



PRELIMINARY INFORMATION FORM (PIF) for HISTORIC DISTRICTS

Purpose of Evaluation

Please use the following space to explain briefly why you are seeking an evaluation of this property.

The Snickersville Turnpike Association (STA), among other issues, is dedicated to promoting the rural character of the community along the historic turnpike. Within this mission, the STA seeks National Register listing for broader recognition of the Turnpike.

Are you interested in applying for State and/or Federal Rehabilitation Tax Credits? Yes ___ No ___v___

Are you interested in receiving more information about DHR's easement program? Yes ___ No ___v___

1. General Information

District name(s): Snickersville Turnpike Historic District

Main Streets and/or Routes: Snickersville Turnpike, VA Route 734

City or Town: Bluemont, Philomont, Mountville, Aldie,

Name of the Independent City or County where the property is located: Loudoun County

2. Physical Aspects

Acreage: 15 miles

Setting (choose only one of the following):

Urban ___ Suburban ___ Town ___ Village ___x___ Hamlet ___x___ Rural ___x___

Briefly describe the district's overall setting, including any notable landscape features:

The Snickersville Turnpike stretches from the village of Aldie [DHR 053-0114] in the Bull Run Mountains to the village of Bluemont, formerly known as Snickersville. Along the 15-mile route, the turnpike passes through the late 18th and early 19th villages of Philomont and Bluemont [DHR 053-6161], crosses over historic Hibb's Bridge [DHR 053 - 0243] and winds between open, agricultural vistas of the Loudoun Valley.

Originally constructed to serve the vibrant commercial market between the Shenandoah Valley and the eastern ports such as Alexandria, today the turnpike only serves the local community, farmers and tourists alike. In 1988, the rural road was designated a Virginia Byway and is maintained as Virginia Route 734.

3. Architectural/Physical Description

Architectural Style(s): vernacular

If any individual properties within the district were designed by an architect, landscape architect, engineer, or other professional, please list here:

If any builders or developers are known, please list here:

Claudius Crozet, chief engineer during time of construction of Snickersville Turnpike

Uriel Glasscock (Hibbs Bridge)

Luten Bridge Company (Luten Bridge)

Date(s) of construction (can be approximate): 1818-1829

Are there any known threats to this district? no

NARRATIVE DESCRIPTION AND PHYSICAL INTEGRITY

Of the many 19th century turnpikes in Loudoun County, Snickersville Turnpike is unique in its high degree of historic integrity, retaining its original elements of construction including design, location, setting and workmanship

Design elements of the Snickersville Turnpike include its width, drainage ditches, and alignment. The Snickersville Turnpike retains its near original paved width, roughly 18 to 20' wide, a width which allows dual lane travel without shoulders, considered narrow by modern standards. The **parallel drainage ditches**, within the 30' VDOT right of way, remain. In village settings, such as Bluemont, drainage ditches are incorporated into the street scape. [Photo 1]

Turnpikes were laid out by amateur engineers, following the most direct route, resulting in remarkably straight **alignment**, even sacrificing grade to maintain the shortest route. Too often roads would cross difficult terrain such as a steep hill or soft bottomland, frustrating Virginia's Principal Engineer, Claudius Crozet, who served during the time¹ that the Snickersville Turnpike was constructed. Snickersville Turnpike's entire length followed a remarkably straight alignment, compromising a gradual change in grade in exchange for maintaining a direct route. [Photo2]

Location The location of the Snicker's Gap Turnpike is dictated by geography, passing through the gap in the Bull Run Mountains at Aldie to Snickers Gap in the Blue Ridge, providing overland transportation for Loudoun's agricultural industry. Today, the historic turnpike remains relatively in the same **location** where originally constructed marked by sunken travel ways, drainage ditches, and bridges. Historic villages and farmhouses bear witness to the turnpike's original location. [Photos 3 and 4]

Setting. Both the cultural and environmental setting of the Snicker's Gap Turnpike retains a high degree of historic integrity.

The **environmental setting** of the Turnpike remains the largely as it was during the Period of Significance. Open, agricultural vistas, outside of the 30' right of way, remain. Many farms are in conservation easement are protected for perpetuity, including Levinworth Farm [DHR No. 053-1068.] The viewshed towards the Blue Ridge remains unaltered/ [Photo 5]

The cultural setting remains the much same as during the Period of Significance. Historic villages – Bluemont, Philomont, and Aldie – and historic crossroads– Mountville, Paxton, and

Airmont – grew up along the Turnpike. Vestiges of a more vibrant time remain, punctuating the route. These villages and historic crossroads – although outside of the boundary - contribute to the Turnpike’s historic cultural setting. [photo 6]

Feeling The Turnpike’s cultural and environmental setting contribute to the 19th century feeling. Activity along the Turnpike – the local general store where the villagers congregate for a coffee, the weekly farmers’ market and annual fair, a farmer on a tractor, locals out for a Sunday drive, wildlife also using the Turnpike - all slow the pace of modern-day travel and therefore evoke the same feeling that existing during the Turnpike’s Period of Significance. [Photos 7 and 8]

