

**PRELIMINARY ARCHAEOLOGICAL ASSESSMENT**  
**ALEXANDRIA BUSINESS CENTER**  
**Alexandria, Virginia**

by  
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## ABSTRACT

This Preliminary Archaeological Assessment of the proposed Alexandria Business Center in Alexandria, Virginia has been prepared at the request of CSX Realty by Engineering-Science, Inc. The study provides an overview of the prehistoric and historic development of the study area, evaluates the existing conditions, describes historic themes, sites, structures, technology, individuals and events associated with the property, and assesses the archaeological potential of the site.

The study area has a medium to high potential to contain significant archaeological resources related to prehistoric activity as well as the late eighteenth, nineteenth and twentieth century historic periods. It is recommended that subsurface testing be conducted within the project area prior to development to determine whether these predicted resources remain beneath the twentieth century railroad fill deposits.

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## I. INTRODUCTION

The purpose of the Alexandria Business Center Preliminary Archaeological Study is to conduct an archaeological overview and assessment to determine the presence or absence of archaeological deposits within the development area (*Figure 1*) and to assess their potential significance, if present.

It is expected that materials may remain from the nineteenth century related to the use and occupation of the area, which was adjacent to the Little River Turnpike, an important early road. Nineteenth century historic maps indicate that structures were located near or within the property, and grist mills were located east and west of the property. The Bloxham family cemetery is also on the site. During the twentieth century the property has been used for railroad maintenance activities. There is also a medium to high potential of prehistoric archaeological sites remaining on the property.

A field survey was conducted of the project area to conduct a visual inspection of the land surfaces and known outbuildings associated with the historic use of the property. A preliminary assessment was made of recent ground disturbances which may have destroyed archaeological deposits. Above ground structures were photographed and included within the site analysis report.

A documentary research of deeds, maps, surveys and other archival material was conducted in local and regional repositories to understand the land use and development history of the project area.

This report is intended to detail the historical background and land use of the project area, including prehistoric occupation prior to the seventeenth century, provide an overview of the historic and prehistoric land use and present an assessment of the archaeological potential of the project area.

The study was conducted by professional archaeologists meeting the qualifications specified by the Secretary of the Interior's Standards and Guidelines and the Archaeology Preservation Guidelines of the City of Alexandria, as interpreted by the City Archaeologist.

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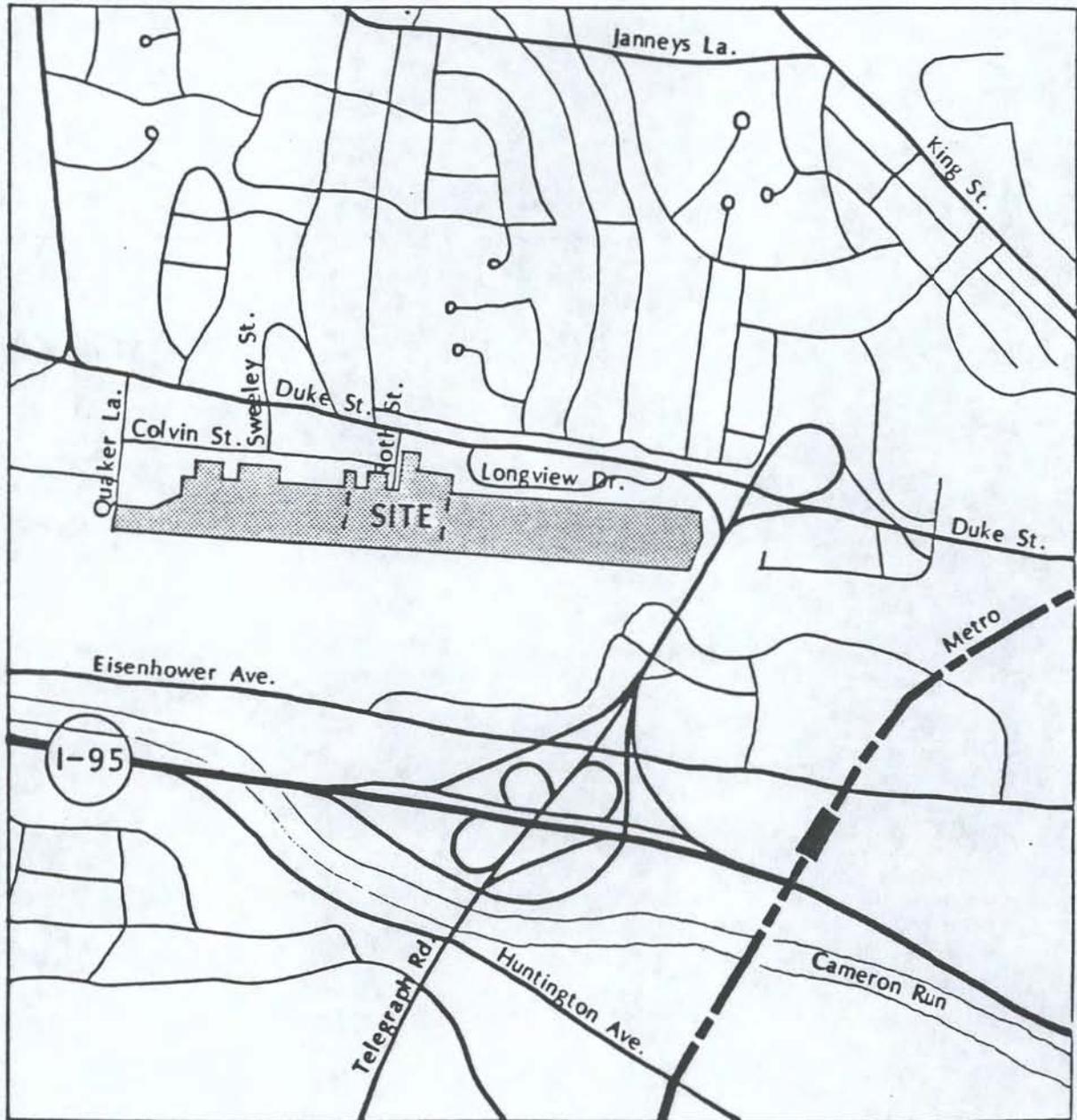
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Figure 1  
Project Area Location Map

## II. PROJECT DESCRIPTION AND LOCATION

The project area is located approximately two miles from the historic Alexandria waterfront and northwest of Hunting Creek. The Alexandria Business Center site is between Duke Street, South Quaker Lane, Calvin Street, and Telegraph Road within the City of Alexandria (*Figure 2*).

