

United States Department of the Interior
National Park Service

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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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hibbs Bridge
other names/site number Beaverdam Bridge, Snickersville Turnpike Bridge, Bridge #6088;
VDHR File No. 0530243

2. Location

street & number State Route 734, 6 miles northwest of Aldie between Hibbs Bridge Road (State Route 731west) to the south and Watermill Road (State Route 731 east) to the north not for publication N/A
city or town Mountville vicinity X
state Virginia code VA county Loudoun code 107 zip code 20117

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 nationally X statewide locally. (See continuation sheet for additional comments.)

[Signature] _____ [Signature] _____
Signature of certifying official Date
Virginia Department of Historic Resources
State or Federal Agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- 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
[X] public-State
public-Federal

Category of Property (Check only one box)

- building(s)
district
site
[X] structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows: buildings, districts, sites, structures, objects, Total.

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Road Related

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Road Related

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Stone-arch bridge

Materials (Enter categories from instructions)

foundation STONE: Fieldstone; CONCRETE
roof N/A
walls STONE: Fieldstone
other N/A

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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)

- X 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 a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

Period of Significance 1829-1869

Significant Dates 1829; 1869

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Uriel Glasscock

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Hibbs Bridge

Loudoun County, Virginia

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Balch Library, Town of Leesburg, Loudoun County, Virginia: Virginia Department of Historic Resources, Richmond, Virginia

10. Geographical Data

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing									
18	264298	4324253	18	264306	4324259	18	264330	4324223	18	264323	4324218

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Lynne C. Sayles, Member of the Board of Directors
 organization Snickersville Turnpike Association date March 16, 2010
 street & number P. O. Box 452 telephone (540) 665-6664
 city or town Philomont state VA zip code 20131

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

- Maps** A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Commonwealth of Virginia, Virginia Department of Transportation
 street & number 1401 East Broad Street telephone _____
 city or town Richmond state VA zip code 23219-2000

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. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the 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 National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

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**HIBBS BRIDGE
LOUDOUN COUNTY, VIRGINIA**

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SUMMARY PARAGRAPH

Hibbs Bridge is a two-span masonry-arch structure supported by two segmental arches with conical buttresses built in 1829 as part of the Snickers Gap Turnpike, later known as the Snickersville Pike, in southern Loudoun County, Virginia. Now owned and maintained by the Virginia Department of Transportation, the bridge carries State Road 734 (Snickersville Pike) over Beaverdam Creek. The bridge is approximately 125.5 feet long, 25 feet wide overall and 21 feet, 4 inches wide inside the parapet walls. The bridge's parapets, spandrel, and solid wing walls, along with the abutments and piers, are all constructed of fieldstone. Concrete scour aprons were added to the base of the piers and abutments and concrete coping was added on top of the walls, probably in the last half of the 20th century. The voussoirs of the two arches and their keystones are of cut stone. The parapet walls and the roadbed ramp upwards toward the center. In 2007-2008, the Virginia Department of Transportation oversaw the rehabilitation of Hibbs Bridge. The project included replacing deteriorating mortar, repairing portions of the parapet, spandrel, and wing walls as well as portions of the abutments and pier. A reinforced deck with a concrete surface replaced aging asphalt. As a result of this rehabilitation, Hibbs Bridge is structurally sound while maintaining its historical integrity.

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STATEMENT OF SIGNIFICANCE

Located in southern Loudoun County, Hibbs Bridge, originally part of the Snickers Gap Turnpike (later known as the Snickersville Pike), was constructed in 1829 by Uriel Glasscock, and is one of relatively few surviving stone-arch turnpike bridges left in Virginia and is the third oldest in Loudoun County. Now owned and maintained by the Virginia Department of Transportation, Hibbs Bridge continues to provide passage over Beaverdam Creek as it has done for the past 175 years.

Constructed of fieldstone, the two-span-arch bridge is supported by two segmental arches with dressed voussoirs. The approximately 125-foot-long by 25-foot-wide bridge has fieldstone parapets, spandrel, and wing walls, along with conical buttresses and piers. During the 20th century, concrete scour aprons were added to the base of the abutments and piers and concrete coping was added along the tops of the walls. In 2007-2008 Hibbs Bridge was rehabilitated and a reinforced deck now has a concrete roadbed surface, replacing aging asphalt. Portions of the parapets, spandrel, walls, abutments, and piers were sympathetically repaired and deteriorating mortar was replaced while maintaining the historical integrity of the bridge.

