C. Penney Building, Two-part Commercial Block, 1948, Non-contributing Building

The J.C. Penney building was built in 1948 and is best known for housing the J.C. Penney chain department store branch in Fallon. It is a two-part commercial block with a poured concrete foundation, concrete block construction, and a flat, parapeted roof. The walls are clad with stucco and wood paneling. Significant alterations to the property after the period of significance include the replacement of original second-story windows in the 1980s or 1990s, although the general pattern of window openings appears intact. Furthermore, the recent installation of a two-story balcony has rendered the building non-contributing to the historic district. (see Photograph 67)

91. 295 South Maine Street, First National Bank, Two-part Commercial Block, 1950, Contributing Building

295 South Maine Street is a two-part commercial block with a flat roof, built in 1950 and serving as downtown Fallon's primary bank during the mid-twentieth century. The lower-story walls are clad with small, square ceramic tiles, and the upper-story walls consist of formed concrete blocks. The recessed entrance consists of a pair of full-light metal commercial doors flanked by sidelights and is centered in the lower story façade. The lower-story tiles are light brown with white grout, and a green cement string course visually divides the first and second stories. The upper-story concrete block walls are painted a cream color and capped with a red roof coping. A neon tube sign reading "E.H. HURSH AGENCY, Since 1918" and painted with the shape of Nevada, projects perpendicularly from the upper façade.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

This sign was moved to this building from its original location at 130 South Maine Street. The building retains strong integrity to the historic period, as evidenced by historic photographs. (see Photograph 68)



Photographs 68 & 69: (Left, 68) the First National Bank building at 295 South Maine, looking northeast; (Right, 69) the Hilyard's Drugs shop at 301 South Maine, looking southeast (both Campana, 2015).

92. 301 South Maine Street, Hillyard's Drugs, One-part Commercial Block, 1948, Contributing Building

301 South Maine Street is a one-part commercial block with a flat, parapeted roof, built in 1948 and operating as a drug store from 1949 into the 1980s. It is a strong example of generic Modern style, with walls constructed with concrete block accented with blue tile. The entrance is located on the flattened northwest corner of the building and consists of a pair of full-light metal commercial doors topped with a transom. Full-height pilasters clad with blue tile wrap around the cutaway wall's corners, and identical pilasters are found along the north and west elevations, enframing metal display windows in concert with a lower band of blue tile. A flat awning extends over the west and north elevation windows and is trimmed with blue tile with white tile diamond insets. The non-tiled walls are clad with stucco. Alterations to the property include the replacement of original blue tile, as described in a 1949 *Fallon Standard* article, with wood siding in the 1980s. The wood siding remained in a 2001 survey; however, the tile has since been restored, allowing the building to contribute to the district. (see Photograph 69)

93. 310 South Maine Street, Dairy Queen, Diner, 1958, Non-contributing Building

The Dairy Queen building was constructed in 1958 for a Dairy Queen restaurant. It has a square plan and metal mansard roof. The frame building is clad with brick and wood panel veneer. A 1981 renovation expanded the building, replaced the original gable roof with the current mansard configuration, and recladded the walls. The loss of historic integrity renders the building non-contributing. (see Photograph 70)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 70 & 71: (Left, 70) the former Dairy Queen at 310 South Maine, looking southwest; (Right, 71) the former Lawana Theater, now converted into a church, looking southwest (both Campana, 2015).

94. 360 South Maine Street, Lawana Theater, Art Deco / Two-part Commercial Block, 1941, Non-contributing Building

The Lawana Theater is a two-story Art Deco style building constructed in 1941 that was recently remodeled. The walls are constructed of buff brick laid in common bond, but in several places, including the entire façade, are clad with stucco. The symmetrically-balanced façade is set behind a stucco false front with raised stucco arches. An historic image from the 1940s shows a larger inset entry, more articulated Art Deco features on the concrete stucco façade, and a large, triangular marquee over the entry. Due to significant loss of historic integrity since 2001, the building is non-contributing. (see Photograph 71)

95. 365 South Maine Street, International / Strip Mall, 1961, Non-contributing Building

365 & 395 South Maine Street is a strip mall with an L-shaped plan, poured concrete foundation, and flat roof. The walls are constructed with concrete block clad with wood paneling beneath the eave and partial stone veneer cladding. The westward-projecting mass of the "L" comprises a mini-mart with a ribbon of eight black metal replacement windows on the façade, which wrap around the mass' northwest corner to join a pair of full-light metal commercial doors. The 1971 L-addition significantly disrupts the historic integrity of the building, rendering it non-contributing to the historic district. (see Photograph 72)



Photographs 72 & 73: (Left, 72) the Strip Mall at 365 South Maine, looking east; (Right, 73) the former Do Drop Inn at 380 South Maine looking northwest (both Campana, 2015).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

96. 380 South Maine Street, *Do Drop Inn*, One-Part Commercial Block, 1942, Non-contributing Building

The Do Drop Inn was established in the 1940s as a local soda fountain. It is a one-part commercial block with a flat, parapeted roof and walls constructed with concrete block clad with brick veneer. A 1940s historic photograph indicates that the concrete block was historically clad in concrete stucco, and there was a neon blade sign reading "DO-DROP INN" in stacked lettering. The window and door configuration is historic, featuring an offset entry on the north end of the building with a concrete stoop and a full-light metal commercial door. South of the door, there are two large display windows set in their original wood frames with rowlock brick sills. The south elevation features a large square display window, but formerly also had a full-view entry to its west. At some point, likely in the 1970s or 1980s, the current brick veneer was installed, covering the exterior walls, also removing original decorative concrete breeze block columns. Due to losses in historic integrity, the building is non-contributing to the historic district. (see Photograph 73)

97. 140 South Nevada Street, One-part Commercial Block, 1946, Contributing Building

140 South Nevada Street is a one-part commercial block with a simple rectangular plan and flat, parapeted roof. The walls are constructed with painted concrete block, and the foundation consists of poured concrete. The building façade is characterized by an extremely large, multi-light metal window. The north and south elevations feature an identical, centered assembly of three 6-over-1 wood windows. The building retains strong integrity to the historic period and is contributing to the historic district. (see Photograph 74)

98. 140 South Nevada Street, Residence Prefabricated/Modular, 1989, Non-contributing Building

This simple modular home was constructed outside the period of significance and is non-contributing to the historic district.

99. 25 West B Street, *Shoshone Coca-Cola Bottling*, Warehouse, 1946, Non-contributing Building

The building has an irregular footprint with a concrete block to the north and a frame unit added to the south. The historic rear building is a one-part commercial block made from concrete block. There are the remains of a sliding garage door near the southwest corner. The addition in front is gabled with a standing seam metal roof. Vinyl lap-siding covers three elevations. This building has been heavily modified since the historic period and is non-contributing to the historic district.

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 74 & 75: (Left, 74) a small garage at 140 South Nevada, looking west; (Right, 74) the former Stageline Bus Station at 55 West Center, looking southwest (both Campana 2015).

100. 55 West Center Street, One-part Commercial Block, 1935, Contributing Building
55 & 75 West Center Street is a one-part commercial block with three storefronts, an L-shaped plan, and a parapeted roof. At one point it served as a Stageline Bus Station. The brick walls are clad with stucco. The façade features three large, original wood windows with single lights of glass and raised stucco sills. There are three wood doors along the façade, providing entry to the shop spaces. Two empty metal sign frames project perpendicularly from the façade. An original wood window featuring four tall, narrow lights of glass and topped with a six-light transom is located on the west elevation of the rear mass. Alterations to the building include the demolition of interior walls, alteration of the east elevation's fenestration pattern, and the replacement of some windows. However, it retains enough integrity to contribute to the historic district. (see Photograph 75)
101. 60 West Center Street, One-part Commercial Block, c.1915, Non-contributing Building
60 West Center Street is a one-part commercial block with a simple rectangular plan and stepped parapet. The brick masonry building features common and running bond patterns, and the concrete foundation is clad with tile. Modifications to the property include reconstruction of the parapet, likely following the 1954 earthquake, as well as significant changes since the period of significance, such as the replacement of original windows with vinyl and some alteration to original fenestration patterns. The loss of historic integrity renders the building non-contributing to the historic district. (see Photograph 77)
102. 66 West Center Street, One-part Commercial Block, 1925, Contributing Building
66 West Center Street is a small, one-part commercial block with a simple plan and flat, parapeted roof. The property is of frame construction and is clad with stucco. The simple, unadorned façade features a rectangular door with a full-length light of glass. On both sides of the door, there are large, original wood-framed windows recessed into the wall. A lighted sign projects perpendicularly from the center of the parapet. Modifications to the property include the construction of a small, gabled hyphen-hall connecting the east side of the restaurant to the adjacent property at 70 West Center Street. The building retains sufficient integrity to contribute to the historic district. (see Photograph 76)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 76 & 77: (Left, 76) a series of shops from 66-90 West Center Street, looking northeast; (Right, 77) 60 West Center, looking northwest (both Campana 2015).

103. 70 West Center Street, One-part Commercial Block, 1925, Contributing Building

70, 80, and 90 West Center Street comprises three storefronts of a one-part commercial block with a simple plan and flat, parapeted roof. The wood-framed building is clad with stucco. The simple, unadorned building hosts two businesses, each of which occupies half of the block. The easternmost business is connected to 66 West Center Street by way of a wood hyphen-hall. Its façade features two separate, side-by-side full-view entry doors. On either side of the pair of doors, there are large, square wood windows. The building retains sufficient integrity to contribute to the historic district. (see Photograph 76)

104. 93 West Center Street, Western Auto Building, One-part Commercial Block, 1957, Non-contributing Building

The Western Auto building is a one-part concrete block built in 1957, best known for its use as an auto garage between 1963 and 1973. It has a simple, rectangular plan and flat, parapeted roof. The walls are constructed with concrete block with a stacked brick veneer, and the parapet wall is clad with stucco. The simple façade consists of a single, off-center full-light commercial door set within a larger rectangular frame of stacked concrete bricks trimmed with soldier and header bricks. The signage reading "Elks" is made of scroll-sawn wood and attached to the brick veneer. A flagpole sits in front of the building. It now serves as part of the meeting hall for the Fallon Elks Lodge. The brick and stucco veneer on the façade was likely added after 1973 as part of the Elks Lodge expansion, rendering the building non-contributing due to loss of integrity. (see Photograph 78)

105. 95 West Center Street, Express Office / Elks Lodge, Two-part Commercial Block, c.1923, Contributing Building

The Express Office is a two-part commercial block with a simple rectangular plan and flat, parapeted roof, built in approximately 1923. It was converted to the Elks Lodge in the 1950s. The building is constructed with common-bond brick and concrete block. The façade is characterized by an enframed window-wall, the majority of which has been infilled with newer brick laid in a running bond. A rectangular front door with sidelights is centered in the largest of the window-wall frames and is recessed beneath a soldier brick lintel set in the brick infill wall. Above the door, there is a metal blade sign that reads "ELKS B.P.O. 2239."

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

A concrete belt course visually divides the first and second stories. The second story is constructed with concrete block. The second story reconstruction and infill of window and door openings likely occurred as a result of the 1954 earthquake. The building retains sufficient integrity to the period of significance to remain contributing to the district. (see Photograph 78)



Photographs 78 & 79: (Left, 78) the former Western Auto Building and the Elks Lodge at 93 and 95 West Center, looking southwest; (Right, 79) 102 West Center, looking northwest (both Campana 2015).

106. 102 West Center Street, One-part Commercial Block, 1912, Contributing Building
102 West Center Street is a one-part commercial block with attached service bays, an irregular rectangular plan, and gabled roof forms set behind a parapeted false front. The building, likely of wood frame construction, features a combination of lapboard, brick, flush paneling, and stamped tin wall cladding. The building is accessed by a large door set in a slightly-recessed entrance located on the southeast corner. The east elevation is divided into a large southern mass and small northern mass. The larger mass features a historic entablature, and a decorative molded wood cornice supported by heavy wood brackets wraps around the southeast corner. The smaller northern mass features a tall, narrow window and small rolling garage door. The south elevation, also divided into a large (eastern) mass and small (western) mass, is covered with tin cladding stamped to resemble cast stone. The smaller mass features a rolling garage door and small, multi-light sash window. Modifications to the building include the covering of all windows with security grates, some of the wall cladding, and the northern and western additions, much of which occurred during the period of significance, allowing the building to contribute to the district. (see Photograph 79)

107. 125 West Center Street, Contemporary / Suburban Office, 1963, Contributing Building
125 West Center Street is a one-part commercial block, Contemporary-style building featuring a simple square plan and flat roof with widely-overhanging eaves and a large shed dormer. The walls are constructed with brick and concrete block. The façade is visually divided into two masses: a broad, blocky mass comprised of long bricks laid in a running bond and a taller, narrow wing with square concrete block facing and projecting concrete block accents. The only modification to the building appears to be the loss of three east-facing dormer windows, which were recorded in a 2002 survey. The building retains strong integrity and contributes to the district. (see Photograph 80)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Photographs 80 & 81: (Left, 80) 125 West Center, looking northwest; (Right, 81) the Frazzini Furniture Store Warehouse at 60 West Richards (both Campana, 2015).

108. 60 West Richards Street, Frazzini Furniture Store Warehouse, Two-part Commercial Block, 1941, Contributing Building

60 West Richards Street is a two-part commercial block with a square plan and flat, parapeted roof, built in 1941 for the nearby Frazzini Furniture store. The building has concrete block walls with buff brick accents and is set behind a wide dirt lot. It features a symmetrical fenestration pattern with original, multi-light metal windows that are short and rectangular. A centered doorway is located on the south elevation. It is a good example of a storage warehouse and contributes to the district. (see Photograph 81)

109. 80 West Richards Street, One-part Commercial Block, 1949, Contributing Building

80 West Richards Street is a standalone, one-part commercial block with a square plan and two service bays. The walls are constructed with small concrete blocks. A trio of tall, rectangular wood windows is located on the south elevation and west elevation. A standing seam metal pent roof wraps around the southwest corner, likely added in the 1980s and sheltering the full-length windows. Original wood service bays with upper divided lights are located on the east end of the south elevation and the north end of the west elevation. Despite the addition of the metal roof, the historic building is clearly recognizable and retains sufficient integrity to contribute to the historic district. (see Photograph 82)



Photographs 82 & 83: (Left, 82) 80 W Richards, looking northeast (Campana, 2015); (Right, 83) the Churchill County Jail Building (left) and Courthouse (right), looking northeast (Hamon, 2018).

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

110. 10 West Williams Avenue, Churchill County Jail, Foursquare, 1906, Contributing

Building

The old Churchill County Jail, a simple utilitarian public building with Greek Revival influences, was built in 1906 by contracting firm Orchard and Galloway based on plans provided by Reno architect Ben Leon. It is a two-story, stone, Foursquare building with prison space on the interior. It was listed in the National Register of Historic Places in 2001 and is contributing to the historic district (NRIS 01001546). (see Photograph 83)

111. 50 West Williams Avenue, Churchill County Communications Building, International / Suburban Office, 1966 Contributing Building

The Churchill County Communications Building is a two-story, International-style building with a rigidly rectangular form and a flat roof. The building is split into two sections; a two-story box section to the south facing Williams Street/U.S. 50, and a one-story irregularly shaped section to the rear of the lot. The building sits in downtown Fallon adjacent to the Churchill County Courthouse, amid other mid-size buildings typical of Nevada's rural downtowns. It is a strong local example of International-style architecture and is contributing to the historic district. (see Photograph 84)



Photographs 84 & 85: (Left, 84) the Churchill County Communications Building at 50 West Williams, looking northwest (Hamon 2018); (Right, 85) Fallon City Hall, looking southeast (Bertolini, 2016).