Materials and Workmanship Bridges, culverts, and ditches – associated resources within the 30 right of way – bear the mark of local materials and vernacular workmanship. Poured in place concrete of the Luten bridges, rough cut fieldstone of Hibbs Bridge, and the timber deck bridge near Airmont, all demonstrating marks of vernacular craftsmanship. [Photo 9]

Associated Secondary Resources for Snickersville Turnpike

Hibb’s Bridge [DHR 053-0243], contributing, 1829

Loudoun County Structure No.: 6088

Hibbs Bridge is a two-span masonry arch bridge crossing Beaverdam Creek. It was built ca 1829 by the Snickers Gap Turnpike Company. The bridge’s parapets, wing walls, abutment and piers are constructed of fieldstone; the voussoirs and keystones are of cut stone. One notable feature of the bridge is the ramped roadbed. The structure is approximately 125 feet in length and 21 feet wide inside the parapet walls, accommodating dual lane traffic. The bridge was restored in 2007.²

Luten Bridge, [DHR 053-0261] Contributing, 1915

Loudoun County Structure No. 6090;

This Luten Bridge is a single-span, concrete braced arch bridge. The bridge carries single lane vehicular traffic and crosses the north fork of the Beaverdam Creek. The structure is approximately 30 feet long. The structure is significant as a vernacular example of early road construction adapting to the automobile.³ [Photo10]

Timber Deck Bridge, Contributing, 1948

Loudoun County Structure No. No 6221

This timber- deck bridge, now paved in asphalt, carries dual lane vehicular traffic and crosses the north fork of the Beaverdam Creek. Low side rails of timber protect a vehicle’s path. The bridge’s concrete foundation was possibly built on an old foundation.⁴

Non-arched concrete bridges, non-contributing, 1958

Loudoun County Structure No. 6100

There is one non-arched concrete bridge on the Snickersville Turnpike. The bridge has modern, concrete guard rails. The bridge sits immediately east of the original stone abutments. [Photo12]

Concrete Culverts non-contributing. 1966

Loudoun County No. 6431,

This culvert is constructed of poured concrete and is approximately 4' in diameter. The culverts transverses under the Turnpike at an angle, following the flow of the hillside. This concrete culvert carries a tributary of Goose Creek and replaces an earlier culvert constructed by the Snickers Gap Turnpike company.

Metal Culverts, non-contributing, late 20th century

Metal culverts range from 18" to 24" and are installed in low lying areas or swales.

Black PVC Culvers, non-contributing, late 20th century

Large, black PVC culverts measuring up to 4' in diameter and carry small streams or tributaries to Goose Creek.

Property Types

There are three established classifications of historic roads: cultural routes, engineered routes, and aesthetics routes. Snickersville Turnpike falls into two categories having been established as a cultural route and evolving into an engineered route.

Cultural Routes are legacies handed through necessity or tradition, developed without engineering, such as a path or migration route. Loudoun's cultural routes developed from paths dictated by geography or paths following a property survey line.

Snickersville Turnpike had its origins as a cultural route, following the hunting path of the Sherando Native Americans, who migrated across the Blue Ridge to the gap in the Bull Run Mountains. Later, after the Treaty of Albany in 1722, when Native Americans were pushed west of the Blue Ridge, the path evolved into a colonial trading route, appearing on the 1751 Jefferson and Frye Map, documenting commercial promise of the Colony of Virginia.

Engineered Routes are roads designed for a specific transportation goal, such as the movement of goods. Engineered routes have a documented authorization and construction date and provide insight into a community's economy.

The Snicker's Gap Turnpike Company, authorized in 1818, planned for an improved road connecting the Little River Turnpike (at Aldie) to the Shenandoah River (crossing at Snicker's Gap).⁵ Thus, in 1818, the Turnpike evolved from a cultural route to an engineered route.

HISTORIC CONTEXT

The Snickersville Turnpike has been a transportation corridor for over three centuries, spanning this nation's history. The history of the turnpike can be divided into five thematic periods:

Native American History (late 16th c. to 1751)

Prior to European colonization, Native Americans lived throughout Loudoun. Their migration and hunting paths followed the natural geography of the County, connecting mountain passes to the tidewater areas of the eastern parts of the state. These Native American foot paths were used by European traders and settlers, becoming the early highways of Colonial Virginia. Colonial era deeds mention the "Shenandoah Hunting Path" today's Snickersville Turnpike.⁶ Eugene Scheel's

map of Native American history in Loudoun County identifies a hunting path for the Sherando Indians which passed through Williams Gap to the gap in the Bull Run Mountains, where the village of Aldie is today. [Map 1 - detail of "Map the American Indian in Loudoun," by Eugene Scheel]

George Washington, as a 16-year-old surveyor for Lord Fairfax, notes in his diary travel from William's Gap to West's Ordinary. In April of 1748, Washington wrote "... Got over Wms Gap and as low as Wm. West's in Fairfax county 18 miles from ye top of ye ridge."⁷ It's clear that the two young surveyors were following the Sherando hunting path, which would evolve into the Snickersville Turnpike.

