

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 PropertyHistoric name: Maine Street Historic DistrictOther names/site number: Downtown Fallon Commercial CorridorName of related multiple property listing: N/A

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

2. Location

Street & number: _____

City or town: Fallon State: Nevada County: ChurchillNot 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 x C D_____
Signature of certifying official/Title: Rebecca Palmer, SHPO **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._____
Signature of commenting official: Daniel Delahaye **Date**

Federal Preservation Officer

United States Postal Service

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

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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>72</u>	<u>37</u>	buildings
<u> </u>	<u> </u>	sites
<u>11</u>	<u>1</u>	structures
<u> </u>	<u> </u>	objects
<u>83</u>	<u>38</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

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- 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

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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 / Googie

MODERN MOVEMENTS / Art Deco

MODERN MOVEMENTS / Brutalism

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-End

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

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Narrative Description

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

Summary Paragraph

The 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 historic flow of the Carson River runs just one mile north of the historic district, emptying into the Carson Sink northeast of the city. Moderate 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 Project, surrounds most of the community.

The historic district includes a total of 125 resources distributed along the three primary corridors of commercial, industrial, and warehousing development in Fallon, anchored by Maine Street, the historic north-south corridor for the downtown area. Secondary but significant corridors include Center Street, which became the primary route of the Lincoln Highway through Fallon in the early-twentieth century, and Williams Avenue, which included portions of the historic Lincoln Highway corridor, as well as U.S. Highway 50. The nominated area includes commercial buildings, as well as surviving residential buildings, along these commercial and travel routes. 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 many with mid-century Modern modifications made after a devastating earthquake in 1954. The historic concentration of this development pattern ended at Stillwater Avenue. There were isolated cases of constructing civic and commercial buildings farther south on Maine, but south of Stillwater, the character of the area is largely that of a residential neighborhood with some public buildings mixed in. These isolated examples, not included in this Historic District, include the 1916 Churchill County High School, 1957 Safeway (now the Churchill County Museum), and the 1967 Churchill County Public Library.

The district includes eighty-seven (87) contributing resources, including seventy-six (76) buildings and eleven (11) structures, totaling 69.6 percent of the resources in the district. Four of those buildings are listed 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 are divided into four distinct architectural concentrations, each with their own architectural typology. The South Maine/Center Street area is dominated by commercial buildings, North Maine Street is characterized by warehouse and light manufacturing buildings, Williams Avenue includes largely travel-related motels and service stations on its east and west ends, and there exists a small government complex near intersection of Williams and Maine

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Street. The district stands as 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 constitutes some of the earliest commercial and administrative development in the community. 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. Residential buildings have generally been excluded from the district, although those that are within the boundary, many of which have been modified for commercial use, are considered contributing where they retain sufficient integrity to the historic district's period of significance (1901-1966). However, the residential sections of the three subdivisions named above each contain unique architectural character and history, and they should be evaluated separately as independent historic districts (i.e., John Oats and/or Oats Addition and the Williams Tract Historic District). As noted above, the historic district has four distinct areas with their own unique architectural character, namely the South Maine/Center Street area, North Maine Street, Williams Avenue, and the government center near the geographic complex of the historic district.

South Maine Street and Center Street are dominated by early-twentieth century buildings, although many were refashioned in the 1950s after the earthquake. Most of these buildings are one-part or two-part commercial block buildings with muted architectural styling, although some are reasonably preserved examples of Classical Revival or other early twentieth century architectural styles. A few older buildings have been refashioned into significant examples of Modern architecture, such as the I.H. Kent Store at 165 S. Maine Street. Some surviving hotels and early Lincoln Highway-era garage buildings remain as well.

North Maine Street served as the railroad-based warehousing and light industrial hub for Fallon. Most buildings in this area are small to large warehouses, utility buildings, or industrial buildings aligned along the spur of the Central/Southern Pacific Railroad that extended from Fernley east into Fallon. Architectural styles are modest, either never being added in the first place, or lost during repairs to damage caused by the 1954 earthquake, with the notable exception of the I.H. Kent Company's 1948 Store directly south of the warehouse at 260 N. Maine Street, which is a well-preserved and rare example of Googie style architecture in Churchill County. Many of these buildings provided the warehousing space for companies with store fronts along South Maine Street, or provided processing for Lahontan Valley's agricultural producers, such as the flour mill and creamery buildings.

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Photographs 1 & 2: (Left, 1) The 100-block of S. 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) W. Williams Street, typical of the Williams Avenue corridor (both Campana, 2015).

Williams Avenue displays a predominantly mid-century character. This 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 Lightning Lube Service Station, built in 1957.

These various streetscapes are mostly modernized, and although in many cases possessing their historic width and compatible surface materials, largely no longer retain the historic design features and materials from the historic period. A high frequency of alterations to streetscapes in downtown areas is common, and that is reflected in downtown Fallon. Historically, streets were lined with trees, including elms (*Ulmus* sp.) and cottonwoods (*Populus* sp.), and comprised of graded dirt. By the 1940s, the roads were largely paved, with street parking along the edges or in the center. In the early 2000s, the Nevada Department of Transportation planned and completed a streetscape upgrades including pedestrian bulb-outs, street trees and other landscaping, and median islands, mostly to improve downtown walkability. These alterations generally retained the historic width and spatial characteristics of the roadways, but reflect a new, non-historic character in their design and materials.

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Photographs 3 & 4: (Left, 3) S. 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).

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Photographs 5 & 6: (Left, 5) N. 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).

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Photographs 7 & 8: (Left, 7) W. Center Street at S. Carson Street, showing an unimproved street character with basic sidewalks and painted crosswalks, more typical of the older streets of the primary travel corridor (Campana, 2015); (Right, 8) E. Williams Avenue / U.S. 50 looking northwest across a typical four-lane highway (McBride, 2016).

At the geographic center of the historic district are most of the city and county's public buildings, as Fallon has served as the Churchill County seat since 1903. In that year, Churchill County officials erected the new Courthouse that now stands on the northwest corner of Maine and Williams. Shortly thereafter, the County constructed a jail west of the courthouse. Since that time, with the City of Fallon's incorporation in 1908, both city and county facilities have been concentrated at this intersection, including the City Hall building, a communications facility, the fire station, the water department, city garages, a sheriff's department, and the 1973 Brutalist-style Law Enforcement Facility designed by Nevada's renowned 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.

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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 main surviving collection of historic commercial and public architecture in Churchill County, with significant diversity of local examples of building styles and types. Typical of a rural agricultural community, many buildings display subdued 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 their *style*.

Of the 125 buildings and structures in the historic district, ninety-one (91) of them, or seventy-three (73) percent, do not exhibit any particular architectural style. Of those that do, most are variations of Modern architectural styles, although there are several revival styles present from the early-twentieth century as well. The table below outlines the variation of styles within the historic district:

Style	#
No Style	90
Ranch	6
International	5
Classical Revival	4
Contemporary	4
Craftsman	3
Googie	3
Art Deco	2
Brutalism	1
Corporate Post-modern	1
Neo-Eclectic	1
Queen Anne	1
Richardsonian Romanesque	1
Spanish Colonial Revival	1
Tudor Revival	1

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).

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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 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	17
Garage (Other)	8
Motel	8
Suburban Office	5
Bungalow	3
Gabled-Ell	3
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
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 and is characterized by simple, street-level massing and prominent display windows. One-part blocks

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with false fronts are common building types in towns throughout the American West, and Fallon is no exception. This is the most common building type in downtown Fallon. Most of the one-part blocks in downtown Fallon display generic 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- and two-part commercial block buildings are concentrated along S. 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-use private 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 one- and two-part commercial block buildings are concentrated along S. Maine Street.

Warehouses and Garages

Mostly concentrated on North Maine Street, there 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 the 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 stronger examples of particular architectural styles, and are generally the most architecturally articulate 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 articulated, although using Modern styles, such as the International-style Churchill County Communications Building, Contemporary-style Churchill County Fire Station, and Brutalist-style Churchill County Law Enforcement Facility. There are also several utilitarian

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>.

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resources owned by the City of Fallon along North Maine Street, such as the Water Department complex, and two early garage structures on E. B Street.

Residential

The surveyed area did contain several residential buildings of varying styles and types, although most have been repurposed for commercial or office use due to their location along major thoroughfares. These include a Tudor Revival mansion (now an office), three Bungalows (two of which are offices), and three Victorian-era cottages along E. Williams Avenue (one of which is an office). There is also the Queen Anne-style Douglass House, listed in the National Register in 2001. The residential areas surrounding the downtown area appear to each have their own unique history, development patterns, and styles. Therefore, residential resources have generally been excluded from the historic district.

Modern Styles

In no small part due to the 1954 earthquake, most of the buildings in the historic district display Modern architectural features to some degree, and most with recognizable style are Modern in their classification. These range from the Art Deco-style Fallon Theater and Lawana Theater, to the Contemporary-style (downtown) and Googie-style (North Maine) stores for the I.H. Kent Company. However, most buildings in the district displaying Modern influences appended modest Modern-style store fronts onto existing early-twentieth century buildings.

The modifications made to downtown buildings from the 1950s to the 1970 were generally completed to update the appearance of buildings and attract customers back from emerging strip malls and shopping centers. 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, as well as concrete block and cultured stone veneer. During this time, awnings were updated or added, and original wood windows were replaced with new, steel-framed glass. Resources that experienced such developments are related to suburbanization and the decentralization of downtown Fallon's commercial district.

Other resources were altered in order to repair damage inflicted by the 1954 earthquake. Before the tremor, historic photographs illustrate a streetscape 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, buildings were repaired by using concrete block to rebuild parapets and patch walls, and slipcovers were used to mask exterior damage. Damaged wood windows were replaced with new, steel-framed plate glass. Earthquake repairs were largely undertaken as a utilitarian endeavor, and as a result, the storefronts of downtown Fallon now appear much more uniform than they did before 1954, displaying smooth, flat parapets and simple, unadorned façades.

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Building List

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

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13	42	E Williams Ave	Contributing	1928	Fallon Eagle Bldg	No Style	Two-part Commercial Block
14	55	E Williams Ave	Non-contributing	1958	Courtyard Cafe	No Style	One-part Commercial Block
15	59	E Williams Ave	Contributing	1909	Pyramid Roof Cottage	No Style	Pyramid Roof
16	70	E Williams Ave	Non-contributing	1960	Econo Lodge	International	Motel
17	71	E Williams Ave	Contributing	1909	Gabled-Ell	No Style	Gabled-Ell
18	77	E Williams Ave	Contributing	1909	Gabled-Ell	No Style	Gabled-Ell
19	128	E Williams Ave	Non-contributing	1973	Boomer's	No Style	Warehouse
20	138	E Williams Ave	Non-contributing	2007	Car Wash	No Style	Other
21	145	E Williams Ave	Contributing	1960	K D Automotive	No Style	Garage
22	155	E Williams Ave	Contributing	1960	Warehouse	No Style	Warehouse
23	225	E Williams Ave	Contributing	1961	Tedford Tires - Shop	Google	Warehouse
24	225	E Williams Ave	Contributing	1923	Tedford Tires - Warehouse	No Style	Warehouse
25	280	E Williams Ave	Contributing	1940	Warehouse	No Style	Warehouse
26	20	N Carson St	Contributing	1955	Churchill County Fire Department	Contemporary	Fire Station
27	255	N Carson St	Contributing	1942	Richfield Oil Corporation Bulk Station	No Style	Storage Tank
28	255	N Carson St	Contributing	1942	Richfield Oil Corporation Bulk Station Shed	No Style	Garage
29	63	N Maine St	Contributing	1903	Churchill County Courthouse	Classical Revival	Courthouse
30	71	N Maine St	Non-contributing	1973	Churchill County Law Enforcement Facility	Brutalism	Courthouse
31	76	N Maine St	Non-	1910	Grand Hotel / Vannoy Shoe	No Style	One-part

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

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45	260	N Maine St	Contributing	1923	I.H. Kent Office	No Style	Warehouse
46	260	N Maine St	Contributing	1923	Lumber Crib	No Style	Warehouse
47	260	N Maine St	Contributing	1930	Lumber Crib	No Style	Warehouse
48	260	N Maine St	Contributing	1930	Lumber Crib	No Style	Warehouse
49	260	N Maine St	Contributing	1930	Shed	No Style	Warehouse
50	260	N Maine St	Contributing	1930	Shed	No Style	Warehouse
51	300	N Maine St	Contributing	1943	Fallon Flour Mill Warehouse	No Style	Warehouse
52	301	N Maine St	Contributing	1940	Wingfield Creamery	No Style	Warehouse
53	307	N Maine St	Contributing	1965	Warehouse	No Style	Warehouse
54	310	N Maine St	Non- contributing	1979	Blakey Storage 1	No Style	Warehouse
55	310	N Maine St	Non- contributing	1979	Blakey Storage 2	No Style	Warehouse
56	315	N Maine St	Non- contributing	1972	Warehouse	No Style	Warehouse
57	346	N Maine St	Non- contributing	1937	Dodge Construction Co. Bldg	No Style	Warehouse
58	346	N Maine St	Contributing	1948	Dodge Construction - Garage	No Style	Garage
59	346	N Maine St	Contributing	1948	Dodge Construction - Warehouse	No Style	Warehouse
60	25	N Taylor St	Contributing	1965	Fallon Lodge - West	Contemporary	Motel
61	10	S Carson St	Contributing	1904	Douglass House	Queen Anne	Hall-and-Parlor
62	1	S Maine St	Contributing	1957	Lightning Lube Service Station	No Style	Gas Station
63	39	S Maine St	Contributing	1926	Fallon Fraternal Hall	No Style	Two-part Commercial Block
64	45	S Maine St	Contributing	1926	Piggly-Wiggly	No Style	One-part