The site is less than a mile north of Cameron Run, a tributary of Hunting Creek, and in the past several streams ran north/south through the site. The current elevation is generally level, as is expected in a railyard, ranging from 41 feet on the north to 40 feet on the south. Commonly called "Fruit Growers", the site has had a rail line forming the southern boundary since the mid-nineteenth century. Prior to and after that period, the land was used for farmsteads, with dwellings and commercial establishments immediately south of Little River Turnpike (Duke Street).



Source: Perkins and Wills



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Figure 2  
Alexandria Business District,  
Project Vicinity Map

### III. ENVIRONMENTAL SETTING

#### A. Climate

The climate in the vicinity of the project area is characterized as humid, semi-continental, with meteorological systems generally flowing west to east. Seasonal variations exist, and summer and fall are generally dominated by tropical air masses originating in the Gulf of Mexico and moving northward, while winter is more frequently characterized by intensely cold, dry air streaming out of central Canada (Mack 1966). The average temperature range is from 48.2 degrees Fahrenheit to 66.3 degrees Fahrenheit. Average annual precipitation is 38.7 inches, of which 17.7 inches fall in the form of snow (*ibid.*).

#### B. Geology

The project area is wholly contained within the Atlantic Coastal Plain physiographic province. The geology of the area is typical of the Coastal Plain, which is characterized by a series of unconsolidated deposits of gravel, sand, silt and clay ranging in age from the Cretaceous to Recent periods.

The Coastal Plain province does not provide any primary lithic sources. However, secondary deposits of cobbles and gravels are commonly exposed in streambeds and relict river channels and on old marine and river terraces (Wentworth 1930). Quartz is the most abundant lithic material in the region. Quartzite is also common while chert and jasper pebbles are occasionally available. The nearby Piedmont Uplands province also serves as a source for lithic materials--both as outcrops in primary form and as secondary deposits of cobbles and pebbles in streambeds.

The Cameron Run which is a 0-4th order watershed is just south of the project area. Two small tributaries to Cameron Run previously existed in the project area, but these have been filled in since the early twentieth century.

#### IV. PREHISTORIC AND HISTORIC BACKGROUND

##### A. Prehistoric Background

The project area is situated in the Middle Atlantic region of the eastern United States. The prehistory of this region is traditionally divided into three major periods: the Paleo-Indian (ca. 10,000 B.C. - 7,000 B.C.), the Archaic (ca. 7,000 B.C. - 1,000 B.C.), and the Woodland (ca. 1,000 B.C. - A.D. 1,600). These cultural periods represent a taxonomic device, whereby changes in material culture and subsistence strategies are emphasized. Shifts in the types of artifacts often reflect technological transformations, which can be seen as adaptive responses to changing environmental conditions (Allan and Stuart 1977). Thus a discussion of the archaeological background of northern Virginia must combine aspects of the environment, subsistence base, and artifactual record. The model for prehistoric site distribution which results from such a discussion enables archaeologists to predict the most likely locations for sites of the different time periods (Gardner 1978, 1982; Bromberg 1987). A model of this nature is a useful tool for preservationists, for it allows them to judge the likelihood of finding sites in areas threatened by development, such as Washington National Airport.

**Paleo-Indian Period.** The record of human habitation in northern Virginia began some 12,000 years ago, concurrent with the final retreat of the Wisconsin polar ice cap. Based on data from the Shenandoah Valley in Virginia, Carbone (1976) has proposed that the cool and moist Late Glacial climate, characteristic of the Paleo-Indian period, resulted in a Middle Atlantic vegetation pattern of extensive open grassland areas interspersed with a mosaic of various forested zones. This mosaic pattern created extensive ecotone areas between deciduous, coniferous, grassland and floodplain flora. These habitats were suitable for a high density of grazing and browsing fauna (Carbone 1976). Game and a variety of plants were also exploited during this period.

The characteristic artifact of the Paleo-Indian period is the fluted stone point, often made of high quality lithic material such as chert or jasper (Gardner 1974, 1979). These points, used as spear tips, are relatively rare throughout the Mid-Atlantic. The region's most intensively studied Paleo-Indian sites are situated in the Shenandoah Valley of Virginia. Excavation of these sites has indicated a tendency for Paleo-Indian base camps to be situated in areas of maximum habitat overlap near sources of cryptocrystalline stone, such as chert and jasper (Gardner 1974, 1979).

Other quarry-related sites, base camp maintenance stations at nearby game-attractive locales, and hunting camps further removed from the base camp completed the picture of the Paleo-Indian settlement pattern (Gardner 1974, 1979). A similar pattern has been noted for areas in northern Delaware where cryptocrystalline stone is available (Custer and DeSantis 1986). In central Delaware where this high quality lithic material was not available, Custer and DeSantis (1986) have suggested that base camps were located on well-drained ridges in areas of maximum habitat overlap, with base camp maintenance stations at game-attractive locales nearby, and hunting sites at game-attractive locales farther removed. In the future, other settlement patterns may be detected for the Paleo-Indian period in the Middle Atlantic region, and it is possible that some sites are located on the now submerged continental shelf (Kraft and Chacko 1978).

A small number of early fluted point types have been found scattered throughout Fairfax County (Johnson 1986), and a few diagnostic artifacts dating to the Paleo-Indian period can be found in the local collections at the Smithsonian Institution's National Museum of Natural History. The known Paleo-Indian sites in the vicinity of the project area are characterized as isolated point finds. Their role in the Paleo-Indian settlement pattern is difficult to assess. Perhaps they represent hunting sites or ephemeral occupations. Given the nature of these finds, it is probable that occupation in the vicinity of the project area was sparse and sporadic during the Paleo-Indian period.

**Archaic Period** The subsequent Archaic Period lasted from about 7,000 B.C. to 1,000 B.C. The open grassland areas of Late Glacial times disappeared as oak-hickory forests closed in upon them, and the large Pleistocene herd animals had become extinct (Carbone 1976). A generalized foraging pattern emerged to exploit the resources in the newly created environments. As the foragers spread into new areas in search of available game and vegetable resources, they began to use locally available materials such as quartz and quartzite for their tool manufacture. Population rose, fueled by varied and successful adaptations to the changing environment. Early, Middle and Late Archaic sub-periods have been defined to aid in describing the chronological history of the Middle Atlantic.