The Hibbs Bridge has statewide significance under National Register Criterion A in transportation for its association with the Snickers Gap Turnpike, one of the earliest turnpikes in the state, and as an example of an early-19th-century stone-arch bridge that is a rare survivor of a bridge type not common to Virginia turnpikes. The period of significance begins in 1829 with the construction date of the bridge and ends in 1869 when the Snickers Gap Turnpike Company released ownership of the bridge to Loudoun County.

HISTORIC CONTEXT

Prior to the 1890s, most roads in Virginia were usually built and maintained by the counties through the corvée system (laboring tithable system), which required all males above the age of 16 (free or slave) within a given county to labor on roads in their locality as the need arose. In the late 1700s, both the state and the counties began limited funding of road projects through special levies, and some toll roads were also established. Following the American Revolution, westward expansion caused the improvement of transportation to become a pressing concern. Since the western parts of Virginia had a small tax base, public financing for new roads and road improvements was difficult to obtain. As a result, private turnpike companies, which revolutionized public transportation in Virginia in the early nineteenth century, began to emerge¹. Most of the early turnpikes followed routes of previously existing paths or roads, and were simply improved. This was the case with the Snickers Gap Turnpike. Traditionally said to have been a hunting path, in the 1700s, the road became known as the Colchester Road, as it connected the town of Colchester with Williams Gap (later known as Snickers Gap).² The Colchester Road was one of the most important early roads that ran through Loudoun County.³ As the town of Colchester declined in the late eighteenth century, the road became known as the Mountain Road.⁴ The road was also known by several other names including the Blue Ridge Road, the Middle Road, and later, the Snickers Gap Road.⁵ James Madison's 1807 map of Virginia demonstrates that the road from Aldie to Williams Gap was well established by 1800.⁶

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In 1816, the Virginia General Assembly had created "The Fund for Internal Improvement" in order to facilitate the building of roads and canals. This act also established a Board of Public Works to administer the fund. The creation of this board vastly improved the evolution of the road system in Virginia by ensuring a coordinated road system throughout the state and providing the funds necessary to build and maintain roads. As a result of the Board's creation of the position of principal engineer, a high degree of quality in technology and engineering was also assured.⁷

The Snickers Gap Turnpike Company was one of the earliest incorporated turnpike companies in the United States, being formed on January 29, 1810, by an act of the Virginia Assembly.⁸ The directors of the company intended that the road would "form a link of the great national road at or near Cumberland...".⁹ When complete, the Snickers Gap Turnpike connected with the Little River Turnpike and the Ashby's Gap Turnpike at its southeastern end, and terminated at Snickers Gap near the Shenandoah River. The initial money for the Snickers Gap Turnpike was raised through 1,000 shares at \$50.00 each.¹⁰ Although incorporated in 1810, the turnpike company did not begin construction of the turnpike until after the War of 1812. Although the company considered the turnpike to be incomplete, the entire length of the Snickers Gap Turnpike was in use as early as 1817, and by that date, wooden bridges had been built over both Beaverdam and Goose Creeks.¹¹ The earliest extant company records indicate that the company began collecting tolls in 1817, and by 1820 had constructed tollgates at the edge of the Blue Ridge Mountains, near Beaverdam Creek, and near Goose Creek. Although travel was possible on nearly the entire distance of the road from Snickers Gap to Aldie, the road near "Goose Creek and Beaverdam" was only roughly constructed, and was, according to the annual report of 1820, "only barely passable".¹² In 1822, a flood damaged both bridges, apparently beyond repair, making travel near the southern end of the turnpike difficult.¹³ The turnpike company then applied to the Board of Public Works for help. Without the Board's assistance the Snickers Gap Turnpike would have had difficulty obtaining sufficient funds to repair these bridges and otherwise complete its road. In 1822, the Assembly authorized an increase of 400 shares which were subscribed to the Board of Public Works at the amount of \$20,000.¹⁴ A new wooden bridge was built over Goose Creek in 1826, but was again lost to a flood in the same year. At this time the company was obliged to ask the Board of Public Works for additional funds in order to complete the road.¹⁵ Eventually, the company successfully petitioned the General Assembly to authorize a lottery to raise \$50,000 for these outstanding expenses.¹⁶ It was possibly due to the loss of three wooden bridges from flooding that the company decided to spend the additional funds necessary to construct the new bridge over Beaverdam Creek of stone. The bridge was completed in 1829 as part of the Snickers Gap Turnpike, which is now known as the Snickersville Pike.¹⁷

