

# EAST FALLS CHURCH



East Falls Church train station, 1966. In 1894, the Southern Railway purchased the rail line and constructed the station shown above. The Washington and Old Dominion Railroad operated that station until 1967. Removed, 1970.



The Barksdale House from Charles Stewart's *A Virginia Village*, 1904. The structure is located on the north-east corner of Washington Blvd and Roosevelt Street.



The George Crossman House from Charles Stewart's *A Virginia Village*, 1904. The structure is located on Underwood Street.

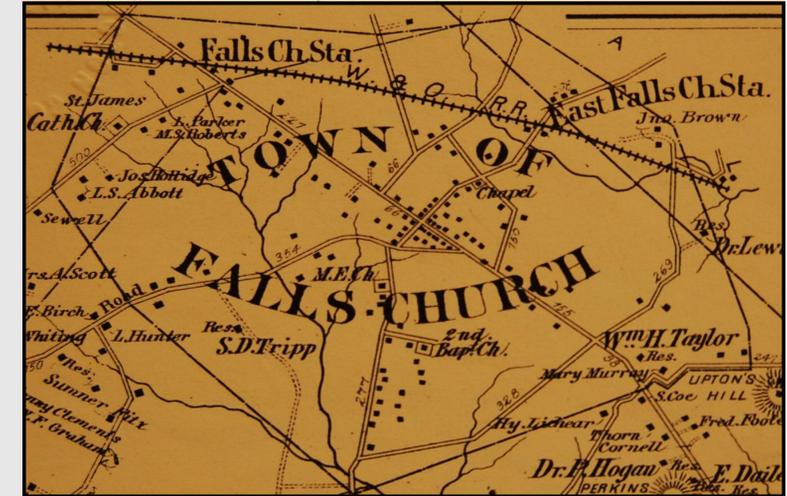
In the 18th Century, Falls Church was a rural woodland village located at the crossroad of the Alexandria-Leesburg and Little Falls-Fairfax turnpikes and served as an important resting spot for travelers on their way to or from Leesburg, Virginia. East Falls Church, which developed on the eastern edge of the village, was ceded to the Federal government for the creation of Washington, D.C. in 1791, but reverted to Virginia in 1846.

In the mid-to-late 19th Century, railroad companies built new rail lines and passenger stations to connect cities with outlying rural villages. In 1859, the Alexandria, Loudoun, and Hampshire Railroad completed the East Falls Church station connecting the village with Washington, D.C. The new rail line offered the upper and upper-middle class an escape from the heat and bustle of the Nation's Capital. One upper class residence, the Eastman-Fenwick House, was built in 1876 and is among several still standing in East Falls Church.

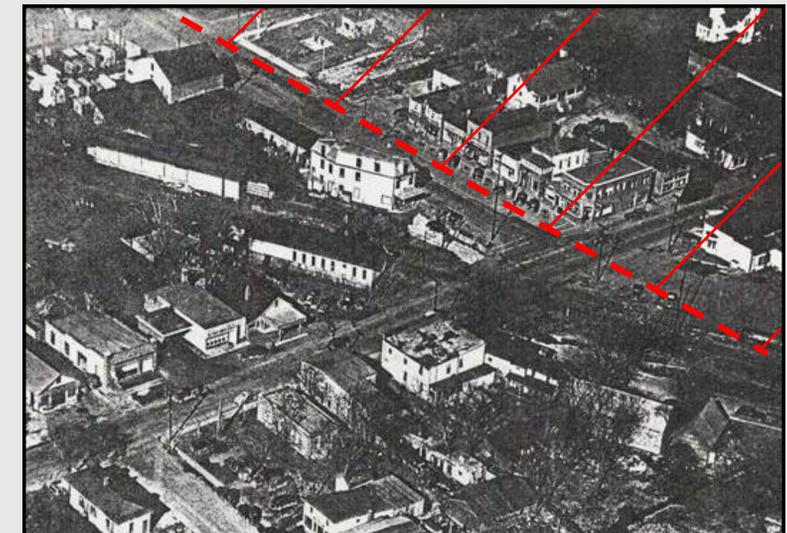
East Falls Church experienced another burst of development with the arrival of the Washington, Arlington, and Falls Church electric streetcar, in 1897. The streetcar offered a cheap, six-mile route to the District of Columbia, and combined with low land and home prices transformed the town into a "bedroom [commuter] community." As a result, the Isaac Crossman estate and other surrounding farmlands were subdivided into residential developments featuring frame houses. East Falls Church also developed into a vibrant commercial center offering a wide range of shops and services including a post office, bank, lumber yards, hardware store, livery stable, pharmacy, grocery store, and restaurants.

In 1932, citizens of East Falls Church petitioned for separation from Falls Church and incorporation into Arlington County. Falls Church officials protested, claiming the town would lose sixty percent of its business district, thirty percent of its land, and twenty percent of its population. In 1936, the Virginia Supreme Court ruled in favor of East Falls Church, and the resultant separation created a new sense of eastward expansion towards Arlington. An influx of federal employees in the 1930s led to the subdivision of the remaining rural farmland between East Falls Church and the rest of Arlington. The new development in East Falls Church from the 1930s to 1950s predominantly featured brick Cape Cod homes.

A dramatic change to East Falls Church occurred in the 1970s and 1980s. In order to support an expanding commuter population in Northern Virginia, the historic business district of East Falls Church was leveled to make way for Interstate 66, though a small automotive and industrial area remained on either side of Lee Highway. In the 2000s, the area became a mixed-used residential and commercial center encompassing this park.



Falls Church District No. 4, G. M. Hopkins's 1879 *Atlas of 15 Miles Around Washington*. In 1875, Falls Church, which then included East Falls Church, incorporated as a town.



Aerial photograph of East Falls Church, 1942. The area within and above the hatch marks is the present location of Interstate 66.



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