

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Ashburn Historic District

Other names/site number: VDHR File #053-0013

Name of related multiple property listing:
N/A

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

Listed In:
VLR: 6/19/2014
DOE: 10/15/2014

2. Location

Street & number: Following Ashburn Road north to south between the former African American School and Partlow Road

City or town: Ashburn State: VA County: Loudoun

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

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

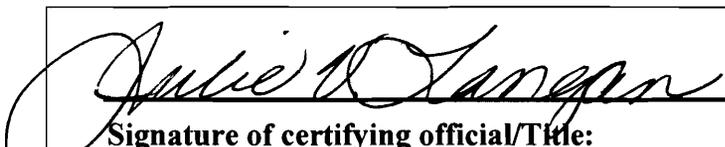
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

	<u>8/21/17</u>
Signature of certifying official/Title:	Date
<u>Virginia Department of Historic Resources</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
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

Building(s)

District

Site

Structure

Object

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Number of Resources within Property

Contributing	Noncontributing	
<u>42</u>	<u>16</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>42</u>	<u>18</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

- DOMESTIC: Single Dwelling
- DOMESTIC: Secondary Structure
- DOMESTIC: Hotel
- COMMERCE/TRADE: Department Store
- COMMERCE/TRADE: Specialty Store
- SOCIAL: Civic
- GOVERNMENT: Fire Station
- EDUCATION: School
- AGRICULTURE/SUBSISTENCE: Storage
- INDUSTRY/PROCESSING: Manufacturing Facility
- TRANSPORTATION: Railroad

Current Functions

- DOMESTIC: Single Dwelling
- COMMERCE/TRADE: Restaurant
- COMMERCE/TRADE: Specialty Store
- TRANSPORTATION: Pedestrian Related
- VACANT: Not In Use

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7. Description

Architectural Classification

LATE VICTORIAN: Queen Anne

LATE 19TH AND 20TH CENTURY REVIVIALS: Gothic Revival; Tudor Revival;
Colonial Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:

Bungalow/Craftsman

MODERN MOVEMENT: Ranch

OTHER: Industrial

NO STYLE

Materials: Principal exterior materials of the property: WOOD: weatherboard, board and batten, shingle, shake; STONE: fieldstone; BRICK;METAL: tin; ASPHALT; STUCCO; SYNTHETICS: Fiberglass, Vinyl

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

Ashburn Historic District is located approximately six miles southeast of Leesburg, in Loudoun County, Virginia, at the intersection of Ashburn Road and the Washington and Old Dominion Railroad, now the W&OD Trail. The village of Ashburn is a typical example of late 19th and early 20th century agricultural commercial center in a rural landscape that developed at the confluence of transportation corridors. The development of Ashburn does not follow a grid pattern; lots range in size and shape, suggesting organic and continuous development over time. The commercial areas are clustered with close proximity to Ashburn Road and railroad. Residential areas radiate from the central core, and are separated with generous front lawns. Although in deteriorated condition, a sidewalk on the west side of Ashburn Road connects the residential area to the commercial center. Originally surrounded by large tract farms, Ashburn was once the center of Loudoun County's vibrant milk industry. Today these large tracts have been replaced by suburban development, although the central core of the village remains remarkably intact.

Primary contributing buildings include both residential and commercial structures to support the agricultural economy. Thirty percent of the primary resources are associated with the former agricultural economy, indicative of the economic vibrancy of the rural village. Historically,

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many agricultural secondary resources remained; many of these eventually became unstable and were demolished.

Narrative Description

SETTING

Ashburn Road, running north-south, serves as the central corridor of the historic district, crossing the east-west W&OD Trail at the commercial center of the community. The north end of the district boundary is marked by one of Loudoun's rare, remaining African American one-room schoolhouses. The narrow district boundary follows Ashburn Road south to the commercial core, where the boundary widens to encompass the once thriving intersection of railroad and overland transportation and the associated agricultural commercial buildings. The district boundary continues south, following the Ashburn Road and capturing the residential area of the village. The entire historic district encompasses approximately 28 acres.

DETAILED ARCHITECTURAL DESCRIPTION AND ANALYSIS

Ashburn, originally known as Farmwell Station, had its genesis as a hamlet, located at the intersection of overland transportation routes. Ashburn later became an established railroad stop by the mid-19th century with the introduction of railroad transportation. The first significant phase of village development occurred in the mid- and late 19th century, following the additional activity heralded by the arrival of the W&OD railroad. As typical of all building periods in Ashburn, houses of this era represent vernacular style and methods reflecting talents of local craftsmen. One of the common forms is the wood frame, two-over-two dwelling with a side-gable roof. The dwelling at 20671 Ashburn Road [DHR File No. 053-0013-0006] at the north end of the district near the historic African American school is typical of this vernacular form.

Many of the dwellings in Ashburn reflect broader architectural styles, interpreted though vernacular tastes and local building talent. Quite a few of the buildings feature details, even if minimally, of Victorian-era styles, including the Gothic Revival and Queen Anne styles. American Movement forms and styles, including the Colonial Revival and Craftsman Style, followed.

The Gothic Revival style is characterized by steeply pitched roofs, decorative bargeboards, one-story porches, and flattened Gothic arches. Promoted by mid-19th-century architect Andrew Jackson Downing through widely available pattern books, the Gothic Revival style was a revolt against the rigid demands of classical forms. This artistic rebellion rallied against formal gardens, symmetrical buildings, and imposing classical order on the natural landscape. The influence of the Gothic Revival style can be discerned even in relatively modest dwellings. Commonly, in communities like Ashburn, the rigid box of the traditional vernacular house form was distorted by the addition of a single projecting pediment or gable on the primary elevation. This stylistic feature was often added to existing dwellings or incorporated into the original design. The pediments identified in Ashburn were typically open with tympanums pierced by narrow window openings with a lancet or pointed- arch shape.

The dwelling at 43760 Jenkins Lane [DHR No. 053-0013-0017], constructed between 1875 and 1890, features a center gable peak, typical of Gothic Revival style. The two-and-a-half-story

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wood frame house has a central-passage plan, two-over-two, double-hung-sash wood windows and a one-story, full-width front porch with a half-hipped roof. The dwelling is five bays wide with cornice returns and drip moldings above the windows. A diamond-shaped, four-light fixed window is seen in the center of the cross gable.

The Queen Anne style, immensely popular in the United States between 1870 and 1910, is another style represented in the historic district. This American style, also spurred by architectural pattern books, emphasized vertical lines with steep gables, irregular angles, and a variety of decorative materials. The style was favored for freestanding suburban dwellings. All were resplendent in patterned shingles, spindles, brackets, and curlicue cutouts; many boasted ample verandas, turrets, and sleeping porches.

A fine example of the Queen Anne style is the Ashburn House, a former bed and breakfast inn located at 43779 Jenkins Lane [DHR No 053-0013-0049]. This two-and-a-half-story wood frame dwelling was built in 1882. The Ashburn House is three bays wide with a one-story front porch, which runs the length of the front elevation. The porch is detailed with turned balusters and carved railings. Interior-end brick chimneys with corbelled chimney tops decorate the roofline. The house has a large, side-gable roof with three projecting dormers with paired window units with fanciful fish-scale wood shingles. As is typical in vernacular interpretation of high style architecture, this building represents a combination of styles. The front doorway with its sidelights and transom, is representative of an earlier style of the Early Republic Period.