The company's annual report of 1829 gives a thorough description of the road and its completed bridges, although it erroneously stated that the new bridge over Beaverdam Creek had three arches, when it actually only had two. Of the bridges, the report stated: "There is built over Goose creek a handsome and substantial Wooden Bridge in one span of one hundred feet forming one entire arch in its framing and resting on stone abutments boarded with plank and covered with cypress shingles; There is also built over Beaverdam another considerable stream of water about one and a half mile above the latter a handsome and substantial Stone Bridge forming three [sic] arches of nearly thirty feet each".¹⁸ The report concluded with a brief financial statement that listed amounts due to contractors for the year.

The report states that the bridge over Beaverdam Creek was built by Uriel Glasscock (alternately spelled Urial). For building the Beaverdam Bridge he was to be paid \$3,500. Although the designer of the bridge is unknown, it is nearly identical in style to two other surviving bridges located on U. S. Route 50 – Goose Creek Bridge on Ashby's Gap Turnpike and the Aldie Bridge on the Little River Turnpike--in Loudoun County.¹⁹ These bridges are all

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distinguished by the presence of conical buttresses which project from the sides of the piers and abutments and help in the stabilization and protection of the bridge. Hibbs Bridge appears to be most similar to the bridge crossing the Little River at Aldie, especially as related to the early masonry work. The records indicate that Glasscock also constructed several miles of road in the area near Aldie in the same year.²⁰ When Uriel Glasscock built the bridge at Beaverdam Creek, he owned the land and sawmill on the south side of the creek.²¹ Glasscock's neighbor, Samuel Brown, who owned the land on the north side of the creek, also operated a mill.²² In 1835, as a result of a water rights dispute with Glasscock, Brown was awarded the land on the south side of the creek, thus becoming the owner of all the land surrounding the new bridge.²³ The land was transferred from Brown to Griffith E. Thomas in 1836.²⁴ In 1840, Samuel Megeath became the owner of the land and both mills (described at that time as a merchant mill and a sawmill).²⁵ He sold the parcels to Stephen and William Hibbs in 1857.²⁶ Stephen Hibbs evidently already lived in the vicinity of the bridge by 1841, as Yardley Taylor's Map of Loudoun County of 1854 depicts S. Hibbs as living south of Beaverdam Creek on the northeast side of the turnpike. S. M. (Samuel Megeath) is also depicted on the map on the southeast side of the road.²⁷ From the construction of the bridge in 1829 until the Civil War, the bridge was generally referred to as the "Beaverdam Bridge".²⁸ The bridge became known as Hibbs Bridge when the land surrounding it came into ownership of the Hibbs family.

Transportation of farmers' produce, and products from local mills, appears to have been the primary use of the turnpike, according to the company records, and crop failures often made it necessary for the company to decrease its toll in order to make passage affordable to farmers.²⁹ By 1836, the Snickers Gap Turnpike Company had received sufficient revenues to pay its remaining debts, but continued crop failures and the emergence of the competition afforded by canals and railroads necessitated reductions in tolls.³⁰

The Chesapeake and Ohio Canal, which was operating opposite the mouth of Goose Creek by the early 1830s, was the first major drain to turnpike revenues.³¹ The Baltimore and Ohio Railroad Company arrived in Virginia in 1827³², and by the mid-1830s it had diverted most of the flour traffic destined for Alexandria away from Loudoun County's turnpikes, leaving the roads to local traffic and drovers of livestock.³³ The 1836 annual report complained that "the transportation of produce has been very much drawn from this road - so that the present collection of tolls is scarcely sufficient to keep up the necessary repairs." The report concluded that the company had "a good road, but not much used".³⁴ Again, in 1846, the reports specifically mention wheat crop failure, and cheap travel on the canal as major factors in declining use of the road. Due to these problems, the company had decreasing revenues for every year between 1836 and the last surviving annual report from 1895.³⁵