Settlement and Growth (1751 - 1810)

Even with growth in the colonies, the center of Virginia's power rested in Loudoun. Just as Lord Fairfax had commissioned a young George Washington to survey his land holdings, British investors were interested in the economic potential of their holdings too. In 1751, the 'Board of Trade and Plantations' in Loudoun underwrote a survey of Virginia to understand commercial thoroughfares, including navigable rivers and overland transportation. The Snickersville Turnpike travel corridor appears on this map, connecting West's Ordinary, near Aldie, to the Shenandoah River via William's Gap, later to be known as Snickers Gap. At this time the road was known alternatively as the 'Colchester Road' for connecting to Colchester (near Alexandria) and the 'Middle Road' for its location between Route 9 and Route 17. The road appears as a double line, indicating it was 'improved' but was likely still fairly primitive. By comparison, Route 50 between Aldie and Paris, later to be known as the Ashby Gap Turnpike, is marked by a single line, indicating Snickers Gap Turnpike was a more developed thoroughfare.



Detail of 1751 Jefferson and Frye Map showing the travel corridor of the Snickersville Turnpike.

With freedom from England came the need for local authorities to invest in local infrastructure. At its inception, Loudoun County saw the need to connect the Shenandoah Valley to the commercial ports of the eastern part of Virginia and issued a road order for "a Road from the Loudoun Line into the great Mountain Road [today's Route 81], that leads from West Ordinary [near Aldie] to Snicker's [today's village of Bluemont.]"⁸

The following year, the road report⁹ indicated that ‘Snicker’s Gap Road’ existed in some fashion beyond the American Indian footpath that it once was:

“...Beginning at the Fauq. Line at the end of the new road ... [near Wet’s Ordinary] Crossing Little River at Wm Berkley’s [today’s village of Aldie] ... to Powell’s mill Road & with this road to the Snickers Gap Roadthat the same will be convenient for Sundry inhabitants in the nr Bull run Mountains....”¹⁰

Turnpike Era (1810 – 1860)

In the beginning of the 19th century, national attention continued focus on improving transportation between Virginia’s agriculturally rich valleys and the commercial markets in the east. According to Anne Miller, research historian with VDOT, “by the last half of the 18th century, Loudoun County was already one of the most populous and economically important counties in northern Virginia and contained major east-west and north-south [overland] transportation routes.”¹¹

This feeling of expansion ushered in the ‘Turnpike Era’ of 1810 – 1860, during which road building was a public priority. Improved transportation between the Loudoun Valley to the metropolitan the ports of Alexandria was needed and became a subject of private financial speculation. Charles Fenton Mercer, of the village of Aldie and one of Loudoun’s representatives to Virginia’s General Assembly, lobbied for centralized funding, which evolved into the Board of Public Works and the Fund for Internal Improvement, which supported technological innovation and provided (some) financing for (relatively) large-scale, overland transportation projects, such as the Turnpikes. In 1810, legislation authorizing public-private partnerships heralded Virginia’s turnpike era, when a frenzy of private investment, leveraged with some public funding, was channeled into road construction. Loudoun’s earliest turnpike was the Little River Turnpike, championed by Mercer, and which was organized in 1802. Two others of Loudoun’s Turnpikes followed including Ashby’s Gap Turnpike and the Leesburg Turnpike, both chartered in 1809. Snickers Gap Turnpike Company was chartered in 1810. Actual construction on the Turnpike likely commenced sometime after 1810 and the turnpike was largely in use by 1818.¹²

Turnpike companies were public-private partnerships, raising funds privately by selling shares to stockholders, which was leveraged with public funding. Typically, the public/private split was 2/5 private funds and 3/5 public funding. Like all stock corporations, Turnpike Companies had to have elections and publicly post their meetings. An 1818 advertisement in the local newspaper, The Genius of Liberty, announces that “...The Stockholders in the Snicker’s Gap Turnpike Company will take notice that an election will be held at the house of Amos Clayton at Snicker’s Gap [today’s village of Bluemont]”¹³ Many locals who lived along the proposed turnpike route were also early investors. The Amos Clayton house still stands along the edge of the Turnpike. [Photo 13]

Another requirement of the partnership was the annual report from the local Turnpike Company to the Board of Public Works in Richmond. The Board of Public Works, in return for the public subsidy, retained the right of project oversight. By 1819, the Snicker’s Gap Turnpike Company appears to have almost completed the work, except for the last and most expensive stretch over the Blue Ridge. Eternally typical of all public construction projects, the project appears to have exceeded initial estimates and funding. In December, the Snicker’s Gap Turnpike Company appeals to Richmond for additional funding:

“In order that the Honorable members of the Board of Publick [sic] Works may have a view of

the situation ... the road was located to extend from the western extremity of the Little river Turnpike Road [at Aldie] through Snickers Gap to the Shenandoah River in a direction to Winchester, and a large and fertile section of County west of the blue ridge. It is in its whole extent ... about seventeen miles and toward the paving of which building bridges there has been expanded updates of \$64,000 (the whole amount of the company funds) and it will yet require at least \$10,000 to complete the work.”¹⁴