The Early Archaic period (ca. 7,000 B.C. - 6,500 B.C.) is marked by the introduction of a number of new projectile point styles. Among the cultural diagnostics of this period are the corner-notched, serrated Palmer and Kirk points, the slightly later Kirk-stemmed types, and the still later bifurcate base points (LeCroy, Kanawha). These new point styles probably reflect a change in subsistence strategy, from a primary reliance on the hunting of big game to an increasing utilization of plants and smaller animals.

The trend toward forest closure continued throughout the Middle Archaic period (ca. 6,500 B.C. - 2,500 B.C.). About 5,000 B.C. a shift to warmer and drier conditions occurred, and marked seasonality between winter and summer temperatures became apparent. In addition to the climate and associated floral and faunal changes, variations in sea level were occurring, thereby creating other new environmental zones. With the retreat of the glaciers, the Chesapeake Bay began to form through inundation of the ancient Susquehanna River system. By ca. 6,500 B.C. this inundation would have already begun to cause ponding and the formation of wetland habitats in the major rivers feeding the bay as well as in some of their tributaries.

It is generally agreed that by the Middle Archaic period (ca. 6,500 B.C. - 2,500 B.C.), local populations had adopted a generalized foraging lifestyle in response to the changed environmental conditions. The numerous edge areas created by the environmental changes offered a wide variety of seasonally available floral and faunal resources. Gardner (1978) believes that the focus of the Middle Archaic subsistence settlement pattern was at large inland swamp areas, formed as the sea level rose in post-glacial times. In addition to occupation at the inland swamp base camps, seasonal fissioning would have occurred to take advantage of a broad spectrum of resources. It is probable that inland swamp development on the Virginia side of the Potomac near the project area would have been somewhat limited because the river flows so close to the Piedmont Uplands in that area. Any extensive inland swamps which did exist in the vicinity of the project were probably

inundated as sea level rose.

The succeeding Late Archaic period (ca. 2500 B.C. - 1,000 B.C.) is characterized by very warm and dry climatic conditions. Forest closure continued and reached its maximum. The variety of terrestrial habitats decreased and edge areas were present primarily around rivers and streams (Carbone 1976). The rate of rising sea level slowed, thereby allowing for the creation of riverine and estuarine environments stable enough to support significant populations of shellfish and anadromous fish (Custer 1978; Gardner 1978). The focus of settlement had again shifted during the Late Archaic period -- this time to the rivers and estuaries, probably to take advantage of predictable fish and shellfish resources and to maintain settlements in the only available edge areas as the forest closure reached its maximum.

During the Late Archaic period, there is a great increase in the number of sites. Some sites in riverine and estuarine locales tend to be larger and more complex than any occupied during previous periods, thereby indicating a trend toward sedentism. In the vicinity of the project area, Gardner (1982) maintains that large Late Archaic spring/summer base camps occurred near good anadromous fishing zones and that smaller fall/winter base camps were situated in interior freshwater settings. Smaller, more transient camps were present in a variety of environments to offer additional support to the large and small base camp occupations. Cultural diagnostics of this period include steatite vessels several types of broad-bladed points (Savannah River, Susquehanna -- mainly found in the Piedmont, and Holmes -- primarily confined to the Coastal Plain). Possibly serving as knives, the new points may have been designed to exploit the new riverine resources.

**Woodland Period** Around 1,000 B.C. pottery was introduced. This artifactual innovation defines the beginning of the Woodland period which, like the Archaic, is traditionally divided into early, middle and late sub-periods. The earliest known ceramic in the area, used from about 1,200 B.C. to 800 B.C., is a steatite-tempered variety referred to as Marcey Creek ware after its type site on the Potomac River in Arlington County, Virginia (Manson 1948). A subsequent diagnostic ceramic type of the Early Woodland period is the sand and grit-tempered Accokeek ware in use from about 800 B.C. to 300 B.C.

In general, the Late Archaic lifestyle continued into the Early Woodland period (ca. 1,000 B.C. - 500 B.C.). While the deliberate and intensive foraging strategies of the preceding period appear to have remained unchanged, there is some evidence for an increase in sedentism as the inhabitants of the area became more efficient in exploiting the available resources. Gardner (1982) has postulated that, rather than breaking up into small base camps in interior freshwater settings, occupants of the large spring/summer base camps in anadromous fishing zones regrouped in the fall and winter near the freshwater/saltwater transition to take advantage of the abundant shellfish resources there. Though horticulture was practiced in other areas at this time, there has been no concrete evidence of its existence in the Middle Atlantic.

The Middle Woodland lifestyle (ca. 500 B.C. - A.D. 900) appears to resemble that of its predecessor with a hunting, gathering, and fishing subsistence base. There is some evidence for a shift in the locations of semi-sedentary base camps from small creek floodplains to large river floodplains (Snyder and Gardner 1979:9). This shift may have helped to set the stage for the development of horticulture. The

early Middle Woodland period (ca. 500 B.C. - A.D. 200) in the area is characterized by a thick ware, known locally as Popes Creek, tempered with coarse sand or quartz and usually impressed with nets. By late Middle Woodland times (ca. A.D. 200 - A.D. 900), a shift to the shell-tempered, often cord-marked or net-impressed ware, locally called Mockley, had occurred.

By the Late Woodland Period (A.D. 900 - A.D. 1600), the development of horticulture began to achieve a significant role in the total subsistence system. Maize, squash and beans were probably the focus of initial agricultural efforts. The significance of an agriculturally-based subsistence strategy cannot be overestimated; no other factor is as crucial in the establishment and maintenance of permanent, year-round settlements. Sedentary villages were established near the fertile soils of riverine floodplains (Barber 1979). Smaller, less permanent sites in a variety of settings attest to the fact that other resources were still being utilized. Artifacts diagnostic of Late Woodland occupation in the area include triangular points, shell-tempered Rappahannock ceramics of the Townsend series, and Potomac Creek ware.

As the Late Woodland Period progressed, the size and complexity of the villages and settlement systems in the Mid-Atlantic increased, with fortifications, specialized societal roles, development of inter-tribal alliances, growth of inter-tribal governmental authority and a higher degree of complexity in the observation of religious and ceremonial activities (Barber 1979; Snow 1978).

During the period of initial European contact, the Fairfax County and Alexandria were inhabited by the Conoy, a tribal confederation of Algonquin-speaking people of the north. Captain John Smith, in his 1608 voyage up the Potomac River, noted the presence of the village of Nameranghquend near the area which is currently occupied by National Airport. By 1714 the last of northern Virginia's native inhabitants had moved to the upper reaches of the Mattaponi River.