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							Commercial Block
65	55	S Maine St	Contributing	1907	Gardner Bldg	No Style	One-part Commercial Block
66	70	S Maine St	Non-contributing	1912	Owl Club / Fallon Nugget	No Style	Two-part Commercial Block
67	71	S Maine St	Contributing	1920	Rex Theater / Fallon Theater	Art Deco	Two-part Commercial Block
68	71	S Maine St	Contributing	1920	Fallon Theater Utility Plant	No Style	Garage
69	81	S Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
70	83	S Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
71	93	S Maine St	Non-contributing	1920	Azores Store	No Style	One-part Commercial Block
72	95	S Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
73	98	S Maine St	Contributing	1910	Sagebrush Bar and Cafe	No Style	Two-part Commercial Block
74	105	S Maine St	Contributing	1920	Shop	No Style	One-part Commercial Block
75	125	S Maine St	Contributing	1920	Morris & Loring Rexall Drugs	No Style	One-part Commercial

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Name of Property				County and State			Block
76	130	S Maine St	Contributing	1906	E. H. Hursh Bldg	No Style	One-part Commercial Block
77	131	S Maine St	Contributing	1904	Churchill County Bank Building	Richardsonian Romanesque	Two-part Commercial Block
78	134	S Maine St	Non-contributing	1923	Shop	No Style	One-part Commercial Block
79	136	S Maine St	Non-contributing	1926	Shop	No Style	One-part Commercial Block
80	145	S Maine St	Non-contributing	1909	Shop	No Style	One-part Commercial Block
81	148	S Maine St	Contributing	1944	Shop	No Style	One-part Commercial Block
82	149	S Maine St	Non-contributing	1945	Shop	No Style	One-part Commercial Block
83	158	S Maine St	Non-contributing	1904	Bank Club / Grocery / Fallon Slaughtering Co.	No Style	One-part Commercial Block
84	165	S Maine St	Contributing	1904	I.H. Kent Store	Contemporary	Two-part Commercial Block
85	200	S Maine St	Non-contributing	1982	Woodliff Bldg	Neo-Eclectic	Suburban Office
86	201	S Maine St	Contributing	1920	Gray-Reid & Co. Bldg	No Style	Two-part Commercial

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Name of Property			County and State					Block
87	250	S Maine St	Non-contributing	1912	Shop	No Style		One-part Commercial Block
88	260	S Maine St	Non-contributing	1927	Docroy's Retail	No Style		One-part Commercial Block
89	263	S Maine St	Contributing	1920	Kohloss Bldg	No Style		Two-part Commercial Block
90	270	S Maine St	Non-contributing	1921	Frazzini Furniture Store	No Style		Two-part Commercial Block
91	290	S Maine St	Non-contributing	1948	J.C. Penney Bldg	No Style		Two-part Commercial Block
92	295	S Maine St	Contributing	1950	First National Bank	No Style		Two-part Commercial Block
93	301	S Maine St	Contributing	1948	Hilyard's Drugs	Googie		One-part Commercial Block
94	310	S Maine St	Non-contributing	1958	Dairy Queen	No Style		Diner
95	360	S Maine St	Non-contributing	1941	Lawana Theater	Art Deco		Two-part Commercial Block
96	365	S Maine St	Non-contributing	1961	South Mini Mart	International		Strip Mall
97	380	S Maine St	Contributing	1942	Dew Drop In	No Style		One-part Commercial Block

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98	140	S Nevada	Contributing	1946	Shop	No Style	One-part Commercial Block
99	140	S Nevada	Non- contributing	1989	Residence	No Style	Prefabricated/ Modular
100	25	W B St	Non- contributing	1946	Shoshone Coca-Cola Bottling	No Style	Warehouse
101	55	W Center St	Contributing	1935	Shop	No Style	One-part Commercial Block
102	60	W Center St	Non- contributing	1915	Shop	No Style	One-part Commercial Block
103	66	W Center St	Contributing	1925	Shop	No Style	One-part Commercial Block
104	70	W Center St	Contributing	1925	Shop	No Style	One-part Commercial Block
105	93	W Center St	Contributing	1957	Western Auto / Elks Lodge	International	One-part Commercial Block
106	95	W Center St	Contributing	1923	Express Office / Elks Lodge	No Style	Two-part Commercial Block
107	102	W Center St	Contributing	1912	Shop	No Style	One-part Commercial Block
108	125	W Center St	Contributing	1963	Office	Contemporary	Suburban Office
109	60	W Richard St	Contributing	1941	Frazzini Furniture Warehouse	No Style	Two-part Commercial

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Name of Property				County and State			Block
110	80	W Richard St	Contributing	1949	Shop	No Style	One-part Commercial Block
111	10	W Williams Ave	Contributing	1906	Churchill County Jail	No Style	Foursquare
112	50	W Williams Ave	Contributing	1966	Communications Bldg	International	Suburban Office
113	55	W Williams Ave	Contributing	1930	Fallon City Hall	Spanish Colonial Revival	City Hall
114	180	W Williams Ave	Contributing	1952	Value Inn - Office	Ranch	Motel
115	180	W Williams Ave	Contributing	1952	Value Inn - Rooms	Ranch	Motel
116	225	W Williams Ave	Contributing	1921	Bungalow	No Style	Bungalow
117	250	W Williams Ave	Contributing	1950	Service Station	No Style	Garage
118	290	W Williams Ave	Non-contributing	1925	Berney Realty Building	No Style	One-part Commercial Block
119	310	W Williams Ave	Contributing	1948	Cottage	Tudor Revival	Gabled-Ell
120	325	W Williams Ave	Contributing	1921	Bungalow	Craftsman	Bungalow
121	335	W Williams Ave	Contributing	1951	Motel - Rooms	Ranch	Motel
122	375	W Williams Ave	Contributing	1951	Motel - Extra Rooms	Ranch	Motel
123	375	W Williams Ave	Contributing	1951	Motel - Office	Ranch	Motel
124	376	W Williams Ave	Contributing	1920	Bungalow	Craftsman	Bungalow
125	390	W Williams Ave	Contributing	1961	Fallon Lodge - East	Ranch	Motel

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Individual Building Descriptions

Below are individual descriptions of resources within the Maine Street Historic District boundary, describing character-defining features and site history, if known. If an historic name is associated with the resource, it has been entered after the street address in *italics*. The majority of this information has been taken from forms produced for a survey project completed by the Nevada SHPO in 2015.³

1. Garage (A), 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. Garage (B), 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 E. Center Street, the I.H. Kent Company Implement Warehouse, looking southeast (Campana, 2015).

3. 40 E. 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

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

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Company. The walls are constructed with concrete block clad with stucco. During the building's life, several businesses have occupied the site, most notably serving as the I.H. Kent'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.



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

4. 100 E. 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 E. 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 Classically-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, there is a ribbon of multi-light rolled steel windows that run 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.

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

5. 105 E. Center Street, *Overland Hotel*, Two-part Commercial Block, 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 1954 earthquake which caused the collapse of the entire second story. 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).

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

6. 135 E. 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 appears to have disrupted integrity to the historic period, making it non-contributing to the historic district.

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.

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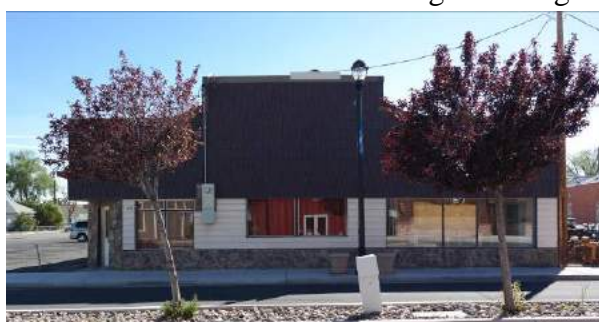
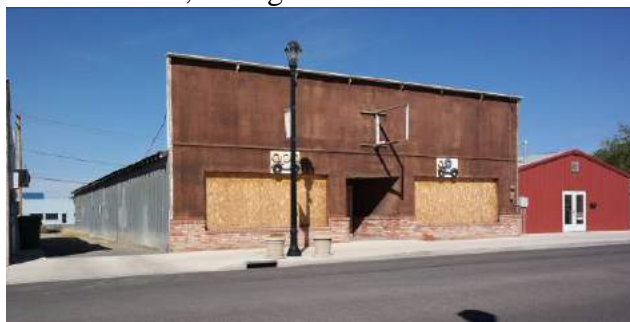
County and State

8. 159 E. 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.

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

This small, corrugated steel warehouse was built in 2007 and is non-contributing due to age.



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

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

190 E. 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 has been used for automobile-related services since 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 E. Center Street, *Blacksmith Shop*, One-part Commercial Block, 1920, Non-contributing Building

This frame building housed a blacksmith shop as late as 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.



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

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12. 222 E. 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 the later U.S. Highway 50 period and is considered contributing to the historic district.



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

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

42 E. Williams Avenue is a standalone, two-part commercial block with a square plan and flattened-corner entrance. The building originally housed the *Fallon Eagle* newspaper, which was established in 1929. The walls are constructed of light and dark red brick laid in common bond with concrete and stucco accents. The top of the corner entry and arcade features an inset stucco banner, within which are 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 and appears to be from the historic period.

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

This one-part commercial block building, which currently houses the Courtyard Café, was constructed in 1958 and has 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.

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

15. 59 E. Williams Avenue, Pyramid Roof Cottage, c.1909, 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, and the porch was enclosed. However, the home appears to retain sufficient integrity to contribute to the historic district.



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

16. 70 E. Williams Avenue, Econo Lodge, International / Motel, 1960, Non-contributing Building

Constructed in 1960 as a two-story walk-up motel near the U.S. 50 corridor (Maine Street and Williams Avenue), 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 its association with the significance of downtown Fallon, it does not retain sufficient historic integrity to contribute to the district.

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17. 71 E. 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. Due to its architectural significance, it is contributing to the historic district.



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

18. 77 E. 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. It is contributing to the historic district.

19. 128 E. 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 E. 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 E. Williams Avenue, Garage, 1960, Contributing Building

The garage building at 145 E. Williams was constructed in 1960, and has a low-pitched, side-gabled roof, and part masonry / part metal standing seam walls. It has three auto bays on its south façade, along with two in the rear. There are several wood-framed picture windows and an entry along its façade.

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

22. 155 E. 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, returned to Japan, and re-entered the United States after the war. They secured a laundry contract for Naval Air Station Fallon operated 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.



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

23. 225 E. Williams Avenue, Tedford Tire Company Office & Garage, Googie / Warehouse, 1961, Contributing Building

The Tedford Tire Company building is an auto garage constructed in 1961 and operating for a time as Fallon's only certified Goodyear tire outlet. It is still one of the oldest continuously

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operating Goodyear 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 subdued Googie elements similar to the I.H. Kent Store on North Maine Street, including the decorative brick pilaster that is off-center, and the large glass curtain wall along the southeast wall.

24. 225 E. 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. There are some windows along east and west elevations that are six-by-six wood units. Historic photographs from the property owner (Fallon Mayor Ken Tedford, Jr.) indicate that an office used to be attached to the west side of the garage, which was removed in 1961 when the main garage was built on the property. Ken Tedford, Sr., purchased the property in 1950, and the family continues to operate the business.

25. 280 E. 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 garage accommodations along E. Williams Avenue.



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

26. 20 N. Carson Street, *Churchill County Fire Department, Contemporary, 1950, Contributing Building*

This brick building is split into two sections, the southern office and the northern garage bays for fire engines. The southern 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-

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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.

27. 255 N. Carson Street, Richfield Oil Corporation – Bulk Station, Storage Tank, 1942, Contributing Structure

The storage tank with attached gable-roof shed sit along the south side of the Southern Pacific Railroad right of way. These were built in 1942, likely as storage tanks for oil and diesel fuel 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.

28. 255 N. Carson Street, Richfield Oil Corporation – Shed, Garage, 1942, Contributing Structure

The storage shed has a gable-roof and sits along the south side of the Southern Pacific Railroad right of way, just west of the Bulk Station. The shed was built in 1942 to support the Bulk Station operations. It reflects the industrial development of northern Maine Street in the mid-twentieth century and is contributing to the historic district.

29. 63 N. 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 in the Classical 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).



Photographs 29 & 30: (Left, 29) Churchill County Courthouse, looking northeast from Williams Avenue / U.S. 50; (Right, 30) Churchill County Law Enforcement Facility, looking west across N. Maine Street (both Hamon 2018).

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30. 71 N. Maine Street, Churchill County Law Enforcement Facility, Brutalism, 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 Brutalist architecture, and should likely be evaluated for its architectural significance once it achieves historic age.