112. 55 West Williams Avenue, Fallon City Hall, Spanish Colonial Revival / One-part Commercial Block, 1930, Contributing Building

The Spanish Colonial Revival style Fallon City Hall, which opened for business in April 1931, sits on the northwest corner of Williams and Carson Streets in Fallon, Nevada. The building was designed by architect Frederic J. DeLongchamps and built by contractors Ernest Gevelhoff and T.J. Rees. The building is 14,352 square feet, sitting on a concrete foundation. It consists of one-story set above a high basement. Its walls are constructed of concrete clad with a multihued brick veneer. Its roof displays hipped and gabled forms and is covered in terra cotta tiles. Windows and entries are a mix of rectangular and round-arch openings. The tower near the southwest corner of the building served as a functional watchtower for the City's fire department. The fire engine garage was located at this corner as well, but has since been infilled with matching brick after the Fire Department moved across the street to the 1950 station on North Carson Street. The City Hall building contributes to the historic district

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

as a significant reflection of civic construction and architecture in Fallon. It was listed in the National Register of Historic Places in 2004 (NRIS# 04001197). (see Photograph 85)

113. 180 West Williams Avenue, Value Inn (Office), Ranch / Motel, 1952, Contributing Buildings (2)

The Value Inn is a mid-twentieth century motor court along U.S. 50/Williams Avenue in Fallon. It is a single-story motor court with an irregular plan, split into an office building and an L-shaped building for the rooms. It is characterized by a southwestern block for the office, and an L-shaped set of motel rooms facing south, west, and east onto Carson Street. The business, with its parking lots and swimming pool take up the entire street front between Carson and Laverne Streets. The office is a Ranch-style building with a hipped roof with gablets and open eaves, facing east into the court. Walls are brick, with a dominating wide brick chimney along the building's south elevation facing Williams Avenue. The motel rooms are located in a Ranch-style, side-gabled building with units facing inward and covered by a recessed porch consisting of a concrete floor and concrete stairs into the parking lot, supported by squared posts. The court itself has asphalt paving and is lined on its north end with trimmed juniper bushes. Each unit has a wood panel door, a sliding window, and a small one-over-one window. An addition facing Carson Street has a flat roof and units facing the swimming pool. At the southeast corner of the property, the swimming pool is surrounded by a courtyard fence of brick pilasters interspersed with chain link fence. (see Photograph 86 & 87)



Photographs 86 & 87: (Left, 86) the Value Inn at 180 West Williams, looking north (Hamon, 2018); (Right, 87) the Value Inn and the Garage at 250 West Williams, looking northwest (Hamon, 2018).

114. 250 West Williams Avenue, Garage, 1950, Contributing Building

This one-part commercial block building is split into three wings. The west wing, housing what is now the Third Space Bookstore, is a simple, painted concrete block building with stucco on its façade and large one-by-two metal-framed picture windows on its front and sides, with a full-view metal and glass entry door at its center. This building appears to have been added on to the main/east wing at a later date during the historic period, as it connects to what appears to have been the face of the garage building at the rear. The building retains good integrity to the historic period and is contributing to the historic district. (see Photograph 88)

Maine Street Historic District

Name of Property



Churchill County, Nevada

County and State



Photographs 88 & 89: (Left, 88) the garage at 250 West Williams, looking northwest; (Right, 89) the shop at 290 West Williams, looking northeast (both Hamon, 2018).

115. 290 West Williams Avenue, One-part Commercial Block, 1925, Non-contributing Building

The Berney Realty building is a single block commercial building constructed by 1925, initially as a doctor's office near downtown. It has stucco-covered brick walls and a flat roof with a short parapet. The façade was heavily modified in a renovation project in 2002, and now includes a raised concrete stoop with a half-wall, leading to two entrances and two full-length windows in between, all covered by a red shingled mansard skirt that junctions with the wall about two feet below the parapet cap. A single window with a stucco-covered brick sill breaks the façade near the southeast corner. Due to significant modifications after the period of significance, the building is non-contributing to the historic district. (see Photograph 89)

116. 310 West Williams Avenue, Tudor Revival / Gabled-Ell, c.1948, Contributing Building

Although the County Assessor states that this building was constructed in 1948, it was likely constructed earlier in the late 1920s or 1930s. It is a strong example of a Tudor Revival building converted for commercial use. It retains its steeply-pitched roof, stone veneer, and arched entryway on its south façade. It has stucco cladding intermixed with the stone and multiple gables along its side (east) elevation. Windows appear to be wood multi-light, largely consisting of six-over-six sash windows. As an extremely rare and well-preserved example of Tudor Revival architecture in Fallon, the building appears to independently meet the National Register criteria, likely under Criterion C in the area of Architecture, and is contributing to the historic district. (see Photograph 90)

Maine Street Historic District

Name of Property



Churchill County, Nevada

County and State



Photographs 90 & 91: (Left, 90) The Tudor Revival house at 310 West Williams, looking northwest; (Right, 91) the Craftsman Bungalow at 325 West Williams, looking south (both Bertolini, 2018).

117. 325 West Williams Avenue, Craftsman / Bungalow, c.1921, Contributing Building

Built by 1921, this larger Craftsman-style Bungalow has been modified for commercial use. It retains an enclosed Craftsman-style porch, hipped-roof dormers indicative of the Bungalow type, and a hipped roof with exposed rafter tails. It has varying wood windows dominated by six- or eight-over-one wood sash windows, and its siding is narrow lapboard. Although not associated with the historical trends of commercial development in the district, the building appears to be a significant and well-preserved example of a Craftsman Bungalow with Four Square influences that independently meets the National Register Criterion C, and is contributing to the historic district. (see Photograph 91)

118. 335 to 375 West Williams Avenue, Motel, 1951, Contributing Buildings (3)

The entire motel consists of three buildings and appears to be one of two mid-century Modern motels built in the immediate post-war period to accommodate increased travel on U.S. Highway 50, the former Lincoln Highway. In 1951, this set of buildings was constructed as what appears to be Fallon's first motor court. The following year, the Value Inn was constructed farther east on Williams Avenue. These buildings at 335 West Williams are single-story constructions that include the motel's main rooms assembled in an L-shape around a parking court. The motel office building and a building for extra rooms at the rear of the lot are both Ranch-style constructions with sliding windows and buff brick exterior walls. The motel has been rehabilitated into an office building. It retains sufficient integrity to convey its significance as a roadside accommodation and is contributing to the historic district. (see Photograph 92 & 93)

Maine Street Historic District

Name of Property



Churchill County, Nevada

County and State



Photographs 92 & 93: The two buildings that formerly comprised one of Fallon's earliest post-World War II roadside motels along U.S. Highway 50, including rooms (left, 92) and the main office (right, 93) (both Bertolini, 2018).

119. 376 West Williams Avenue, Craftsman / Bungalow, 1920, Contributing Building

This tall, two-story, Craftsman Bungalow includes a low-pitched, cross-gabled roof, along with wood panel and blonde brick siding with faux half-timbering in the gable ends. It retains large wood windows, some of which are multi-light, and a centered porch on the first floor, with matching half-timbering. The building is a well-preserved and substantial example of a Craftsman Bungalow in Fallon and appears to independently meet the National Register Criterion C in the area of architecture, and is contributing to the historic district. (see Photograph 94)



Photographs 94 & 95: (Left, 94) the Craftsman bungalow at 376 Williams; (Right, 95) the motel building at 390 West Williams (both Bertolini, 2018).

120. 390 West Williams Avenue, Fallon Lodge (East), Ranch / Motel, 1961, Contributing Building

This simple Ranch-style, two-story motel has a low-pitched roof and simple railing along the upper floor, with simple pipe porch supports along the west and south elevations facing the courtyard. The office is in a single-story attachment on the building's south side. Siding is stucco, possibly over concrete or wood, with sliding windows in all the motel rooms. It appears to be a well-preserved example of motel construction in downtown Fallon and is contributing to the historic district. (see Photograph 95)

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Statement of Significance

Applicable National Register Criteria

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

☒

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐

B. Property is associated with the lives of persons significant in our past.

☐

C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐

D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

☐

A. Owned by a religious institution or used for religious purposes

☐

B. Removed from its original location

☐

C. A birthplace or grave

☐

D. A cemetery

☐

E. A reconstructed building, object, or structure

☐

F. A commemorative property

☐

G. Less than 50 years old or achieving significance within the past 50 years

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Areas of Significance

(Enter categories from instructions.)

COMMERCE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1901-1966

Significant Dates

1904

1907

1920

1944

1954

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Frederic J. DeLongchamps

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

The Maine Street Historic District in Fallon, Nevada is significant under Criterion A in the areas of Commerce and Community Planning and Development as the commercial, social, and administrative hub for Churchill County since the first decade of the twentieth century. The area served as the center of commercial activity and government administration in Churchill County beginning in the first decade of the twentieth century, as well as the geographic and social center of the county. The downtown area developed around the intersections of Maine Street and Williams Avenue over the course of the twentieth century. The primary commercial corridor of shops, restaurants, hotels, and entertainment venues was Maine Street, with the commercial center south of Williams, and the warehousing, freight, and light industrial center north of Williams at the Southern Pacific Railroad terminus. The intersection of Maine and Williams also served as a node for government services, with municipal and county facilities steadily developing on several blocks at the center of the historic district, including the County Courthouse, Fallon City Hall, and various facilities for law enforcement, fire protection, and public works.

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

The district's period of significance extends from 1901, with the founding of the town of Fallon, to 1966, when the County completed the Communications Building on Williams Street, signaling the close of significant developments in the historic downtown. After that time, most developments in the downtown were incremental and not significant, and significant commercial and administrative construction in Fallon took place outside the historic downtown area. What remains is a concentration of eighty-one (81) contributing and forty-three (43) non-contributing resources that together reflect Fallon's significant commercial evolution between 1901 and 1966, and the downtown's establishment as a civic center during the same period.

Narrative Statement of Significance

*Significant portions of this context have been adapted from an architectural survey report produced by the Nevada SHPO in 2015, authored by ZoAnn Campana. The author was notified and has been named as a co-author on this nomination.*⁴

Commercial and Civic Development of Downtown Fallon, 1901-1966

The Maine Street Historic District is significant under Criterion A in the areas of Commerce and Community Planning and Development as the primary commercial and administrative node in Churchill County since the early twentieth century. Seated at the geographic center of Churchill County, serving as the County's seat, and located at the intersection of Lahontan Valley's major highway crossroads, U.S. Highway 50 (formerly the Lincoln Highway) and U.S. Route 95 (Maine Street), the nominated area has served as the hub for commerce in the region since the early 1900s. Few of the historic district's buildings and associated features reflect Fallon's earliest years, in large part due to a period of modernization in the 1950s and 1960s, precipitated by both economic growth related to the presence of the Naval Air Station (NAS) Fallon, and alterations and repairs made in response to a severe earthquake in the valley in 1954. The historic district displays the evolution of Churchill County's, and Fallon's, commercial and civic history from its foundations in the 1900s to the middle of the twentieth century.

Churchill County rests within what became an agricultural center for western Nevada as a result of a major reclamation project in the twentieth century. The Carson River runs from its headwaters in California north and east through Nevada in Douglas, Carson, and Lyon counties before entering Churchill County. As it enters Lahontan Valley, the Carson channel divides into several sloughs, branches, and marshes spread throughout the broad, shallow valley, eventually emptying into the Carson Sink to the northeast of Fallon. This network of wetlands was attractive to cattle ranchers in the region in the late nineteenth century.⁵

The crossroads that became downtown Fallon is situated near the center of the Lahontan Valley, the lowest valley in the Carson River watershed before the river empties into the Carson Sink. As a periphery to northwest Nevada's mining landscapes in the Comstock, the Lahontan Valley

⁴ DCNR-NVSHPO, *Downtown Fallon Commercial Corridor – Architectural Survey Report* by ZoAnn Campana (Carson City, 2015).

⁵ Townley, 1; Corkhill, 100.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

developed slowly after Euro-American settlement in the mid-nineteenth century. Prior to the 1850s, the area that is now Churchill County was part of the Northern Paiute territory of the Great Basin. The *Toidikadi*, or Cattail-eaters, were a band of the *Numu* (Northern Paiute) and called the Carson Sink and lands to its east their home. Stillwater Marsh (NRIS# 75001104) was, and still is, a center of the *Toidikadi* culture as it provides a rich and supportive biotic environment. The first contact between *Toidikadi* and Euro-American visitors came as a result of exploration by fur trading companies surveying the Humboldt and Carson River basins for their potential for beaver trapping by the late-1820s. In the 1840s, the valley also became part of the Overland Trail network that funneled tens of thousands of settlers from eastern towns and cities to farming and mining communities on the west coast, although many settled prior to reaching the coast. The discovery of gold and silver in northwest Nevada in 1859 precipitated the use of Lahontan Valley and Stillwater Marsh as a ranching landscape to feed mining communities like Virginia City, Dayton, and Silver City. Displacing the *Numu* in the region, settlers moved into the well-watered Lahontan Valley to raise livestock and hay, and grow produce for the local mining towns and trail supply stations, such as Dayton, Virginia City, and Wadsworth. The marshes that had once been hunting and horticultural grounds for the *Toidikadi* were highly prized grazing lands in an environment that often received less than five inches of precipitation each year. *Toidikadi*, along with displaced *Newe* (Northern Shoshone) people remained in the area, working on ranches or providing other services, eventually forced to settle on the Stillwater Indian Reservation in Lahontan Valley. By 1918, the Bureau of Indian Affairs expanded the small colony northeast of the town of Fallon, renaming it the Fallon Reservation and Colony which is now home to the Fallon Paiute-Shoshone Tribe.⁶

Aside from modest ranching activity, the Lahontan Valley remained comparatively unsettled by Euro-Americans for most of the nineteenth century. Overland travel routes through Lahontan Valley drew several hundred people who mined local mineral claims east of Fallon, such as Alpine and La Plata, and established telegraph lines and freight stations. With the establishment of Nevada Territory in 1861, Churchill County became one of the original counties within the new territory. The small population compelled the state legislature to have Lyon and Churchill Counties share a seat at Buckland Station (NRIS 97001546) near Fort Churchill (NRIS 66000456). After Nevada attained statehood in 1864, the state legislature redrew county lines, annexing Buckland Station into Lyon County, and moving the Churchill County seat to the small mining community of La Plata, approximately twenty miles west of the future site of Fallon. However, the County moved its courthouse to Stillwater in 1868, approximately twelve miles northeast of present-day Fallon, where it remained for the rest of the century.⁷

The decline in mining across the region by the end of the 1870s demanded a new market for the valley's agriculture. Ranchers who had purchased key water sources in the valley grazed their

⁶ John M. Townley, *Turn This Water into Gold: The Story of the Newlands Project*, 2nd ed., (Reno and Fallon, Nev.: Nevada Historical Society, Churchill County Museum Association, and Truckee-Carson Irrigation District, 1998), 1; Elmer R. Rusco, "Purchasing Lands for Nevada Indian Colonies, 1916-1917," *Nevada Historical Society Quarterly*, (Spring 1989), 1.

⁷ Townley, 3-7; Fowler, 21, James West Hulse, *The Silver State: Nevada's Heritage Reinterpreted*, 3rd ed., (Reno & Las Vegas: University of Nevada Press, 2004), 227.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

beef and dairy cattle in the lowlands in winter, summering their herds in the mountains in the public domain. Their ranch hands often included displaced *Toidikadi*. Early ranchers grazed cattle and hogs on the grass and tules in the summer and burned the refuse in the fall. By 1870, irrigation networks supported thirty-six working ranches in the valley. As mining town markets declined, ranchers began driving their cattle to railroad junctions along the Central Pacific Railroad for delivery to markets in San Francisco and Sacramento. By 1880, much of the valley had been fenced or put to plow. Despite the expansion of ranching agriculture, the lack of robust mining activity meant that Churchill County remained the smallest in Nevada by population, with only 830 residents by 1900.⁸

Early Downtown Fallon (1901-1941)

Amid steady ranching development, James West Richards opened a store at a crossroads in the Lahontan Valley in 1894 with the intent of supplying local ranchers and the native Paiute with general merchandise. The general store offered a convenient, well-located alternative to previously established stores located in Stillwater, St. Clair, Wadsworth, and Dayton. In fact, Jimtown was located at the present-day intersection of Maine Street and Williams Avenue/U.S. Highway 50 in downtown Fallon. As Jimtown grew, the first U.S. Post Office in the Lahontan Valley was founded on July 24, 1896 in an outbuilding on Michael Fallon's ranch, which comprised much of the land surrounding Jimtown. The post office was located near the present-day intersection of Ada Street and Williams Avenue in Fallon, three blocks west of Jimtown. Predicting that additional merchants would be attracted to the fledgling commercial area, Michael Fallon subdivided his land surrounding the post office, naming the new community after himself.⁹

What ultimately propelled the community of Fallon into a full-fledged city was federal legislation sponsored by Nevada U.S. Senator Francis Newlands. Having worked on regional reclamation projects for nearly a decade, Newlands hoped to harness the Truckee and Carson Rivers to provide irrigation water for new agricultural developments in northwest Nevada. After his election to the U.S. Senate, Newlands' ambitions broadened to national reclamation that sought to build large-scale irrigation projects in the American West using federal funds. Newlands sponsored a Reclamation Act that would create a new federal agency to oversee the construction of these projects; the bill passed Congress on June 17, 1902. The Reclamation Act authorized several large irrigation projects throughout the American West, with the Truckee-Carson Irrigation Project being one of the first. The Newlands Project, as it was later dubbed, involved the construction of canals and the installation of several dams along the Carson and Truckee Rivers which would provide water to irrigate the Lahontan Valley and "reclaim" the desert. The federal reclamation effort never achieved the level of success for which its proponents hoped, with most reclamation projects, including the Truckee-Carson undertaking, never being able to provide water for the number of acres predicted. Nevertheless, the Truckee-Carson project was instrumental in the commercial and agricultural development of Fallon,

⁸ Townley, 3-7; Fowler, 21, Hulse, *The Silver State*, 227.