The 1820 annual report gives insight into the type of investor in a typical turnpike company, listing names of stockholders and number of shares that have been sold. Investors were usually those who would profit from increased commerce along a new turnpike – such as local farmers who owned property along the turnpike - including aforementioned Amos Clayton and Ezekiel Mount of Mountville. Commercial institutions would also benefit; several local banks were early investors in the Snicker’s Gap Turnpike Company, including the Farmers Bank of Alexandria, Union Bank of Alexandria, and the Bank of Alexandria. Millers also benefited from improved transportation and therefore invested in turnpikes; Daniel Eaches, who operated several different mills in the area, owned 8 shares of stock in the Snicker’s Gap Turnpike.¹⁵

The 1820 annual report announced “*the major part is finished...*” while also stating that now an additional \$20,000 was needed for completion, double the amount that was needed from the year prior. Turnpike Directors appear to have secured the need funds by securing a ‘subscription loan’ \$10,000 from the Union Bank of Alexandria; withholding payment to the contractor for about \$5,000 and raising roughly another \$5,000 through toll gates.¹⁶

Tolls gates provided revenue but typically not as much as originally forecasted. Toll gate evasion was common. As well, if road repairs were in disarray, the public could demand that the gates remain open until needed repairs were completed. Toll gates were allowed every five miles by law and the 1853 Yardley Taylor Map indicates three gates – at Snickers Gap on the Blue Ridge, at Hibbs Bridge, and the Bridge at Goose Creek. In the 1824 annual report, the Snickers Gap Turnpike Company writes that two of their gates remain inoperable because of lack of completed work ... “gates... have been left open as consequence of being compelled to building [sic] a bridge over one of those streams and graduate the hills at those places [the gap].”¹⁷

Flooding also upset construction forecasts. In 1826, the Turnpike company reported “the Company lost the Bridge at Goose Creek by high waters and the directors have made a contract with Lewes Wenway to Build a new bridge in place which will cost \$2,800 dollars...”¹⁸

By 1829, the Turnpike was largely complete, and the company published “A Map of the Paved Road from the Little River Bridge at Aldie to the Shenandoah Seventeen Miles.” The map lists the improvements including three bridges, three toll gates, and two culverts.¹⁹ [Map 2 - ‘A Map of the Paved Road ... 1829’]

Seven Turnpikes are listed on the 1852 Yardley Taylor Map.²⁰ The abundance of turnpikes is testimony to the highly developed milling industry in Loudoun. Despite these construction achievements, overland transportation in Loudoun remained difficult. As well, turnpike ‘partnerships’ were not always profitable. The Little River Turnpike was a documented financial success, but it is unknown if there were others that were also profitable. The trend eventually ended with destruction of the Civil War but not before Loudoun boasted ten turnpikes, more than any other Virginia County.²¹

Even if Turnpike companies were not a financial success, commerce flourished along Loudoun's turnpikes and the Snickersville Turnpike was no exception. According to the Yardley Taylor Map, there were ten mills near the turnpike; three of these were directly on the turnpike, including Francis Mill [DHR 44LD238/053-0365] and Hibbs Mill [053-0577] benefitting from the confluence of waterpower and ease of transportation. As well, there were numerous post offices and general stores. Even the smallest crossroads boasted a post office – Paxton, Mountville, and Airmont – which became the social and commercial center of these agricultural communities, all interconnected by the Turnpike. [Map 3 - '19th C Commerce along the Turnpike.']

Since proximity to the Turnpike was an advantage, typically African American communities were relegated to locations just off the Turnpike. Before the Civil War, very few 'Free Negroes,' owned land. Those who did live free resided on land by the grace of a neighboring landowner. Typically, these areas were edges of farms or non-arable land, such as "Butcher's Hollow," a low-lying area against the mountain slopes near Bluemont. After the Civil War, it was more common for African Americans to own land, but again, only in designated areas. Communities such as Murphy's Corner, Powell's Grove, Turnertown, and Berryman sprung up "off the Turnpike" – in other words, in close proximity to the Turnpike but not occupying the more coveted properties, directly fronting the Turnpike. [Map 4 - African American resources along the Turnpike]

Civil War (1861-1864)

Much of the Civil War played out in Northern Virginia not only because it was a Union-Confederate border state, but also because of the highly developed transportation network. At the time of the Civil War, Virginia had the largest network of overland transportation in the Confederacy – both roads and railroads – and much was concentrated in Loudoun. Within existing Turnpikes and associated road networks, both armies were able to move with relative efficiency, which still means, many units were stuck in the mud.

Civil War diaries highlight the roads' impact on battle decisions; high stonewalls dictated routes and points of engagement. Stonewalls were dismantled to allow escape or were used to shield as in the infamous Battle at Furr Farm, where the Confederate Army shielded behind stonewalls lining Snickers Gap Turnpike and preyed upon advancing Union calvary. A monument to this Union casualty marks the location today and is one of the very few erected south of the Mason Dixon Line. [Photo 14]

Reconstruction (1865-1906)

The Civil War decimated many of the Turnpikes, including Snicker's Gap Turnpike. The Goose Creek Bridge was burned, and large portions of the paved road destroyed. Only the last few miles near Bluemont remained passable. Without means to raise funds by private subscription, collect tolls, or rely on state funding, Turnpike Companies languished. County governments were equally strapped. During the Reconstruction era, the limited County budget was reserved for creating the new public school system.