The project area clearly has the potential to yield evidence of prehistoric occupation. While the probability of discerning evidence of Paleo-Indian occupation is low as a result of only sparse and sporadic use of the area at that time, the probability increases for the Early and Middle Archaic periods as people spread out to exploit resources in the changing environment. Inland swamps may have been present in the vicinity during the Middle Archaic period, and these marshes are postulated to have been the focal points of the Middle Archaic settlement system. The project area could yield evidence of Middle Archaic forays into other environments near the swampland.

With the great increase in the number of sites in the vicinity during the succeeding period, Late Archaic occupation within the project area is even more likely. Research along other streams in the Vicinity of Alexandria and the fall zone of the Potomac River would indicate there is a high probability of prehistoric sites being found within the project area. Recent work on Masons Neck by Fairfax County Heritage Resources, the survey of the Neabsco and Powells Creek in nearby Prince William County (Barse & Gardner 1982) and the Countryside survey (Rust 1986) all indicate that aboriginal sites are common occurrences along drainage systems. Stream confluences and relatively higher elevations along streams are the most likely locations for such sites.

The types of sites that are likely to be encountered are usually categorized as lithic scatters. This type of site is typified by concentrations of stone flakes and little else. Many of these are believed to belong to the Late Archaic Period but the Neabsco and Powells Creek survey indicates that Late Woodland sites are not uncommon. Sites of other periods are also possible especially in light of the cobble resources of the region that would have provided a readily available source of stone for tool manufacture.

## B. Historic Background

The project area is located approximately two miles from the historic Alexandria waterfront, and northwest of Hunting Creek, which at the time of early colonial settlement was called Great Hunting Creek, which were focal points of early eighteenth century settlement and trading. Patents were granted during the late seventeenth century to tobacco planters and traders, who often speculated in property north of the Virginia tidewater region. Among those early land patents was one granted to John Carr in 1678 (*Figure 3*), which includes the current project area (Beth Mitchell, personal communication)\*. The land was probably not occupied until 1694 when John Simpson had the land resurveyed, and sold 313 acres of the plat to John West in 1698. The West family, many of whom were prominent Fairfax County landholders and members of the gentry retained the part of the original 627 acres during the eighteenth century, and it was consolidated by Thomas West again in 1790, although the property was the cause for much dispute during this one hundred years (Fairfax County Deeds C/136).

Thomas West transferred this land to Alexander Smith in 1790, who then in turn sold 40 acres to James Bloxham in 1795. This forty acre parcel forms much of the project area and remained in the Bloxham family during most of the nineteenth century. During this period, Alexandria experienced economic growth and development through extensive maritime trade. The project area was approximately one mile west of the town's boundaries, or the "West End", and remained within Fairfax County. In 1790, the decision was made to locate the national capital on the Potomac River, and Alexandria was to be part of the federal district. Many Alexandrians anticipated that George Washington would push to locate the capital in his home town. This was an important commercial town, as evidenced by the proliferation of manufacturing and retailing operations. Even after the capital site was located across the river in Washington City, future growth was anticipated through the opening of river navigation inland via the Patowmack Canal that was under construction from the Falls of the Potomac to the Ohio River valley.

Almost all internal road improvements prior to 1785 in Virginia had been confined to improving Indian trails, joining new settlements to their neighbors, or turning old pack-horse paths into crude wagon roads (Netherton 1978:190). Early travel generally was confined to the waterways since the first settlements had been on the coasts and rivers. The first toll road in the nation was established in 1785 by Virginia between Alexandria and Snicker's Gap in Loudoun County to the north (*ibid.*). Local residents relied on the importance of roads for better communication with farmlands and the wharves and docks in coastal towns.

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\*See *Beginning at a white Oak...Patents and Northern Neck Grants of Fairfax County, Virginia*, pages 41-42 for a discussion of this parcel and the disputes concerning ownership in the eighteenth century.



In 1795, the "Company of the Fairfax and Loudoun Turnpike Road" was created. This road became known as, and remains, Little River Turnpike, except in Alexandria, where it retains its eighteenth century name, Duke Street. This road was completed from the waterfront to the Little River in Aldie by 1806, a distance of thirty four miles.

The project area was outside the original bounds of the town of Alexandria and remained marginal to the early development that occurred closer to the waterfront. Development did occur, however, along Little River Turnpike, as well as close to Great Hunting Creek and its tributaries. Little River Turnpike was a main transportation artery leading to the rich farmlands of Fairfax and Loudoun counties. This road also connected with the main north-south post road, making it a key to the wharves, warehouses, goods and services of Alexandria. Thus the site was at the hub of an important road network, available for development at an opportune time.