⁹ Hutchins, J. and M.E. Kimball. *An Architectural Survey of the Fallon Commercial District* (2001), 6.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

providing the need to develop a small town in the valley to support commercial, banking, and administrative services.¹⁰

In 1901, just prior to the passage of the Newlands Act, Nevada State Senator Warren West Williams purchased Michael Fallon's ranch, as well as the subdivided town lots surrounding the post office. Using paced distances and compass bearings, Senator Williams platted the earliest version of the Fallon community (approximately corresponding to the Williams Tract) in an orthogonal plan and named the north-south main street after his home state of Maine. It is possible that Williams' land purchase was in anticipation of the economic impact of the Reclamation Act, sponsored by Francis Newlands in the U.S. Senate. Churchill County had already received attention as a possible candidate region for the new irrigation service the bill would create.¹¹ With the Truckee-Carson irrigation project underway, citizens of Churchill County moved the county seat from Stillwater to Fallon on March 5, 1903 as a result of legislation sponsored by Senator Williams. Williams donated land just north of Fallon's coalescing business district for the new county courthouse, which was constructed in the Classical Revival style in 1903. By its completion, Fallon's population had increased to around 200 residents. In 1906, the County added a two-story stone jail building west of the Courthouse. These two buildings stood within dense frame commercial construction along Williams Avenue and Maine Street, and became the focal point for a collection of public buildings constructed in this and neighboring blocks over the next century.¹²

Engineers and surveyors of the U.S. Reclamation Service involved with the Newlands Project formally platted the town site of Fallon in 1904, and the number of businesses in Fallon rapidly grew the same year. The previous year, crews began construction of the Derby Diversion Dam (NRIS 78001727) and the Truckee Canal, which transferred water into the Carson River several miles above Fallon (and later at the site of the Lahontan Dam). The canal enabled the Lahontan Valley, part of the Carson River watershed, to receive additional water from the Truckee River, which spurred the area's agriculture boom. In early 1905, Reclamation crews completed the second phase of the Newlands Project. This included the construction of the Carson River Diversion Dam (NRIS 81000380) in 1904-1905, eleven miles west of Fallon, to charge several new irrigation ditches in the Lahontan Valley. The new availability of water in the valley drew settlers who established 108 new farms and ranches in 1906 alone.¹³

This boom additionally impacted the town of Fallon, which provided goods and services to the agricultural community, and whose population nearly doubled between 1903 and 1906 to 398. At

¹⁰ Hutchins and Kimball, 8.

¹¹ Hutchins and Kimball, 6.

¹² Hutchins and Kimball, 8; National Register of Historic Places (NRHP), Churchill County Jail, Fallon, Churchill County, Nevada, NRIS # 01001546, <http://shpo.nv.gov/uploads/documents/01001546.pdf>, and Derby Diversion Dam, Sparks (vicinity), Storey & Washoe Counties, Nevada, NRIS #78001727, <http://shpo.nv.gov/uploads/documents/78001727.pdf>, and Carson River Diversion Dam, Fallon (vicinity), Churchill County, Nevada, NRIS# 81000380, <http://shpo.nv.gov/uploads/documents/81000380.pdf>.

¹³ Hutchins and Kimball, 8-9; Mackendon, 22; Sanborn Insurance Company, "Fallon," 1905, Nevada in Maps Collection, University Archives and Special Collections, University of Nevada, Reno (hereafter UNR), <http://contentdm.library.unr.edu/cdm/ref/collection/hmaps/id/4957>.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

the beginning of 1904, the town featured six establishments: Richards' general merchandise store, the Hotel Fallon, a restaurant, two saloons, and the newly-constructed courthouse. By the end of the year, Maine Street and Williams Avenue had been solidified as the primary corridors of the small town, and the number of businesses more than quadrupled with the addition of six restaurants, five saloons, two hotels, four boarding houses, and a bevy of other commercial establishments. Fallon's draw as a burgeoning commercial center in 1904 is further demonstrated by the relocation of I.H. Kent's lumber company office building from Stillwater to Fallon in that year. Kent moved the building using skids and mules. He reopened the building in its new Fallon location as a general merchandise store with a newly constructed façade of locally quarried stone. The I.H. Kent building continued to be a cornerstone of downtown Fallon throughout the twentieth century. The 1905 Sanborn Insurance Company map for the town shows modest development along Maine Street south of Williams, including several saloons, a public hall, and several shops, banks, and hotels. With agricultural investment pouring into the region, businesses continued to grow, with a butcher, confectionary, bakery, bank, saddle shop, and furniture store added by 1906. The same year, J.W. Murdock established Fallon's first automobile dealership, and business leaders founded the town's Chamber of Commerce, as well as a multitude of civic organizations. In its first few years, Fallon became the commercial center for the increasing agricultural activity in Lahontan Valley.¹⁴

The construction of a railroad line into Fallon in 1907 cemented the town's regional importance as a hub of agricultural commerce. In January of that year, the Southern Pacific Railroad completed a spur line from Hazen to Fallon under its Nevada & California Railroad subsidiary, eliminating the need to transport freight between Hazen and Fallon by wagon. The spur line linked the community to a nationwide distribution network that allowed local farms to ship their products around the county. Likely aided by the access to regional and national markets, the number of area farms and ranches grew to 300 the same year. In the next several years, light manufacturing and warehousing buildings sprung up at the Southern Pacific terminus to facilitate easy shipping between Fallon businesses and larger markets.¹⁵

With Fallon growing quickly, the citizens of the town voted on December 18, 1908, to incorporate as the City of Fallon. Unfortunately, around the same time, the new city experienced a wave of disasters that affected its built environment. In 1907, a flood devastated the area's buildings, roads, and canals. In 1908, a fire in the commercial district destroyed buildings on the corner of Maine and Center Streets, inspiring the creation of the town's first fire company. The same year, a legal filing on behalf of the Pyramid Lake Paiute Tribe challenged the diversion of Truckee River waters, sparking a Reclamation-related controversy that has continued into the 21st century. Despite the losses, by 1909, records indicate a thriving commercial and warehousing area, with the two blocks between Williams Avenue and 2nd (now Center) Street

¹⁴ Hutchins and Kimball, 8.

¹⁵ Hutchins and Kimball, 10; Sanborn Insurance Company, "Fallon," 1909, Sheet 1, UNR; David F. Myrick, *Railroads of Nevada and Eastern California: Volume One – the Northern Roads*, (Berkeley: Howell-North Books, 1962), 38, 202.

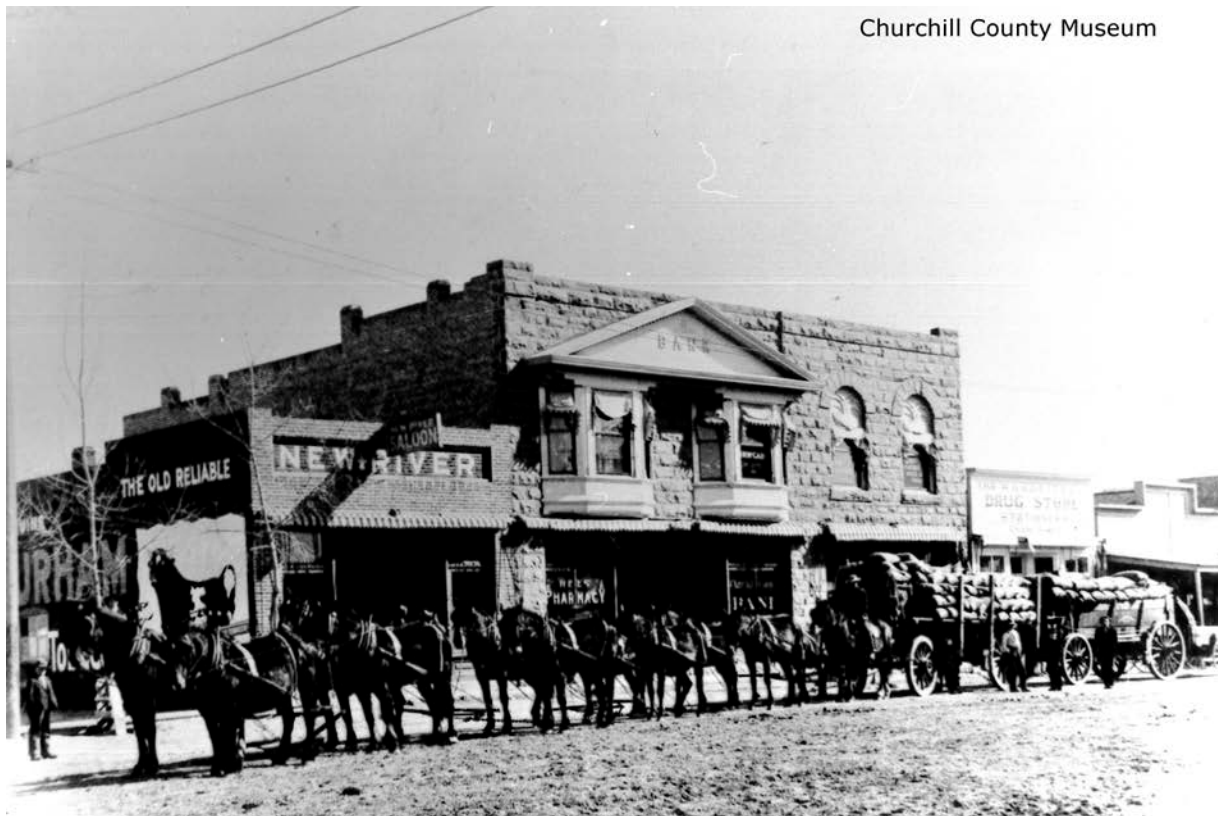
Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

being the focus of construction. In 1910, a second fire ravaged wooden buildings along the west side of Maine Street, reinforcing the preference for masonry in downtown construction.¹⁶



Churchill County Museum

Figure 1: Maine Street in 1909. From left to right are 125 (the New River Saloon, later the Morris & Loring Rexall Drugs store), 131 (the Churchill County Bank building), 145, and 149 South Maine Street. (Courtesy of the Churchill County Museum).

The completion of hydroelectric irrigation dams along both the Carson and Truckee Rivers helped further enhance Fallon's downtown development, as access to electric power provided the ability for light manufacturing in the city. In 1911, the latest phase of the Newlands Project began construction on the Lahontan Dam. Once completed in 1915, the dam created the Lahontan Reservoir along the Carson River and included an electric power plant. The plant provided power to Lahontan Valley, including Fallon, and helped the town develop a municipal sewage disposal system shortly thereafter. As early as 1912, the Nevada Sugar Company had developed a beet sugar plant west of Fallon, with a spur connection to the Southern Pacific terminus line to Fallon.¹⁷

¹⁶ Hutchins and Kimball, 10-11.

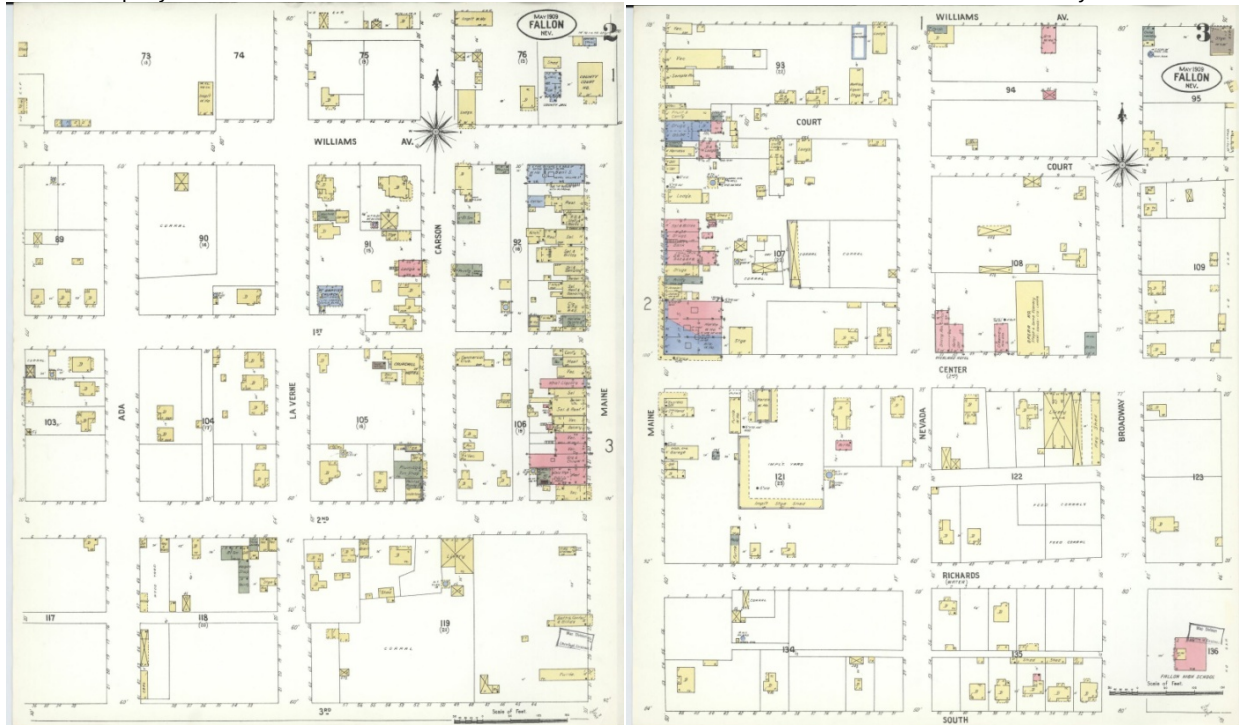
¹⁷ Hutchins and Kimball, 11-12; National Register of Historic Places, *The Newlands Reclamation Project (Truckee Carson Project) Thematic Resources Nomination*, Multiple Property Documentation Form, Nevada, 1981, <http://shpo.nv.gov/uploads/documents/64000529 - Newlands Irrigation Project - MPDF.pdf>; Sanborn, "Fallon," 1912, Sheets 1-3, UNR.

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State



Figures 2 and 3: Sanborn Fire Insurance Maps for Fallon, 1907, Sheets 2 (left) and 3 (right), showing the primary commercial corridor along Maine Street, including an increasing mixture of masonry buildings, indicated by blue (stone) and red (brick) (Library of Congress).