Local governments had to be clever in raising funds for rebuilding roads and County governments eyed the privately owned toll houses as potential sources of revenue. For example, in 1868, Loudoun County Courts "ordered that Francis M Carter take proper --- of and rent out the Toll Houses on the Turnpike running from Aldie to Snicker's Gap and report his proceedings [sic] to the Court." ²²

State governments helped by passing legislation to create sources of labor and funding. In 1871, the General Assembly approved a 'Chain Gang' for the purpose of working on the street, roads and public property. In 1873, the General Assembly allowed local governments to declare that Turnpikes had been 'abandoned' by the privately owned turnpike companies and to adopt the turnpikes as public property to be used for County Roads. In 1877, the BOS declared ...

"Ordered that, [sic] It appearing to the satisfaction of the County that the Turnpike road, from Aldie in the direction of Snickers Gap commonly known as the Snickers Gap Turnpike, has been abandoned at least as far as Snickersville, so that said Turnpike of Section 7 of the Code of 1873 ... it is ordered that in pursuance of said law, this Court do the herby take legal possession of said road, so far or it is abandoned and declared the same a County road. Francis Carter [sic] John M Paltrow is appointed to surveyor is required to report to the next term of this County the hands who should be assigned to work under the law."²³

Automobile (1906-1962)

In 1906, the Board of Supervisors required motor vehicles be registered with the County,²⁴ marking a point when the automobile became more than just a rare oddity. This same year, the BOS also authorized a 'bridge tax' or 5 cents on every \$100 of assessed value of real and personal property and following, the BOS approved the repair of ten bridges,²⁵ more than any other in previous years. It can be concluded that automobiles did not fare as well as horses when crossing fords, justifying the increase in bridge maintenance and construction. In 1907, the BOS records debts payable to the 'York Bridge Company' for crossing at Waterford. Presumably these are Luten Bridges, which became common site in rural Loudoun.²⁶

The Turnpike was paved with modern asphalt in stages during the period of 1946 - 1957. By 1950, the primary villages of Bluemont and Philomont were 'hard surfaced' with 'all weather' surfacing along the more rural parts of the turnpike between the villages.²⁷

By the mid 20th century, with the construction of Dulles Airport, the traditional agrarian lifestyle patterns which had existed along the Turnpike gave way to the suburban commuter.

Comparative Analysis: Snicker's Gap Turnpike among Loudoun's ten historic Turnpikes.

As stated previously, at the time of the Civil War, Loudoun had ten turnpikes, more than any other county in the state. The number of turnpikes was directly tied to Loudoun's lucrative milling industry and the need for overland transportation to reach commercial markets. Mills, located at the fall of a local stream, were not necessarily near major transportation routes or markets. As a result, Loudoun millers developed a complex road network connecting farms to mills and therefore needed turnpikes to connect mills to markets.

Loudoun's earliest turnpike was the Little River Turnpike, established in 1802, and connected the Aldie Mill to markets in Alexandria. The Leesburg Turnpike (Route 7 east of Leesburg) was established 1809 and connected Leesburg and its merchant mills to metropolitan markets. Five turnpikes appear on the 1854 Yardley Taylor Map.²⁸ Although not documented on the Yardley Taylor Map, three more were established by 1850 including the Berlin Turnpike (today's Route 234 Purcellville to the Potomac), the Harper's Ferry Turnpike (today's Route 686) and Leesburg and Point of Rocks Turnpike (today's Route 15 north of Leesburg to the Potomac).²⁹

William's Gap Turnpike (today's Route 711 connecting Woodgrove to Bluemont), dates to the colonial era but little archival documentation of this Turnpike remains. Aldie Pike, also known as the Leesburg and Aldie Turnpike Company, (today's Route 15 south of Leesburg to Oatlands and then following Tail Race Road) was established after the Civil War.³⁰

Some of Loudoun's Turnpikes were similar to Snicker's Gap Turnpike in that they evolved from cultural routes to engineered routes. The Ashby Gap Turnpike and both Leesburg Turnpikes were laid out following Native American migratory paths and later evolved into turnpikes. Also, like Snicker's Gap Turnpike, the Little River Turnpike was financed through a public – private partnership. However, of Loudoun's ten historic turnpikes, Snicker's Gap Turnpike alone retains both its physical integrity and rich archival history.³¹ Route 7 is now a four-lane highway, Route 50 no longer follows its original alignment, both the Berlin Turnpike and Harper's Ferry Turnpikes have abandoned their original bridges and have also been largely altered.

Boundaries

The legal, 30' right-of-way defines the boundaries for the 15-mile length of the Turnpike within Loudoun County, stretching from Aldie to Bluemont.