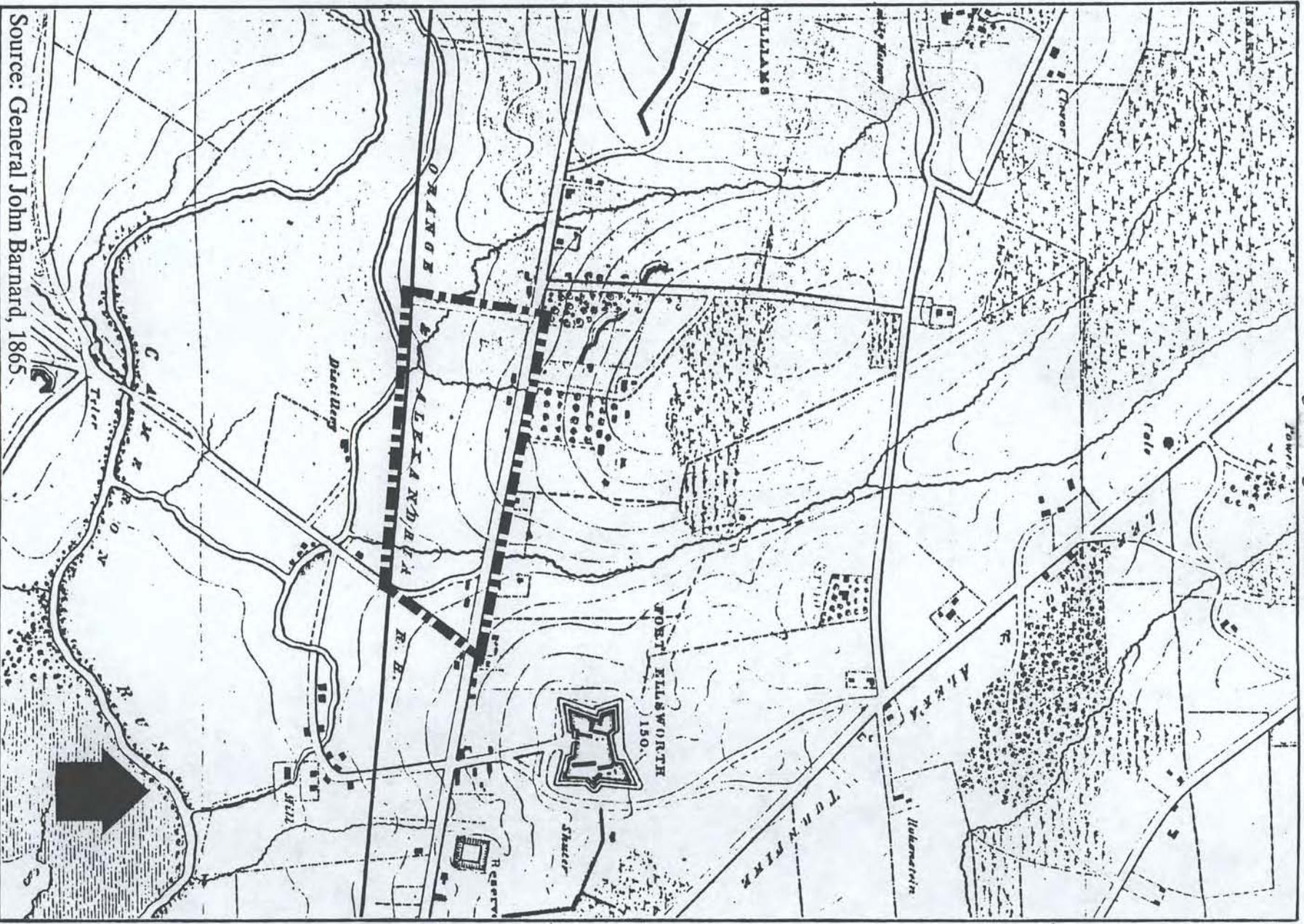
Subdivision of the original Carr and Simpson plat occurred at the same time as construction of Little River Turnpike, probably reflecting the anticipated growth and economic opportunities facilitated by the improved roadway. Alexandrians and Fairfax County residents invested heavily in development projects of this type during the last decade of the eighteenth century and early nineteenth century. Adjacent to the new roads were new industrial developments, including mills and distilleries.

The project area generally was known as the "Bloxham lot" or "Bloxham boardyard", during the first half of the nineteenth century. Little is known about this family at this time, although Elizabeth Bloxham, steamstress, is listed in the 1810 Alexandria tax list as residing at Princess and St. Asaph Streets, with two whites and two slaves. This may be the same Elizabeth Bloxham who was the wife of James Bloxham, first purchaser of the 40 acre parcel. Elizabeth inherited the parcel from her husband in 1858.

During the same period, two mills were established immediately adjacent to the project area, on the east and west. These were large merchant mills, serving the needs of farmers who needed their grain processed prior to selling it to the dealers along the Alexandria waterfront. South of the project area was a distillery, and between the two mills ran a mill race, part of which traversed the project area. The location of the mill race is illustrated on several maps of the period, as well as in deeds (Fairfax County Deed G4/191). No information has yet been located which would clarify use of the project area during this period, although residences and businesses lined Little River Turnpike immediately to the north (*Figure 4*).

A major change occurred in the project area in 1850 when the Orange and Alexandria Railroad purchased a right-of-way for the rail line through Bloxham's property. At the time, Richard Windsor was listed as tenant. Soon afterward, with James Bloxham's death, the 40 acre parcel, along with other lands were sold by public auction. The property was described in the newspaper advertisements as

COMMISSIONERS' SALE OF LAND ...ON SATURDAY, THE SEVENTH DAY OF APRIL, 1860 at West End, in front of the Tavern of Samuel Catts, offer at public auction to the highest bidder, the REAL ESTATE, in the county of Fairfax, whereof James Bloxham died possessed, being a HOUSE and LOT, on the Little River Turnpike road, at gate No. 1, where the said James Bloxham resided at the time of his death;



Source: General John Barnard, 1865

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Figure 4  
Map of the Environs of  
Washington in 1865