31. 76 N. 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 during its use. 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.



Photographs 31 & 32: (Left, 31) Grand Hotel at 76 N. Maine, looking northeast (McBride 2016); (Right, 32) Churchill County Sheriff's Office, looking southwest across N. Maine Street (Hamon 2018).

32. 77 N. Maine Street, Churchill County Sheriff's Office, International / Suburban Office, 1964, Contributing Building

The Sheriff's Office is an International-style office building with painted brick walls and a low-pitched, 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) portion. The side elevations are each punctuated by four window openings that span from foundation to eave. The building retains good integrity to the mid-twentieth century.

33. 78 N. Maine Street, One-part Commercial Block, 1940, Contributing Building

This one-part commercial block building was constructed in 1940 and has a flat roof with a 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. The façade includes a steel entry door to the north, and a rolled steel window assembly to the south with a four-by-three center

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unit and four-by-one casement sidelights. There is brick soldiering above both the window and door, and a soldiered sill below the window.



Photographs 33 & 34: Two one-part commercial block buildings north of the Grand Hotel at 78 (Left, 33) and 82 (Right, 34) N. Maine, both looking southeast (both McBride 2016).

34. 82 N. 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 brick along the side elevations.

35. 90 N. 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 el to 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).

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Photograph 35: Fallon Federal Building and Post Office, looking southeast across N. Maine Street with 82 N. Maine at background right (Bertolini 2016).

36. 101 N. 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.

37. 120 N. Maine Street, U.S. Post Office, Corporate Post-modern / Suburban Office, 1978, Non-contributing Building

The new U.S. Post Office, constructed north of the historic building, is an interesting example of Corporate Post-modernist architecture, with simple, exaggerated, geometric shapes comprising its concrete with brick veneer footprint. It was constructed outside the period of significance and is non-contributing to the historic district.

38. 185 N. Maine Street, One-part Commercial Block, 1991, Non-contributing Building

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

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Photographs 36 & 37: (Right, 36) A one-part commercial block building at 185 N. Maine, built in 1991 and an unusual example of more traditional commercial development later in the twentieth century (Hamon 2018); (Right, 37) Fallon City Water Department Main Building at 190 N. Maine (Bertolini 2018).

39. 190 N. Maine Street, *Fallon City Water Department – Main Building*, Craftsman / Gable Front, 1939, Contributing Building

The City of Fallon Water Department Building is a Craftsman-style 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 borders.

40. 190 N. 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 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.

41. 190 N. 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.

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Photographs 38 & 39: Maintenance yard resources for the Fallon City Water Department, including the sheds, looking south (Left, 38) and Power House, looking south (Right, 39) (both Hamon 2018).

42. 190 N. 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.

43. 260 N. 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.



Photographs 40 & 41: (Left, 41) I.H. Kent Warehouse on N. Maine, and (Right, 42), the 1948 I.H. Kent store that adopted Modern Googie style design (both Hamon 2018).

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44. 260 N. Maine Street, I.H. Kent Store, Googie, 1948, Contributing Building

The I.H. Kent Company Store is a Googie-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 pilaster feature on its southwest corner. To the north of the building is the main entrance off Maine Street into the Kent company lumber yard.

45. 260 N. 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 42 & 43: Lumber cribs in the storage yard at I.H. Kent, looking east from N. Maine Street (Left, 42) and looking north from Nevada Street (Right, 43) (both Hamon 2018).

46. 260 N. 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.

47. 260 N. 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.

48. 260 N. 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.

49. 260 N. 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.

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50. 260 N. Maine Street, I.H. Kent Shed, Warehouse, 1930, Contributing Structure

This shed is constructed with corrugated steel shed and has heavy wood sliding doors sitting on an elevated poured concrete foundation. It is contributing to the historic district.

51. 300 N. 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.



Photographs 44 & 45: (Left, 44), the Fallon Flour Mill Warehouse, looking east across N. Maine Street, with the former location of the mill building itself just north of (to the left of) the surviving warehouse, and (Right, 45) the Wingfield Creamery, looking northwest across N. 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).

52. 301 N. 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, replacing it with the current, simple concrete wall, with a track metal garage door and vertical board paneling in the gable end. The Mission-style parapet remains on the west elevation facing an equipment yard.

53. 307 N. 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.

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54. 310 N. 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. 310 N. 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.

56. 315 N. 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 46 & 47: (Left, 46) the Devine Storage and Moving Warehouse at 307 N. Maine and (Right, 47) the Dodge Construction Co. Building at the northwest end of the company's storage yard (both Hamon 2018).

57. 346 N. 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.

58. 346 N. 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.

59. 346 N. 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.

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60. 25 N. 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.



Photographs 48 & 49: (Left, 48) the motel building at 25 N. Taylor at the west end of the historic district, looking northwest across the Williams Avenue/Taylor Street intersection (Bertolini 2018); (Right, 49) the Robert L. Douglass House, listed in the National Register in 2004, looking southwest (Bertolini 2015).

61. 10 S. 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 listed in the National Register of Historic Places and is contributing to the historic district (NRIS 01000822).

62. 1 S. Maine Street, Lightning Lube Service Station, Gas Station, 1957, Contributing Building

1 S. 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.

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Photographs 50 & 51: (Left, 50) The Lightning Lube Service Station at the southeast corner of Maine and Williams, looking east; (Right, 51) the Fallon Fraternal Hall operated by the Masons, designed by Frederic DeLongchamps, and showing Art Moderne-style modifications completed after the 1954 earthquake (both Campana 2015).

63. 39 S. 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 S. 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. The brick masonry building now reflects post-1954 earthquake repairs, including partial cladding in stucco and stone veneer. The first story of the façade is characterized by a series of commercial storefronts set in false stone veneer. The storefronts 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 show that the front parapet has been built up with concrete block, likely as a result of the 1954 earthquake. 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. Despite no longer reflecting DeLongchamps' Classical Revival plan, it reflects strong integrity to the post-earthquake period.

64. 45 S. Maine Street, Piggly Wiggly, One-part Commercial Block, 1926, Contributing Building

45 S. 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 corners of the façade. The rectangular main entrance is recessed between two large metal commercial window assemblies. The upper walls are covered with vertical aluminum siding. A small, projecting sheet metal cornice is supported by three metal brackets.

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Photograph 52: 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).

65. 55 S. Maine Street, *Gardner Building*, One-part Commercial Block, 1907, Contributing Building

55 S. 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 and divided by a perpendicular brick wall. On either side of the doors, there is a large, historic, metal-framed window. A full-façade 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, recladding of original decorative brick with beige rough-faced brick, and the addition of the pent roof awning.

66. 70 S. Maine Street, *Owl Club/Fallon Nugget*, Two-part Commercial Block, c.1970, Non-contributing Building

70 S. 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, outside the period of significance, the building is non-contributing to the historic district.

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Photographs 53 & 54: (Left, 53) The Carson Nugget on the southwest corner of Maine and Williams, looking southwest; (Right, 54) the 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 (both Campana 2015).

67. 71 S. Maine Street, Rex / Fallon Theater, Art Deco/Two-part Commercial Block, 1920, Contributing Building

71 S. 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 clad with wood paneling and stone veneer and sheltered beneath a projecting, flat-roofed canopy that doubles as a lighted marquee, most of which was renovated in 1984. 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, split from a single auditorium into two in 1984. Modifications to the building include the remodeling of the original, two-part commercial block with Classical details to a Mission-style theater in 1930. This included cladding the original brick walls with stucco and altering the flat parapet into a Mission-style parapet. By 1958, the parapet was extended and the window material transitioned into glass block, most likely a result of repairs conducted in the wake of the 1954 earthquake. The building was listed in the Nevada State Register of Historic Places in 2017 (SRHP 170156).

68. 71 S. 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.

69. 81 S. Maine Street, One-part Commercial Block, 1920, Contributing Building

81 S. Maine Street is a one-part commercial block building with a flat parapet roof. Walls are clad with tan Roman brick and 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

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bricks and rests below a projecting metal canopy that shelters the sidewalk. The upper story is clad with stucco 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.

70. 83 S. Maine Street, One-part Commercial Block, 1920, Contributing Building

83 & 85 S. 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 stucco-clad parapet capped with a sheet metal coping.

71. 93 S. 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.



Photograph 55: South Main Street, looking east showing the shops in 81, 83, and 93 S. Maine Street, comprising three of the four shops clustered in the frontage of the Fallon Theater (Campana 2015).

72. 95 S. Maine Street, One-part Commercial Block, 1920, Contributing Building

95 S. 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

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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.



Photographs 56 & 57: (Left, 56) 95, 105, and 125 S. Maine Street, looking east; (Right, 57) 98 S. Maine, just south of the Fallon Nugget, looking west (both Campana 2015).

73. 98 S. 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. It is a two-part commercial block with a simple, rectangular plan and a flat, parapeted roof. The building is constructed with brick and the façade is clad with a combination of form stucco and panel wood. This building forms the southernmost portion of the Fallon Nugget Casino block. 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 brick veneer and partially with stucco. 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 1-over-1 wood sash windows. The

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easternmost half of the south elevation reveals concrete block that was used to build up the parapet walls, most likely to repair damage from the 1954 earthquake. Modifications to the building include infill of the original recessed entry and display windows between pilasters with brick veneer, stucco, and new windows. The original entry has been replaced with a Modern-style commercial assembly, but most changes appear to date to the period of significance.

74. 105 S. Maine Street, One-part Commercial Block, 1920, Contributing Building

This simple one-part commercial block building has concrete stucco walls and a flat awning, along with large picture windows flanking its entry. It appears to be a well-preserved example of a post-earthquake storefront and is contributing to the historic district.

75. 125 S. Maine Street, *Morris and Loring Rexall Drugs*, One-part Commercial Block, 1920, Contributing Building

105 S. 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 between 1954 and 1977, likely following the 1954 earthquake. Most of the alterations appear to date from the period of significance.

76. 130 S. 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 second story 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 appear to date from the period of significance.

77. 131 S. Maine Street, *Churchill County Bank Building*, Richardsonian Romanesque / Two-part Commercial Block, 1904, Contributing Building

131 & 143 S. Maine Street is a two-part commercial block with Richardsonian Romanesque influences, financed by 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,

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stucco, and siding on the lower façade. The north block, 131 S. 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 S. 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, but the historic details of the historic building are plainly visible, allowing the building to contribute to the district.



Photographs 58 & 59: (Left, 58) 130, 134, and 136 S. Maine Street, looking southwest; (Right, 59) The Churchill County Bank Building 131 S. Maine, looking east (both Campana 2015).

78. 134 S. Maine Street, One-part Commercial Block, 1904 / 1923, Non-contributing Building
134 S. Maine Street is a one-part commercial block with a simple plan and flat, parapeted roof. The brick masonry building is partially clad with stucco and stone veneer. Modifications to the building include the removal of a 10-window ribbon in the parapet, covering of historic materials, and the rearrangement of the entry door and windows. Due to the loss of historic integrity, the building is non-contributing to the district.
79. 136 S. Maine Street, One-part Commercial Block, 1915 / 1926, Non-contributing Building
136 & 138 S. 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 in 1975, replacement of original doors and windows, and the covering of original wall cladding, rendering the building non-contributing to the historic district due to loss of integrity.
80. 145 S. Maine Street, One-part Commercial Block, c.1912, Non-contributing Building
145 S. 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

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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.

81. 148 S. Maine Street, One-part Commercial Block, 1944, Contributing Building

148 & 156 S. 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 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 appearing soon after the 1954 earthquake as it does at present.



Photographs 60 & 61: (Left, 60) 145 and 149 S. Maine Street, looking east; (Right, 61) the former Bank Club (158 S. Maine) and Grob & Bingham Grocery / Fallon Slaughtering & Supply (178 S. Maine), now combined into a single building (both Campana 2015).

82. 149 S. Maine Street, One-part Commercial Block, c.1912, Non-contributing Building

149 & 153 S. 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.

83. 158 & 178 S. 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 aerial photographs, however, the façade has been totally redeveloped into a united storefront. The north shop at 158, known as the Bank Club, was a one-part commercial block with brick and concrete block walls, and a flat roof with a stepped parapet. 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.

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Photograph 62: 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).

84. 165 S. 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, but was remodeled in approximately 1954, likely 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. It is 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 consist of a number of remodels between the 1920s to the 1960s.

85. 200 S. Maine Street, Woodliff Building, Neo-Eclectic / Suburban Office, 1982, Non-contributing Building

200 S. 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 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.

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Photographs 63 & 64: (Left, 63) the Woodliff Building at 200 S. Maine Street, looking west; (Right, 64) the Grey-Reid & Co. Building (left at 201 S. Maine) and the Kohloss Building (right at 263 S. Maine), looking southeast on S. Maine Street (both Campana 2015).

86. 201 S. Maine Street, Grey-Reid & Company Building, Two-part Commercial Block, 1920, Contributing Building

The Grey-Reid & Company building was constructed in 1920 and has served as 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 faux-western wood siding is also present on this elevation, as is the single-story porch. Alterations to the building include the replacement of original doors and windows, the addition of new wood siding, and the installation of a wood porch. The original castellated parapet has been removed, likely as a result of the 1954 earthquake. Despite noticeable alterations to the building since the period of significance, it retains sufficient integrity to be contributing to the historic district.