At the Southern Pacific terminus, a warehousing and light manufacturing area emerged, including lumber mills and later, agricultural processing. In many cases, the warehouses on the northern edge of Maine Street were owned by downtown merchants, most notably a substantial masonry warehouse operated by the Kent family. By 1912, both the Verdi Lumber Company and the I.H. Kent Company opened lumber yards and warehouses on either side of North Maine Street where the tracks crossed the street. The Wonder Lumber Company opened a planing mill at Williams Avenue and East Street. Both the flour mill and creamery built on North Maine Street in this period processed Lahontan Valley crops for market in Reno, although they also supplied shops farther south on Maine Street for local residents. Although the Southern Pacific tracks have been removed, the visual connection between the warehousing district and the downtown commercial area is retained, being a comparatively rare example of such an intact geographic relationship between commercial and warehousing landscapes.¹⁸

Fallon's location and importance to regional commerce meant that the downtown area was also an important service stop along regional travel corridors. The Southern Pacific spur into the town was one, with its own passenger depot sending residents and travelers directly into downtown. However, as automobiles became more popular, roads and highways began competing with rail lines as the mode of transportation for traveling Americans. As part of a national "Good Roads" movement that began in the 1880s seeking to facilitate automobile and bicycle transportation, the

¹⁸ Hutchins and Kimball, 11-12; NRHP, *The Newlands Reclamation Project (Truckee Carson Project) Thematic Resources Nomination*; Sanborn, "Fallon," 1912, Sheets 1-3, UNR.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

Lincoln Highway Association (LHA) formed in 1913 to advocate for the nation's first coast-to-coast highway. While many towns and cities maintained good roads within their limits by the late-1800s, travel in-between proved problematic. To facilitate construction of the Lincoln Highway, and other public roads, the federal government created the Bureau of Public Roads in 1915, the predecessor to the Federal Highway Administration (FHWA). Early highway development relied on promotion to encourage fundraising and road construction, leading many local boosters to promote their own communities to be included on the routes. The Lincoln Highway's first route through Fallon entered the city from the southeast, winding its way along existing farm roads until hitting what would become Nevada State Highway 115/Harrigan Road, turning west onto Stillwater Avenue, and jogging north on East Street for two blocks to Center Street. The highway route then turned east along Center Street, and north onto Maine to Williams Avenue, where it continued east to Hazen and Reno.



Figure 4: The Fallon Flour Mill on North Maine Street, c.1925, showing the frame mill building prior to its burning and demolition. The warehouse at the right of the photo remains (Special Collections, University of Nevada, Reno).

The Lincoln Highway route through Nevada was mostly complete by 1920, generally following existing wagon roads that were steadily improved, graded, and widened, and resulting in enhanced commercial development in towns like Fallon along the route. Travel-related accommodations began developing along the route, including a significant number of automotive garages, shops, and hotels catering to travelers along east Center Street by 1923. Most indicative of this trend was the Fallon Garage, initially built as a frame facility on Center Street between Nevada and Broadway. A fire in 1923 destroyed most of the frame building, but it was reconstructed as stone masonry the same year. This building has survived with good historic

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

integrity. Over the course of the 1920s, additions were made that extended the building to the corner of Center and Nevada, adding more garage areas, as well as an automobile sales showroom fronting Nevada Street. Other garages and comfort stations emerged by 1923, including facilities at 41 East Center, 170 East Center, 80 East Williams, and the 100-block of north Maine Street. Other businesses sprang up in locations near the route, including at 102 West Center, and what would become Tedford Tire's first warehouse, which still remains on the east side of the company's property. However, several stables, blacksmiths, and liverys remained into the 1920s, reflecting the fact that many farmers still relied on horses well into the twentieth century.¹⁹



Figure 5: A Christmas celebration on Maine Street, looking south toward Center Avenue, c.1928-1929. Note the modified Churchill County Bank Building (far left), and the two-story Bank Club (now a one-story building) (Special Collections, University of Nevada, Reno).

¹⁹ Richard Weingroff, "The Lincoln Highway," U.S. Department of Transportation, Federal Highway Administration, <http://www.fhwa.dot.gov/infrastructure/lincoln.cfm>, accessed December 2, 2014; William Kaszynski, *The American Highway: The History and Culture of Roads in the United States*, (Jefferson, NC: McFarland & Co., Inc., 2000) 56, 62; National Register of Historic Places, *Lincoln Highway – Pioneer Branch, Carson City to Stateline*, DRAFT Multiple Property Documentation Form, Nevada, (November 2017), E1, E7, E10 and *Hotel Nevada*, DRAFT nomination, Ely, White Pine County, Nevada (December 2015), Sec. 8, p12.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

World War I spurred a demand for agricultural products, metals, and oil, providing downtown Fallon with significant economic stimuli between 1916 and 1918 and drawing more people to the city. Mining resumed in the area, and the nearby mining towns of Fairview and Wonder to the east relied on Fallon's agricultural products and railroad terminus. The largest wave of settlement in the Lahontan Valley occurred in 1919 and largely consisted of American WWI veterans who had been encouraged to settle in the reclaimed desert upon their return from Europe. Irrigation developments during this same period under the Newlands Irrigation Project continued to propel agricultural growth, with the production of alfalfa, cantaloupes, dairy products, and poultry peaking during this time. The continued agricultural investment led to additional construction in downtown Fallon, especially along the east side of Maine Street between Williams and Richards (formerly 3rd Street). Property owners added more masonry buildings, including the Rex (later Fallon) Theater, the Gary-Reid & Co. Department Store, and the I.H. Kent Company warehouse on Center Street. On the north end of Maine Street, new industrial and warehouse buildings sprung up alongside the I.H. Kent warehouse, including the Wingfield Creamery and the Fallon Flour Mill mentioned previously.²⁰



Figure 6: South Maine Street, looking north across Stillwater Avenue, c.1940. Note the Lawana Theater with its historic marquee, and the Do-Drop Inn with its historic design and materials (Special Collections, University of Nevada, Reno).

By the late-1920s, the population of Fallon had grown to the point that a new city hall was needed. In 1929, the City of Fallon commissioned renowned Nevada architect Frederic J.

²⁰ Hutchins and Kimball, 13-15; Sanborns, "Fallon," 1912, Sheets 5-6 and 1923 Sheet 7; UNR.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

DeLongchamps to design a new building with an incorporated fire station to be located south of the courthouse along Williams Avenue. The new Spanish Colonial Revival city hall building became an icon for the city, with a tall bell and fire watch tower and grand entrances on its north and south elevations. It also became the third in a series of civic buildings that were constructed at this intersection. The fourth would be the Fallon Federal Building and Post Office (NRIS# 06000109), on the east side of Maine Street across from the Courthouse, finished in 1929 to administer the irrigation district and provide local mail service. Despite the growth into the 1920s, the Fallon area's reliance on agriculture meant that by the late-1920s, over-production and the resulting price drops made farming extremely difficult. This was aggravated in the 1930s by the Great Depression. Agriculture remained the area's major industry throughout the 1930s, but the growth in number of farms declined significantly. During this period, most development in the downtown area was confined to the construction of several automobile garages along North Maine Street, and the construction of the City's Water Department complex, which included a Craftsman-style office building constructed over a well-cap along North Maine.²¹



Figure 7: South Maine Street, looking north from Center Avenue, c.1940. Note the mid-street parallel parking, the various buildings north of the Sagebrush Café that would be demolished for the Fallon Nugget Casino, the façade and blade sign of the Fallon Theater (a configuration retained at present), the modified upper story on the Churchill County Bank Building (photo right), and the earlier mid-century awning on the I.H. Kent Store (far right) (Special Collections, University of Nevada, Reno).

²¹ Hulse, *The Silver State*, 321; Hutchins and Kimball, 15; NRHP, Fallon City Hall, Fallon, Churchill County, Nevada, NRIS #04001197, <http://shpo.nv.gov/uploads/documents/04001197.pdf>.

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Mid-Century Downtown Development in Fallon (1942-1966)

During and after the Second World War, Fallon's economy and the character of the downtown shifted significantly following national consumer and architectural trends, but spurred by a severe earthquake in 1954. In Nevada, the Lincoln Highway was subsumed into U.S. Highway 50, increasing travel activity and compelling some business owners to locate new, or expand existing, garages on Williams Avenue in the 1950s and 1960s. This included Tedford Tire Company, the city's certified Goodyear tire outlet established in approximately 1935, which expanded in 1961 into their current main office. The garage at 250-270 West Williams, initially built sometime in the 1940s as a small three-bay operation, expanded to include a storefront and two more garage bays by 1950. Several motels joined the service stations in the 1950s and early-1960s, including the Value Inn and several other motels on West Williams between Maine and Taylor Streets. While the pattern of development shifted after the Second World War, the town's commerce remained centered on Maine Street.²²

Federal investment in Nevada during World War II and the Cold War, as well as general economic growth nationwide, spurred additional growth and redevelopment in Fallon's core after the Second World War. With the entrance of the United States into the Second World War, the U.S. Navy selected Fallon as a site for a Naval Auxiliary Air Station (NAAS), establishing the base on farmland southeast of Fallon in 1944. The naval station drove increased commercial development as Navy personnel and their families began to rely on Fallon's downtown to purchase goods and services. Despite the Navy temporarily decommissioning the base in 1946 following the end of the Second World War, the closure appears to have had little effect on businesses downtown, which retained a vibrant economic base in the region's booming agricultural industry. Especially prosperous years included 1949 and 1950, as new businesses moved in and erected new buildings, responding to both the continued presence of servicemen and women at NAAS Fallon, and the return of Americans who had served in the nation's war effort.²³

The postwar burst of economic development in Fallon's downtown was in part due to pent-up spending capacity, as wartime rationing had limited available goods and services. Americans began to rapidly consume products and raised larger families, resulting in massive economic and population growth nationwide, including in Fallon. Moreover, the federal government removed wartime economic controls between 1945 and 1946, encouraging business owners and investors to confidently re-enter the market, leading to new construction and renovations in Fallon's downtown. Fallon's growth was, in part, sustained by population growth in one of its key local markets, nearby Reno, which had expanded from 21,000 to 32,000 between 1940 and 1950. Reno had experienced sustained economic prosperity during the war years, which continued into the postwar era as a result of the booming tourism industry borne of liberal divorce and gambling

²² Hutchins and Kimball, 12-13; DCNR-NVSHPO, Survey Forms B841 and B14113, "Fallon Garage," by ZoAnn Campana, Oct. 7, 2015; Sanborns, "Fallon," 1923; U.S. Geological Survey, "Fallon," quadrangle maps, 1951 and 1979, Historical Topographic Map Explorer, <http://historicalmaps.arcgis.com/usgs/>; Churchill County Assessor, Parcel #001-113-03 (225 East Williams Ave, Tedford Tires).

²³ Hulse, *The Silver State*, 321; Personal interview with Bunny Corkill, Churchill County Archives Research Curator, 11/20/2015; Miles Orvell, *The Death and Life of Main Street: Small Towns in American Memory, Space, and Community*, (University of North Carolina Press, 2012), 50.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

laws in Nevada. Reno became a reliable market for agricultural products from Lahontan Valley, with farmers shipping their products and financing their operations out of downtown Fallon. Further propelling this economic energy, in 1953, the Navy re-opened Fallon NAAS, reclassified as a full Naval Air Station (NAS) as a result of the accelerating Korean conflict and the Cold War with the Soviet Union. Again, the base bolstered Fallon's economy as military personnel demanded goods and services.²⁴

Some owners chose to modernize their buildings during the late-1940s and early-1950s. The motivations for downtown business owners to remodel their buildings varied, centering on an increased interest in newer styles of architecture and the need to compete with newer shops and restaurants along West Williams Avenue/U.S. Highway 50. From the 1930s to the 1970s, businesses throughout the nation updated their storefronts as a strategy to draw customers back to Main Street from outlying commercial areas and strip malls, often resulting in "a stylistic jumble of incompatible storefronts" in many American communities. Modernization efforts during this time often utilized contemporary materials, including "plate glass, steel, aluminum, and glass blocks." In Fallon, many of these alterations occurred in the years immediately following the earthquake and are considered significant in their own right. Along Maine Street, many of these modifications emphasized Modern slip covers, window replacements, and the transition of some masonry from stone and brick to concrete block.²⁵

In most cases, existing buildings received generic Modern-style slip covers over single- or double-block commercial building facades that were originally of early-twentieth century design. Typical modernization efforts included installing slipcovers over the existing façade, replacing existing wood windows with steel or aluminum units, and adding awnings over entrances. Some projects completely remodeled first floor storefronts using Modern design features such as slanted and canted display windows, and new brick walls and veneers. These projects utilized contemporary materials, including aluminum siding, steel window frames, plate glass, asbestos tiles, and concrete brick. Other owners simply repaired the immediate damage wreaked by the tremor, using matching or similar brick, stone, or concrete block to replace lost or damaged materials, re-pointing masonry, replacing upper-story brick with concrete block, and removing damaged parapets and chimneys. The I.H. Kent Company at 165 South Maine Street covered its stone lower walls with decorative tiles in 1950, clad the upper walls with metal panels, and attached a mid-century Modern zig-zag awning, resulting in the appearance of a thoroughly modern 1950s supermarket.²⁶ The result was a unique architectural character in Fallon's downtown that combined early- and mid-20th century fabric, often in the same buildings.

²⁴ Robert A. Beauregard, *When America Became Suburban*, (Minneapolis: University of Minnesota Press, 2006), 33; Robert Higgs, *Depression, War, and Cold War*, (New York: Oxford University Press, 2006), 117; Eugene P. Moehring, *Reno, Las Vegas, and the Strip: A Tale of Three Cities*, (Reno: University of Nevada Press, 2014), 8; Editorial, *Lahontan Valley News*, 11/14/2010; U.S. Census Bureau, "Population of Nevada, by Counties," 1950 *Census of Population, Preliminary Counts* (Washington D.C., 1950), <https://www2.census.gov/library/publications/decennial/1950/pc-02/pc-2-06.pdf>, accessed April 4, 2019.

²⁵ Orvell, 59, 101.

²⁶ Kimball, Monique and Terry Morley. *Architecture Survey for the City of Fallon, South Maine Street Project, Phase IV*. 2002, 23-24.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

However, there are several noteworthy examples of new, Modern-style construction within the downtown during this period. Typical of a smaller town's adoption of high-style architecture, these buildings do not reflect any specific architectural style, but clearly reflect the design elements of the Modern movement. The Hilyard's Drug Store at 301 South Maine Street is the earliest example of new Modern construction, built in 1946 with a Modern, tiled west façade, but simple brick masonry building behind. The building includes a tiled, cantilevered flat awning, tiled pilasters, and inward canted picture windows. Another strong, if generic, Modern example is the First National Bank at 295 South Maine built in 1950. Its character-defining features include its centered glass and steel entry on its west façade, tan tiles along the first floor with green-tiled window wells along the side elevations, paneled concrete covering the second story, and a flat roof. Other buildings possess Modern architectural elements as well, such as awnings or Modern-style entryways, but are typically pre-1940 commercial block buildings that were modified later.

On July 6, 1954, a major earthquake struck the Fallon area, ripping deep trenches into area roads and damaging homes and businesses. Aftershocks followed in August, along with a separate, severe pair of quakes (7.1 and 7.3 magnitude) centered at Fairview Peak nearly forty miles southeast of Fallon. Damage was severe in Churchill County, with effects to unreinforced masonry construction documented as far away as Carson City and Reno. Masonry buildings in downtown Fallon, weakened by the initial quake in July, began to fail over the course of the year. The various tremors caused cornices, parapets, pilasters, and entire facades to fall off downtown buildings.²⁷ The damage required large-scale repairs and renovations. Repair work often removed and streamlined the more ornate architectural features of early-twentieth century buildings, and frequently replaced softer fired brick with concrete blocks. Owners repaired damaged walls, sometimes in-kind but often with concrete block, and with decorative parapets removed and replaced with the more streamlined designs that remain today. A 2001 survey report noted the following repairs on buildings in the downtown described in various primary sources²⁸:

- Woodliff Block (116-126 South Maine), "shaped parapet replaced with concrete blocks."
- Fallon Arcade/Churchill County Bank Building (131-143 South Maine), "castellated parapet removed."
- 158 South Maine, "brick wall repaired."
- I.H. Kent Co. (165 South Maine), "brick wall repaired."
- Palludan Block (201-257 South Maine), "shaped parapet removed."

In 1954, the Kolhoss Building expanded, extending the building's rear to the east, doubling its floor space, but also stabilizing the existing brick building with a concrete block addition on its rear. The former Churchill County Bank building at 131-143 South Maine Street retains its stone façade, brick exterior side and rear walls, and front window openings, but bears little

²⁷ "Safeguards, Not Quakes, Cause of Wrecked Walls," *Fallon Eagle* (Fallon, NV), Sep. 8, 1954.