The Civil War struck the blow that permanently crippled the Snickers Gap Turnpike Company. Loudoun County was the stage for many battles between Union and Confederate forces. From June 17-22 of 1863, in the events surrounding the battles of Aldie and Middleburg, Union and Confederate troops fought for control of the Snickers Gap and Ashby's Gap Turnpikes, which were of strategic importance since beyond Snickers and Ashby's Gaps, General Robert E. Lee's army was moving north through the Blue Ridge Mountains on its way to Pennsylvania.³⁶ Loudoun County was also the home of the Confederate guerilla fighter, John Singleton Mosby, and he made the county his base of operations. The turnpike was within the area frequently described as "Mosby's Confederacy".³⁷ In August of 1864, Union cavalry of the Eighth Illinois began operations against Mosby. One third of this 650-man party traveled the length of the Snickers Gap Turnpike from Aldie to the Blue Ridge destroying mills, factories, barns, bridges, and driving off or killing livestock.³⁸ The first report filed by the turnpike company after the war in 1868 described severe damages resulting from the war. One tollgate was destroyed, the Goose Creek Bridge was burned, and nearly all the

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culverts had collapsed. No mention was made of the Hibbs Bridge. The company did not propose to repair these damages, and henceforth only operated and maintained the westernmost five miles of the road.³⁹ In 1869, the Court of Loudoun County transferred the abandoned part of the turnpike, which included Hibbs Bridge, to the county as it was permitted to do so as a result of "An ACT Transferring Turnpikes to the Counties in which they lie," which was passed in 1866.⁴⁰ The Snickers Gap Turnpike Company continued to operate the tollgate at the top of the Blue Ridge until 1915, according to local historian, Eugene Scheel.⁴¹

Stone-arch Bridges

At its most basic concept, stone as a building material can bear an extensive load when arranged in the form of an arch. Hence, its use in arched bridges spans centuries, dating back to ancient Rome. Stone-arch bridges were erected by building the abutments and wing walls and then erecting a wooden arch-shaped form called a centering. The voussoirs, spandrel walls, and parapets are built on the centering. Settlers brought this technology to colonial America and used it when a substantial structure was desired and the stone building material was readily available. These bridges "often eliminated fords, which could be seasonally impassable, or replaced timber bridges. They also conveyed a sense of permanency that turnpike companies needed to attract investors and travelers".⁴² This was the case in 19th-century Virginia where a "few stone lintel or arched masonry bridges were constructed, primarily as turnpike bridges".⁴³

Hibbs Bridge is one of a relatively few stone-arch bridges built by turnpike companies in Virginia and one of three in Loudoun County. The largest of the three, Goose Creek Bridge (Ashby's Gap Turnpike Bridge) was built before 1820, and is four spans and 200 feet long. Both Hibbs Bridge and Goose Creek Bridge have conical stone buttresses that frame each of their arches, though the conical buttresses on Goose Creek Bridge extend the entire height of the bridge.

Unlike Hibbs Bridge, the roadbed of the Goose Creek Bridge does not ramp upwards toward the center of the bridge. No longer open to vehicular traffic, the bridge is now maintained by the Fauquier and Loudoun County Garden Club. Goose Creek Bridge (VDHR File Number 053-0156) was placed individually on the Virginia Landmarks Register and the National Register of Historic Places in 1974.⁴⁴

The third fieldstone stone-arch turnpike bridge in Loudoun County is the Little River Turnpike Bridge located on Route 50 in the village of Aldie. Like Hibbs Bridge, Little River Turnpike Bridge is a two-span bridge with two segmental arches, with a single pier and parapet walls which rise to a peak above the pier. Built between 1810 and 1824, Little River Turnpike Bridge is built with additional buttressing at the single pier. The fieldstone buttressing, which extends upstream and downstream from the pier differs from the Hibbs Bridge construction which has conical buttressing. Like Hibbs Bridge, the Little River Turnpike Bridge is also open to vehicular traffic. This bridge (VDHR File Number 053-0244) is a contributing structure within the Aldie Mill Historic District (DHR File Number 053-0114) which was placed on the Virginia Landmarks Register and the National Register of Historic Places in 1970, and the bridge was placed individually on the Virginia Landmarks Register in 2007.⁴⁵

Another rare surviving masonry-arch turnpike bridge in Virginia is located in Wythe County. Bridge #1021 (VDHR