87. 250 S. Maine Street, One-part Commercial Block, 1912, Contributing Building

250 S. 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 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

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depicting Fallon. A circa-1940 photograph depicts a historic Mission-style parapet, possibly lost during the 1954 earthquake. Other alterations include the stone and wood wall cladding, partial window replacement, door replacement, and the addition of the pent-hipped roof, installed around 1966. The building retains integrity to the period of significance.



Photographs 65 & 66: (Left, 65) the 300-block of S. Maine, showing (from right-to-left) 250, 260, 270, and 290 S. Maine, all of which appear to have been heavily modified during or after the 1980s, looking southwest; (Right, 66) the J.C. Penney store (left) and Frazzini Furniture store (right), looking west across S. 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).

88. 260 S. 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. 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.

89. 263 S. Maine Street, Kolhoss Building, Two-part Commercial Block, 1920, Contributing Building

263 S. 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. 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 Palludan Block across the façade. The south elevation features two

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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 installation of a modern porch 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.

90. 270 S. 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.

91. 290 S. 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, as well as the recent installation of the balcony, rendering the building non-contributing to the historic district.

92. 295 S. Maine Street, First National Bank, Two-part Commercial Block, 1950, Contributing Building

295 S. 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. This sign was moved to this building from its original location at 130 S. Maine Street.

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Photographs 67 & 68: (Left, 67) the First National Bank building at 295 S. Maine, looking northeast; (Right, 68) the Hilyard's Drugs shop at 301 S. Maine, looking southeast (both Campana 2015).

93. 301 S. Maine Street, Hillyard's Drugs, Google / One-part Commercial Block, 1948, Contributing Building

301 S. 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. The walls are 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.

94. 310 S. 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.

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Photographs 69 & 70: (Left, 69) the former Dairy Queen at 310 S. Maine, looking southwest; (Right, 70) the former Lawana Theater, now converted into a church, looking southwest (both Campana 2015).

95. 360 S. 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 to reflect a faux-western sensibility. The walls are constructed of buff brick laid in common bond and are clad with stucco veneer. The symmetrically-balanced façade is set behind a stucco false front with raised stucco arches. Due to significant loss of historic integrity since 2001, the building is non-contributing to the historic district.

96. 365 S. Maine Street, *International / Strip Mall*, 1961, Non-contributing Building

365 & 395 S. 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.



Photographs 71 & 72: (Left, 71) the Strip Mall at 365 S. Maine, looking east; (Right, 72) the former Dew Drop Inn at 380 S. Maine looking northwest (both Campana 2015).

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97. 380 S. Maine Street, *Dew Drop Inn*, One-Part Commercial Block, 1942, Contributing

Building

The Dew 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. The façade features 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. The south elevation walls are entirely clad with brick, and the rear portion of this elevation appears to consist of repair brick, perhaps as a consequence of the 1954 earthquake. Alterations to the building include the addition of the awning and the removal of original decorative concrete breeze block columns.

98. 140 S. Nevada Street, One-part Commercial Block, 1946, Contributing Building

140 S. 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.

99. 140 S. 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.

100. 25 W. 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 south-west corner. The addition in front is gabled with a standing seam metal roof. There is vinyl lap-siding covering three elevations. This building has been heavily modified since the historic period and is non-contributing to the historic district.



Photographs 73 & 74: (Left, 73) a small garage at 140 S. Nevada, looking west; (Right, 74) the former Stagline Bus Station at 55 W. Center, looking southwest (both Campana 2015).

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101. 55 W. Center Street, One-part Commercial Block, 1935, Contributing Building

55 & 75 W. 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.

102. 60 W. Center Street, One-part Commercial Block, c.1915, Non-contributing Building

60 W. 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 since the period of significance include the replacement of original windows with vinyl renditions, the reconstruction of the parapet, and some alteration to original fenestration patterns. The loss of historic integrity renders the building non-contributing to the historic district.

103. 66 W. Center Street, One-part Commercial Block, 1925, Contributing Building

66 W. 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 W. Center Street.



Photographs 75 & 76: (Left, 75) a series of shops from 66-90 W. Center Street, looking northeast; (Right, 76) 60 W. Center, looking northwest (both Campana 2015).

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104. 70 W. Center Street, One-part Commercial Block, 1925, Contributing Building

70, 80, and 90 W. 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 W. 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.

105. 93 W. Center Street, *Western Auto Building, International* / One-part Commercial Block, 1957, 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, constructed in 1957, sits in front of the building. It now serves as part of the meeting hall for the Fallon Elks Lodge.

106. 95 W. 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". A concrete belt course visually divides the first and second stories. The second story is constructed with concrete block, likely as a result of the 1954 earthquake. The west elevation also features lower-story common-bond brick walls and upper-story concrete block walls.



Photographs 77 & 78: (Left, 77) the former Western Auto Building and the Elks Lodge at 93 and 95 W. Center, looking southwest; (Right, 78) 102 W. Center, looking northwest (both Campana 2015).

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107. 102 W. Center Street, One-part Commercial Block, 1912, Contributing Building

102 W. 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.

108. 125 W. Center Street, Contemporary / Suburban Office, 1963, Contributing Building

125 W. 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.



Photographs 79 & 80: (Left, 79) 125 W. Center, looking northwest; (Right, 80) the Frazzini Furniture Store Warehouse at 60 W. Richards (both Campana 2015).

109. 60 W. Richards Street, Frazzini Furniture Store Warehouse, Two-part Commercial Block, 1941, Contributing Building

60 W. Richards Street is a two-part commercial block with a square plan and a flat, parapeted roof, built in 1941 as a warehouse for the nearby Frazzini Furniture store. The building has concrete block walls with buff brick accents. The building is set behind a wide dirt lot. The building 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.

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110. 80 W. Richards Street, One-part Commercial Block, 1949, Contributing Building

80 W. 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, 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. Alterations to the building include the addition of the pent awning and the conversion of a service bay to a single doorway, but it retains good integrity.



Photographs 81 & 82: (Left, 81) 80 W Richards, looking northeast (Campana 2015); (Right, 82) the Churchill County Jail Building (left) and Courthouse (right), looking northeast (Hamon 2018).

111. 10 W. 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 based on plans provided by Reno architect Ben Leon by contracting firm Orchard and Galloway. 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).

112. 50 W. 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 example of International-style architecture and is contributing to the historic district.

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Photographs 83 & 84: (Left, 83) the Churchill County Communications Building at 50 W. Williams, looking northwest (Hamon 2018); (Right, 84) Fallon City Hall, looking southeast (Bertolini, 2016).

113. 55 W. 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 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 as a significant reflection of civic construction and architecture in Fallon. It was listed in the National Register of Historic Places in 2004.

114. 180 W. Williams Avenue, Value Inn (Office), Ranch / Motel, 1952, Contributing Building

The Value Inn is mid-twentieth century motor court along U.S. 50/Williams Avenue in Fallon. It is a single-story motor court with an irregular plan, 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.

115. 180 W. Williams Avenue, Value Inn (Rooms), Ranch / Motel, 1952, Contributing Building

The main motel rooms are in an L-shaped building along the north and east edges of the property. 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, concrete stairs

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into the parking lot, and 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. There is an International-style addition that faces Carson Street, which 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.



Photographs 85 & 86: (Left, 85) the Value Inn at 180 W. Williams, looking north (Hamon 2018); (Right, 86) the Bungalow at 225 W. Williams, looking south (Bertolini, 2018).

116. 225 W. Williams Avenue, Bungalow, c.1921, Contributing Building

Among several former residences near downtown that have been modified for commercial use, this Bungalow exhibits many of its early-twentieth century features despite now being used as an office for a used car lot. It has a large, side-gabled roof, one-over-one windows, and a prominent but shallow shed dormer on the front roof. It has been covered with stucco, but this is often a historic (c.1930s) modification for this building type. It retains sufficient integrity to contribute to the historic district.

117. 250 W. 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 1x2 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.

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Photographs 87 & 88: (Left, 87) the garage at 250 W. Williams, looking northwest; (Right, 88) the shop at 290 W. Williams, looking northeast (both Hamon, 2018).

118. 290 W. 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 modifications after the period of significance, the building is non-contributing to the historic district.

119. 310 W. Williams Avenue, Tudor Revival / Gabled-Ell, c.1948, Contributing Building

Although sources state 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. It is contributing to the historic district.



Photographs 89 & 90: (Left, 89) The Tudor Revival house at 310 W. Williams, looking northwest; (Right, 90) the Craftsman Bungalow at 325 W. Williams, looking south (both Bertolini, 2018).

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120. 325 W. 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. It is contributing to the historic district.

121. 335 W. Williams Avenue, Motel (Rooms), 1951, Contributing Building

The entire motel consists of three buildings (this and the two below, 122 and 123), 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. The following year, the Value Inn was constructed farther east on Williams Avenue. In 1951, this building was constructed as what appears to be Fallon's first motor court. This building at 335 W. Williams is a single-story, Contemporary-style construction that includes the motel's main rooms assembled in an ell around a parking court. It has been rehabilitated into a new office building.



Photographs 91 & 92: 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, 91) and the main office (right, 92) (both Bertolini, 2018).

122. 375 W. Williams Avenue, Motel (Office), 1951, Contributing Building

The entire motel consists of three buildings (this and #121 and 123), 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. The following year, the Value Inn was constructed farther east on Williams Avenue. In 1951, this set of buildings was constructed as what appears to be Fallon's first motor court. The office building is a Ranch style office with sliding windows and buff brick exterior walls.

123. 375 W. Williams Avenue, Motel (Extra Rooms), 1951, Contributing Building

The entire motel consists of three buildings (this and #121 and 122), 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. The following year, the Value Inn was constructed farther east on Williams Avenue. In 1951, this set of buildings was constructed as what appears to be Fallon's first motor court. This particular building is a

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simple, Ranch-style building with a shed-roofed extension to the west, set at the back of the lot for the former motel.

124. 376 W. 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. It is contributing to the historic district.



Photographs 93 & 94: (Left, 93) the Craftsman bungalow at 376 Williams; (Right, 94) the motel building at 390 W. Williams (both Bertolini, 2018).

125. 390 W. 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.

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Statement of Significance

Applicable National Register Criteria

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

☒

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

☐

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

☒

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

☐

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

Criteria Considerations

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

☐

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

☐

B. Removed from its original location

☐

C. A birthplace or grave

☐

D. A cemetery

☐

E. A reconstructed building, object, or structure

☐

F. A commemorative property

☐

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

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

TRANSPORTATION

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

Period of Significance

1901-1966

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

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 Transportation, Commerce, and Community Planning and Development, as the transportation, commercial, and administrative hub for Churchill County since the first decade of the twentieth century. The area served as an important waypoint in Nevada along the Lincoln Highway/U.S. 50 corridor, as the hub of commercial activity and government administration in Churchill County, and as the geographic and cultural center of the county since the first decade of the twentieth century. The Historic District is also significant under Criterion C in the area of Architecture for its significance as a concentration of well-preserved and important examples of local commercial, civic, and warehousing architecture in Churchill County. The downtown area developed over the course of the early-twentieth century, primarily anchored by Maine Street, Center Street, and Williams Avenue. The area included government services, private offices,

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shops, hotels, restaurants, and warehouses centered on the intersection of Williams Avenue (U.S. Highway 50) and Maine Street. Furthermore, the historic district is a significant reflection of mid-twentieth century design and construction trends in Churchill County following a severe earthquake in 1954. The district's period of significance extends from 1901, with the foundation 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 Fallon after the 1954 earthquake. After that year, significant commercial and administrative developments in Fallon took place outside the historic downtown area. What remains is a concentration of eighty-seven (87) contributing and thirty-eight (38) non-contributing resources that reflect Fallon's significant commercial and administrative evolution between 1901 and 1966.

Narrative Statement of Significance (Provide at least **one** paragraph for each area 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. Text has been included with notice to the author, who has been named as a co-author on this nomination.⁴

Commercial and Civic Development of Downtown Fallon, 1901-1966

The downtown Fallon commercial area anchored by Maine Street and Williams Avenue is significant under Criterion A in the areas of Transportation, Commerce, and Community Planning and Development as the primary commercial, administrative, and transportation 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 crossroads, U.S. Highway 50 (formerly the Lincoln Highway) and U.S. 95 (formerly Maine Street), the nominated area has served as the hub for commerce and travel in the region since the early 1900s. Its buildings and associated features represent the evolution of Churchill County's, and Fallon's, commercial, government, and business history from its foundations in the 1900s to the middle of the twentieth century.