There are only three documented changes to the route of the Turnpike. One change was completed within the Period of Significance in the late 1800, where the path of the Turnpike was no longer allowed to pass through Mount's farm in the village of Mountville. Two later changes are the stretch crossing the Blue Ridge, which was completed between 1970 and 1980 and the portion leaving Aldie, which was changed in the late 20th century.

STATEMENT OF SIGNIFICANCE

Snickersville Turnpike is significant at the local level under Criteria A and C:

Criteria A Snickersville Turnpike is locally significant under Criteria A for its association with the broad patterns of settlement in Northern Virginia. Snickersville Turnpike is a tangible representation of three centuries of migration, settlement, and commerce. The Turnpike corridor was first established as a hunting footpath by the Sherando Native Americans in the 17th century; then used by colonial traders and settlers in the 18th century; developed as a commercial turnpike for wagon travel in the 19th century; and adapted to automobile standards in the 20th century. Today, as Snickersville Turnpike enters its 4th century of continuous use, it stands witness to the many chapters of Virginia's rich history.

Criteria C Snickersville Turnpike is locally significant under Criteria C for its engineering integrity, largely unaltered since the mid-20th century. The turnpike retains its original alignment, marked by the straight line of the road, the hallmark of amateur engineers who laid out the original route. The turnpike retains its historic context, including view-shed across open agricultural fields and associated cultural features such as villages, stonewalls, and neighboring farms. The Turnpike retains its secondary resources including bridges, culverts and drainage ditches.

The Period of Significance begins from 1771 with the first documented Loudoun Court order to establish a road from "West's Ordinary to Snicker's." The Period of Significance ends in 1962 with the construction of Dulles Airport, which heralded the changing pattern of land use from agriculture

to suburban, ending the Turnpike's importance as a commercial corridor for transporting agricultural products to market.

Photo Log

Snickersville Turnpike

Jane Covington

Spring 2021

Photo 1 Design elements – drainage ditches

Turnpike facing south in the village of Bluemont

Photo 2. Design elements - alignment

Turnpike facing south near Dresden Farm

This photograph illustrates the Turnpike's remarkably straight alignment, a hallmark of the amateur engineer in the early 19th century.

Photo 3. Location

Philomont facing north

Many late 18th and early 19th century structures flank the route of the Turnpike and are testimony that the Turnpike remains in its original location

Photo 4 - Location

Furr Farm facing south

Many late 18th and early 19th century structures flank the route of the Turnpike and are testimony that the Turnpike remains in its original location. The Furr Farm [VDHR 053-5056] constructed in 1827 and appears on the 1853 Yardley Taylor Map, then owned by J. W. Taylor stands directly on the Turnpike. The house was used as a Civil War hospital, during the Battle of Aldie June 17, 1863.

Photo 5- Environmental Setting

Dresden Farm facing north

Photo 6 – Cultural setting

Mountville crossroads facing north

Photos 7 Feeling

Because of the pedestrian scale of the Turnpike, the 19th century feeling remains. Locals enjoy front porch seating for a cup of coffee and local gossip at the historic Bluemont Store. Local produce and vegetables are sold at the weekly farmers' market inside the historic Lake Store. Every September, the Turnpike is closed for the annual Bluemont Fair.

Photo 8 – Feeling

(Photo Credit: Andrew Motion)

The slow pace of the Turnpike also allows wildlife to use the travel corridor. Here a mother bear and cub travel along Foggy Bottom Road, having just taken a right, turning off the Snickersville Turnpike.

Photo 9 – Materials and Workmanship

Hibbs Bridge exhibits local materials – field stone – and vernacular workmanship

Photo 10 Luten Bridge No 6090

This one lane bridge from the early 20th century retains its rural feeling

Photo 11 - no photo

Photo 12 Modern Goose Creek Bridge and historical stone abutments

Photo 13 Clayton Hall

Amos Clayton House

Photo 14 Massachusetts Monument

Maps

Bibliography

Books

Pawlett, Nathaniel Mason. *A Brief History of the Roads of Virginia 1607-1840*. Virginia Highway and Transportation Research Council, Charlottesville, Virginia. 1976

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

Scheel, Eugene *The History of Middelburg and the Vicinity Honoring the 200th Anniversary of the Town 1787-1987*. The Middleburg Bicentennial Committee with a grant from Middleburg Bank 1987

Scheel, Eugene. *The Guide to Loudoun A Survey of the Architecture and History of a Virginia County*. Chamber of Commerce Economic Development and Tourism Committee. 1975

Scheel, Eugene *Loudoun Discovered Communities, Corners and Crossroads*, Volumes Three and Four Thomas Balch Library, Leesburg 2002

Snowden, W.H. *The Story of the Expedition of the Young Surveyors, George Washington and George William Fairfax, to Survey the Virginia Lands of Thomas, Sixth Lord Fairfax, 1747 - 1748*, Ramey and Sons, Alexandria VA 1902

Taylor, Yardley. *Memoir of Loudoun County Virginia To Accompany the Map of Loudoun County*, Thomas Reynolds Publisher, Leesburg VA 1853

Bulletins

National Park Service

National Register Bulletin, "Guidelines for Evaluating and Documenting Rural Historic Landscapes," U. S. Department of the Interior, Revised 1999