A simpler example of a Queen Anne style house is located at 43782 Jenkins Lane, dating from 1880 to 1895 [DHR No. 053-0013-0014]. This two-and-a-half-story wood frame dwelling is replete in details typical of the Queen Anne style. It has an L-shaped footprint with an asymmetrical facade, a front-gable roof with cornice returns, two-over-two, double-hung-sash wood windows with molded wood surrounds, and a wrap-around porch with scroll-sawn brackets and a cutout pattern balustrade. This dwelling sits atop a raised random-coursed stone foundation. The roof was formerly sheathed with standing-seam metal, which has since been replaced with asphalt shingles.

During the last quarter of the 19th century, the Colonial Revival style gained popularity, contrasting greatly with the Victorian-era styles. Following on the heels of America's Centennial celebrations in 1876, the Colonial Revival style emerged in the early 1880s. Designs incorporated characteristic features of Colonial, Georgian, and Federal buildings, including Palladian windows, gambrel roofs, pedimented porticoes, columns, and Classical detailing such as swags, urns, and crisp white trim. This new building type was larger, however, than its historic counterparts, with details also enlarged and plans laid out on a grandiose scale. As the style spread to more rural areas like Ashburn, it was more conservative in design and scale, and was often applied to modest middle-income housing.

Illustrations of the Colonial Revival style evident in the Ashburn Historic District are located at 20735 Ashburn Road [DHR No. 053-0013-0033] and 20916 Stubble Road [DHR No. 053-6002], dating from between 1885 and 1910. Typical of a vernacular interpretation of high-style architecture, a diluted version of the Colonial Revival style often featured minor

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stylistic elements, such as porch details or door surrounds. Both dwellings are modest wood frame structures, two stories high with side-gable roofs, symmetrically balanced facades, brick chimney with corbeled caps, and an L-shaped plan. The original six-over-six, double-hung-sash wood windows at 20916 Stubble Road have been replaced with contemporary one-over-one, double-hung-sash windows at the first floor.

In addition to the domestic construction, there was commercial agricultural and manufacturing (i.e., milling) development during the late 19th century in Ashburn. These buildings and structures were detailed in a similar manner as the domestic buildings, exhibiting stylistic elements of the period. The earliest commercial building in the Ashburn Historic District, the Norman and Harding Feed Store at 20719 Ashburn Road [DHR No. 053-0895] dates from 1871. It has a long rectangular plan with a front-gable roof utilizing the narrow rectangular lot typical of urban lots. It is a freestanding building, three bays wide with a central entrance and a full-width hipped-roof porch. The six-over-six, double-hung-sash wood windows feature shallow-pitched triangular window heads with brackets. The two-leaf panel and glass doors have a three-light transom, in addition to a bracketed surround. The store is raised atop a random-rubble stone foundation, and the exterior walls are covered with board-and-batten siding. The roof was previously half-covered with standing-seam metal and half-covered with wood shingles. The standing-seam metal has since been removed, leaving only the original shingles. Located directly behind the feed store is a large, open-plan, two-story warehouse. This warehouse was once a center of Ashburn's dairy operation in the 1950s. Farmers brought milk into the village to be collected onto a larger truck to be transported to Washington, D.C. The warehouse has a side-gable roof with four large loading doors on the primary elevation, facing south towards Ashburn Road. At the east gable end, there is a single smaller loading door, designed to load merchandise or produce on the second floor.

Another commercial building is located at 20711 Ashburn Road [DHR No. 053-0013-0024] two lots north of the Norman and Harding Feed Store. Originally constructed in 1890 as a general mercantile store for the agricultural village, it was known sequentially as Mr. Fadeley's store, later Hutchinson's Store, then Partlow's Store, and finally the Weller Tile showroom. The building's second floor once served as the Masonic Hall. It is currently vacant. The building is three bays wide with a central entrance employing a two-leaf wood glass and panel door. The large windows are six-over-six, double-hung sash with drip moldings ornamenting the second-story windows. The doors on the facade have an upper four-light section with a single recessed panel below. Similar to the Feed Store, this building was constructed with a raised random-rubble stone dry-laid foundation. A one-story front-gable roof addition was added to the side elevation. This section features parapet walls on the front and rear elevations, and has a cinderblock foundation. Originally, the store had a porch with shed roof, which ran the full length of the front elevation. The interior is in pristine condition, retaining the original open space plan, punctuated by decorative iron columns, and shelving to display merchandise. Reportedly, Ashburn's first public telephone booth was located in this building. The original telephone cabinet remains.

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The wood frame grain mill at 20704 Ashburn Road [DHR No. 053-0013-0026], originally known as Hutchison Brothers Mill, was built in 1913. It is composed of two sections, one with a front gable roof and the second with a side-gable roof. The side-gable section has one small interior brick chimney, and a clerestory-gable roof, which is now used for ventilating the building. It has several different types of windows, including six-over-six, double-hung-sash wood frame, paired six-light fixed sash, several eight-light fixed sash, and an aluminum one-over-one, double-hung sash. The exterior walls are covered with board-and-batten siding, and the foundation is a combination of cinderblock and brick.

Early, racially segregated educational buildings were also constructed during this time period. Although the original 'white' school has burned, the original Ashburn African American school remains standing and is located at 20635 Ashburn Road [DHR 053-0897], at the north edge of the district. The former school is a one-story, one-room, wood frame building, typical of early one-room schoolhouses of this time period. The land was donated in 1892 for the purpose of constructing a schoolhouse for African American children and the construction of the schoolhouse was likely shortly thereafter. The schoolhouse has a front-gable roof with a one-leaf door in the gable end. Window openings in the side elevations are now protected by plywood but were reportedly six-over-six, double-hung sash windows. Exterior walls are covered with weatherboard siding, the roof is sheathed with standing-seam metal, and the foundation is stone. The building is currently vacant.

After the turn of the 20th century, the traditional domestic form began to be designed more often for reasons of economy and convenience. The resulting bungalow mimicked the plan and massing traditionally associated with the fashionable Queen Anne style; yet, the bungalow form was invariably a more modest one- to one-and-a-half stories in height. The bungalow is covered by a low-pitched, intersecting gable roof that typically encompassed a porch. Its irregular plan allowed for additional window openings and direct access to the porch from various secondary rooms. The modest bungalow often featured the use of stone and brick, half-timbering, exposed rafter ends, multi-light fixed windows, and massive porch supports, thus melding the bungalow form with the popular Craftsman style of the period. The modest arrangement of the buildings made them one of the most popular low- to middle-income domestic forms in growing suburban communities throughout the United States.

In Ashburn, however, there was modest growth during the first half of the 20th century. This is evidenced by the few buildings built during this period. Thus, there are only two bungalows in the historic district. One example of a Craftsman-style bungalow in the Ashburn Historic District is located at 20727 Ashburn Road [DHR No. 053-0013-0032]. This is a one-and-a-half-story, stretcher-bond brick dwelling, with a central-passage plan and wide overhanging eaves. The facade has a front-gable roof dormer and a full-width inset porch. The house features eave brackets, two chimneys, and double-hung windows with eight-light upper sashes over single-light sashes.