The crossroads that became downtown Fallon are 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 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 subsidiary of the 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. Among the first Euro-American visitors to Lahontan Valley were fur trading companies exploring the Humboldt and Carson River basins by the late-1820s for their potential for beaver trapping. In the 1840s, the valley also became part of the Overland Trail network that funneled

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

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tens of thousands of settlers from eastern towns and cities to farming and mining communities on the west coast. The discovery of silver in the Comstock west of Churchill County in 1859 precipitated the use of Lahontan Valley and Stillwater Marsh as a ranching landscape. Displacing the Paiutes 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. 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.⁵

Churchill County rests within what became an agricultural center for western Nevada 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 provided the impetus for cattle ranching and modest irrigated crop production in the region in the late nineteenth century, which remains an important part of the area's economy.⁶

Spurring the growth of commerce in Lahontan Valley was the discovery of silver on the Comstock Lode in 1859. As prospectors traveled to Virginia City, Churchill County became a source for produce, and more importantly, for hay and forage to supply travelers along the Overland Trail. Ranchers also raised livestock for the local meat markets, and tended to settle in the lowlands near waterways, including salt marshes and flats within the valley. Soon after settlement, area ranchers J.J. Cushman and David Wightman developed irrigation techniques that allowed for expanded pasture and hay-cutting fields. Overland travel routes through Lahontan Valley drew several hundred people who mined local mineral claims and established telegraph lines and freight stations. With the Nevada Territory established 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). Upon gaining 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. However, the County quickly 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 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,

⁵ 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.

⁶ Townley, 1; Corkhill, 100.

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

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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

"Jimtown" (1894-1900)

Amid this steady ranching development, James W. 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 "Fallon" after himself.⁹

Early Downtown Fallon (1901-1941)

What ultimately spurred 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 a national reclamation effort that culminated in the passage of the Reclamation Act on June 17, 1902. The Reclamation Act authorized several large irrigation projects throughout the American West, with the Truckee-Carson Project being one of the first. The Newlands Project, as it was later renamed, 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. Although this reclamation effort never achieved the level of success for which its proponents hoped, the undertaking was instrumental in the commercial and agricultural development of Fallon, and it directly influenced the construction of many of the buildings within the historic district.¹⁰

In 1901, just prior to the passage of the Newlands Act, Nevada State Senator Warren W. 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

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.

¹⁰ Hutchins and Kimball, 8.

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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 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 Neo-Classical 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 commercial construction along Williams Avenue and Maine Street. By the late-1920s, they would be joined by a steadily increasing array of government buildings at this intersection, as the county's population grew and demand for public services expanded.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. At 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 office building from Stillwater to Fallon in that year. Kent moved the building, formerly housing his lumber company in Stillwater, using skids and mules. Kent 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.¹³

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. Beginning in 1903, 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. The new availability of water drew homesteaders to the valley, who established 108 new farms and ranches in 1906 alone. This boom additionally impacted the town

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.

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of Fallon, which provided goods and services to the agricultural community, and whose population nearly doubled between 1903 and 1906 to 398. The 1905 Sanborn Insurance Company map for the town shows modest development along Maine Street south of Williams, including a 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.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. North of the downtown area where the railroad tracks traveled through Fallon, a warehousing and light manufacturing area emerged, including lumber mills and later, agricultural processing.¹⁵

With commercial development quickly increasing the size of Fallon, 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. 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 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 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

¹⁴ 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>.

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.

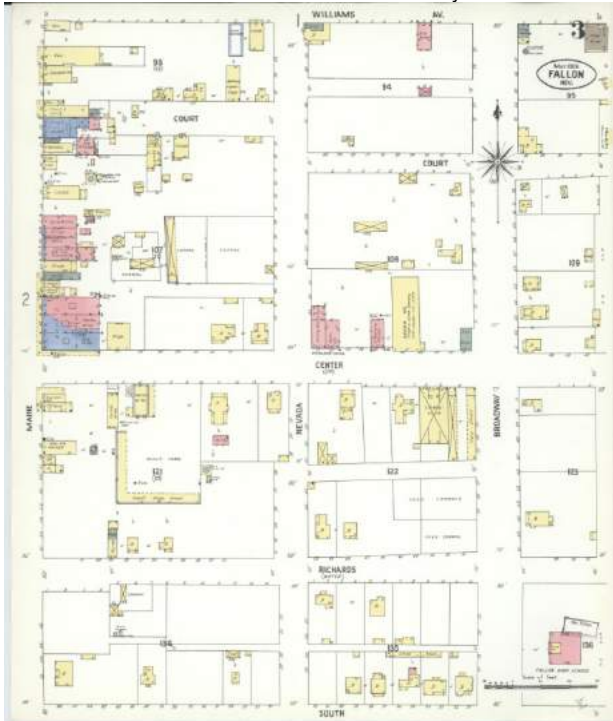
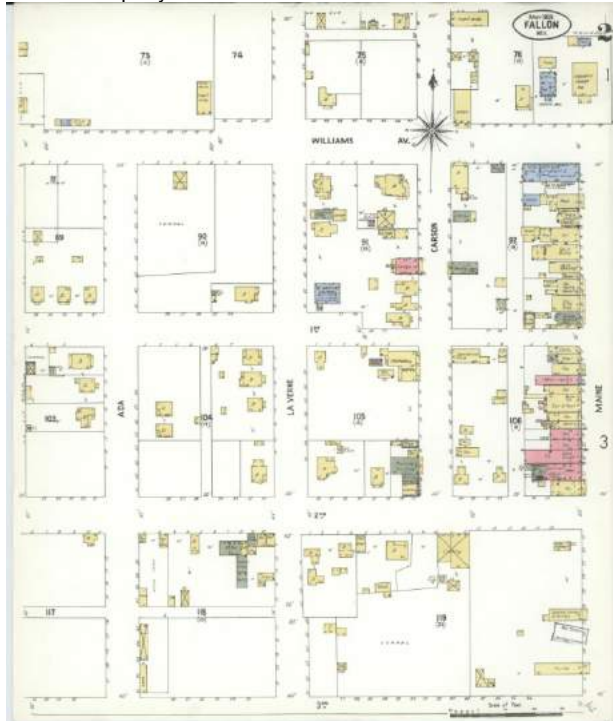
¹⁶ Hutchins and Kimball, 10-11.

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Figures 1 and 2: Sanborn Fire Insurance Maps for Fallon, 1907, Sheets 2 (left) and 3 (right) (Library of Congress).

The completion of hydro-electric irrigation dams along both the Carson and Truckee Rivers helped further enhance Fallon's downtown development, as access to electric power provided the tools 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 formed 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. By 1912 both the Verdi Lumber Company and the I.H. Kent Company opened lumber yards and warehouses along Maine Street at the Southern Pacific crossing, while the Wonder Lumber Company opened a planing mill at Williams Avenue and East Street at the terminus of the railroad in the city.¹⁷

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

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.

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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. Along Maine Street's commercial corridor, the east side of the street between Williams and Richards (formerly 3rd Street), saw significant redevelopment, with more masonry buildings added, 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, mostly providing local agricultural processing to the valley's many farmers.¹⁸

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. DeLongchamps to design a new building with a 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. 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 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.¹⁹

Fallon, Federal Highway Development, and Roadside Accommodations (1913-1966)

Fallon's location and importance to regional commerce meant that the downtown area also became an important service stop along the Lincoln Highway after its establishment in 1913. As part of a national "Good Roads" movement that began in the 1880s, the Lincoln Highway reflected an effort to accommodate easy cross-country traffic for new transportation technologies that were not tied to railroads or canals, specifically automobiles and bicycles. While many towns and cities maintained good roads within their limits by the late-1800s, travel in between proved problematic. The increasing popularity of automobile travel in the early-twentieth century compelled private economic boosters and the federal government to design a coast-to-coast highway to facilitate easy travel. The founding of the Lincoln Highway Association in 1913 precipitated the construction of one of the nation's first cross-country highways and the establishment of the Bureau of Public Roads in 1915, the predecessor to the Federal Highway Administration (FHWA). Relying on promotion to encourage fundraising and road construction, the route was mostly complete by 1920, being a combination of unimproved but steadily developing wagon roads. The new highway strengthened connections between rural areas like

¹⁸ Hutchins and Kimball, 13-15; Sanborns, "Fallon," 1912, Sheets 5-6 and 1923 Sheet 7; UNR.

¹⁹ 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>.

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Churchill County and urban centers like San Francisco and Chicago. As boosters and planners determined the route of the Lincoln Highway, travel-related accommodations began developing along the route, including hotels, motels, filling stations, and automobile garages. The addition of federal highway funding after the Federal Aid Highway Act of 1921 helped spur improvements and increase traffic.²⁰

The appeal of hosting primary cross-country routes led many local boosters to promote their own communities to be included on the routes. The route's first iteration 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. As a result, a significant number of automotive garages emerged along east Center Street by 1923, along with other shops and hotels catering to travelers. 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, which was reconstructed as stone masonry the same year. This building remains with good historic 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 E. Center, 170 E. Center, 80 E. Williams, and the 100-block of north Maine Street. Other businesses sprang up in locations near the route, including at 102 W. Center, and what would become Tedford Tire's first warehouse, which still remains on the east side of the company's property. However, reflecting that many farmers still relied on horses, several stables, blacksmiths, and liverys remained into the 1920s.

The route established by the Lincoln Highway (later re-numbered U.S. Highway 50) through downtown Fallon remained the primary east-west corridor through the city until after 1970, when a highway realignment for U.S. 50 established Williams Avenue as the highway route, widening the road and shifting economic growth out of downtown and to the western extents of the new highway corridor. During that time, increasing travel activity compelled some business owners to locate or expand 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 store front 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

²⁰ 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.

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Taylor Streets. While the pattern of development shifted after the Second World War, the intersection of Maine and Williams remained the primary hub for the town's commerce.²¹

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

Federal investment in Nevada during World War II and the Cold War, as well as general economic growth nation-wide, and a serious earthquake in Lahontan Valley in 1954, 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 the need for more services 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 both to the continued presence of servicemen and women at NAAS Fallon, as well as the return of young men who had served in the nation's war effort.²²

The burst of economic development in Fallon's downtown was in part due to pent up spending capacity, as war-time rationing had limited available goods and services. Americans began to rapidly consume products and raised larger families in a short period, 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, or renovations, in Fallon's downtown. Fallon's growth was, in part, sustained by population growth in one of its key local markets, nearby Reno. 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 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.²³

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. The NAS-Fallon functioned as an important influence in the city's

²¹ 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 E. Williams Ave, Tedford Tires).

²² 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.

²³ 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.

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economic development from its establishment in 1942 into the present. In response to the influx of customers by the late-1940s, existing downtown businesses remodeled their spaces in an effort to appeal to a changing market of consumers.²⁴

On July 6, 1954, a major earthquake struck Fallon and its environs, 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 damage 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.²⁵ 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. A 2001 survey report noted the following repairs on buildings in the downtown described in various primary sources:

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

While not an exhaustive list, the survey demonstrates the sort of repairs that took place, with walls repaired, sometimes in-kind but often with concrete block, and with decorative parapets removed and replaced with the more streamlined designs that remain today.²⁶

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. The devastating string of tremors occurred during a period of economic prosperity both nationwide and locally. As a result, 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. 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

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

²⁵ "Safeguards, Not Quakes, Cause of Wrecked Walls," *Fallon Eagle* (Fallon, NV), Sep. 8, 1954.

²⁶ 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.

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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 result was a unique architectural character in Fallon's downtown that combined early- and mid-20th century fabric, often in the same buildings.

Among the trends that propelled the commercial evolution of downtown Fallon in the 1950s and 1960s was the increased presence of national chain stores. 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 that attracted residents to suburban malls and big-box stores. Fallon 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 directly contributed to the accelerated development of outlying, urban-adjacent areas and, conversely, to the reduced investment in downtowns. Rising incomes and mass production methods made widespread automobile ownership possible, which facilitated a new, low-density pattern of development, as a growing network of roads and highways provided greater mobility. The housing market further contributed to urban decline, 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. Low-density commercial development emerged alongside the residential sprawl, spurred by increased investment capital and the low-risk nature of developing open spaces.²⁷

By the 1960s, commerce began to transition from the Maine Street corridor to new strip malls and shopping centers that were emerging along West Williams Avenue. 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 10.²⁸

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

²⁷ 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.

²⁸ Kimball and Morley, 20; "Miscellaneous Facts about Maine Street." *Maine Street Research Materials* file, Churchill County Museum and Archives.

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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 Brutalist style, a common choice for mid-century law enforcement buildings.

The postwar-era phenomenon of suburbanization signaled the slow decline of Fallon's historic commercial corridor. The associated establishment of ultra-modern strip malls and shopping centers along Williams Avenue (U.S. 50) west of Maine Street drew customers away from the downtown corridor, contributing to economic disinvestment in the area. As a result, some local business owners refreshed their storefronts with mid-century design elements and materials. Others relocated entirely, or demolished existing buildings to make way for new construction. 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 changes to downtown Fallon have occurred in the last two decades. These have included the recent transition of Maine Street south of Stillwater from a primarily residential environment, to a commercial zone.

Architectural Evolution of Downtown Fallon, 1903-1966

The downtown Fallon area anchored on Maine Street and Williams Avenue is significant under Criterion C in the area of Architecture as the most significant and intact collection of early- and mid-twentieth century architecture in Churchill County. Beginning with the construction of the Churchill County Courthouse in 1903 (the earliest surviving building in the historic district), evolving through changes in architectural tastes, and reacting to a massive earthquake in 1954, the area demonstrates an eclectic collection of commercial, industrial, and civic building styles and types, and represents the only concentration of early- and mid-twentieth century commercial architecture remaining in Churchill County. By 1966, significant development seems to have halted in the downtown, giving way to incremental new additions in the historic district area, or modifications to existing buildings.