Reports and Articles

Hunter, R F. "The Turnpike Movement in Virginia 1816-1860," Virginia Magazine of History and Biography Vol 69, No 3 July 1961 as seen: <https://www.jstor.org/stable/4246760?read-now=1&refreqid=excelsior%3A81d52900f8702d12a5bf413e4db0b405&seq=5> - [page scan tab contents](#)

Miller, Ann B, Senior Research Scientist. *"Identification and Application of Criteria for Determining National Register Eligibility of Road in Virginia."* Virginia Transportation Research Council in Cooperation with the U.S. Department of Transportation Federal Highway Administration, Charlottesville Virginia 2003

Miller, Ann, Senior Research Scientist, and Patricia B Duncan, Transportation History Consultant; *"Historic Roads of Virginia, Loudoun County Road Orders, 1783-1800;"* Virginia Center for Transportation Innovation and Research, April 2015

Miller, Ann, *"A History of Roads in Virginia, "The Most Convenient Wayes,"* Virginia Department of Transportation, 2006

Miller, Ann, Research Scientist, and Kenneth M Clark Research Associate and Matthew C Grimes Research Assistant *"A Survey of Masonry and Concrete Arch Bridges in Virginia,"* Virginia Transportation Research Council in Cooperation with U.S. Department of Transportation Charlottesville 2000

Newlon, Howard Jr and Nathaniel Mason Pawlett et al, "Backsights," published by Virginia Department of Highways and Transportation

Pawlett, Nathaniel Mason with Virginia Genealogical Society of Richmond, "A Brief History of Roads in Virginia 1607 – 1840 ," Virginia Transportation Research Council. 2011

Newspapers

Virginia Chronicle, newspaper archive
As seen: <https://viriniachronicle.com>

Public Reports

Annual Report of the Snickers Gap Turnpike Company to the Board of Public Works 1820-1895

Accession 30030, Box 311, Barcode 7485459, Location 4/D/45/2/4, Folder 3 Entry 395
Library of Virginia, Richmond Virginia

Annual Report of the Board of Public works to the General Assembly of Virginia

As seen:

[https://www.google.com/books/edition/Annual Report of the Board of Public Wor/HDcUAAAA YAAJ?hl=en&gbpv=1&dq=inauthor:"Virginia.+Board+of+Public+Works"&printsec=frontcover](https://www.google.com/books/edition/Annual_Report_of_the_Board_of_Public_Wor/HDcUAAAAYAAJ?hl=en&gbpv=1&dq=inauthor:)

Loudoun Board of Supervisor; Minute Book, 1870 - 1966

As seen: <https://www.loudoun.gov/3438/Minute-Books>

Loudoun County Road Cases

As seen: <https://www.loudoun.gov/3126/Road-Cases>

Maps

Joshua Fry and Peter Jefferson. *"A Map of the Most Inhabited Part of Virginia containing the Whole province of Maryland with Part of Pennsylvania, New Jersey and North Carolina;"* Drawn in 1751

Scheel, Eugene. *"Map of Snickersville Turnpike,"* produced for the Snickersville Turnpike Association, May 1997

Scheel, Eugene. *"The American Indian in Loudoun County and surrounding areas and the Journeys of the First Explorers, 1692-1712."* September 2018

Taylor, Yardley. *"Map of Loudoun County"* 1853

U. S. Geological Services (USGS)

<https://livingatlas.arcgis.com/topoexplorer/index.html>

Virginia Highway System

Virginia Highways, *"Loudoun County Virginia, showing Primary and Secondary Highways"*
Richmond, Virginia From the Years 1950, 1963,

Virginia Department of Transportation (VDOT)

Virginia Department of Highways *"Map showing Turnpikes, Compiled from the Acts of Assembly of Virginia,"* Richmond 1928

US Postal Service, "Map of Loudoun County," 1926

¹ Crozet worked for the Virginia Board of Public Works from 1823-1832 during the time of the Snickers Gap Turnpike construction. Crozet served a second time from 1837-1843.

² According to Anne Miller in her Survey of Arched Bridges in Virginia, **Stone masonry bridges** were expensive and time consuming to build and therefore most date to the Turnpike Era. They are also expensive to repair and therefore only a few remain. Loudoun has two surviving examples which remain open to vehicular traffic – Hibb’s Bridge and the Little River Bridge [DHR No.: 053-0244].

³ According to John Lewis, this bridge was “... erected in 1915 by the Luten Bridge Company of York PA [and] Probably replaces an earlier or wooden Bridge built by the Aldie - Bluemont [Snickersville Turnpike] Company, or possibly there was just a ford here.’ Loudoun had an unusually high number of Luten Bridges, installed at the arrival of the automobile between 1914 to 1920.³ Daniel Luten, one of the nation’s most influential bridge builders, patented several designs for this poured concrete bridge design. Daniel Luten did not personally install all of his bridges; Loudoun’s Luten Bridges were likely built by a franchise organization from York Pennsylvania. The Luten Bridge design lent itself to a rural installation as the ‘cookie cutter plans’ that could be readily adapted to numerous locations. Over time, these bridges have become increasingly rare in Loudoun

⁴ Timber Deck Bridges, constructed of timber decking bolted to a steel under-girder frame, became popular in Loudoun in the mid-20th century. Their simple design could be executed by vernacular craftsmen. Like the Luten Bridge, they are becoming increasingly rare in Loudoun County.