One example of the Tudor Revival style is at 43730 Partlow Road [DHR No. 053-0013-0040]. Typical of the Ashburn Historic District, this dwelling is a vernacular interpretation of a period

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style; many of the stylistic elements of the Tudor Revival style are present, including the flared eave roof, although executed in a vernacular style, likely by local builders. This house is a brick, one-and-a-half-story house with an exterior-end brick chimney, and a corner porch on the facade. The dwelling has a front-gable wall dormer on the facade, with six-over-six, double-hung sash windows, and weatherboard siding covering the side gable.

Few commercial and government buildings are located within the historic district, but those that are present date to the second quarter of the 20th century. The former (second generation) Partlows' Store stands at 20702 Ashburn Road [DHR-0013-0025] at the center of the district just below the W&OD Trail. Now called the Carolina Brothers Pit Barbeque, the commercial building once served as a local grocery store and gas station. Today, it remains a neighborhood center serving lunch daily. It is a one-story building with a front-gable roof, an interior brick chimney, and a full-width hipped-roof porch across the facade. It has three bays with paired double-hung vinyl windows, flanking a central entry. The front section of this store is frame with weatherboard siding, and the rear addition is cinderblock. The foundation is poured concrete.

The Ashburn Volunteer Fire Department, located at 20688 Ashburn Road [DHR No. 053-0013-0008], dates to 1941. The firehouse is a one-and-a-half-story combination cinderblock and wood frame building with three front-gable wall dormers on the side elevations. The frame section is covered with aluminum vertical siding. The facade is comprised of replacement garage doors with two pedestrian doors located on the side elevation. There have been several additions made to the rear elevation, creating additional garage bays. Two four-bay garages with roll up doors have been constructed on the south edge of the property to create a courtyard facing the south side of the firehouse.

The final phase of development noted in the village of Ashburn, occurring in the latter part of the 20th century, continued the expansion and infill of the village. There is one late-20th century industrial building in the historic district, located at 20730 Ashburn Road [DHR No. 053-0013-00029]. This building is occupied by Verizon and is a one-story stretcher-bond brick building with an L-shaped footprint and a cross gable in the side-gable section. The roof and gable ends are covered with standing-seam metal.

The W&OD Railroad was abandoned in 1968 and after a long and protracted fight, the Northern Virginia Regional Park Authority (NVRPA) purchased use of the railroad right-of-way from Dominion Power. In 1987, the W&OD Trail was designated a National Recreation Trail by the U.S. Department of the Interior. The 45-mile-long trail was completed in 1988, providing bicycle and walking trails linking Ashburn with Alexandria to the east and Leesburg to the west. The trail maintains the open-space feel of the former commercial corridor. Today it is an equally important part of the historic district, operating as a heavily trafficked pedestrian corridor for runners and bikers.

INVENTORY OF ASHBURN HISTORIC DISTRICT, 2014

Notes on inventory: The following inventory is based on the survey from 2002, completed by EH Tracerics of Washington, D.C., and updated in 2014 by Jane Covington Restoration.

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Resources are listed in sequential order under the street names, which are listed alphabetically. The Period of Significance is 1860 – 1951. Non-contributing resources are those building, structures, objects, or sites that were constructed after 1951, the ending date of the Period of Significance, or that have lost architectural integrity. Resources are keyed to the accompanying sketch map using the tertiary number of the DHR-assigned inventory. For example, 20711 Ashburn Road (DHR No. 053-0013-0024) is listed as 0024 on the site map. This inventory was adapted to Virginia Department of Historic Resources V-CRIS database. Dates listed are those for the primary resource date.

Ashburn Road

20635 Ashburn Road **053-0897** **Other DHR No. 053-0013-0004**
Primary Resource Information: School, Stories: 1.0, Style: Vernacular, 1892 ca.
Individual Resource Status: School Contributing

20635 Ashburn Road **053-6013** **Other DHR No. 053-0013-0005**
Primary Resource Information: Stories: 2.0, Style: Vernacular, 1900-1915
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed **Non-Contributing**

20671 Ashburn Road **053-0013-0006**
Primary Resource Information: Stories: 2.0, Style: Vernacular, 1870-1885
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing

20688 Ashburn Road **053-0013-0008**
Primary Resource Information: Fire Station, Stories: 2.5, Style: Vernacular, 1941
Individual Resource Status: Government Contributing
Individual Resource Status: Garage **Non-Contributing**
Individual Resource Status: Communications Tower (Structure) Non-Contributing

20702 Ashburn Road **053-0013-0025**
Primary Resource Information: Stories: 2.0, Style: Vernacular, 1946
Individual Resource Status: Commercial Building Contributing
Individual Resource Status: Other (structure) **Non-Contributing**

20704 Ashburn Road **053-0013-0026**
Primary Resource Information: Stories: 2.0, Style: Vernacular 1913
Individual Resource Status: Grain Mill Contributing
Individual Resource Status: Storage Shed **Non-Contributing**

20708 Ashburn Road **053-0013-0027**
Primary Resource Information: Stories: 2.0, Style: Vernacular 1885-1900
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Contributing
Individual Resource Status: Shed Contributing

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20711 Ashburn Road 053-0013-0024
Primary Resource Information: Stories: 2.0, Style: Vernacular, 1890
Individual Resource Status: Commercial Building Contributing
Individual Resource Status: Shed Non-Contributing

20715 Ashburn Road 053-0013-0030
Primary Resource Information: Stories: 1.0, Style: Vernacular 1910 ca.
Individual Resource Status: Single Dwelling Non-Contributing

20719 Ashburn Road 053-0895 Other DHR No. 053-0013-0031
Primary Resource Information: Stories: 2.0, Style: Gothic Revival/Vernacular, 1871 ca.
Individual Resource Status: Commercial Building, Contributing
Individual Resource Status: Warehouse Contributing

20722 Ashburn Road 053-0013-0028
Primary Resource Information: Stories: 2.0, Style: Colonial Revival, 1990 ca
Individual Resource Status: Commercial Building Non-Contributing

20727 Ashburn Road 053-0013-0032
Primary Resource Information: Stories: 1.5, Style: Craftsman Style/Bungalow 1920-1935
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Non-Contributing

20730 Ashburn Road 053-0013-0029
Primary Resource Information: Stories: 1, Style: Industrial, 1985-2000
Individual Resource Status: Commercial Building Non-Contributing

20735 Ashburn Road 053-0013-0033
Primary Resource Information: Stories: 2.0, Style: Vernacular 1890-1905
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status Commercial Building Non-Contributing

20800 Ashburn Road 053-0013-0056
Primary Resource Information: Stories: 2, Style: Colonial Revival, 2007
Individual Resource Status: Commercial Building Non-Contributing

20833 Ashburn Road 053-0013-0036
Primary Resource Information: Stories: 2.0, Style: Queen Anne 1910 ca.
Individual Resource Status: Single Dwelling Contributing

20857 Ashburn Road 053-0013-0037
Primary Resource Information: Stories: 2.5, Style: Queen Anne 1870-1885
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Barn Contributing

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Individual Resource Status: Carriage House Contributing
Individual Resource Status: Shed Contributing