Because of several factors, including taste, financial constraints, and the necessary repairs after an earthquake in 1954, one-part and two-part commercial block buildings with little or no ornamentation are the most prevalent building type in the area. 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. The former Churchill County Bank building at 131-143 S. Maine Street retains its stone façade, brick exterior side and rear walls, and front window openings, but bears little resemblance to its earliest 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

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building fires at the theater in the 1940s as well as the 1954 earthquake. The formerly 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.

The motivations for downtown business owners to remodel their buildings varied, centering on an increased interest in newer styles of architecture, earthquake damage in 1954, 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." 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 period of significance 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.²⁹

The efforts of downtown business owners received attention in the newspaper between the 1940s and the 1960s. A newspaper clipping from 1948, titled "Fallon Buildings Get 'Face-Lifting'", describes the Williams Estate Building's newly updated storefront. The Churchill County Bank building at 131-143 S. Maine experienced a 1950s redesign that included the replacement of original upper-story wood windows with multi-light metal windows and the installation of modern commercial display windows and recessed entries along the lower story. Additionally, the I.H. Kent Company at 165 S. 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. In 1954, the Kolhoss Building expanded, extending the building's rear to the east, doubling its floor space, likely as an earthquake-related opportunity for revitalization. In 1957, Safeway constructed a new store on South Maine Street, outside the city limits, on the entry to Fallon from south Lahontan Valley and Yerington, signaling one of the earliest moves away from downtown. Safeway moved out of this building shortly thereafter, and it was taken over by the Churchill County Museum in 1968, becoming one of the first local history museums in Nevada.³⁰

The focus on modernization also meant that many property owners demolished existing buildings in the 1950s and 1960s in an effort to modernize the area and make way for new development. In 1962, developers demolished the Tarzyn Building, located opposite the post

²⁹ Orvell, 59, 101.

³⁰ "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.

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office, to make way for the new Security National Bank, and in 1964, the owners of the Union 76 razed the Federated Store so that the service station could expand. These developments further pushed the Maine Street area toward the Modern character that it currently expresses. However, beginning in the 1970s, a series of demolitions, new construction, and façade modifications with non-historic materials have disrupted some of the historic features of the storefronts in an effort to make them stand out, or in an effort to appeal to perceived tastes of a heritage tourism audience. In many cases, these later modifications have rendered historic-age buildings non-contributing to the historic district.³¹

In most cases, existing buildings have generic Modern-style slip covers over single- or double-block commercial buildings that were originally of early-twentieth century design. However, there are several noteworthy Modern architectural examples within the downtown. 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 S. Maine Street is the earliest example, 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. The remodeled I.H. Kent Company building at 165 S. Maine is perhaps the most emblematic, demonstrating a subdued version of the smooth, geometric form and detailing common of more articulated Contemporary and Googie style buildings. Another strong Modern example is the First National Bank at 295 S. Maine built in 1950 as another Modern building without a specific style. 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 reveal Modern architectural elements as well, but are typically pre-1940 commercial block buildings with very simple slip covers, re-styled entries, and new windows.

Integrity

The Maine Street Historic District retains a high 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 store fronts. 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 overall 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

³¹ 12/7/1962", Notecard, *Fallon Businesses Maine Street* file, Churchill County Museum and Archives; "Old Landmark to be Torn Down," *Fallon Eagle* (Fallon, NV), Jun. 26, 1964.

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since 1901. Of the 125 resources within the historic district, eighty-seven (87) are considered contributing, equaling approximately seventy percent (70%) of the resources.

Individual buildings 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, and buildings reflecting this period of development have generally been considered contributing to the historic district. Buildings from the historic period that have experienced relatively minor modifications since 1966, such as partial or complete window replacements, additions onto their side or rear elevations, or other minor changes, have been considered contributing as these modifications rarely disrupt the overall ability of those buildings to contribute to the district's significance. Non-contributing resources are generally those buildings and structures that were either constructed after 1966 or altered after 1966 to a degree that they no longer reflect the historic period. Non-historic changes to historic-age buildings that have rendered them non-contributing include the removal or covering of historic exterior materials since 1966 (such as covering brick with stucco or flush wood paneling), reconfiguration of primary elevations and store fronts since 1966, and the addition of large non-historic or anachronistic features to building facades since 1966, such as new balconies. Many of the latter non-historic developments appear to have occurred since the 1980s.

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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 # _____

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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

Point number (clockwise from northwest corner)	Easting (meters)	Northing (meters)
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

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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

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56	347010	4370839
57	347037	4370838
58	347041	4370956
59	347007	4370956
60	347007	4370973
61	346961	4370974
62	346961	4370939
63	346927	4370940
64	346928	4370975
65	346870	4370975
66	346869	4370940
67	346826	4370941
68	346820	4370935
69	346798	4370936
70	346799	4370977
71	346778	4371002
72	346731	4371003
73	346732	4371043
74	346779	4371049
75	346871	4371047
76	346889	4371049
77	347059	4371047
78	347061	4371120
79	347108	4371119
80	347104	4371145
81	347106	4371267
82	347105	4371284
83	347066	4371285
84	347066	4371316
85	347048	4371315
86	346984	4371316
87	346985	4371347
88	346969	4371409

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

The boundary of the Maine Street Historic District generally runs along the backs of parcels fronting (i.e., along the rear alleys of) of Maine Street between Dave Miller Drive and Stillwater Avenue, Center Street between Carson and Broadway, Richards Street between Lincoln and

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Nevada, Williams Avenue between East and Taylor, Carson Street between Richards and A, and Nevada Street between Richards and Williams.

Boundary Justification (Explain why the boundaries were selected.)

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 taken place in the last two decades. Residential buildings have generally been excluded from this historic district, but have been included as contributing where they are mixed in with historic-era commercial development.

11. Form Prepared By

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date: October 22, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

Maine Street Historic District

Churchill County, Nevada

Name of Property

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- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log

For All Photographs (94 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 S. 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

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			typical of U.S. 50 through Fallon.
9	ZoAnn Campana	October 6, 2015	40 E. Center Street, the I.H. Kent Company Implement Warehouse, looking southeast
10	ZoAnn Campana	October 6, 2015	100 E. Center, looking southeast from Center & Nevada Streets
11	ZoAnn Campana	October 6, 2015	100 E. Center Street's older garage area, with 136 E. Center Street at the far left
12	ZoAnn Campana	October 6, 2015	Overland Hotel at 105 E. Center Street, looking northeast
13	ZoAnn Campana	October 6, 2015	Clayton Building at 135 E. Center Street, looking north off Center Street
14	ZoAnn Campana	October 6, 2015	Maple Hall at 159 E. Center Street, with the warehouse at 169 E. Center at right
15	ZoAnn Campana	October 6, 2015	former garage at 190 E. Center Street
16	ZoAnn Campana	October 6, 2015	former Blacksmith Shop at 195 E. Center, looking northwest
17	Jim Bertolini	January 10, 2018	Motor Supply Company at 222 E. Center Street, looking southwest
18	ZoAnn Campana	October 6, 2015	Fallon Eagle Building at 42 E. Williams, looking southeast
19	Terri McBride	June 15, 2016	former shop at 55 E. 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 E. Williams Avenue, looking north
21	ZoAnn Campana	October 6, 2015	Econo Lodge at 70 E. Williams, looking south
22	Terri McBride	June 15, 2016	Gabled-El residence at 71 E. Williams, looking north
23	Terri McBride	June 15, 2016	Gabled-El residence at 77 E. Williams Avenue, looking north
24	Terri McBride	June 15, 2016	Garage at 145 E. Williams, looking north
25	Terri McBride	June 15, 2016	Sudta Laundry building at 155 E. 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 E. Williams, looking northwest
28	Travis Hamon	January 10, 2018	Churchill County Fire Department at 20 N. Carson Street, looking southeast
29	Travis Hamon	January 10, 2018	Churchill County Courthouse, looking northeast from Williams Avenue / U.S. 50

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

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48	Jim Bertolini	October 11, 2018	motel building at 25 N. Taylor at the west end of the historic district, looking northwest across the Williams Avenue/Taylor Street intersection
49	Jim Bertolini	July 14, 2015	Robert L. Douglass House, listed in the National Register in 2004, looking southwest
50	ZoAnn Campana	October 6, 2015	Lightning Lube Service Station at the southeast corner of Maine and Williams, looking east
51	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
52	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
53	ZoAnn Campana	October 6, 2015	Carson Nugget on the southwest corner of Maine and Williams, looking southwest
54	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
55	ZoAnn Campana	October 6, 2015	South Main Street, looking east showing the shops in 81, 83, and 93 S. Maine Street, comprising three of the four shops clustered in the frontage of the Fallon Theater
56	ZoAnn Campana	October 6, 2015	95, 105, and 125 S. Maine Street, looking east
57	ZoAnn Campana	October 6, 2015	98 S. Maine, just south of the Fallon Nugget, looking west
58	ZoAnn Campana	October 6, 2015	130, 134, and 136 S. Maine Street, looking southwest
59	ZoAnn Campana	October 6, 2015	Churchill County Bank Building 131 S. Maine, looking east
60	ZoAnn Campana	October 6, 2015	145 and 149 S. Maine Street, looking east
61	ZoAnn Campana	October 6, 2015	former Bank Club (158 S. Maine) and Grob & Bingham Grocery / Fallon Slaughtering & Supply (178 S. Maine), now combined into a single building
62	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
63	ZoAnn Campana	October 6, 2015	Woodliff Building at 200 S. Maine Street, looking west

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

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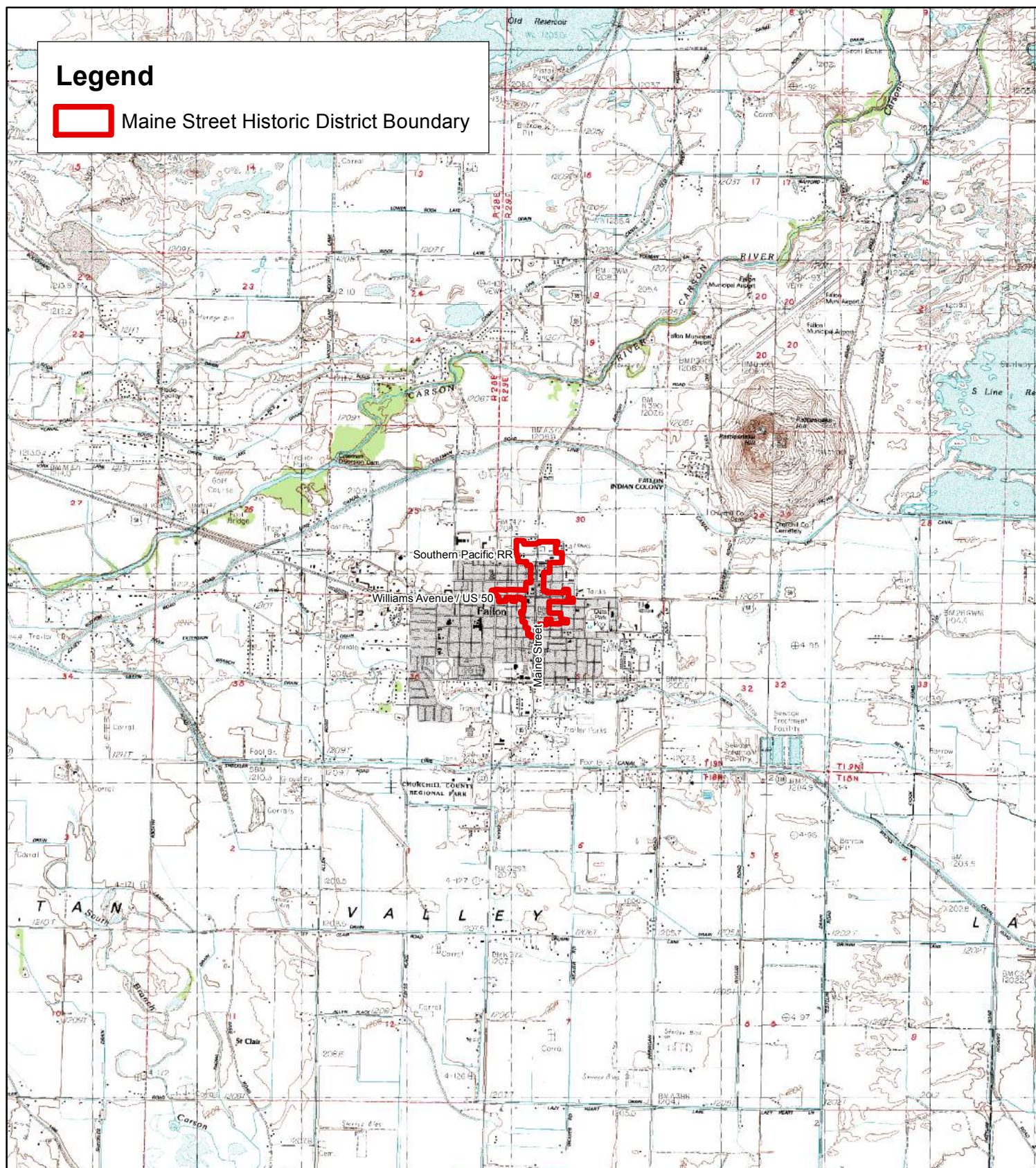
82	Travis Hamon	January 10, 2018	Churchill County Jail Building (left) and Courthouse (right), looking northeast
83	Travis Hamon	January 10, 2018	Churchill County Communications Building at 50 W. Williams, looking northwest
84	Jim Bertolini	June 29, 2016	Fallon City Hall, looking southeast
85	Travis Hamon	January 10, 2018	Value Inn at 180 W. Williams, looking north
86	Jim Bertolini	October 11, 2018	Bungalow at 225 W. Williams, looking south
87	Travis Hamon	January 10, 2018	garage at 250 W. Williams, looking northwest
88	Travis Hamon	January 10, 2018	shop at 290 W. Williams, looking northeast
89	Jim Bertolini	October 11, 2018	Tudor Revival house at 310 W. Williams, looking northwest
90	Jim Bertolini	October 11, 2018	Craftsman Bungalow at 325 W. Williams, looking south
91	Jim Bertolini	October 11, 2018	One of two buildings that formerly comprised one of Fallon's earliest post-World War II roadside motels along U.S. Highway 50, showing the a building for rooms, 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 motels along U.S. Highway 50, showing the main office building, looking southeast
93	Jim Bertolini	October 11, 2018	Craftsman bungalow at 376 Williams
94	Jim Bertolini	October 11, 2018	motel building at 390 W. 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