⁵ Board of Public Works

⁶ Scheel, Middleburg and vicinity, page 3

⁷ W. H. Snowden, *The Story of the Expedition of the Young Surveyors, George Washington and George Fairfax to Survey the Virginia Lands of Thomas, Sixth Lor Fairfax, 1747-1748*. G. H. Ramey, Alexandria, 1902 p13

⁸ RR 1771-003, **Order for a Road**, Loudoun County Court August the 13th 1770

⁹ An 18th century ‘Road Report’ is the report of the citizens who surveyed a potential route for the new road

¹⁰ RR 1771-003 **Road Report**, Report of a Road from Wests Ordinary to Snicker’s Gap April 8, 1771

¹¹ Anne Brush Miller, Senior Research Scientist “Loudoun County Road Orders ... 1783 – 1800;” Report no.: FHWA/VCTIR 15-R18 Virginia Center for Transportation Innovation and Research April 2015. Page 2. Also seen: http://www.virginiadot.org/vtrc/main/online_reports/pdf/15-r18.pdf

¹² Hibbs Bridge National Register section 8 page 3

¹³ 1818 - Genius of Liberty, No. 11, March 24, 1818.

¹⁴ BOPW December 1819 annual report

¹⁵ BOPW **1820, May 22**¹⁵

¹⁶ **Nov 22, 1820** Report to Board of Public works in Richmond *...Being authorized by law to erect a Toll gate on the mountain and one at each of the bridges over the two great streams of water o Goose Creek and Beaverdam the company erected those gates and have received for the thru last years \$1865 & \$2350.17 & \$2387.6192 which has been applied in repaving the road paying the discount at Bank, and reducing debt in arrears to the contractors with other incidental expenses.”*

¹⁷ 1824 Report to Board of Public works in Richmond

¹⁸ 1826 Board of Public Works

¹⁹ 1829 Board of Public Works

²⁰ The seven turnpikes rendered on the 1853 Yardley Taylor Map are: 1) Little River Turnpike Road, 1801 2) Ashby’s Gap Turnpike, 1801 3) Leesburg Turnpike adopted 1832, 4) Leesburg-Snicker Turnpike Road, 5) Snicker’s Gap Turnpike Road, 6) the Hillsborough and Harpers Ferry Turnpike Road (1852), 7) the Berlin Turnpike Road (185?).

²¹ Scheel, bicentennial The additional Turnpikes were: William’s Gap Turnpike, Point of Rocks Turnpike, (Old Carolina Road), Aldie Turnpike

²² Loudoun County Road Case. **RM 16-1868**

²³ Loudoun County Road Case **RM 16-1877**

²⁴ 1910 marks Virginia first motor vehicle registration and licensing law

²⁵ list bridges

²⁶ BOS 1907. Luten Bridges were designed in York PA. Not all bridge bear a date; the Green Garden bridges are dated 1916 and 1919.

²⁷ Virginia Highways, “Loudoun County Virginia, showing Primary and Secondary Highways” Richmond, Virginia From the Years 1950

²⁸ Little River Turnpike, Leesburg Turnpike (east of Leesburg), Snicker’s Gap Turnpike (today’s Snickersville Turnpike), the Ashby Gap Turnpike (today’s Route 50 west of Middleburg) and the Leesburg- Snicker’s Gap Turnpike (Route 7 west of Leesburg).

²⁹ Scheel, Loudoun Bicentennial, 1976

³⁰ There were others including the “Washington and Leesburg Turnpike Company, also established after the War [source Loudoun archives]

³¹ Of these, Williams Gap retains its physical integrity but does not bear the hallmarks of a Turnpike such as the workmanship of amateur engineers or the rich archival documentation.

5. Property Ownership (Check as many categories as apply):

Private: _____ Public\Local _____ Public\State x Public\Federal _____

6. Applicant/Sponsor (Individual and/or organization sponsoring preparation of the PIF, with contact information. For more than one sponsor, please list each below or on an additional sheet.)

name/title: _____

organization: Snickersville Turnpike Association

street & number: PO Box 452

city or town: Philomont state: VA zip code: 20131

e-mail: info@snickersvilleturnpike.org telephone: _____

Applicant's Signature: Peter A. Weeks

Date: 7/13/21

•• *Signature required for processing all applications.* ••

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.

Contact person: Peter Weeks,

Daytime Telephone: pqweeks@aol.com (301) 758-9324

Applicant Information (Individual completing form if other than applicant/sponsor listed above)

name/title: 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

7. Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator, City Manager, and/or Town Manager.

name/title: Tony Buffington, Supervisor

locality: Blue Ridge District, Loudoun County

street & number: PO Box 7000

city or town: Leesburg state: VA zip code: 20177-7000

telephone: 703-777-0204