20881 Ashburn Road 053-0013-0038

Primary Resource Information: Stories: 2.0, Style: Vernacular, 1870-1885

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing

20908 Ashburn Road 053-0013-0048

Primary Resource Information: Stories: 1.5, Style: Vernacular, 1905-1920

Individual Resource Status: Single Dwelling Contributing

Hay Road

43738 Hay Road 053-0013-0018

Primary Resource Information: Stories: 1.5, Style: Craftsman Style/Bungalow 1925-1935

Individual Resource Status: Single Dwelling Contributing

Jenkins Lane

43760 Jenkins Lane 053-0013-0017

Primary Resource Information: Stories: 2.5, Style: Gothic Revival, 1875-1890

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Garage Contributing

43768 Jenkins Lane 053-0013-0057

Primary Resource Information: Stories: 2.5, Style: Colonial Revival, 2002

Individual Resource Status: Single Dwelling Non-Contributing

43779 Jenkins Lane 053-0013-0049

Primary Resource Information: Stories: 2.5, Style: Queen Anne 1882

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Barn Contributing

43782 Jenkins Lane 053-0013-0014

Primary Resource Information: Stories: 2.5, Style: Queen Ann/Vernacular 1880-1895

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Shed Non-Contributing

43785 Jenkins Lane 053-0013-0050

Primary Resource Information: Stories: 2.0, Style: Vernacular 1890-1905

Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Single Dwelling Contributing
Individual Resource Status: Barn Contributing
Individual Resource Status: Garage Contributing

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Partlow Road

43712 Partlow Road 053-0013-0042

Primary Resource Information: Stories: 2.0, Style: Vernacular 1870-1885

Individual Resource Status: Single Dwelling	Contributing
Individual Resource Status: Garage	Non-Contributing
Individual Resource Status: Shed	Contributing

43720 Partlow Road 053-0013-0041

Primary Resource Information: Stories: 2.0, Style: Vernacular 1890-1910

Individual Resource Status: Single Dwelling	Contributing
Individual Resource Status: Shed	Non-Contributing

43730 Partlow Road 053-0013-0040

Primary Resource Information: Stories: 1.5, Style: Colonial Revival/Tudor, 1925-1940

Individual Resource Status: Single Dwelling	Contributing
Individual Resource Status: Garage	Contributing

43750 Partlow Road 053-0013-0039

Primary Resource Information: Stories: 1.0, Style: Vernacular 1880-1895

Individual Resource Status: Carriage House	Contributing
Individual Resource Status: Garage	Contributing
Individual Resource Status: Smoke House	Contributing
Individual Resource Status:	Single Dwelling Non-Contributing

Stubble Road

20916 Stubble Road 053-6002 Other DHR No. 053-0013-0009

Primary Resource Info: Stories: 2.0, Style: Colonial Revival/ Vernacular 1890-1910

Individual Resource Status: Single Dwelling	Contributing
Individual Resource Status: Garage	Non-Contributing

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8. 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.)

ARCHITECTURE
TRANSPORTATION
COMMERCE

Period of Significance
1860 to 1951

Significant Dates
1860
1912
1951

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

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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 Ashburn Historic District is an approximately 28-acre residential and commercial village in Loudoun County, Virginia, that prospered because of its location along major transportation routes, including Ox Road and the railroad, which linked the village to the markets of Washington D.C. The historic district is locally significant under National Register Criterion A in the areas of Transportation and Commerce and under Criterion C in the area of Architecture. The period of significance is 1860-1951, beginning with the establishment of the Alexandria, Loudoun & Hampshire (AL&H) Railroad and ending with the demise of passenger and mail service by the Washington & Old Dominion (W&OD) Railroad.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Criterion A – Transportation and Commerce

Establishment of a crossroads hamlet in the vicinity of Ashburn was initially spurred by the completion of Ox Road, which was used for the transportation of tobacco in the first half of the eighteenth century. A much greater period of development followed the introduction of the Alexandria, Loudoun, & Hampshire Railroad (AL&H) in 1860, and prompted the creation of a commercial enclave at the center of the growing crossroads village. The AL&H railroad stop was officially known as Farmwell, recognizing George Lee's nearby plantation. The railroad, which ran from Washington, D.C., to Leesburg and westward, brought tourists to the area and allowed local farmers to transport goods inexpensively and efficiently. In 1898, Farmwell was officially renamed Ashburn, reputedly for another nearby farm that was owned by United States Senator William Morris Stewart. By 1911, the arrival of the Washington and Old Dominion (W&OD) Railroad initiated a second major period of development, heralding economic prosperity for Ashburn. The railroad provided passenger service for tourists, vacationers, and commuters, freight service for mail and commercial goods, and made daily milk runs that were essential to the agricultural economy of Ashburn and Loudoun County. In 1951, the W&OD's discontinuation of passenger and mail service, which had provided growth and stability for communities along its length, was a devastating blow to the economy and continued development of Ashburn. Freight service continued until 1968, albeit at a greatly reduced rate. As a result, little new residential or commercial development has taken place within the crossroads community since the cessation of the railroad.

Ashburn's development patterns reflect its economic growth from the nineteenth through the mid-twentieth century, with an industrial and commercial center located at the crossroads of the railroad and overland transportation and residential areas radiating from this center. Other villages along the W&OD Railroad, which developed in a similar manner to Ashburn, are the state and nationally registered Herndon Historic District [DHR File No. 235-0003; NRHP 1991] and Purcellville Historic District [DHR File No. 286-5001; NRHP 2007]. Each of these three villages originated as sleepy crossroads hamlets and experienced an economic renaissance at the turn of the twentieth

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century by profiting from the rich surrounding farmland, reliable transport of agricultural goods, and close proximity to the strong, regional markets of metropolitan Washington D.C. Within each village, a commercial and industrial core developed to support the local agricultural economy, including railroad depots for not only passengers but also freight, mills to process agricultural products and general stores to support retail. Loudoun County's strong dairy industry was the backbone that supported the agricultural economy of each of these villages and the railroad was the vehicle that made it all possible. Each village served as a relay point for local farmers to bring milk to be shipped to points farther east.

Although the W&OD terminated service in 1951 and dairy farms have given way to housing development in much of Loudoun County, the W&OD corridor regained its importance as a transportation corridor through the village of Ashburn when the W&OD Trail opened in 1988. The Trail today is a vibrant transportation corridor for bicyclists and pedestrians. Following a similar pattern, the original industrial and commercial buildings in Ashburn have been adaptively re-used to house businesses such as a furniture show room, a tile show room, and a restaurant. Some currently vacant buildings in the commercial core are in the initial stages of redevelopment.

Criterion C – Architecture

The built environment of Ashburn Historic District features vernacular interpretations of a wide variety of high architectural styles such as Gothic Revival, Queen Anne, Colonial Revival, and Craftsman. Many of the houses and some of the commercial buildings draw stylistic clues from these nationally popular styles and combine them with local building techniques. The unique stylistic details reflect the vibrant rural economy and working class incomes of the Ashburn population. The overall layout of the village is reflective of the historic dual influences of transportation and commerce, with commercial and industrial resources concentrated at the village core and along transportation routes, while residential buildings radiate outward from these areas.