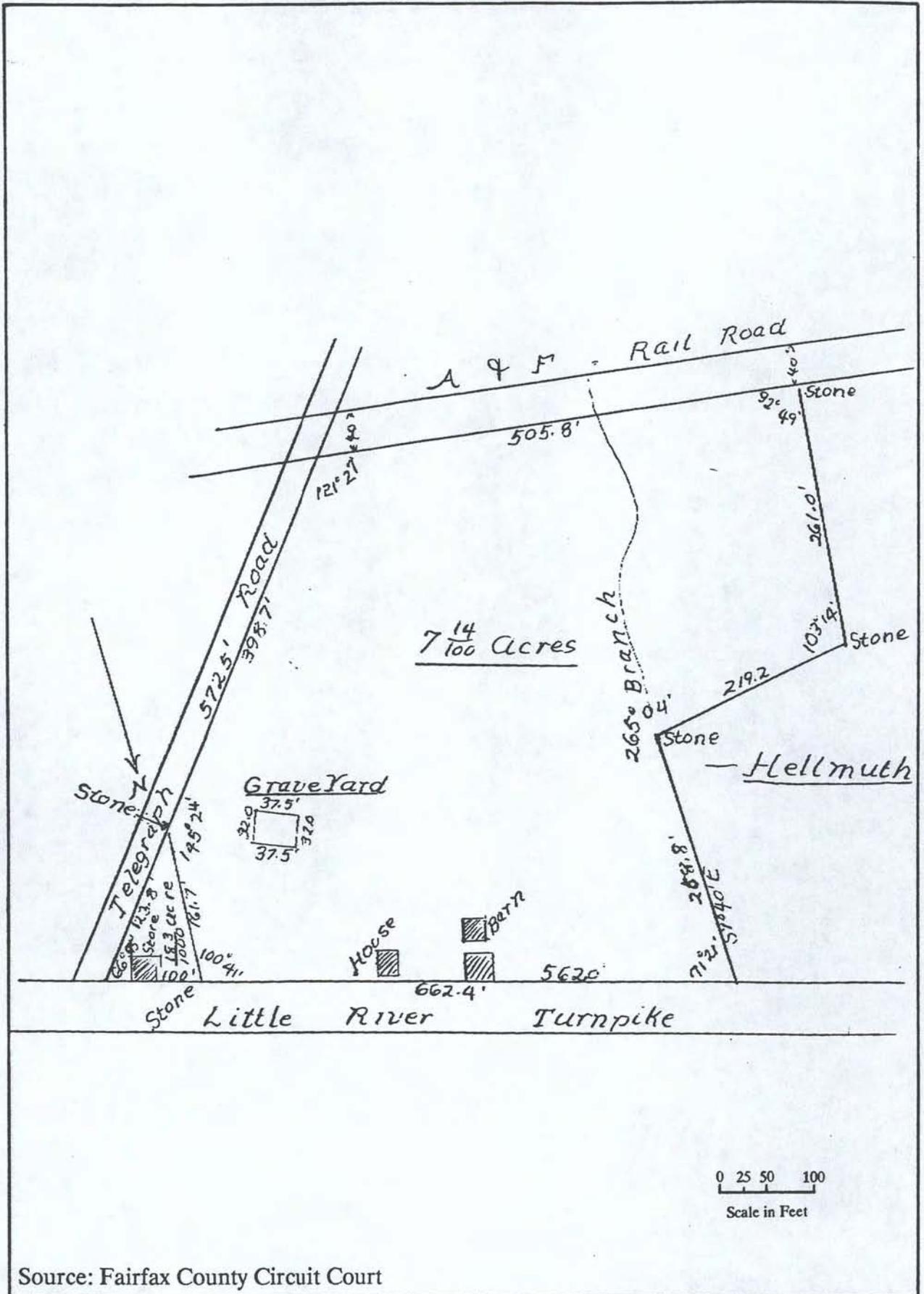
and a lot of about TEN and a HALF ACRES OF LAND on the said road, very near said gate, and opposite the land of John H. Taylor. One quarter acre in this lot is reserved for the grave-yard, with the right of egress and ingress thereto....(*Alexandria Gazette, February 10, 1860*)

This is the first reference located to the graveyard on the property, which subsequently became part of the land record until the present time. It could be assumed that since rights of ingress and egress are retained relative to the graveyard that it was used by Bloxham family members after their purchase of the property in 1795.

During the latter half of the nineteenth century, descendants of James Bloxham transferred their rights to the project area to various individuals, in addition to the above mentioned ten acres which was purchased by Rozier Catts.

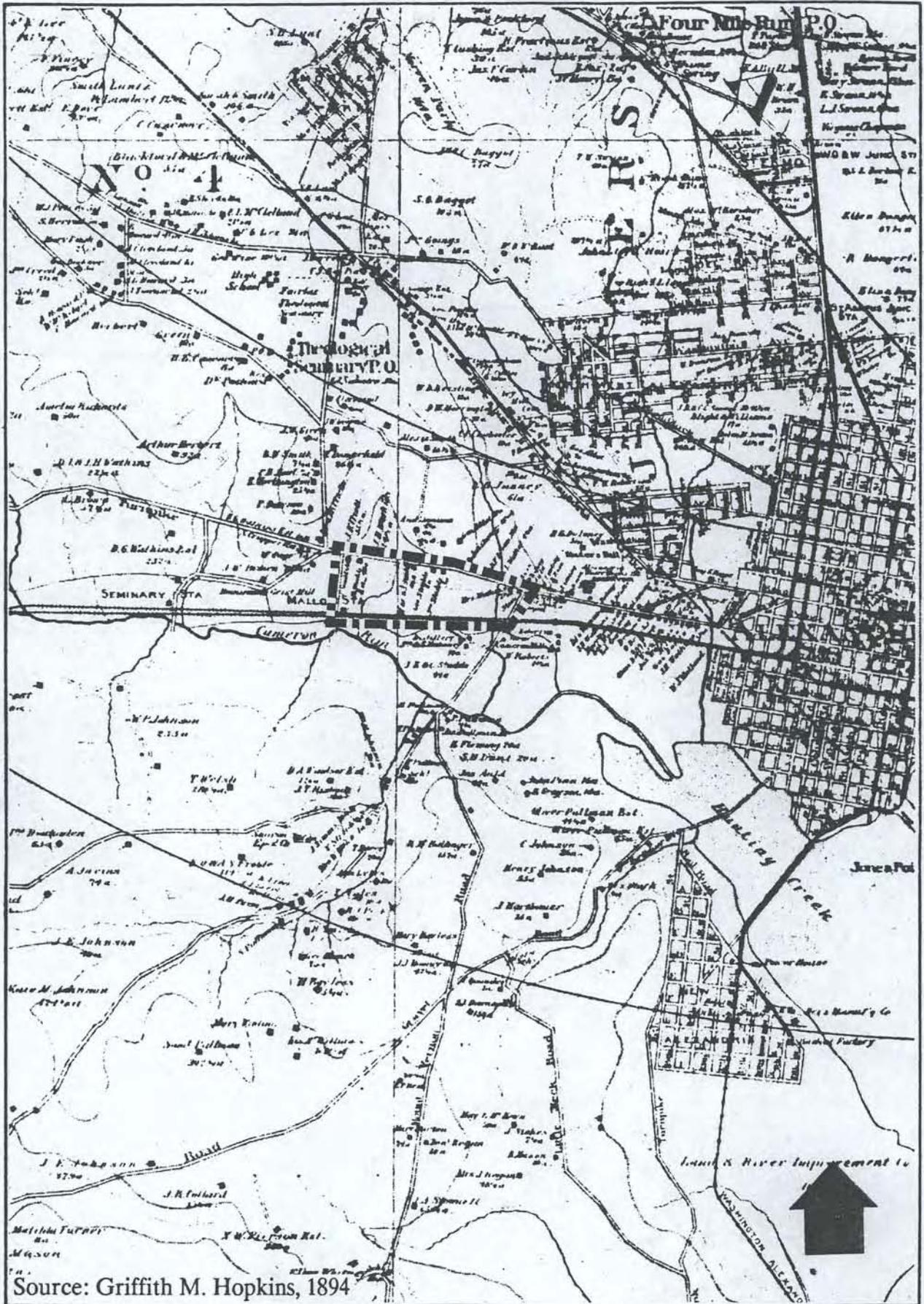
The Bloxham family name does not appear regularly in Alexandria records, although the 1870 City Directory lists John T. Bloxam, clerk, who boarded in the west end. A John Bloxham is listed in the 1888 Alexandria Directory, and numerous land transactions are found within the Fairfax County land records concerning the family.