USGS Topographic Map (large extent) - Fallon Quadrangle



Author: NVSHPO (Bertolini)

Date: July 11, 2018

Datum: NAD 83

Projection: UTM Zone 11 North

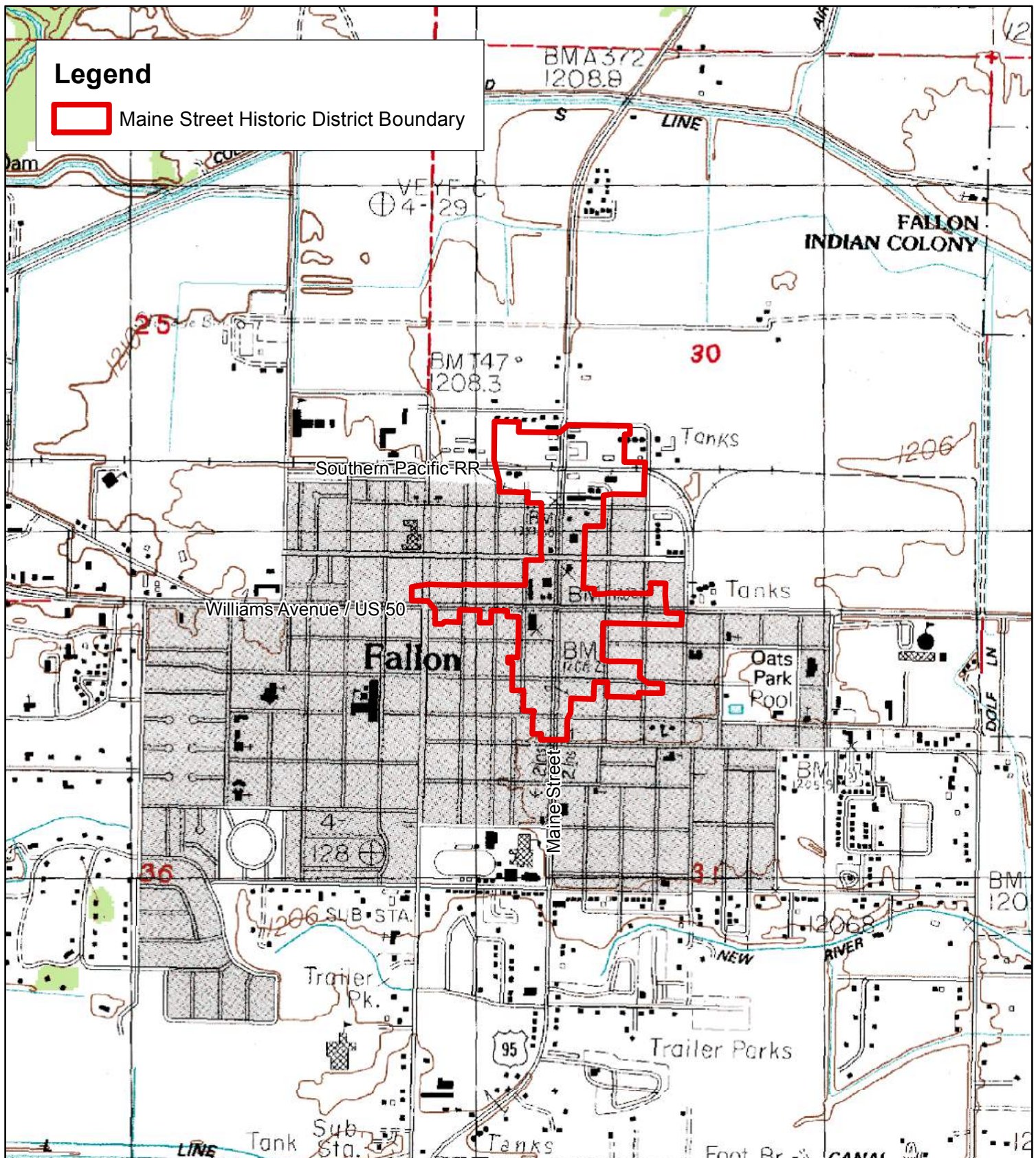
Sources: USGS NAIP

0 1 2 4 Kilometers



Maine Street Historic District Fallon, NV

USGS Topographic Map (small extent) - Fallon Quadrangle



Author: NVSHPO (Bertolini)

Date: July 11, 2018

Datum: NAD 83

Projection: UTM Zone 11 North

Sources: USGS NAIP

0 125 250 500 750 1,000 Meters



Maine Street Historic District Fallon, NV Boundary & Current NRHP Listings



Author: NVSHPO (Bertolini)
Date: July 11, 2018
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

Photo Key - Site Map

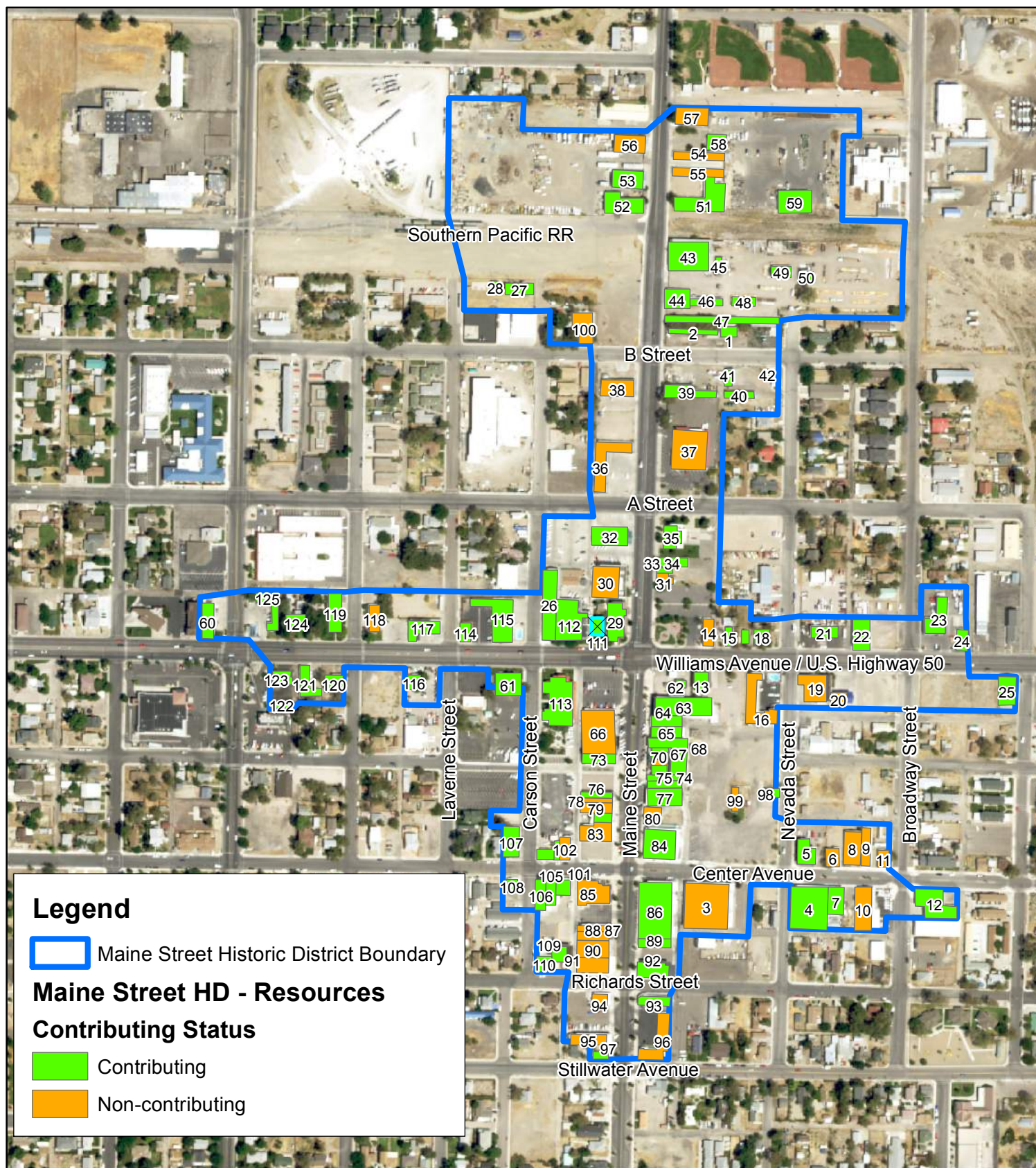


Author: NVSHPO (Bertolini)
 Date: July 11, 2018
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 Projection: UTM Zone 11 North
 Sources: USGS NAIP

0 37.5 75 150 225 300 Meters



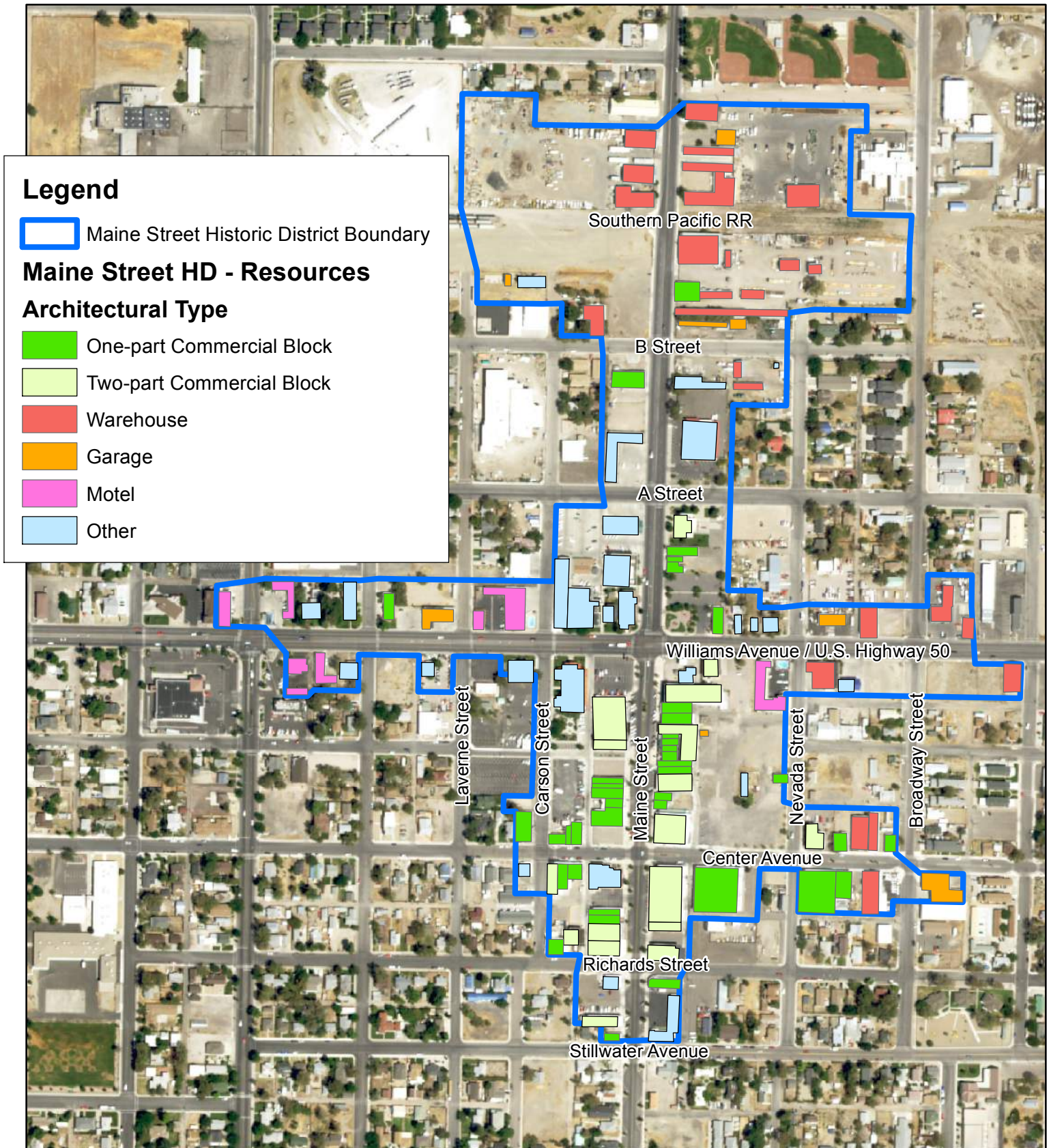
Maine Street Historic District Fallon, NV Contributing & Non-Contributing Resources