DETAILED HISTORIC BACKGROUND

Lees and Carters Influence on the Early History of Ashburn. 1719-1860

Prior to the establishment of the Alexandria, Loudoun, and Hampshire (AL&H) Railroad in 1860, the village of Ashburn was a small rural crossroads. The surrounding land, like much of Virginia, has early ties to both the Lee and Carter families. In the early years of the 18th century, Thomas, 6th Lord Fairfax conveyed 7,520 acres including what was to become Ashburn to Thomas Lee (1690-1750). Granted in two separate transactions, Lee received the first parcel of land in 1719, with the remainder following in 1728. Thomas Lee was a prominent Virginia planter, who served as agent of the Proprietary of the Northern Neck, Justice of Westmoreland County, Naval Officer of the Potomac, and was a member of the House of Burgesses and acting Governor of Virginia. Philip Ludwell Lee, Thomas Lee's eldest son and primary heir, was appointed as one of the original trustees in the founding act that established nearby Leesburg, Virginia.¹ A second son, Thomas Ludwell Lee (1730-1778), received 4,700 acres of land situated between Goose Creek and Broad Run. It is on the land that Thomas Ludwell Lee inherited from his father in 1750 that the village of Ashburn is located.

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Even though the Lee family originally owned the land on which the village of Ashburn now stands, the Carter family made the greatest impact on the region in the 18th century. "King" Carter had a road built connecting the town of Occoquan to Vestal's Gap Road. Known as Ox Road, the thoroughfare was begun in 1728 and completed in the late 1740s under the direction of one of Carter's sons.² This road, the first important thoroughfare through the region, allowed Carter to send tobacco by land to Occoquan, thus circumventing warehouses on the Potomac River. Ox Road, traveling directly through Ashburn, provided a significant transportation corridor for the tobacco trade until 1820, when the Leesburg Turnpike supplanted it. Ox Road originally traveled eastward through Ashburn onto present-day Shellhorn Road, then north on what is now Ashburn Road and finally west towards Leesburg on what is now known as Stubble Road (previously known as Stunkle Road).

Thomas Ludwell Lee bequeathed the land destined to be the village of Ashburn to his two sons, Thomas Ludwell Lee II and Ludwell Lee. Ludwell Lee gained the proprietorship of Belmont Farm, whereas his brother received the land to the east. This 1,236-acre site was then bequeathed to George Lee, the heir of Thomas Ludwell Lee II. The plantation where George Lee and his family resided was noted in his 1802 Last Will and Testament as Farmwell. A post office had been established at the nearby crossroads of Ox Road and Church Road as early as 1800 under the name of Ashburn.³ Yet, the hamlet that was developing at the crossroads unofficially took its name from the Lee family's Farmwell Plantation.

According to the 1853 Map of Loudoun County, there were no buildings located at the crossroads of Farmwell, although several farms were noted along Old Ox Road and Church Road. Mapmaker Yardley Taylor recorded the Lee plantation, denoting it along Church Road, two miles southwest of the crossroads. Members of the Lee family, as well as C. Taylor, G. Miskell, J.C. Tippet, and the Nutt family, were noted on the map in the vicinity of the crossroads community. George Lee died in 1805 and devised the property to his son, Doctor George Lee (1796-1858).⁴ The eldest son of Dr. Lee, George Lee III, gained the rights to the land after his father's death in 1858. George Lee III was largely responsible for drawing new forms of commerce and trade to the region, much like Robert "King" Carter had in 1728 with the establishment of Ox Road. In 1859, Lee granted a right-of-way across his plantation to the AL&H Railroad.⁵ The railroad, which was to travel from Alexandria to Harper's Ferry, transported mail, farm products, freight, and passengers through Fairfax and Loudoun counties. The introduction of the railroad to Farmwell (now Ashburn) was vital to its survival as an agricultural community and its new role as a vibrant rural commercial village.

The Alexandria, Loudoun, and Hampshire Railroad, 1847-1860

The Alexandria & Harper's Ferry Railroad (A&HF), the precursor to the AL&H, was organized in 1847. The goal of this company was to reach the coalfields and farmland of northwestern Virginia (now West Virginia) and recapture the trade that was being diverted by the Baltimore & Ohio Railroad (B&O). The railroad was to run through Fairfax and Loudoun counties, turning northwest just after Leesburg toward Harper's Ferry. From there, the rail line was to connect to the already existing Winchester & Potomac Railroad (W&P). Before any excavating for the A&HF Railroad was completed, the B&O acquired control of the W&P. Consequently, plans for the new rail line from Alexandria to Harper's Ferry were aborted, although the charter remained intact.

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The AL&H Railroad grew out of the charter for the A&HF Railroad, receiving its own charter in 1853. Lewis McKenzie, one of the original partners of the A&HF Railroad and later a United States senator from Virginia, became the president for the new rail company, serving in this capacity for twenty-five years. The AL&H used the A&HF Railroad's plans for a route from Alexandria to Leesburg, Virginia. Two years following the creation of the charter, excavation began in February 1855. Three-and-a-half years later, grading for the line finally reached Loudoun County. The first of the daily round trips with passenger trains reached thirty-one miles to Farmwell on January 16, 1860. Four months later, the line ran its entire thirty-eight-mile length from Alexandria to Leesburg. Train service between Alexandria and Leesburg was typically two-and-a-half hours and the fare cost \$1.40.⁶ A one-story depot believed to have been constructed soon after the arrival of the railroad in 1860 marked the stop in Farmwell. This wood frame building, no longer extant, was located on the north side of the railroad tracks. The station stop was officially named Farmwell in 1860, the same year President James Buchanan named Nash Downs postmaster of the growing community.

Residential and Commercial Growth of Farmwell, 1860-1896

Railroad service, along with all new construction, was interrupted by the start of the Civil War in April 1861. The federal government confiscated several of the railroad cars for use on other Virginia lines. Many of the remaining cars were burned by the troops of Confederate General Robert E. Lee, a distant cousin of George Lee III. Additionally, prior to the Union Army's recapture of the railroad, the Confederate Army managed to destroy the tracks west of Vienna, Virginia. Thus, the section of the railroad line running through Ashburn towards Leesburg remained unused until the end of the war.

It was not until June 1867 that the AL&H Railroad was able to return to a regular schedule with uninterrupted access from Alexandria to Leesburg. Towards the end of the 1860s, McKenzie and others of the AL&H decided to change their final destination to the Ohio River at Point Pleasant, West Virginia. With a new charter in West Virginia, the railroad was renamed the Washington & Ohio on July 26, 1870. The railroad not only carried farm products through Fairfax and Loudoun counties, but also transported mail, freight, and passengers.⁷ The economic depression of 1873 and lack of funds forced the railroad to be sold in 1882 and renamed the Washington & Western Railroad. This organization failed and was soon bought in 1883 and renamed as the Washington, Ohio & Western Railroad. Nine years later, the railroad was reorganized as part of the Southern Railway, with J.P. Morgan in control of the company.

Access to the areas west of Washington, D.C., became easy and affordable largely in part because of the railroad lines. The ever-increasing accessibility fostered growth in many of the agricultural crossroads or hamlets between Leesburg and Alexandria, including the community known as Farmwell. Residents in a neighboring community noted there was "unusually rapid growth in Farmwell" by the third quarter of the 19th century.⁸ One commentator from the period wrote in the Washington Star that Farmwell "...is a busy and prosperous place."⁹ By the latter part of the 19th century, the village population rose to about 150 persons, supported by numerous stores.