The various owners of this period sold rights-of-way to the various railroads for their tracks which now form the bulk of the project area. In 1920, the Fruit Grower's Express was organized, and in 1926 they moved their shop facilities from the Potomac Yards north of Alexandria to a new location near AF Tower which is south of Duke Street on the RF&P mainline.



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Figure 5  
Plat of George Watkins'  
Land in 1901



Source: Griffith M. Hopkins, 1894

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Figure 6  
Map of the Vicinity of  
Washington in 1894

## VII. ARCHITECTURAL DESCRIPTION

Fruit Growers Express used the project site from 1926 to 1986, as shops for the building and repair of refrigerated railroad freight cars. Railroad tracks run east-west through the long rectangular site. Most of the area is covered with concrete slab, much disturbed, and it is obvious that additional buildings were once located on the site. Much trackage seems also to have been removed, probably including some once providing rail access to the repair shops. Most of the surviving structures were probably built after 1926, when Fruit Growers moved its shop facilities from nearby Potomac Yard. Some, particularly the frame structures, may predate that period. One, Building 1, is constructed of cast stone, a material used for only a short time at around the time of the First World War and generally replaced by concrete block by the 1920s. The extremely large, and probably early, Quonset hut (Building 5) might be significant because of its date. It and the other buildings have lost much of their integrity, however, through alteration or dilapidation; most are in very bad condition.

Building 1 (Plate 1): This rectangular building, measuring 180 feet by 25 feet, stands on a concrete slab and has a shed roof sloping to the north. The construction material is hollow blocks of what was usually called "cast stone," a popular building material early in the twentieth century, both for residential and industrial structures. A painted sign identifies the building as the "Shop Office." There are high, double freight doors, sliding on an overhead track, in the center of the south elevation, with a row of fourteen metal sash, three light windows high on the wall above them. Other openings contain single metal pedestrian doors and small metal sash windows. A tall brick chimney abuts the northeast corner of the building.

Building 2 (Plate 2): This rectangular, one story, building, measuring approximately 80 by 30 feet, is constructed of concrete. The gable roof, oriented in an east west direction, is covered in corrugated metal, and the gable ends of the building itself are sheathed in metal panels. The west part of the building is in ruins. Fenestration on the east half consists of six light steel sash factory windows. There is a single pedestrian door in the center of the east elevation, with a narrow ventilator in the gable above it. A slender brick chimney rises from the south edge of the roof near the center of the building.

Building 3 (Plate 3): This rectangular, one story, building measures 100 feet long and 35 feet wide and closely resembles Building 2, with its gable roof also running east/west. It is, however, of wood construction, with a shingle roof and 6/6 light double hung wood sash windows, probably indicating a somewhat earlier date of construction. Four round ventilators are aligned along the ridgeline of the roof.

Building 4 (Plate 4): This rectangular one story frame building, approximately the same size as Building 3, shows evidence of considerable alteration, as well as severe deterioration. The concrete foundation rises approximately two feet to form the lower sills of the 8/8 light double hung wooden sash windows in the eastern half of the building. The windows of the western part of the building are taller. The gable roof, covered in tar paper and with a monitor located over its west half, rises approximately twenty feet above the ground. A large door on the east provides rail car access to what was presumably a repair shop. There is a single fixed 12 light wood sash window under the gable over the car door. Two small flat roofed sheds, in even worse condition than the main building, are

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Plate 1



Plate 2

Source: Engineering-Science

CSX Realty

Engineering Science



Plate 3



Plate 4

Source: Engineering-Science

CSX Realty

located to the south. On the interior, wood cross bracing provides added support for the roof.

Building 5 (Plate 5): One of two corrugated metal Quonset huts surviving on the site, this 400 foot long structure is in reasonably good condition. The round arched metal frame of the building rests on a two foot high concrete block foundation, with a concrete slab floor. There are four high shed roofed bays projecting from the south elevation. The two in the center have metal freight doors; the two at the ends have a variety of small windows. Six light steel sash factory windows line the walls between the doors, and a variety of ventilators project from the roof. The interior is divided by partitions into a number of spaces. There are full height sliding metal doors on the west, possibly once providing access for freight cars from the concrete apron on that end of the building; there are no doors on the east.

Building 6 (Plate 6): This steel framed building on a four foot high concrete block foundation is sheathed in corrugated metal. Measuring approximately 300 feet by 60 feet, the structure has a gable roof running east-west. High sliding metal freight doors provide rail car access on a single through track set into the concrete floor. There are additional freight doors on all elevations. The interior of the building is lit with large 12 light steel sash awning windows and by translucent skylights. Two small flat-roofed corrugated metal rooms have been built inside the building against its north wall.

Building 6a (Plate 7): This metal paneled structure with a flat roof is located to the east of Building 6. It measures approximately 20 by 30 feet, with fire doors and windows on the north.

Building 7 (Plate 8): Two tracks originally provided rail access through this relatively recent flat roofed concrete block building set on a concrete slab. Tall sliding metal freight doors are located on the east and west elevations. There are no windows on the north and south, only ventilators. What appears to be washing equipment is still extant on the interior.

Building 8 (Plate 9): Only a small section, in very deteriorated condition, remains of this extremely long, corrugated metal Quonset hut. To the east and west, the only evidence of the original 675 foot length of the building is provided by the double row of concrete piers which once provided support for the arched roof (Plate 10). Both of the arched metal structures on this site rested on relatively permanent concrete support structures, unusual for Quonset huts. Three tracks seem originally to have run through the building, again presumably providing access for the refrigerated cars which were serviced on the site. A sign painted on the north, facing the entrance road, identifies the site with Fruit Growers Express.

Building 9 (Plate 11): This 15 by 30 foot one story wood frame guard house/office has a standing seam metal gable roof running east/west. There are 6/6 light double hung wood sash windows on the north, east and south elevations. A wood paneled door and small observation window are located on the west facing the access road.

Building 10 (Plate 12): This small square one story pump house is built of concrete block, but with wooden roof rafters, wooden doors, and wooden sash double hung windows. The top of the concrete wall is ridged, presumably to accommodate the original corrugated metal roof (no longer extant).