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File Number 098-5024), the Southwestern Turnpike Bridge, was built in 1850 and crosses Reed Creek. The single-span, stone-arch turnpike bridge has a semi-circular arch configuration and is approximately 36 feet long. Although the bridge is now closed to vehicular traffic because of some deterioration, the Virginia Department of Transportation still uses it to access a storage area.⁴⁶

In the late 20th and early 21st centuries, two masonry-arch turnpike bridges in Virginia were impacted by major storms: Broad Run Bridge (VDHR File Number 053-0110) on the Leesburg Turnpike in Loudoun County, listed on the Virginia Landmarks Register in 1969 and the National Register of Historic Places in 1970, was destroyed by hurricane Agnes in 1979⁴⁷; the Bridge at Falling Creek (VDHR File Number 020-0063) in Chesterfield County, listed on the Virginia Landmarks Register and the National Register of Historic Places in 1995, was partially damaged by tropical storm Gaston in 2004.⁴⁸

Rehabilitation Work

In 2007, the Virginia Department of Transportation in co-operation with the County of Loudoun and the Snickersville Turnpike Association began the rehabilitation of Hibbs Bridge. This project was undertaken with the goal of maintaining and restoring Hibbs Bridge precisely in all its dimensions whether parapet, spandrel, abutments or arches. The roadbed was strengthened above the two barrel arches and the “hump” feature of the bridge was preserved. Special attention was given to the bridge footing with buttresses to prevent erosion and undermining by Beaverdam Creek. Some few missing stones were replaced with the same type from local field stone. Repointing all stone was accomplished according to accepted historic preservation practices by experienced masons. Finally, great pains were taken not to damage or change any features of the landscape into which the bridge fits so naturally. Hibbs Bridge reopened to vehicular traffic in 2008 and should now remain a working bridge for years to come.

ENDNOTES

¹ Nathaniel Mason Pawlett. “A Brief History of the Roads of Virginia 1607-1840”, *Virginia Highway and Transportation Research Council, Charlottesville, Virginia.*(1976): 4-15.

²Charles Preston Poland. *From Frontier to Suburbia.* (Marceline, Missouri: Walsworth Publishing Company, 1976), 30.

³ Virginia Historical Society. *The Virginia Magazine of History and Biography.* Information on the Snickersville Turnpike found in “Notes and Queries, Volume 38, (January 1930): 171.

⁴ Eugene Scheel, comp. *Compilation of Newspaper Articles on Loudoun County History.* (1976) Thomas Balch Library, Leesburg, Virginia.

⁵ Scheel. (1976).

⁶ Madison Map of Virginia 1807. *Library of Congress,* Washington, D.C.

⁷ Howard Newlon. “Backsights” *Bulletin of the Virginia Department of Highways and Transportation Research Council,* Second Series, No. (2)1c, Charlottesville, Virginia (originally published in the Road Ahead, March 2001).

⁸Virginia General Assembly. *Acts of the General Assembly of Virginia.* (Richmond: Samuel Pleasants, 1810), 67-75.

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⁹ Snicker's Gap Turnpike Company Records, 1822. Virginia State Archives, Richmond, Virginia.

¹⁰ Virginia General Assembly, 1810: 67.

¹¹ Snicker's Gap Turnpike Company Records, 1822.

¹² Ibid, 1820.

¹³ Ibid, 1822.

¹⁴ Virginia General Assembly, 1822: 45.

¹⁵ Snicker's Gap Turnpike Company Records, 1826.

¹⁶ Virginia General Assembly, 1826: 73.

¹⁷ Snicker's Gap Turnpike Company Records, 1829.

¹⁸ Ibid, 1829.

¹⁹ Paula A.C. Spero. *A Survey of Concrete and Masonry Arch Bridges in Virginia*. Virginia Highway and Transportation Research Council, Charlottesville, Virginia (1984).

²⁰ Snicker's Gap Turnpike Company Records, 1829.

²¹ Loudoun County Deed Book, Loudoun County Courthouse, Leesburg, Virginia: 3-O: 145-147.

²² Ibid, 4-G: 93.

²³ Ibid, 4-F: 329-330.

²⁴ Ibid, 4-G: 93.

²⁵ Ibid, 4-R: 226.

²⁶ Ibid, 5-O: 474.

²⁷ Yardley Taylor, *Map of Loudoun County Virginia*. (Philadelphia, Pennsylvania: Thomas Reynolds and R.P. Smith, Publishers, 1853).