²⁸ Hutchins and Kimball, 15-16; Diane Gauthier-Novak, "Earthquakes in Dixie Valley," *Online Nevada Encyclopedia*, Nevada Humanities, (November 2010), <http://www.onlinenevada.org/articles/earthquakes-dixie-valley>, accessed January 22, 2019.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

resemblance to its original 1904 construction, which included a Classical pediment on the upper floor and second-story canted bay windows. The Fraternal Hall and the Fallon Theater, both designed as Classical Revival-style buildings by renowned Nevada architect Frederic J. DeLongchamps, have been heavily streamlined as a result of stylistic changes and repairs from building fires at the theater in the 1940s as well as the 1954 earthquake. The former Mission Revival Wingfield Creamery on North Maine Street was redesigned into a simplified warehouse, with its Mission-style parapet surviving only on its rear (west) elevation. As with these three cases, most buildings in downtown Fallon now reflect simplified Modern design from 1954-1966 rather than their earliest iterations, largely as a result of repairs made after the 1954 earthquake.

The 1954 earthquake was a significant event in Fallon's commercial development, compelling property owners to complete significant renovations and repairs between 1954 and 1958, according to local newspaper accounts. The devastating string of tremors occurred during a period of economic prosperity both nationwide and locally. Business owners were in a financial position to repair damaged downtown buildings quickly and use the repairs as an opportunity to adopt Modern architectural styles. As a result, there are very few older buildings in downtown Fallon that reflect the Classical Revival, Mission, and Spanish Colonial Revival architecture that was popular in the central business district from the 1900s through the 1920s. While some of these elements are visible, most buildings in the historic district reflect post-1954 modifications.²⁹

Among the trends that propelled the commercial evolution of downtown Fallon in the 1950s and 1960s was the increased presence of national chain stores and suburban sprawl. Although these trends were not nearly as dramatic in Fallon as they were in larger urban areas, expansion of the city out of the downtown, and shifts in commercial development to low-density highway corridors contributed to a significant decline in the downtown area after the 1960s. According to historian Miles Orvell, the early 20th-century establishment of chain stores like J.C. Penney and Woolworth's along American main streets sparked a nationwide appetite for affordable, mass-produced goods. This trend would later attract residents to suburban malls and big-box stores after the 1960s. Fallon's downtown hosted brand-name stores including J.C. Penney (established in Fallon in 1929), Safeway (1929), and Sprouse-Reitz (1949), all of which eventually relocated away from the downtown corridor. The postwar economic boom, rising incomes, and mass production methods made widespread automobile ownership possible. In rural areas like Fallon, these trends were complicated by drops in agricultural commodity prices, the failure of many smaller farms, and a population shift from disparate farming communities into centralized towns like Fallon. Low-density commercial development emerged, spurred by increased investment capital and the low-risk nature of developing open spaces. Downtowns with limited parking began losing customers to businesses that began locating on the fringes of town along regional

²⁹ "Fallon Buildings Get 'Face-Lifting.'" Unknown publication, *Fallon Businesses Maine Street* file, Churchill County Museum and Archives; "Historic Walking Tour of Maine Street, Fallon, Nevada"; Brochure, "Historic Walking Tour of Maine Street, Fallon, Nevada," *Miscellaneous Maine Street* file, Churchill County Museum and Archives; "Kolhoss to Expand," *Fallon Eagle* (Fallon, NV), Nov. 27, 1954; Sanborn Insurance Company, "Fallon," 1923, Sheet 7, Nevada in Maps Collection, UNR, <http://contentdm.library.unr.edu/cdm/ref/collection/hmaps/id/4957>, accessed January 24, 2018; Advertisement, *Fallon Eagle-Standard* (Fallon, NV), Dec. 5, 1958.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

highways. In 1957, Safeway constructed a new store on South Maine Street, outside the city limits along U.S. Highway 95, signaling one of the earliest moves away from downtown. Safeway moved out of this building to a location on West Williams Avenue shortly thereafter, solidifying Fallon's commercial development pattern in this period. The housing market further contributed to the decline of downtowns, as low-cost mortgages and inexpensive, mass-produced homes stimulated the construction of suburban housing tracts. By 1960, more Americans resided in suburbs than in urban or rural areas. Even in small cities like Fallon, a smaller number of low density, post-war, automobile-based housing tracts pushed residents farther from the city's downtown.³⁰

By the 1960s, new commercial investment began to transition from the Maine Street corridor to new strip malls and shopping centers that were emerging along Williams Avenue west of Taylor Street. Shoppers were attracted to these new stores by their modern appearance and abundance of parking, as well as the draw of nationwide chain stores over locally owned businesses. As with main streets across the United States, downtown Fallon entered a slow decline as a result. Local historian Bunny Corkill recalled the Cherokee Drive-In and the Roadside Inn as two of suburban Fallon's earliest establishments, and newspaper advertisements and city directories confirm her recollection: the Cherokee appears in the Churchill County Telephone and Telegraph System's 1958 phone book, and the Roadside Inn is advertised in local newspapers as early as 1958 (the Roadside was demolished by 1982). In 1955, there were seven restaurants located within the downtown Fallon survey area; by 1970, the number decreased to four. Concurrently, only four restaurants existed along the sprawling Williams Avenue/U.S. 50 corridor in 1955, and by 1970, there were 10.³¹

With the city and county continuing to grow into the 1960s, a new slate of public buildings joined the courthouse and city hall at the Williams and Maine crossroads. In 1960, the City and County constructed a shared fire station along North Carson Street, allowing a joint fire department to acquire and house larger, modern fire engines and more of them. In 1964, the County further expanded its emergency services by constructing a stand-alone Sheriff's Office just north of the courthouse. In 1966, the County constructed a communications building between the jail and the fire station to provide improved rural infrastructure. All three buildings were constructed in Modern styles to reflect a modernizing county infrastructure and would be joined in 1973 by a new Law Enforcement Facility designed by renowned Reno architect Raymond Hellman in the New Formalist style, a common choice for mid-century public buildings.

Fallon's modest form of postwar sprawl beginning in the 1960s signaled a slackening of development in Fallon's historic commercial corridor. The associated establishment of modern

³⁰ Hutchins and Kimball, 51; "East Side of Maine Street from Williams to Stillwater Avenue." *Maine Street Research Materials* file, Churchill County Museum and Archives; Cohen, Elizabeth. *A Consumer's Republic: The Politics of Mass Consumption in Postwar America* (New York: Vintage Books, 2003), 123; Beauregard, 32-33, 88-89.

³¹ Kimball and Morley, 20; "Miscellaneous Facts about Maine Street." *Maine Street Research Materials* file, Churchill County Museum and Archives.

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

strip malls and shopping centers along Williams Avenue (U.S. 50) west of Taylor Street drew customers away from the downtown corridor, contributing to significant, though not complete, economic disinvestment in the area. A brief series of demolitions and new construction occurred in the small commercial area north of Williams along Maine Street in the 1970s, but most of the non-historic changes to downtown Fallon occurred since the 1980s. These have included the recent transition of Maine Street south of Stillwater from a primarily residential environment to a commercial zone.

Integrity

The Maine Street Historic District retains a good degree of integrity to its period of significance in all seven aspects of integrity. Overall, the district retains its integrity of setting and feeling, retaining much of its mid-twentieth century character as an agricultural town including modern storefronts. The overall area retains most of the street and building layout as left in 1966 at the close of the period of significance. It can be clearly associated with its significant history as a commercial, administrative, and warehousing hub for Lahontan Valley. The development pattern reflects the design of an early- to mid-twentieth century western American city, and the majority of buildings within the district reflect materials and craftsmanship from the same period. The streetscape itself has been modified since the historic period, largely reflecting roadways, sidewalks, and landscaping developed with grants from the Nevada Department of Transportation in the early 2000s. However, the overall character, including on-street parking, spacious sidewalks in most of the area, and some street vegetation including shade trees are reminiscent of the various iterations of street landscaping that have existed in downtown Fallon since 1901. Of the 124 resources within the historic district, eighty-one (81) are considered contributing, equaling approximately sixty-five percent (65%) of the resources.

Individual buildings have generally experienced steady evolution since construction, most of which is part of the historic design, materials, workmanship, and association of the district. Resources have been considered contributing to the historic district if they were constructed or present during the period of significance (1902-1966), and still reflect that period of development. Post-1954 earthquake modifications, or other renovations undertaken during or prior to 1966, have generally been considered historic in their own right. Buildings from the historic period have also experienced modifications since 1966 that are not historic. Depending on the degree of alteration relative to the building's character-defining features, they have been determined contributing or non-contributing to the district. Non-contributing resources are generally those buildings and structures that were either constructed after 1966 or altered after 1966 to such a degree that they no longer reflect the historic period. In some cases, non-historic alterations to historic age buildings may be reversible.

Lack of precise documentation, especially building permits, makes determining dates of alterations difficult, subject to available historic photographs and documented regional and national trends in architectural history. In most cases, where modifications to historic-age buildings during the period of significance (1901-1966), they have been considered historic in their own right and contribute to the historic integrity of the resources. Historic alterations include:

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

- post-earthquake repairs undertaken between 1954 and 1958, such as the removal of decorative parapets, replacement of brick wall material with concrete block, replacements of wood windows with metal, and additions of metal slip covers to conceal cosmetic earthquake damage.
- reconfigurations of storefronts into Modern designs using Modern materials (metal window framing, new brick or decorative concrete block, etc.).
- additions of slip covers (unrelated to the 1954 earthquake).
- additions of metal awnings and blade signs.

Many historic-age buildings have also received non-historic alterations since the close of the period of significance in 1966. In minor cases, where the historic building and its character-defining features are still clearly visible, the building has still been considered contributing. In cases where a combination of non-historic modifications, or total reconfiguration of the historic building(s), has occurred, the building is considered non-contributing. Non-historic modifications include:

- the addition of perma-stone or other stone veneers to the façade, generally dating from the late-1960s or 1970s.
- the addition of shingled mansard or “eyebrow” awnings, generally dating to the 1970s or 1980s.
- the addition of stucco, vinyl, or steel siding to the exterior of a masonry building, generally undertaken since the 1980s.
- reconfiguration of historic window openings.
- replacement of historic windows with vinyl units.
- addition of anachronistic features such as two-story porches on buildings that never possessed those features.

In cases where a building has received only minor non-historic alterations, such as the addition of an awning only, or the replacement of window units only, or the installation of a stone veneer over a portion of a building façade without obscuring the overall historic building, the buildings have been considered contributing to the district. Major alterations, such as the combination of a non-historic awning and stone veneer, the covering of an historic building with stucco, the reconfiguration of window openings on the primary (front) elevation, or addition of large-scale anachronistic features such as a two-story porch have rendered a building non-contributing. In some cases, non-historic modifications may be reversible, such as the installation of anachronistic awnings and porches. Reversal of these non-historic features could allow certain buildings to contribute to the historic district and qualify for certain preservation incentive programs.

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

9. Major Bibliographical References

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Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

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Previous documentation on file (NPS):

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

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☒ Local government

☐ University

☒ Other

Name of repository: Churchill County Museum, Fallon, NV

Historic Resources Survey Number (if assigned): D196

10. Geographical Data

Acreage of Property 66.2 acres

Use either the UTM system or latitude/longitude coordinates

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

Boundary Point # (clockwise from the northeast corner)	Easting	Northing
1	346970	4371519
2	347042	4371518
3	347040	4371489
4	347159	4371487
5	347184	4371510
6	347362	4371507
7	347362	4371483
8	347347	4371483
9	347346	4371402
10	347406	4371401
11	347403	4371309
12	347311	4371310
13	347286	4371306
14	347284	4371217
15	347232	4371218
16	347227	4371038

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

17	347259	4371037
18	347258	4371021
19	347281	4371021
20	347305	4371024
21	347421	4371022
22	347422	4371053
23	347464	4371052
24	347465	4370991
25	347467	4370967
26	347512	4370966
27	347511	4370933
28	347284	4370937
29	347282	4370833
30	347300	4370828
31	347391	4370826
32	347390	4370783
33	347413	4370764
34	347456	4370763
35	347455	4370735
36	347388	4370737
37	347387	4370723
38	347296	4370726
39	347297	4370767
40	347258	4370768
41	347256	4370718
42	347191	4370720
43	347190	4370679
44	347182	4370660
45	347179	4370601
46	347104	4370601
47	347105	4370618
48	347079	4370618
49	347080	4370666
50	347084	4370684
51	347054	4370685
52	347055	4370743
53	347021	4370744
54	347022	4370823
55	347010	4370823

Maine Street Historic District

Churchill County, Nevada

Name of Property		County and State
56	347010	4370839
57	347037	4370838
58	347041	4370956
59	347007	4370956
60	347007	4370973
61	346961	4370974
62	346870	4370975
63	346869	4370940
64	346826	4370941
65	346820	4370935
66	346798	4370936
67	346799	4370977
68	346778	4371002
69	346731	4371003
70	346732	4371043
71	346779	4371049
72	346871	4371047
73	346889	4371049
74	347059	4371047
75	347061	4371120
76	347108	4371119
77	347104	4371145
78	347106	4371267
79	347105	4371284
80	347066	4371285
81	347066	4371316
82	347048	4371315
83	346984	4371316
84	346985	4371347
85	346969	4371409

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

The boundary of the Maine Street Historic District uses the parcel lines of properties fronting the primary commercial corridors of Maine Street between Dave Miller Drive and Stillwater Avenue, Center Street between Carson and Broadway, Richards Street between Lincoln and Nevada, Williams Avenue between East and Taylor, Carson Street between Richards and A, and Nevada Street between Richards and Williams, as well as the roadway themselves.

Boundary Justification (Explain why the boundaries were selected.)

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

The boundary of the Maine Street Historic District includes those properties that were historically associated with Fallon's significant commercial, industrial, and civic development in the downtown corridor during the period of significance between 1902 and 1966. The area is anchored by Maine Street, crossed by significant corridors along Williams Avenue, and Center Street. Additional properties on Nevada, Carson, Richards, and A Streets, and Stillwater Avenue, were included as they directly reflect the significant development of this downtown area during the early- and mid-twentieth century. Legal parcel boundaries were used to establish the boundary as these typically remain from the original platting of the town in the early 1900s.

Although minor civic and commercial development occurred south of Stillwater Avenue along Maine Street, this commercial development was not concentrated, and much of it took place after the period of significance. The general character of Maine Street south of Stillwater, until recently, has been as a neighborhood street straddled by the Williams, Oats Park, and Verplank additions. While significant civic buildings remain, including the Churchill County Library (1967) and the Churchill County High School (1916 with modifications in the 1960s), the overall character of this area was one of a neighborhood separate from the city's central business district. Commercial development along this corridor has largely, though not exclusively, taken place in the last two decades. Residential buildings have generally been excluded from this historic district, and have been considered non-contributing unless they appear to independently meet the National Register Criteria based on available survey records for the city of Fallon.