The agricultural census for 1860 and 1880, in addition to the population census, documents that Loudoun County was one of Virginia's foremost producing counties in agriculture,

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particularly dairy products. The 1860 census shows the county was sixth in improved acres, second in cash agricultural value, and fourth in total number of dairy cows. In 1880, there were a total of 1,841 farms in Loudoun County, ranking it tenth in the state. The population census recorded that many of the residents of Farmwell were farmers or laborers working on farms that ranged between 100 and 300 acres. Other occupations listed in the 1880 census included teachers, railroad laborers, railroad agents (Charles Arundel), wheelwrights (George Solomon), surveyors (Alfred Stanton), stone masons, (George Bauckman), and ministers (L.B. Turnbull and G.W. Papkins).

With farming as the prime occupation for Farmwell and nearby residents, there was a need for general merchandise and farm supply stores. The AL&H Railroad proved essential for the siting of the area's first commercial, rail, and agricultural-related buildings. Several of the stores were built in close proximity to the railroad for easy trading (loading/unloading) purposes. As a result, Farmwell became the largest commercial center in Loudoun County east of Leesburg.¹⁰ In 1871, Joseph Arundel founded one of the first general merchandise stores in Farmwell. No longer extant, the Arundel Store (also seen as Arundell) also served as the area's post office for a short duration with Joseph Arundel as postmaster in 1867 and 1869. Other examples include the grain mill at 20704 Ashburn Road (1903), and the Norman and Harding Feed Store at 20719 Ashburn Road (ca. 1871) that was built for merchants Ernest Norman and Victor Harding.

The Village of Ashburn, 1896-1951

In 1896, the United States Post Office requested that the name of the growing crossroads hamlet of Farmwell be officially changed, as there was too much confusion for postal workers interpreting mail going to Farmwell, Old Farmwell, or Farmville in Prince Edward County.¹¹ Old Farmwell, the location of the Lee family's plantation, was renamed by the Post Office as Ryan, in honor of local resident and Speaker of the Virginia House of Delegates John F. Ryan. Since Farmville, the county seat of Prince Edward County, was established well before Farmwell, the latter was forced to change. The records of the Post Office note the crossroads hamlet was known as Ashburn as early as 1800, but records after 1805 do not include Ashburn, nor do they document any official change in the village's name until 1896.

The choice of the new village name of Ashburn is a controversy that continues to maintain a variety of stories today. One explanation heard for generations is "a lightning bolt struck a large ash tree [on the farm of United States Senator William Morris Stewart], and the tree burned and smoldered for a week. Since the senator was the town's leading citizen and since they needed a new name, they named the town after the ash burn."¹² Another explanation is the village's close proximity to Ashburn farm, which was established on property subdivided by Dr. George Lee in 1841. John Janney, a prominent Leesburg lawyer, purchased this farm and named it Ashburn. Janney was elected president of the convention to decide whether Virginia should secede from the Union in 1861. The name of the farm is said to describe a grove of ash trees along a *burn*, an Old English word for a spring or stream.¹³ Ironically, this was the farm where Senator Stewart lived between 1895 and 1905. Although plausible, both explanations post-date the Post Office's 1800-1805 notations for the village of Ashburn.

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By the turn of the 19th century, the newly named village of Ashburn was experiencing its second building phase. The census of 1880 had documented just thirty-six single-family dwellings in the village and its vicinity; yet, just two decades later, in 1900, the population had substantially increased to include 282 families living in 279 dwellings.¹⁴ In fact, close to sixty percent of the buildings in the crossroads of Ashburn were constructed between 1875 and 1914. Many of these families resided outside the village center, along dirt roads surrounded by vast acres of farmland. The largest residential enclave was located in the village center to the south of the railroad track, along Ashburn Road. Most of the residential properties included wood frame single-family dwellings, supported by a number of domestic and minor agricultural-related outbuildings.

The Agricultural Census for 1900 documents the continued agricultural nature of Ashburn. Loudoun County had remained one of the highest ranked counties in the Commonwealth for its number of farms and the number of improved acres. Further, Loudoun County ranked first in Virginia in the number of livestock and in the number of dairy cows. Out of 1,948 total farms in Loudoun County in 1900, 1,801 were dairy farms. The predominant occupation listed throughout the Federal Census from 1900 and 1920 was, again, farmer or farm laborer. Other occupations shown in the 1900 population census include horse jockeys, carpenters, servants, laundresses, school teachers, blacksmiths, deputy sheriff (Russell H. Mock), miller, dressmaker, preacher (Saul Dally), wellsmith, and physicians. There were six railroad laborers, four wheelwrights, and nine general merchants (James Lyon, Fadeley Miller, William and O.J. Orrison, and Thomas Rose, to name a few). James Jones, an African American, was operating the grain mill, Henry Wilson was serving as church minister, and Eugene Adrian was the deputy sheriff. The advent of the automobile and other technological advancements were illustrated in the 1920 population census, which noted residents of Ashburn working as automobile merchants, telegrapher for the railroad, and laborer in a rock quarry.

According to the 1920 census, only 4.6 percent of the farms in Loudoun County were owned by African-Americans.¹⁵ The African-American population in Loudoun County was 4,810, which was 23.4 percent of the total county population.¹⁶ Considering much of Ashburn and the surrounding area was comprised of farms, many of the African-Americans in Ashburn worked as tenant farmers or sharecroppers.

The African American community in Ashburn is not well documented, although a late-19th-century school for African American children remains. In 1869, the Virginia General Assembly enacted a law that required the construction of public schools, with separate schools for white and African American children. The following year in 1870, Loudoun's first public schools opened and in 1892, Trustees on behalf of the Loudoun school system acquired the land for the school.¹⁷ The Ashburn Colored School, as it was known through the mid-1900s, was constructed sometime before 1920. The 1923 *Map of Loudoun County*, produced by the School Board, depicts a school for African-American children just north of the crossroads of Ashburn Road and the W&OD tracks, with the school for white children to the southwest of the railroad tracks. Class rolls from 1920 to 1958 provide a snapshot of the classroom. During that span, the school had four teachers, all African American. The longest tenure was that of Mrs. Lola H. Jackson who taught from 1932 to 1958 when the school closed. The 1920 assessment describes the school as being in fair condition but the blackboards and toilets were described as being in bad condition. There were 14

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desks that sat two students each. The surnames of the students are familiar ones in Loudoun, such as Gant, Jackson, Johnson, Russ, Newman, Nokes and Gaskins.¹⁸

A report for the Fireman's Fund Insurance Company in 1940 described the school as a "one story, detached, frame building with metal roof, on stone foundation, containing only one room." A wood stove heated the building. The size of the building was approximately 20 ½ feet by 32 ½ feet and it was considered to be in good condition. Such a building, however, would have been considerably below the standards of schools that served white children. Although Virginia law called for "separate but equal" facilities for white and African American students, in reality those for white children were far superior to those for African American children. This was true throughout Virginia and, by the mid-twentieth century, prompted increasing demands for equal facilities and, ultimately, for desegregation of public schools in Virginia. That the Ashburn African American school remained in use through at least 1958 is an enduring testament to the inferior educational opportunities to which African American children were subjected in many parts of Virginia. Only after the passage of the Civil Rights Act in 1964 and the 1968 *Green v. New Kent County* Supreme Court decision were African American children in Virginia guaranteed equal access to non-segregated schools.