²⁸ Loudoun County Deed Book, 5-O:474.

²⁹ Spero, 8.

³⁰ Snicker's Gap Turnpike Company Records, 1836.

³¹ Poland, 122.

³² Pawlett, 27.

³³ Poland, 34.

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³⁴ Snicker's Gap Turnpike Company Records, 1836.

³⁵ Snicker's Gap Turnpike Company Records, 1836-1895.

³⁶ John Divine, "Loudoun County and the Civil War," *Virginia Civil War Centennial Commission, County of Loudoun, Commonwealth of Virginia* (1961): 44-46.

³⁷ Ibid, 54.

³⁸ James W. Head, *History and Comprehensive Description of Loudoun County*. (Parkview Press, 1908): 171-173

³⁹ Snicker's Gap Turnpike Company Records, 1868

⁴⁰ Ibid, 1866

⁴¹ Scheel.

⁴² Delaware Department Transportation. "Delaware Historic Bridges," 2nd ed., Revised 2001.
www.deldot.gov/archaeology/historic_pres/delaware_bridge/stone.pdf

⁴³ Ann B. Miller et al . *A Survey of Masonry and Concrete Arch Bridges in Virginia*. Virginia Transportation Research Council, Charlottesville, Virginia (2000)

⁴⁴ Virginia Department of Historic Resources, "Goose Creek Stone Bridge", DHR File Number 053-0156, Richmond, Virginia.

⁴⁵ Ibid, "Little River Turnpike Bridge", DHR File Number 053-0244, Richmond, Virginia.

⁴⁶ Ibid, "Southwestern Turnpike Bridge", DHR File Number 098-5024, Richmond, Virginia.

⁴⁷ Ibid, "Broad Run Bridge", DHR File Number 053-0110, Richmond, Virginia.

⁴⁸ Ibid, "Bridge at Falling Creek", DHR File Number 020-0063, Richmond, Virginia.

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MAJOR BIBLIOGRAPHICAL REFERENCES

- Delaware Department of Transportation. "Delaware Historic Bridges," 2nd ed.,
Revised 2001.
<http://www.deldot.gov/archaeology/historic_pres/delaware_bridge.../stone.pdf>
- Devine, John. "Loudoun County and the Civil War." *Virginia Civil War Centennial Commission, County of Loudoun, Commonwealth of Virginia* (1961):44-46.
- Head, James W., *History and Comprehensive Description of Loudoun County*. Parkview Press, 1908.
- Loudoun County Deed Books (LCDB), Loudoun County Courthouse, Leesburg, Virginia.
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LOUDOUN COUNTY, VIRGINIA**

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GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated boundary encompasses the footprint of the bridge as shown by the UTM's on the accompanying GIS map from the Virginia Department of Historic Resources, Richmond, Virginia.

Verbal Boundary Justification

The boundary includes the historic bridge and road easement historically associated with the bridge.

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**HIBBS BRIDGE
LOUDOUN COUNTY, VIRGINIA**

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All photographs are common to:

PROPERTY: Hibbs Bridge

LOCATION: Loudoun County, Virginia

DHR FILE NUMBER: 053-0234

PHOTOGRAPHER: Elwyn G. Raiden, Jr.

DATE: March 2010

LOCATION: Images are stored at the Virginia Department of Historic Resources, Richmond, Virginia.