11. Form Prepared By

name/title: ZoAnn Campana (Architectural Historian), Jim Bertolini, (NRHP Coordinator), and Travis Hamon (intern)

organization: Nevada State Historic Preservation Office

street & number: 901 South Stewart Street, Ste. 5004

city or town: Carson City state: NV zip code: 89701

e-mail: jbortolini@shpo.nv.gov

telephone: (775) 684-3436

date: May 2, 2019

Additional Documentation

Submit the following items with the completed form:

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

Maine Street Historic District

Name of Property

Churchill County, Nevada

County and State

Photographs

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

Photo Log

For All Photographs (100 in total)

Name of Property: Maine Street Historic District

City or Vicinity: Fallon

County: Churchill

State: Nevada

Photo List

Photo #	Photographer	Date	Description
1	ZoAnn Campana	October 6, 2015	100-block of South Maine Street, looking northeast at the historic district's most intact set of one-part commercial block buildings, anchored by the Fallon Theater (center)
2	ZoAnn Campana	October 6, 2015	W. Williams Street, a five-lane U.S. Highway through downtown and typical of the Williams Avenue corridor
3	ZoAnn Campana	October 6, 2015	S. Maine Street at the intersection of Center and Maine. Streets south of Williams generally retain their historically wide character, but have evolved over the years, now incorporating modern medians, pedestrian safety features, and new street trees
4	ZoAnn Campana	October 6, 2015	E. Center Street, showing a typical median strip
5	Travis Hamon	January 10, 2018	N. Maine Street where the Southern Pacific Railroad passed through the warehouse district, looking north
6	Travis Hamon	January 10, 2018	Southern Pacific Railroad right of way as it approached from the west. Note the Richfield Oil Bulk Station at photo left
7	ZoAnn Campana	October 6, 2015	W. Center, showing a generally unimproved streetscape not improved by the NDOT projects in the early 2000s
8	Terri McBride	June 15, 2016	E. Williams Avenue, showing the four-lane highway typical of U.S. 50 through Fallon.
9	ZoAnn Campana	October 6, 2015	40 East Center Street, the I.H. Kent Company Implement Warehouse, looking southeast

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

10	ZoAnn Campana	October 6, 2015	100 East Center, looking southeast from Center & Nevada Streets
11	ZoAnn Campana	October 6, 2015	100 East Center Street's older garage area, with 136 East Center Street at the far left
12	ZoAnn Campana	October 6, 2015	Overland Hotel at 105 East Center Street, looking northeast
13	ZoAnn Campana	October 6, 2015	Clayton Building at 135 East Center Street, looking north off Center Street
14	ZoAnn Campana	October 6, 2015	Maple Hall at 159 East Center Street, with the warehouse at 169 East Center at right
15	ZoAnn Campana	October 6, 2015	former garage at 190 East Center Street
16	ZoAnn Campana	October 6, 2015	former Blacksmith Shop at 195 East Center, looking northwest
17	Jim Bertolini	January 10, 2018	Motor Supply Company at 222 East Center Street, looking southwest
18	ZoAnn Campana	October 6, 2015	Fallon Eagle Building at 42 East Williams, looking southeast
19	Terri McBride	June 15, 2016	former shop at 55 East Williams that is now the Courtyard Café, showing recent and substantial modification, looking east
20	Terri McBride	June 15, 2016	Pyramid Roof Cottage at 59 East Williams Avenue, looking north
21	ZoAnn Campana	October 6, 2015	Econo Lodge at 70 East Williams, looking south
22	Terri McBride	June 15, 2016	Gabled-ElI residence at 71 East Williams, looking north
23	Terri McBride	June 15, 2016	Gabled-ElI residence at 77 East Williams Avenue, looking north
24	Terri McBride	June 15, 2016	Garage at 145 East Williams, looking north
25	Terri McBride	June 15, 2016	Sudta Laundry building at 155 East Williams Avenue, looking north
26	Terri McBride	June 15, 2016	Tedford Tire Co.'s 1923 garage (right) and 1961 store and office (left), looking northeast across Williams Avenue
27	Jim Bertolini	January 10, 2018	Garage at 280 East Williams, looking northwest
28	Travis Hamon	January 10, 2018	Churchill County Fire Department at 20 North Carson Street, looking southeast
29	Jim Bertolini	January 23, 2019	Richfield Oil bulk station, looking southwest across the former Southern Pacific Railroad corridor
30	Travis Hamon	January 10, 2018	Churchill County Courthouse, looking northeast from Williams Avenue / U.S. 50

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

31	Travis Hamon	January 10, 2018	Churchill County Law Enforcement Facility, looking west across North Maine Street
32	Terri McBride	June 15, 2016	Grand Hotel at 76 North Maine, looking northeast
33	Travis Hamon	January 10, 2018	Churchill County Sheriff's Office, looking southwest across North Maine Street
34	Terri McBride	June 15, 2016	One-part commercial block building north of the Grand Hotel at 78 North Maine, looking southeast
35	Terri McBride	June 15, 2016	One-part commercial block building north of the Grand Hotel at 82 North Maine, looking southeast
36	Jim Bertolini	June 29, 2016	Fallon Federal Building and Post Office, looking southeast across North Maine Street with 82 North Maine at background right
37	Travis Hamon	January 10, 2018	A one-part commercial block building at 185 North Maine, built in 1978 and an unusual example of more traditional commercial development later in the twentieth century
38	Jim Bertolini	April 4, 2018	Fallon City Water Department Main Building at 190 North Maine
39	Travis Hamon	January 10, 2018	Fallon City Water Department Sheds, looking southwest
40	Travis Hamon	January 10, 2018	Fallon City Water Department Power House, looking south
41	Travis Hamon	January 10, 2018	I.H. Kent Warehouse on North Maine, looking southeast
42	Travis Hamon	January 10, 2018	the 1948 I.H. Kent store that adopted Modern Contemporary style design, looking northeast
43	Travis Hamon	January 10, 2018	Lumber cribs in the storage yard at I.H. Kent, looking east from North Maine Street
44	Travis Hamon	January 10, 2018	Lumber cribs in the storage yard at I.H. Kent, looking north from Nevada Street
45	Travis Hamon	January 10, 2018	Fallon Flour Mill Warehouse, looking east across North Maine Street, with the former location of the mill building itself just north of (to the left of) the surviving warehouse
46	Travis Hamon	January 10, 2018	Wingfield Creamery, looking northwest across North Maine Street. The Creamery was originally built with Mission Revival style facades with parapets on both ends. After the 1954 earthquake, the east parapet was removed and remodeled as a rear garage entrance
47	Travis Hamon	January 10, 2018	Devine Storage and Moving Warehouse at 307 North Maine
48	Travis Hamon	January 10, 2018	Dodge Construction Co. Building at the northwest end of the company's storage yard

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

49	Jim Bertolini	October 11, 2018	motel building at 25 North Taylor at the west end of the historic district, looking northwest across the Williams Avenue/Taylor Street intersection
50	Jim Bertolini	July 14, 2015	Robert L. Douglass House, listed in the National Register in 2004, looking southwest
51	ZoAnn Campana	October 6, 2015	Lightning Lube Service Station at the southeast corner of Maine and Williams, looking east
52	ZoAnn Campana	October 6, 2015	Fallon Fraternal Hall operated by the Masons, designed by Frederic DeLongchamps, and showing Art Moderne-style modifications completed after the 1954 earthquake
53	ZoAnn Campana	October 6, 2015	South Main Street, looking northeast showing (from left to right), the Fallon Fraternal Hall, Piggly Wiggly, Gardner Building, and north end of the Fallon Theater
54	ZoAnn Campana	October 6, 2015	Carson Nugget on the southwest corner of Maine and Williams, looking southwest
55	ZoAnn Campana	October 6, 2015	Fallon Theater, designed by Frederic DeLongchamps, and showing Art Moderne-style modifications completed after the several 1940s fires and the 1954 earthquake, along with the Theater's neighbors to the north and south
56	ZoAnn Campana	October 6, 2015	South Main Street, looking east showing the shops in 81, 83, and 93 South Maine Street, comprising three of the four shops clustered in the frontage of the Fallon Theater
57	ZoAnn Campana	October 6, 2015	95, 105, and 125 South Maine Street, looking east
58	ZoAnn Campana	October 6, 2015	98 South Maine, just south of the Fallon Nugget, looking west
59	ZoAnn Campana	October 6, 2015	130, 134, and 136 South Maine Street, looking southwest
60	ZoAnn Campana	October 6, 2015	Churchill County Bank Building 131 South Maine, looking east
61	ZoAnn Campana	October 6, 2015	145 and 149 South Maine Street, looking east
62	ZoAnn Campana	October 6, 2015	former Bank Club (158 South Maine) and Grob & Bingham Grocery / Fallon Slaughtering & Supply (178 South Maine), now combined into a single building
63	ZoAnn Campana	October 6, 2015	165 South Main Street, the I.H. Kent Company's main store, with a post-1954 Mid-Century Modern slip cover, among the best examples of mid-century architecture in Fallon
64	ZoAnn	October 6, 2015	Woodliff Building at 200 South Maine Street, looking

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

	Campana		west
65	ZoAnn Campana	October 6, 2015	Grey-Reid & Co. Building (left at 201 South Maine) and the Kohloss Building (right at 263 South Maine), looking southeast on South Maine Street
66	ZoAnn Campana	October 6, 2015	300-block of South Maine, showing (from right-to-left) 250, 260, 270, and 290 South Maine, all of which appear to have been heavily modified during or after the 1980s, looking southwest
67	ZoAnn Campana	October 6, 2015	J.C. Penney store (left) and Frazzini Furniture store (right), looking west across South Maine Street. While this block of four buildings retains some noticeable historic features, they have all been more recently modified and reflect 1980s or later renovations, rendering them non-contributing
68	ZoAnn Campana	October 6, 2015	First National Bank building at 295 South Maine, looking northeast
69	ZoAnn Campana	October 6, 2015	Hilyard's Drugs shop at 301 South Maine, looking southeast
70	ZoAnn Campana	October 6, 2015	former Dairy Queen at 310 South Maine, looking southwest
71	ZoAnn Campana	October 6, 2015	former Lawana Theater, now converted into a church, looking southwest
72	ZoAnn Campana	October 6, 2015	Strip Mall at 365 South Maine, looking east
73	ZoAnn Campana	October 6, 2015	former Dew Drop Inn at 380 South Maine looking northwest
74	ZoAnn Campana	October 6, 2015	small garage at 140 South Nevada, looking west
75	ZoAnn Campana	October 6, 2015	former Stageline Bus Station at 55 West Center, looking southwest
76	ZoAnn Campana	October 6, 2015	series of shops from 66-90 West Center Street, looking northeast
77	ZoAnn Campana	October 6, 2015	60 West Center, looking northwest
78	ZoAnn Campana	October 6, 2015	former Western Auto Building and the Elks Lodge at 93 and 95 West Center, looking southwest
79	ZoAnn Campana	October 6, 2015	102 West Center, looking northwest
80	ZoAnn Campana	October 6, 2015	125 West Center, looking northwest
81	ZoAnn Campana	October 6, 2015	Frazzini Furniture Store Warehouse at 60 West Richards
82	ZoAnn Campana	October 6, 2015	80 W Richards, looking northeast

Maine Street Historic District

Churchill County, Nevada

Name of Property

County and State

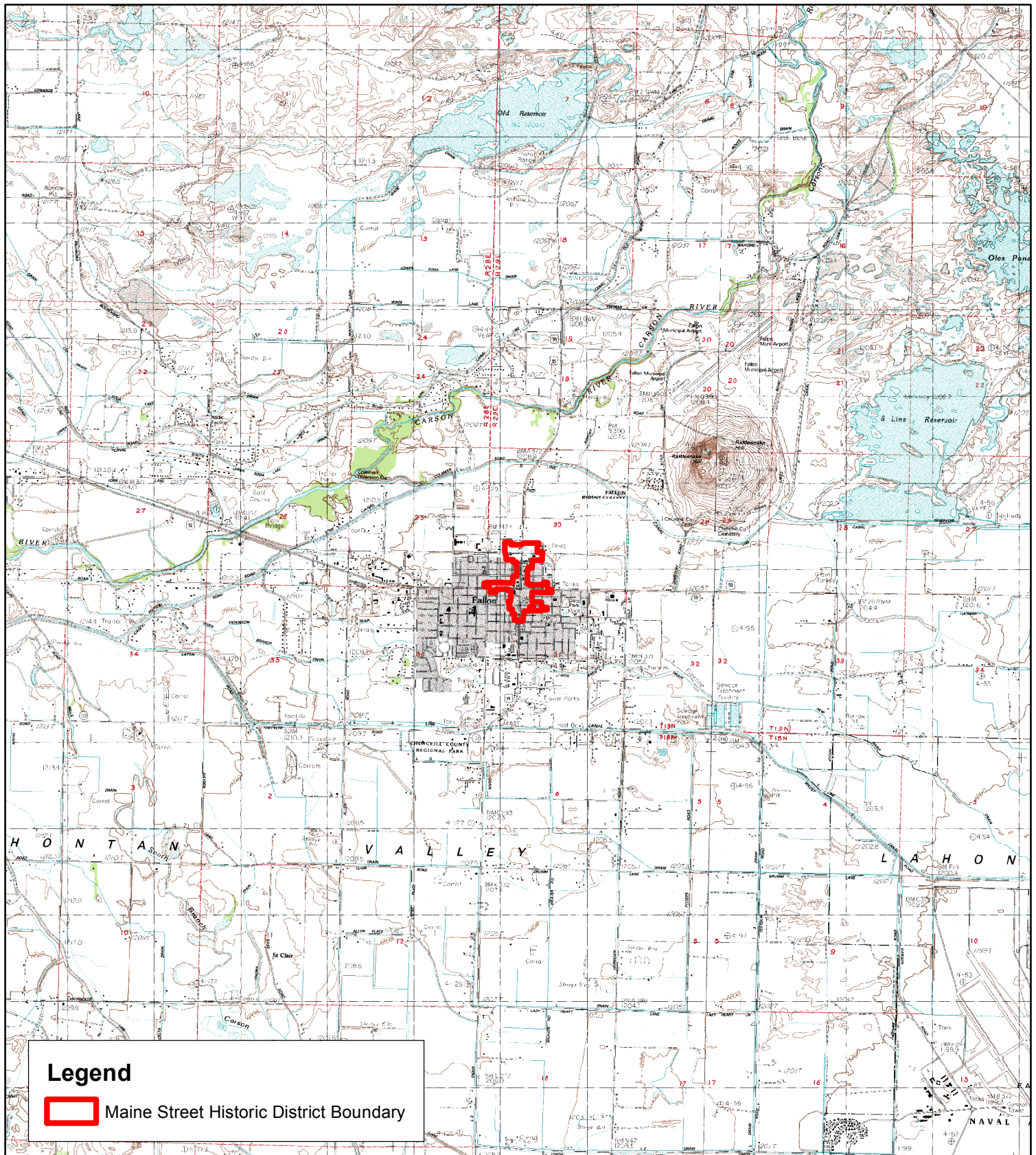
83	Travis Hamon	January 10, 2018	Churchill County Jail Building (left) and Courthouse (right), looking northeast
84	Travis Hamon	January 10, 2018	Churchill County Communications Building at 50 West Williams, looking northwest
85	Jim Bertolini	June 29, 2016	Fallon City Hall, looking southeast
86	Travis Hamon	January 10, 2018	Value Inn at 180 West Williams, looking north
87	Travis Hamon	January 10, 2018	Value Inn and garage at 250 West Williams, looking northwest
88	Travis Hamon	January 10, 2018	Garage at 250 West Williams, looking northwest
89	Travis Hamon	January 10, 2018	shop at 290 West Williams, looking northeast
90	Jim Bertolini	October 11, 2018	Tudor Revival house at 310 West Williams, looking northwest
91	Jim Bertolini	October 11, 2018	Craftsman Bungalow at 325 West Williams, looking south
92	Jim Bertolini	October 11, 2018	One of two buildings that formerly comprised one of Fallon's earliest post-World War II roadside motel along U.S. Highway 50, showing the a building for rooms, looking south
93	Jim Bertolini	October 11, 2018	One of two buildings that formerly comprised one of Fallon's earliest post-World War II roadside motel along U.S. Highway 50, showing the main office building, looking southeast
94	Jim Bertolini	October 11, 2018	Craftsman bungalow at 376 Williams
95	Jim Bertolini	October 11, 2018	motel building at 390 West Williams

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Maine Street Historic District Fallon, NV

Map 1 - USGS - Fallon Quadrangle (large extent)