The Ashburn House, located at 43779 Jenkins Lane (1882), was a poignant symbol in the village, which signified the importance of the railroad line to Ashburn and its use by residents of Washington, D.C., wishing to escape the summer heat. Summer resorts like Ashburn House were built throughout Northern Virginia in the late 19th century, particularly along railroad lines where rural vistas remained intact. Ashburn House, as noted in a 1909 advertisement, was "fitted throughout with all modern conveniences, including hot and cold baths, pool and billiard room, telephone." The hotel rates at that time were "\$1.25 per day, \$5.50 per week, or 35 cents for the single square meal."¹⁹ Containing rooms for up to twenty-three guests, Ashburn House was known at one time as the Home Sweet Home Boarding House, with Amos Jenkins as proprietor.²⁰

On May 12, 1911, the Southern Railway was reorganized as the Washington & Old Dominion (W&OD) Railway.²¹ By 1912, the Bluemont branch of the W&OD Railway was connecting the older line of the AL&H Railroad that extended past Ashburn to the base of the Blue Ridge Mountains in northwestern Virginia. The Washington-Bluemont trains consisted of anywhere from one to four cars and managed a twenty-mph average speed between terminals. The full fifty-two-mile trip took two- to two-and-a-half hours. The W&OD, like Carter's 1728 Ox Road and the AL&H Railroad in 1860, ensured economic prosperity for Ashburn. The railroad provided passenger service for tourists, vacationers, and commuters, freight service for mail and commercial goods, and made daily milk runs that were essential to the agricultural economy of Ashburn and Loudoun County.

By the second quarter of the 20th century, Ashburn was largely developed with residential, religious, educational, social, and rail-related buildings. Turn-of-the-twentieth-century commercial businesses were constructed at the center of the village, including the second Partlow's General Store in the 1930s. The road system for Ashburn was in place by 1923, utilizing five primary roads. According to a small map of Ashburn drawn by Eugene Scheel, these roads were Ashburn Road (Route 641), Ox Road (Route 647), Hay Road (Route 642), Jenkins Lane (Route 642), and

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Ashburn Farm Lane (Route 677).²² The closest town was Ryan, which was located just over two miles directly south.

By the end of the 1930s, the automobile's popularity forced train service to decline and some of the lines began to be removed. In addition to less rail coverage, there were fewer passenger and freight cars running through Ashburn. By October 1940, there were only two daily round trips, whereas in 1911, there were fourteen passenger cars running. As a result of the decline in patronage, the W&OD ceased passenger service on April 23, 1941, although the cessation was short-lived as service operated again because of the events of World War II (1941- 1945).²³ Passenger and mail service ultimately ended in 1951, and all freight services stopped in 1968. In 1971, the tracks of the W&OD Railroad were taken up, and the depot was razed in 1975. The end of the railroad service, which had provided growth and stability since 1860, was a devastating blow to the economy and continued development of Ashburn. As a result, little new residential or commercial development has taken place within the crossroads community since the railroad's closing.

Late-20th and 21st Century Suburban Development around Ashburn, 1951-2014

Ashburn, and Loudoun County as a whole, have been greatly impacted by urban sprawl, primarily generated by the close proximity to Washington, D.C., and Dulles Airport. Loudoun has long been ranked as one of the fastest growing counties in the United States. Meanwhile, in 1976, the population of Ashburn was about 170, and by 1990, the population ballooned to 11,000. By 2000, the population had tripled to reach 33,000.²⁴

The major building boom of the late 1990s and early 2000s, when industrial and commercial enterprises located to the Ashburn area, dramatically altered the surrounding agricultural landscape. Farms were transformed to housing developments. A few companies that developed a major presence in Ashburn included AOL, the Washington Redskins, PSINet World Headquarters, MCI/Worldcom's UUNET Division, National Crash Analysis Center, and the Old Dominion Brewing Company.²⁵ Although some companies have since moved, their suburban legacy on a previously rural landscape remains.

Despite two decades of suburban development, the historic village center of Ashburn retains a high degree of integrity with the preservation of its residential buildings, its late 19th century commercial core, and transportation-related features. The location of the W&OD Railroad was permanently marked in 1988 when the bed of the former railroad was converted to a forty-five-mile-long trail, providing bicycle and walking trails linking Ashburn with Alexandria to the east and with Purcellville to the northwest.²⁶ The Norman and Harding Feed Store and former Masonic Lodge, which make up the central streetscape, remain unchanged since their construction and have been recently purchased for intended rehabilitation.

Archeological Potential

A systematic archeological survey has not been conducted within the boundaries of the Ashburn Historic District. The original railroad depot, post office and an associated collection of commercial buildings once stood on the north side of the W&OD Trail, on the east side of Ashburn

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Road. Although some of this area is now used for parking, the land is owned by the Northern Virginia Regional Park Authority and is a possible location of archeological resources.

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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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government:
 - University
 - Other: Virginia Department of Historic Resources, Richmond, Virginia; Balch Library, Leesburg VA; Loudoun County, Office of Preservation Planning, Leesburg, VA

Historic Resources Survey Number (if assigned): VDHR #053-0013

10. Geographical Data

Acreeage of Property approximately 28.4 acres

Latitude/Longitude Coordinates

1. Latitude: 39.025231 Longitude: -77.290916
2. Latitude: 39.022438 Longitude: -77.291993
3. Latitude: 39.022425 Longitude: -77.291188
4. Latitude: 39.0233341 Longitude: -77.290736

Or

UTM References

Datum (indicated on USGS map):

Ashburn Historic District
Name of Property

Loudoun County, Virginia
County and State

NAD 1927 or NAD 1983

Zone: Easting: Northing:

Zone: Easting: Northing:

Zone: Easting: Northing:

Zone: Easting : Northing:

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

The Ashburn Historic District occupies approximately 28.4 acres as shown on the accompanying map entitled "Sketch Map: Ashburn Historic District, Loudoun County, VA DHR No. 053-0013, March 2014," from the Loudoun County Planning Department.

Boundary Justification (Explain why the boundaries were selected.)

The central spine of the historic district is Ashburn Road. From the W&OD Trail, the boundary proceeds north on the west side of Ashburn Road and includes the historic African American school. On the east side of Ashburn Road, the boundary takes in the firehouse. South of the W&OD Trail, the boundary widens at the historic commercial core to include the feed store, Partlow Stores, and former grain mill. The boundary proceeds south from the village center, encompassing both sides of Ashburn Road, to Jenkins Lane on the east and Partlow's Road on the west. The village was historically surrounded by farmland, which has since been replaced by residential development. The boundaries of the Ashburn Historic District thus were drawn to reflect the central core of the crossroads historically associated with the village from the 1860s until the end of passenger service by the W&OD in 1951. The boundary follows the central commercial spine of Ashburn Road, which runs north to south through the village and is crossed in the center by the W&OD Trail.