Engineering Science



Plate 5



Plate 6

Source: Engineering-Science

CSX Realty

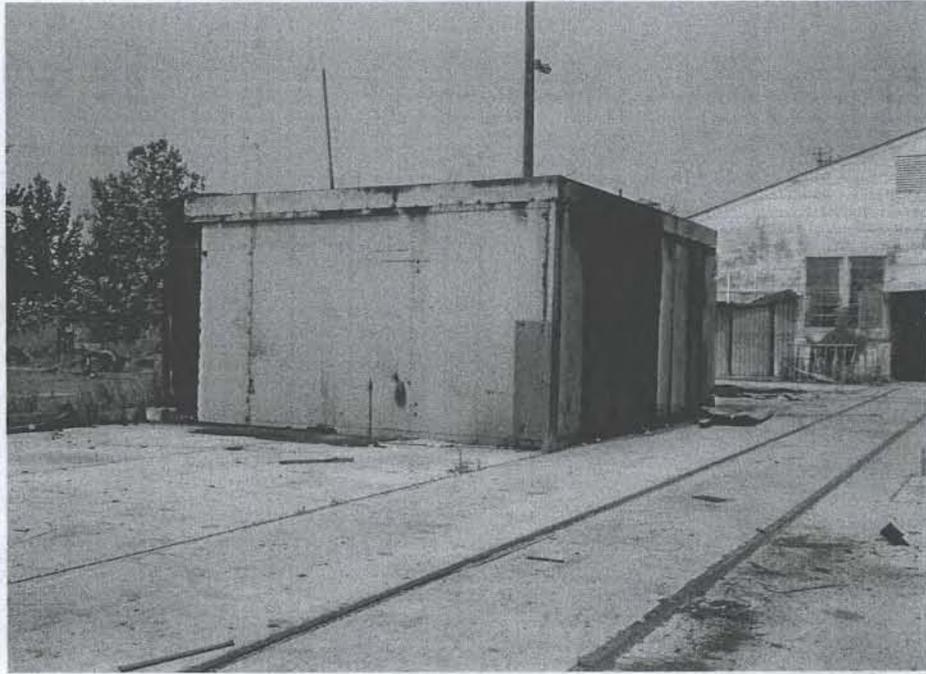


Plate 7



Plate 8

Source: Engineering-Science

CSX Realty



Plate 9



Plate 10

Source: Engineering-Science

CSX Realty



Plate 11



Plate 12

Source: Engineering-Science

CSX Realty

Because of the removal of previously existing structures and railroad tracks, and the deteriorated condition of most of the surviving buildings, the Fruit Growers Express site no longer gives a clear picture of the functions which it served for fifty years.

## V. EVALUATION OF RESEARCH

### A. Prehistoric

An assessment of prehistoric site potential is based on the previous archaeological investigations of nearby sites, the prehistoric background of the project area and archaeological studies conducted in the general vicinity of Alexandria. Locations at the confluences of streams, near springs and in well drained areas of low relief as well as drier elevations above water sources are suggested to have high archaeological potential.

Considering the environmental parameters of prehistoric sites as located in previous studies and noted in the prehistoric background the potential for identifying sites ranging from the Archaic to Woodland periods is medium to high in the project area. Barnard's Map of the Environs of Washington from 1865 shows a stream extending almost directly north from the Mill Race which is along the southern boundary of the project area (*Figure 4*). This stream is shown running through the site in the eastern section of the project area. This small stream is also mentioned in the seventeenth and eighteenth century deeds. Also on the Barnard map, a confluence of two streams is shown in the western section of the project area. Again the stream extends north-northeast from the millrace. During the years of railroad construction it is evident that the streams have been filled in. The immediate area surrounding these streambeds is of high prehistoric potential for both temporary and longterm campsites, as well as possible resource procurement areas.

### B. Historic

The assessment of historic archaeological site potential within the project area is based upon documentary resources and previous archaeological studies within the general vicinity of Alexandria. As in the prediction of locations for prehistoric sites certain environmental variables are considered. These include the proximity of water resources, elevation and the proximity to navigable water and other transportation modes.

Documentary sources have indicated that there were residences on the property dating from the early nineteenth century. The property may have been settled as early as the late seventeenth century, although no documentary evidence has been located that would indicate where early tenants of the Carr and Simpson patent located dwellings or other structures. Settlements of this period are often close to navigable water on well drained soil.

It is clear that there was a residence in the vicinity of the project area by the middle of the nineteenth century. The advertisement from the Alexandria Gazette for the sale of the Bloxham property mentions a house being on the property (*Alexandria Gazette 1860*). The Hopkins map of 1894 (*Figure 6*) shows residences and stores along the Little River Turnpike but these area too far north to be within the project area. These structures are also shown on a Plat Map from the 1901 court case between Peter H. Watkins and Winfield B. Watkins in which George Watkins was deeded the portion of property containing the cemetery. The cemetery is known to exist within the project area.

The Hopkins map of 1894 (Figure 6) shows a mill race on the southern part of the project area and milling-related activities may have occurred on the property.

Beginning in the middle of the nineteenth century railroad tracks were laid across the southern portion of the project area. As the railroads expanded the number of tracks and therefore the number and size of the easements increased. In 1926 the Fruit Growers Exchange purchased a number of parcels and the project area became a freight center. The area has maintained this transportation related function to the present day. It is likely that structural and artifactual remains associated with the railroads will be found.

## X. RECOMMENDATIONS

Phase I archaeological testing is recommended for the Alexandria Business Center project area. The purpose of the survey would be to locate and identify historic and prehistoric sites through subsurface testing. Specifically, the Phase I study should aim to:

- 1) determine the presence or absence of archaeological resources within the project area.
- 2) interpret any identified sites for cultural affiliation, size, function, integrity and significance
- 3) determine the need for further archaeological study

The areas most likely to contain prehistoric sites are the elevations overlooking the streams. Since environmental conditions have changed since the Middle Archaic Period, some of the property which appears to be within former wetlands may have been drier 8000 years ago and more conducive to settlement. The areas containing the highest potential for historic resources are those areas closest to the roads and outside the project area, and along the streams. The central portion of the project area is most likely to contain railroad related structures and artifacts. There is a possibility, however, that historic features will be present within the central portion of the site which have not been documented in sources located for the present study.

The testing program should consist of a selective examination of the project area with priority given to the areas of highest potential for archaeological remains. Mechanical excavation is recommended for the removal of fill and modern structural features. This would be followed by hand excavated test units and the excavation of deep test trenches.

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