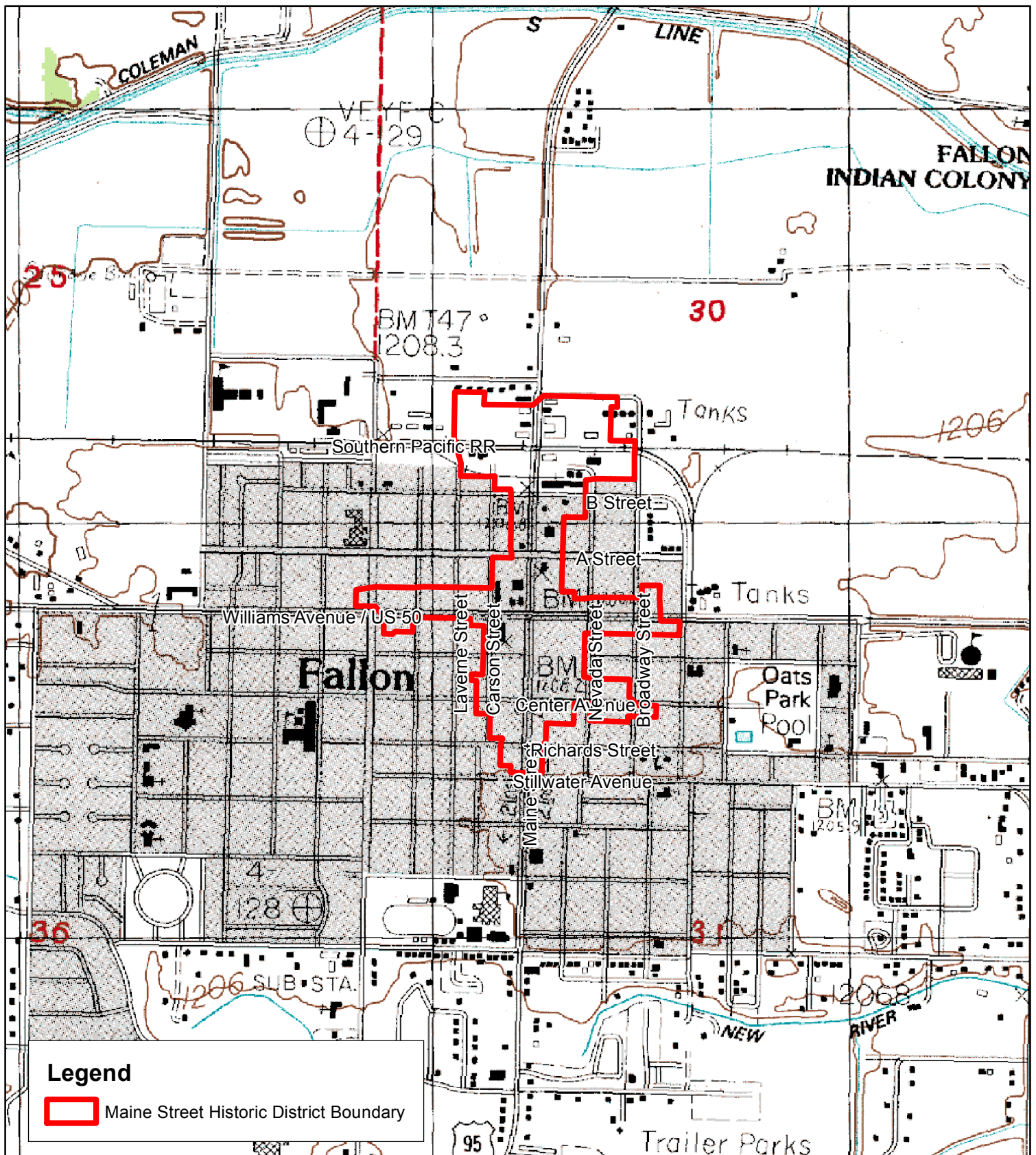
Author: NVSHPO (Bertolini)
Date: April 10, 2019
Datum: NAD 83
Projection: UTM Zone 11 North
Sources: USGS NAIP

0 500 1,000 2,000 3,000 4,000 Meters



Maine Street Historic District Fallon, NV

Map 2 - USGS - Fallon Quadrangle (small extent)



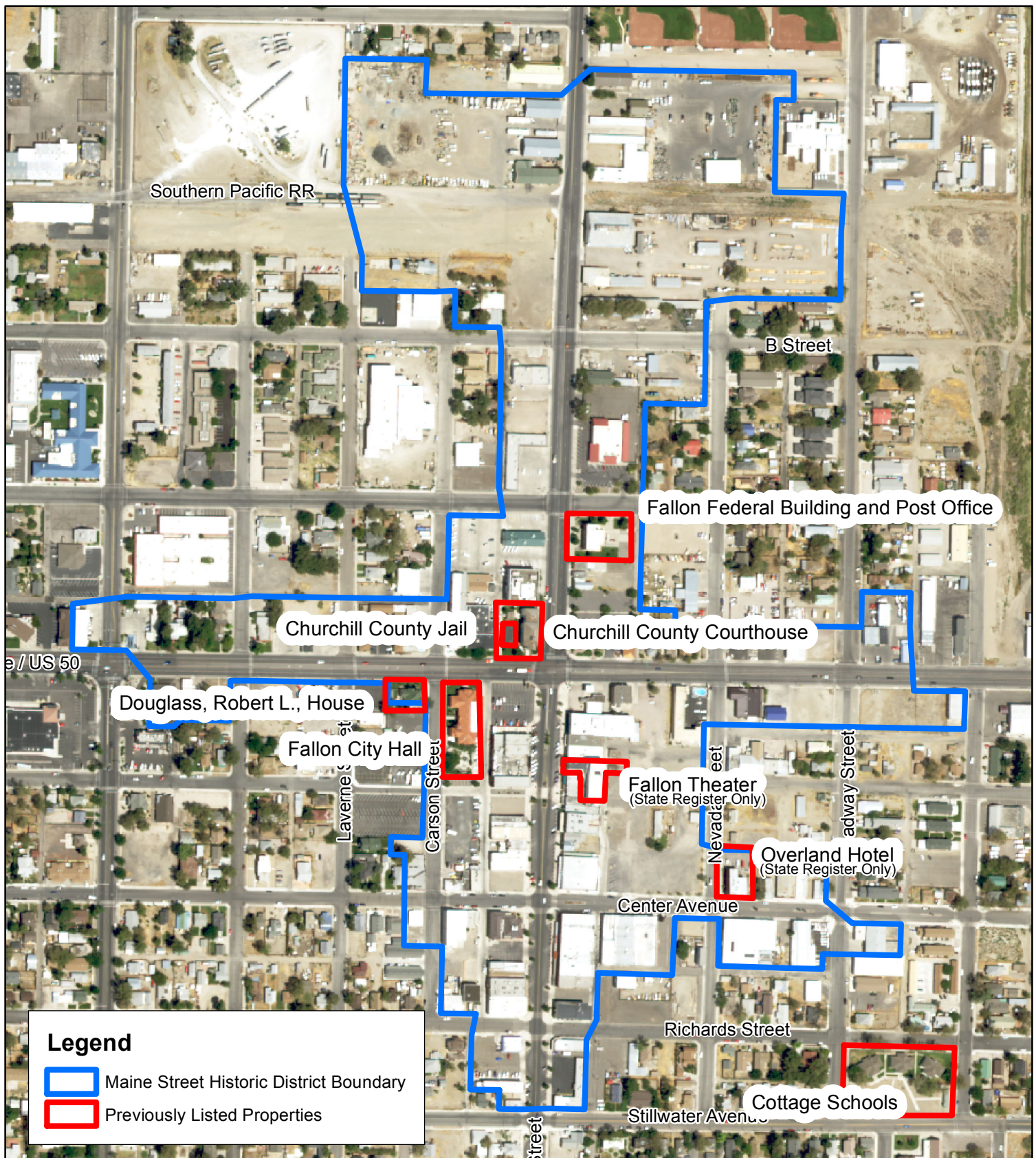
Author: NVSHPO (Bertolini)
Date: April 10, 2019
Datum: NAD 83
Projection: UTM Zone 11 North
Sources: USGS NAIP

0 105 210 420 630 840 Meters



Maine Street Historic District Fallon, NV

Map 3 - District Boundary & Previously Listed Properties



Author: NVSHPO (Bertolini)

Date: April 10, 2019

Datum: NAD 83

Projection: UTM Zone 11 North

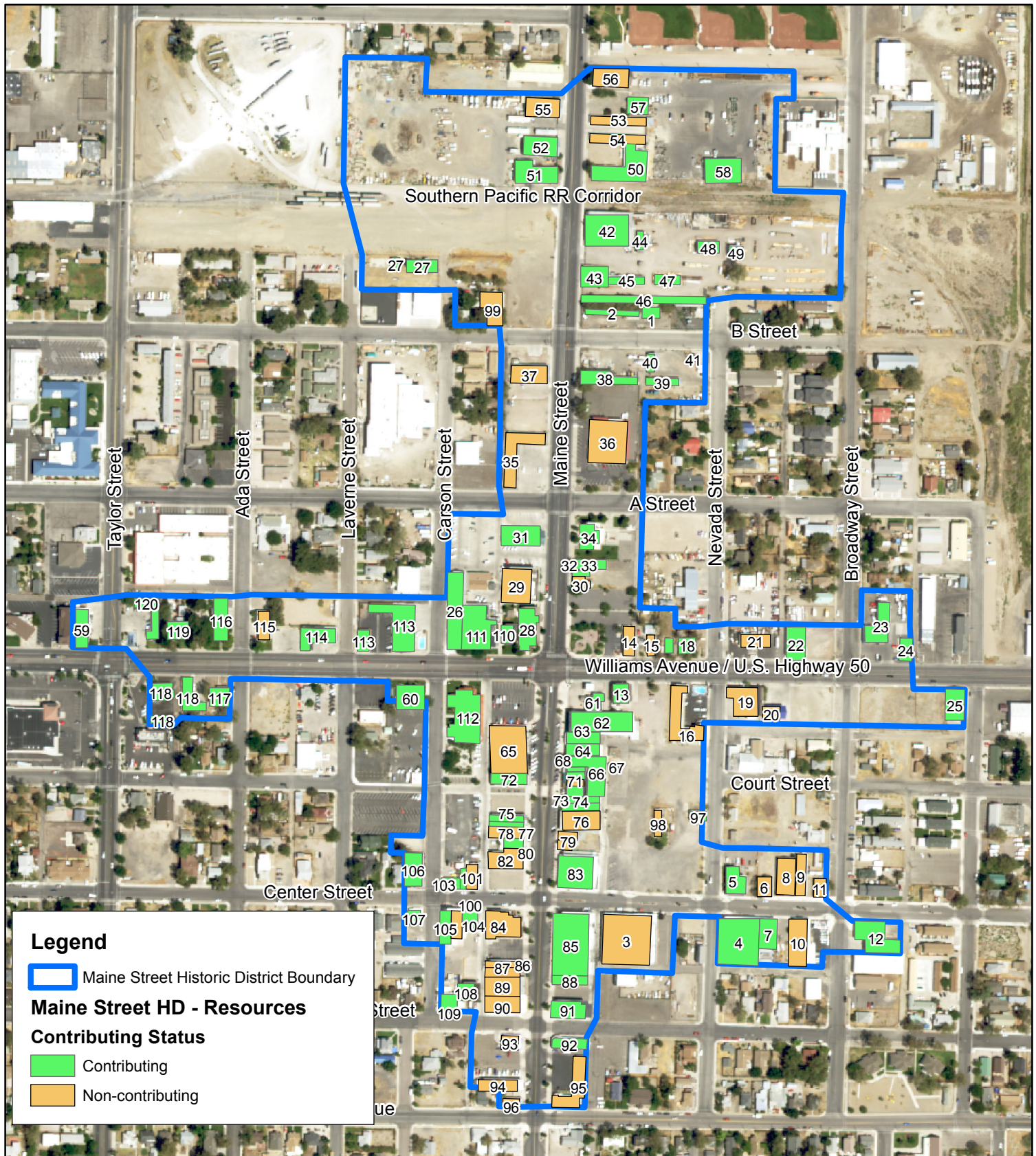
Sources: USGS NAIP

0 37.5 75 150 225 300 Meters



Maine Street Historic District Fallon, NV

Map 4 - Contributing and Non-contributing Resources



Author: NVSHPO (Bertolini)