Maine Street Historic District

Fallon, NV

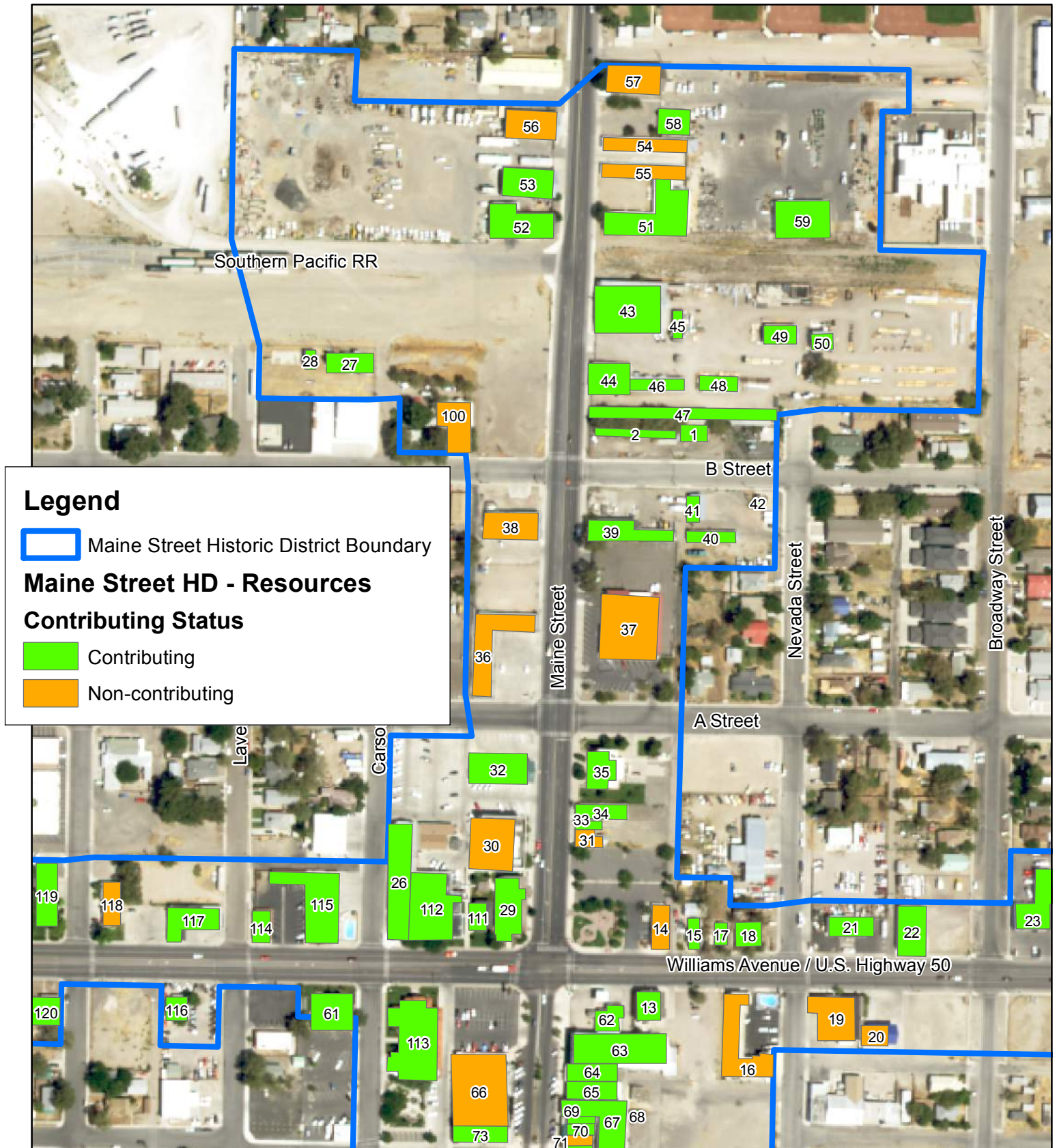
Major Architectural Types



Maine Street Historic District

Fallon, NV

North Maine Street



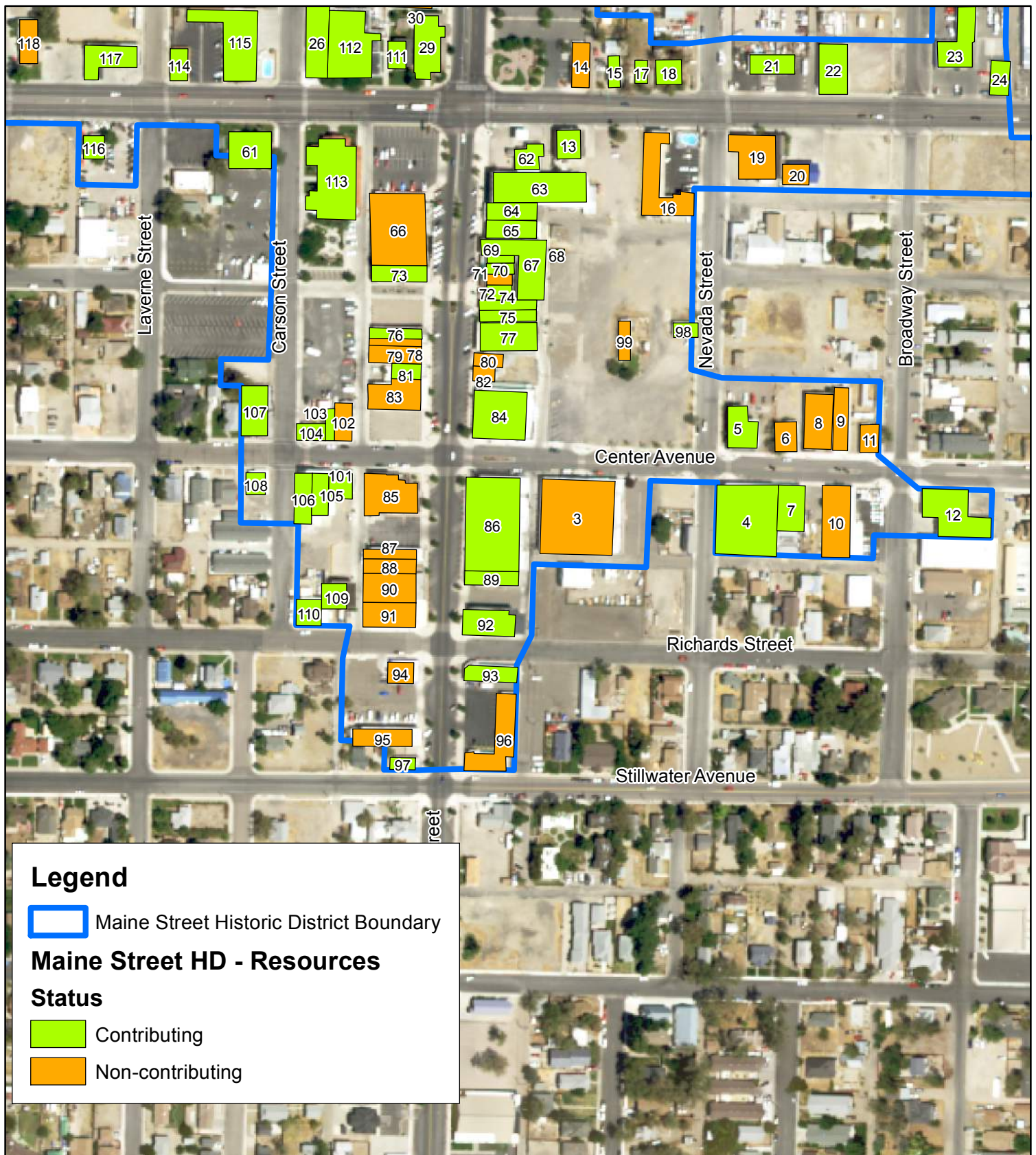
Author: NVSHPO (Bertolini)
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 Sources: USGS NAIP

0 37.5 75 150 225 300 Meters



Maine Street Historic District Fallon, NV

South Maine Street & Center Streets

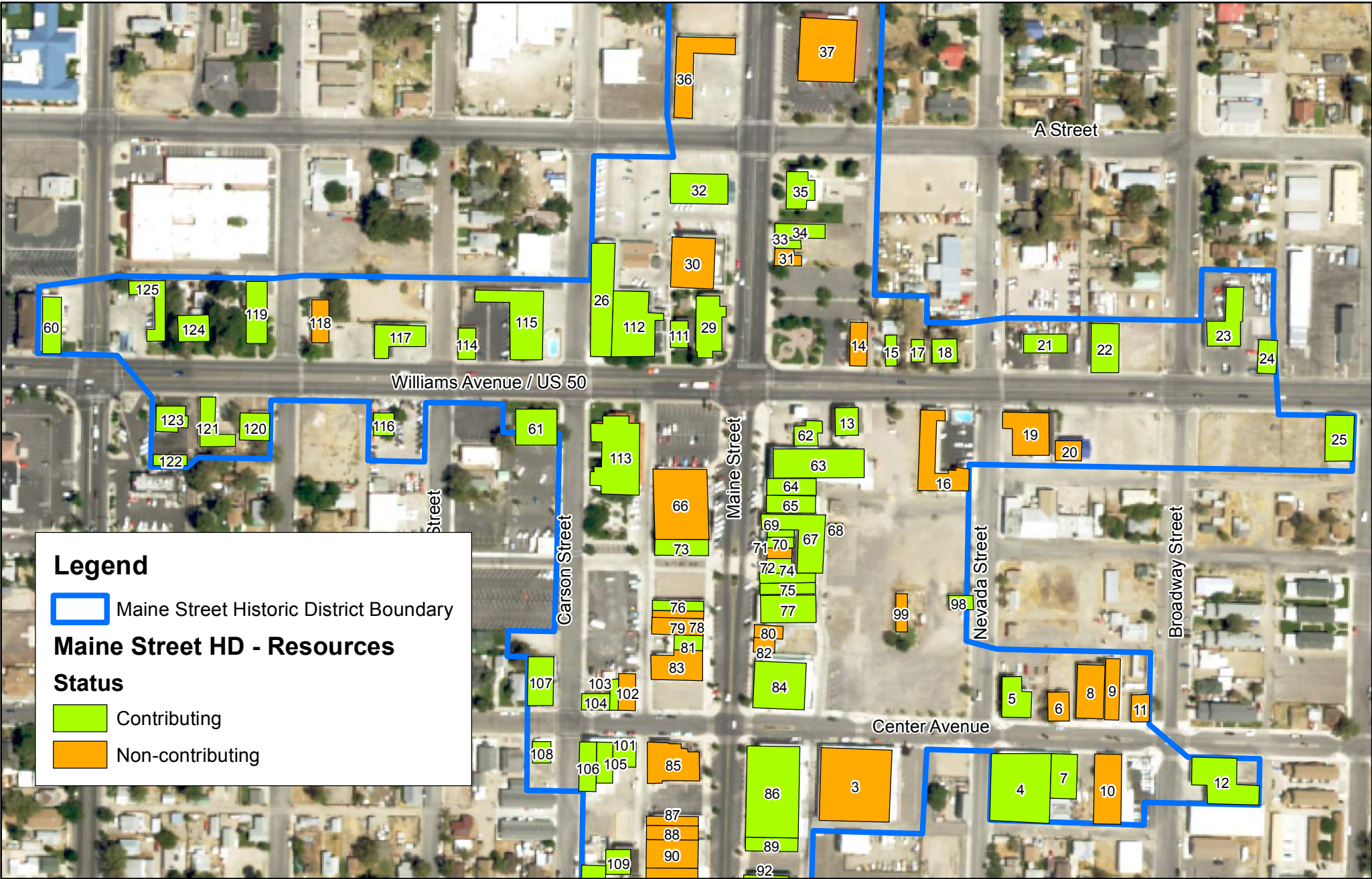


Author: NVSHPO (Bertolini)
Date: July 11, 2018
Datum: NAD 83
Projection: UTM Zone 11 North
Sources: USGS NAIP

0 20 40 80 120 160 Meters



Maine Street Historic District, Fallon, NV - Williams Avenue



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