PHOTO: 1 of 7

VIEW: East elevation, looking southwest

PHOTO: 2 of 7

VIEW: East elevation, looking southwest

PHOTO: 3 of 6

VIEW: East elevation, looking northwest

PHOTO: 4 of 7

VIEW: West elevation, looking southeast

PHOTO: 5 of 7

VIEW: Hibbs Bridge roadbed, looking south

PHOTO: 6 of 7

VIEW: East elevation, looking northwest

PHOTO: 7 of 7

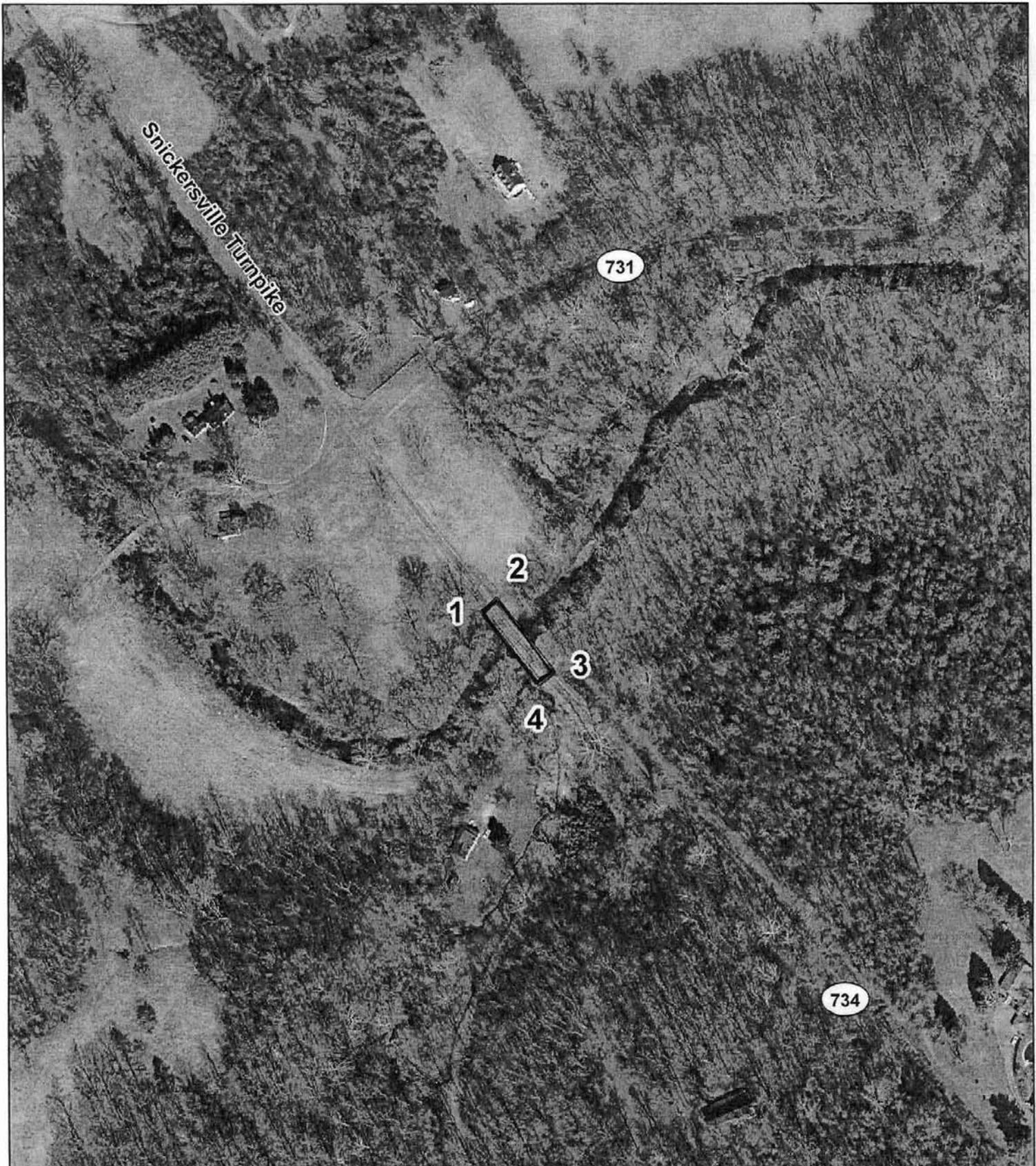
VIEW: West elevation, looking northeast

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**HIBBS BRIDGE
LOUDOUN COUNTY, VIRGINIA**

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UTM Points for Hibbs Bridge
 Loudoun County, VA
 1 inch = 200 feet

 Hibbs Bridge
 

DHR
 Department of Historic Resources

Created By: D. Bascone July 22, 2010
 Sources: VDHR 2010, VBMP Aerial Photo 2002

DATUM: NAD 1927		
Zone: 18S	E	N
1	264298	4324253
2	264306	4324259
3	264330	4324223
4	264323	4324218

HIBBS & F...
 Loudoun County, VA
 SHEET NO. 1
 053-0243
 LINCOLN, VA GMD
 NAD 1929
 UTM Zone 18

- ① 264298/4324253
- ② 264306/4324257
- ③ 264330/4324213
- ④ 264327/4324218