Date: April 10, 2019

Datum: NAD 83

Projection: UTM Zone 11 North

Sources: USGS NAIP

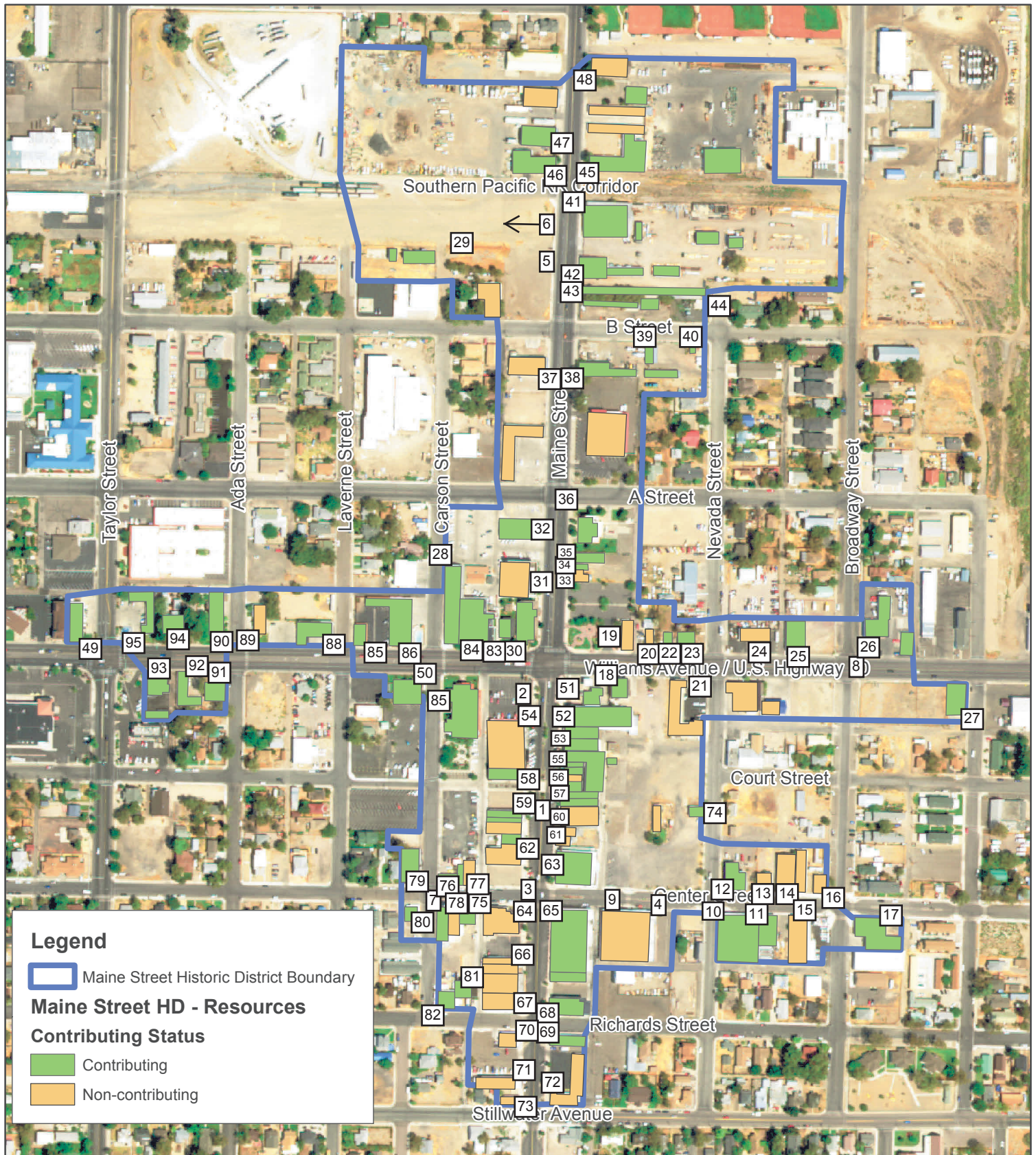
0 50 100 200 300 400 Meters

N



Maine Street Historic District Fallon, NV

Map 5 - Photo Key - Site Map



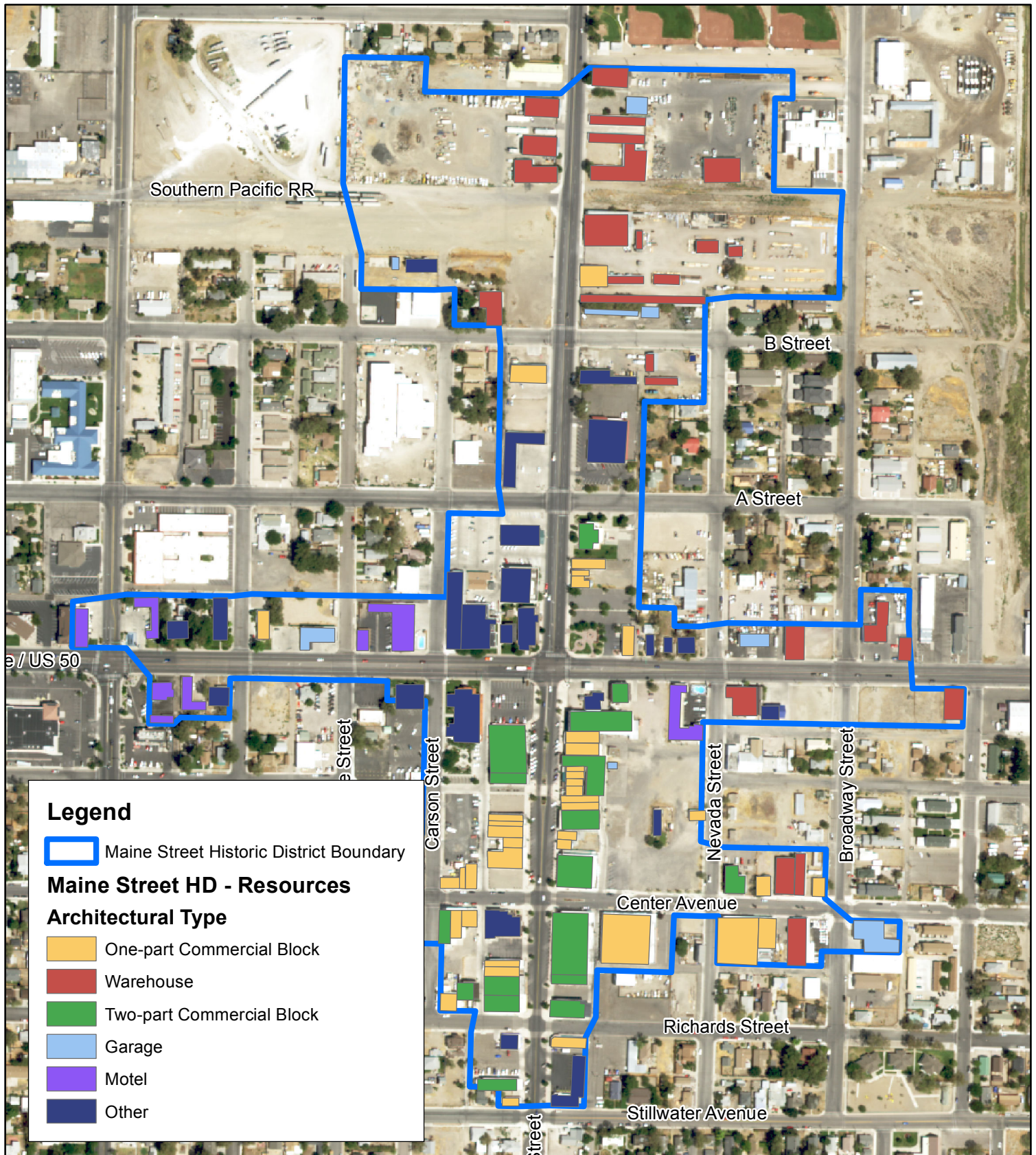
Author: NVSHPO (Bertolini)
 Date: April 10, 2019
 Datum: NAD 83
 Projection: UTM Zone 11 North
 Sources: USGS NAIP

0 50 100 200 300 400 Meters



Maine Street Historic District Fallon, NV

Map 6 - Major Architectural Types



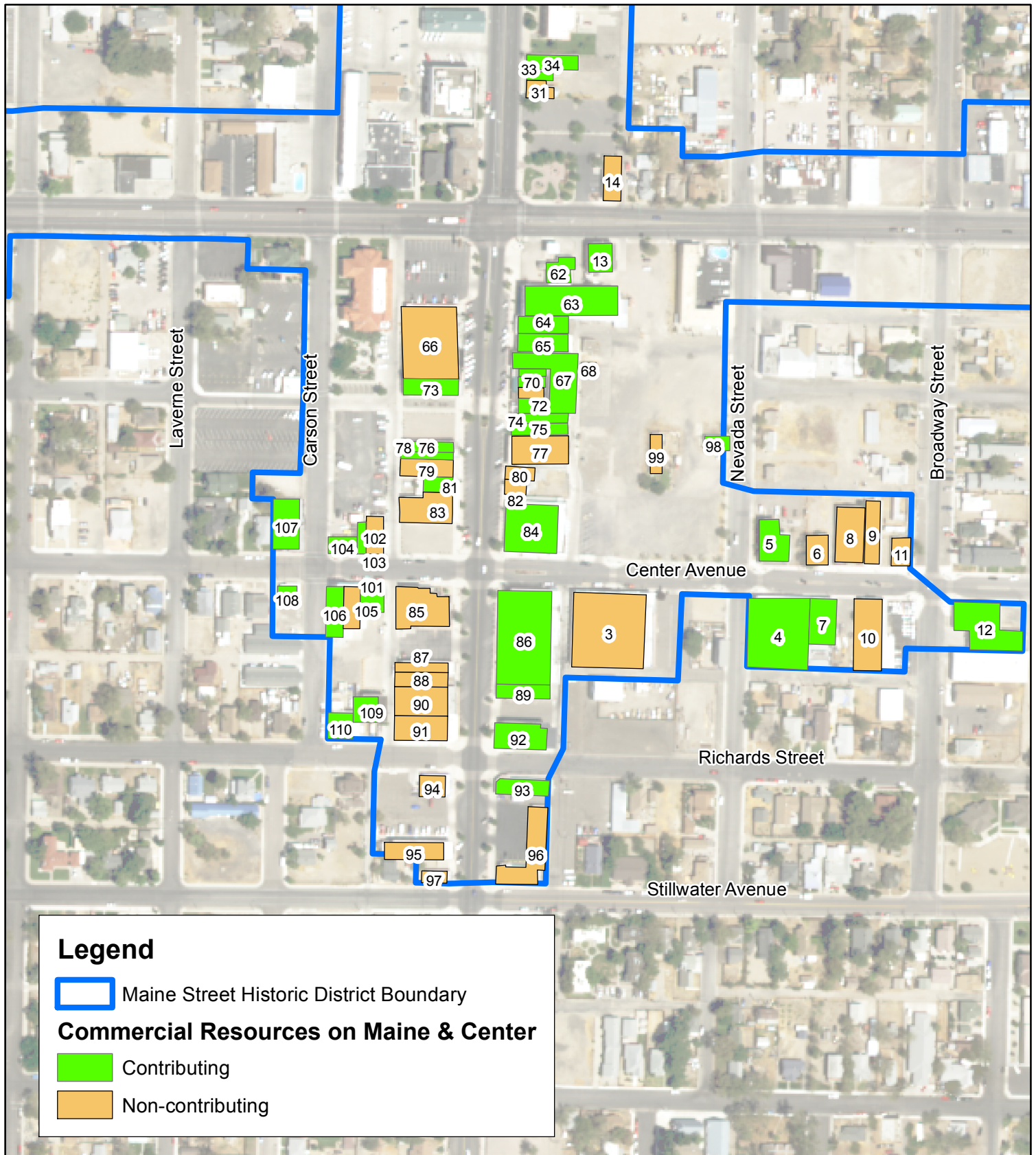
Author: NVSHPO (Bertolini)
Date: April 10, 2019
Datum: NAD 83
Projection: UTM Zone 11 North
Sources: USGS NAIP

0 37.5 75 150 225 300 Meters



Maine Street Historic District Fallon, NV

Map 7 - South Maine & Center Streets - Commercial Corridor



Author: NVSHPO (Bertolini)

Date: July 11, 2018

Datum: NAD 83

Projection: UTM Zone 11 North

Sources: USGS NAIP

0 25 50 100 150 200 Meters



Maine Street Historic District Fallon, NV

Map 8 - North Maine Street - Light Industrial & Warehousing



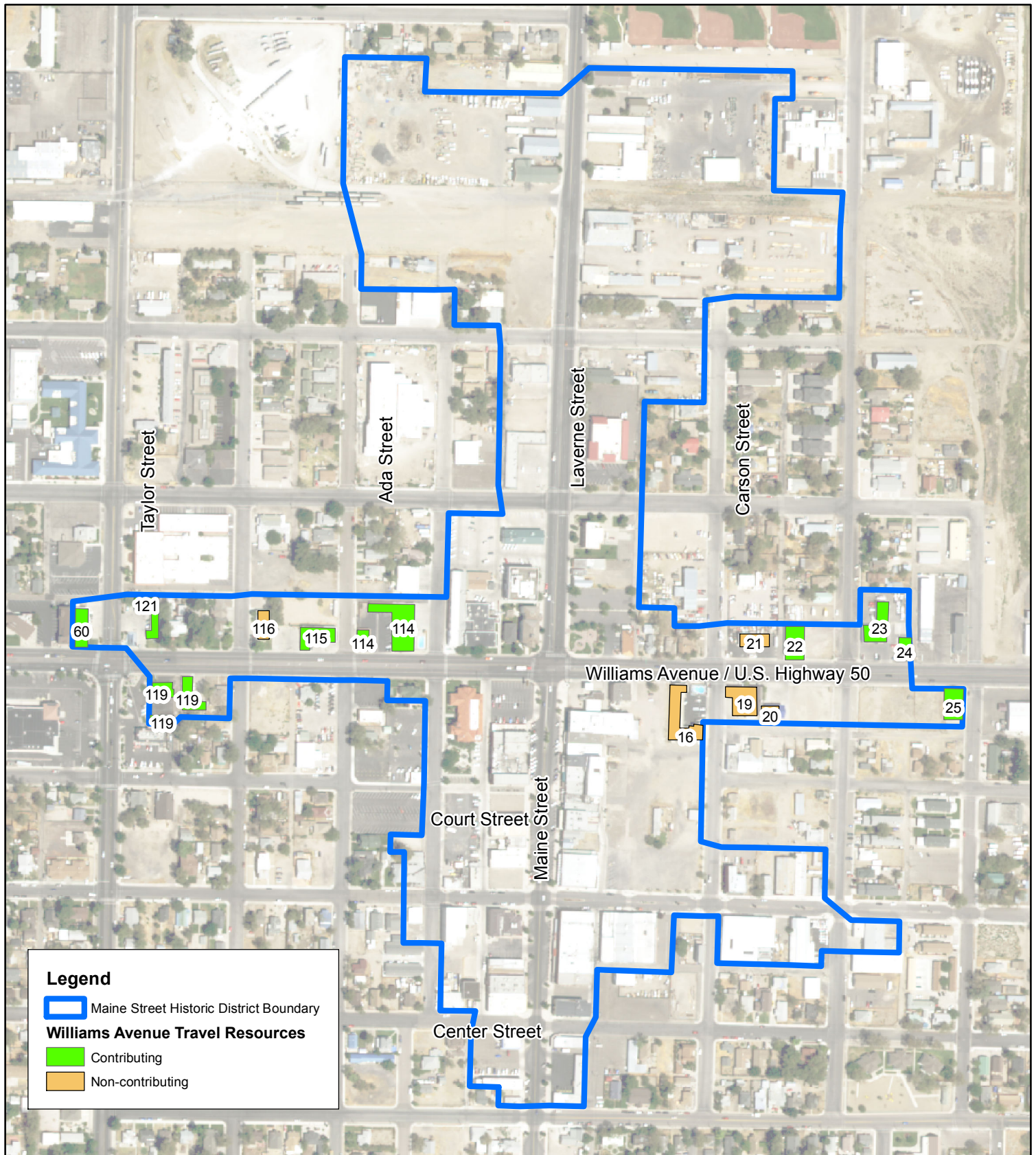
Author: NVSHPO (Bertolini)
Date: July 11, 2018
Datum: NAD 83
Projection: UTM Zone 11 North
Sources: USGS NAIP

0 25 50 100 150 200 Meters



Maine Street Historic District Fallon, NV

Map 9 - Williams Avenue - Travel-related Resources



Author: NVSHPO (Bertolini)

Date: April 10, 2019

Datum: NAD 83

Projection: UTM Zone 11 North

Sources: USGS NAIP

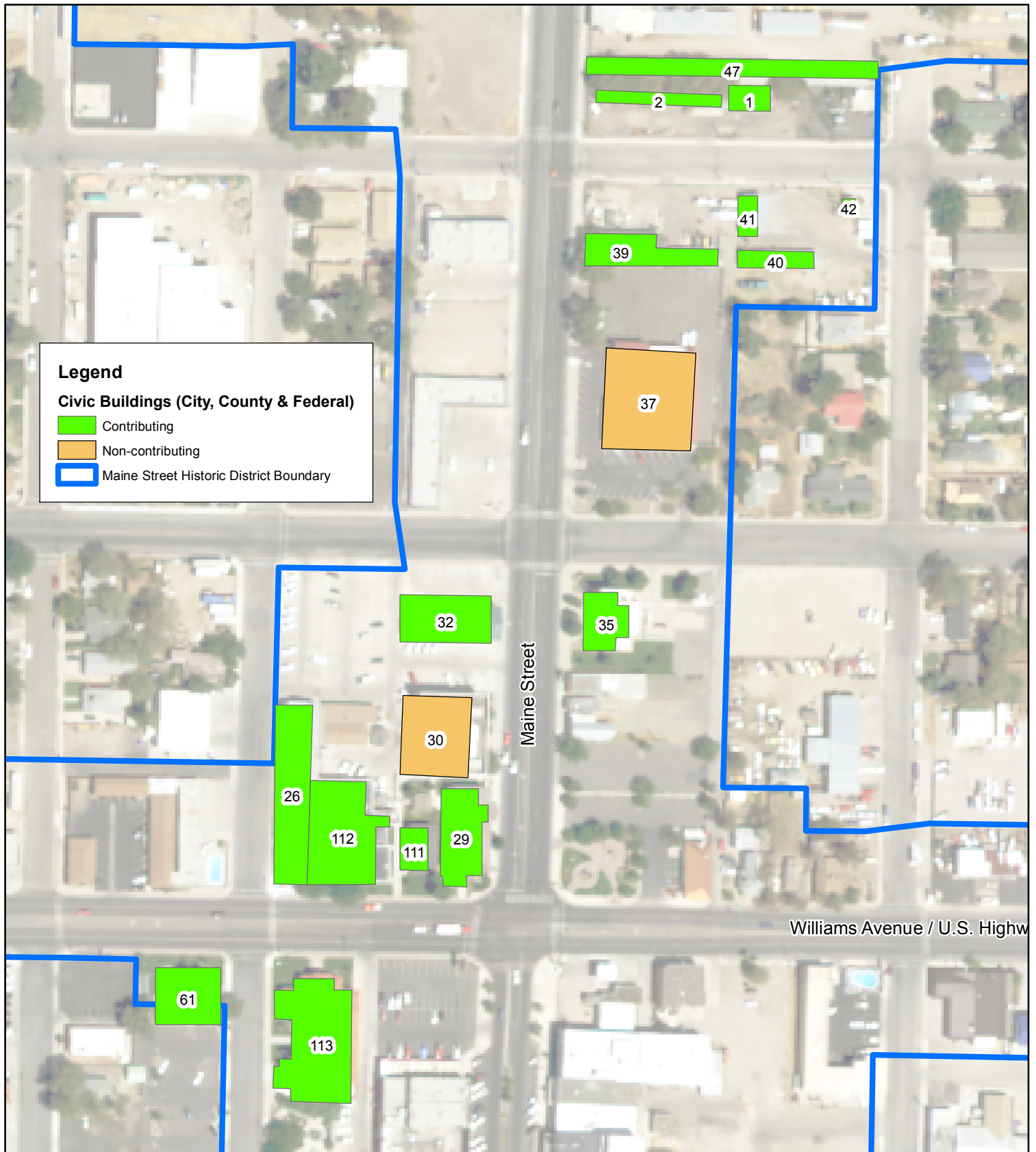
0 50 100 200 300 400 Meters



Maine Street Historic District

Fallon, NV

Map 10 - Civic Complex



Author: NVSHPO (Bertolini)
Date: April 10, 2019
Datum: NAD 83
Projection: UTM Zone 11 North
Sources: USGS NAIP

0 25 50 100 150 200 Meters