11. Form Prepared By

2002 Draft Nomination:

name/title: Kristie Baynard and Robin J. Weidlich and Laura V. Trieschmann,
organization: EHT Traceries Inc, Washington D. C.

2014 Updated Nomination:

name/title: Lori Kimball and Jane Covington
organization: Jane Covington Restoration
street & number: PO Box 741
city or town: Middleburg state: VA zip code: 20118
e-mail: jane@janecovington.com
telephone: 434-960-4678
date: 2-28-2014

Ashburn Historic District
Name of Property

Loudoun County, Virginia
County and State

Additional Documentation

Submit the following items with the completed form:

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

Photo Log

The following information is common to all photographs:

Name of Property: Ashburn Historic District

Location: Loudoun County, Virginia

DHR File No.: 053-0013

Date: February 2014

Photographer: Jane Covington

Location of Digital Images: Virginia Department of Historic Resources

Photo 1 of 10: VA_LoudounCounty_AshburnHistoricDistrict_0001

VIEW: Ashburn African American School (053-0013-0004) looking west from Ashburn Road

Photo 2 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0002

VIEW: Ashburn Volunteer Fire Station (053-0013-0008) looking northeast from Ashburn Road

Photo 3 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0003

VIEW: W&DO Trail (053-0276) looking northwest across Ashburn Road

Photo 4 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0004

VIEW: Carolina Brothers Pit Barbeque at Partlow's Store (053-0013-0025) looking south from Ashburn Road

Photo 5 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0005

VIEW: Formerly Harding's Feed Store (053-0013-0031), single dwelling (053-0013-0030), and Formerly Partlow's Store (053-0013-0024) looking west across Ashburn Road

Photo 6 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0006

VIEW: Facing northwest towards commercial center; formerly Partlow's Store (053-0013-0024) in background, mill (053-0013-0049) in foreground.

Photo 7 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0007

Ashburn Historic District
Name of Property

Loudoun County, Virginia
County and State

VIEW: Carolina Brothers Pit Barbeque at Partlow's Store (053-0013-0025) facing north along Ashburn Road

Photo 8 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0008

VIEW: Olde Mill Furniture Store (053-0013-0026) looking east across Ashburn Road

Photo 9 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0009

VIEW: Ashburn House (053-0013-0049) looking east across Ashburn Road

Photo 10 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0010

VIEW: Smoke House (053-0013-0049) looking east across Partlow Road

Photo 11 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0011

VIEW: Formerly Harding's Feed Store (053-0013-0031), facing north along Ashburn Road, circa 1901

Photo 12 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0012

VIEW: Formerly Harding's Feed Store (053-0013-0031), facing north along Ashburn Road, 2014

Photo 13 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0013

VIEW: Facing south along Ashburn Road, with Harding's Feed Store (053-0013-0031) on right, circa 1945

Photo 14 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0014

VIEW: Facing south along Ashburn Road, with Harding's Feed Store (053-0013-0031) on right, 2014

Photo 15 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0015

VIEW: Facing south along Ashburn Road, aerial view, circa 1945

Photo 16 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0016

VIEW: Partlow's Store (053-0013-0025), now known as Carolina Brothers Pit Barbeque, circa 1945

Photo 17 of 17: VA_LoudounCounty_AshburnHistoricDistrict_0017

VIEW: Facing west along W&OD Trail (053-0276); mill on left (053-0013-0026)

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.

Ashburn Historic District
Name of Property

Loudoun County, Virginia
County and State

ENDNOTES

¹ *Henning's Statutes at Large*, Vol. 7, approved September 1758, 235.

² "Ashburn History." Located on the Internet at www.ashburnweb.com/history/index.htm on July 30, 2001.

³ "Ashburn History." Located on the Internet at www.ashburnweb.com/history/index.htm on July 30, 2001.

⁴ Eugene Scheel, "The Farmwell Railroad Stop Became Ashburn in 1896," *Times-Mirror* (June 27, 1990). Located in the vertical files at the Thomas Balch Library in Leesburg, Virginia.

⁵ "Ashburn History." Located on the Internet at www.ashburnweb.com/history/index.htm on July 30, 2001.

⁶ Herbert H. Harwood, Jr., *Rails to the Blue Ridge* (Fairfax Station, VA: NVRPA, 2000), 16.

⁷ "History of the W&OD Railroad." Located on the Internet at www.geocities.com/pem20165/washingtonOlldominionHistory.html on July 14, 2001.

⁸ Randy N. Poland, National Register Nomination for the Ashburn Presbyterian Church. Statement in the April 10, 1878, minutes of the Chesapeake Presbyterian Church.

⁹ J. Harry Shannon, in the *Washington Star*, Nov. 3, 1918 located on the Internet at www.ashburnweb.com/history/index.htm.

¹⁰ "Ashburn History," article located on the Internet at www.ashburnweb.com/history/index.htm.

¹¹ Andrew A. Rowberg and Marcie C. Rowberg, "The Post Office of Loudoun," *The Bulletin of the Historical Society of Loudoun County, Virginia 1957-1976*, (Leesburg, VA: Goose Creek Productions, 1997), 80-82.

¹² *Scheel's History of Loudoun County*, Vol. I, "Ashburn, Once Farmwell, Dates to 1720's," February 19, 1976.

¹³ *Scheel's History of Loudoun County*, February 19, 1976.

¹⁴ The description of the district is as follows: "...a line beginning at Cochrans Ford on Goose Creek and running with the public road leading therefrom in an easterly direction, to Ryan, thence with the public road to Broad Run Creek, where the Horse-Pen Creek empties into same; thence up Horse-Pen Creek to the Fairfax County line, thence with said line to the Potomac River; thence up the River to the mouth of Goose Creek; thence up Goose Creek with the meanders thereof to Cochrans Ford, the place of beginning." Federal Census 1880, 1900, 1920 Enumeration Districts.

¹⁵ Charles P. Poland, Jr. *From Frontiers to Suburbia* (Marceline, MO: Walsworth Publishing Co., 1976), p. 325

¹⁶ Patrick A. Deck and Henry Heaton, *University of Virginia Record Extension Series: An Economic and Social Survey of Loudoun County* (Charlottesville, VA: University of Virginia, 1926), 63.

¹⁷ Special Collections Folder SC0071, Ashburn Colored School 1870-1962. Thomas Balch Library, Leesburg, Virginia.

¹⁸ Ibid.

¹⁹ Scheel, *The Guide to Loudoun* (Leesburg, VA: Potomac Press, 1975), 9.

²⁰ No year was given on the invitation. Henry Tazewell Harrison, personal scrapbook, private collection, ca. 1850-1919.

²¹ In 1936, ownership changed and the W&OD substituted *Railway* with *Railroad*. Harwood, 79.

²² Scheel, *The Guide to Loudoun*, 9.

²³ Harwood, 73-83.

²⁴ Located on the Internet at www.ashburnweb.com.

²⁵ Located on the Internet at www.ashburnweb.com.

²⁶ Harwood, p. 112. The trail also provides thirty-two miles of adjacent gravel trail for horseback riding. This project, done by the Northern Virginia Regional Park Authority (NVRPA), has been one of the most successful and popular projects in the "rails to trails" movement.