



PRELIMINARY INFORMATION FORM (PIF) for HISTORIC DISTRICTS

Note: PIFs are prepared by applicants and evaluated by DHR staff and the State Review Board based on information known at the time of preparation. Recommendations concerning PIFs are subject to change if new information becomes available.

DHR No. (to be completed by DHR staff) 053-6576

1. General Information

District name(s): Central Loudoun Rural Road Network Historic District

Main Streets and/or Routes: Hughesville, Shelburne Glebe, Telegraph Springs, Dry Mill Road

City or Town: Goose Creek (Lincoln) Woodgrove, North Fork, Hillsboro, Hughesville,

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

2. Physical Aspects

Acreage: _____

Setting (choose only one of the following):

Urban _____ Suburban _____ Town _____ Village _____ Hamlet _____ Rural X

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

Loudoun County Virginia occupies the most northern part of the state, bounded to the north by the Potomac River and the Maryland state line. The Loudoun Valley, a major land formation, is framed by the Blue Ridge Mountains to the west and the Catoclin Mountains to the east. The Valley runs through the middle of the county and 'Central Loudoun' occupies its center. Route 7 (Harry Byrd Highway) and Route 9 (the Charles Town Pike), two historic and now major thoroughfares, cut east-west through the district. Portions of 'old route 7' remain and are contributing resources to the District. Historic 18th and 19th villages and hamlets such as Lincoln, Hillsboro, North Fork, Mt Gilead, and Woodgrove are scattered throughout the district. These villages are connected by the rural road network, which still retains a high degree of physical integrity.

Today, the district retains its agricultural feel. Small equestrian farms, bounded by familiar 'three board fencing,' are found throughout the district. HOAs, modern residential exurban development, intrude sporadically on this pastoral countryside. The district is home to the Loudoun - Fairfax hunt, a small community of equestrians who ride through the southern portion of the district. The district is also home to the Loudoun County Fair, an agricultural event held on Dry Mill Road west of the historic town of Leesburg.

The district is hillier than the neighboring countryside in southwest Loudoun or northern Loudoun. There is a musical rhythm of streams and creeks and open fields and woodlots. The countryside of Central Loudoun feels more intimate than the open expanses of neighboring southwest Loudoun.

Extant resources in the district include Paxton and Hughesville Roads, two unpaved roads and contributing resources that date to the 19th century and were originally a local east-west route across Loudoun. Dry Mill Road, a paved road and contributing resource, was originally part of Braddock's southern route across Loudoun and served as a precursor to the Leesburg-Snickers Gap Turnpike. Other extant resources include Stoney Point Road, although paved, originally connected to the still gravel Shannondale Road, which provided local access across the Blue Ridge into the Shenandoah Valley and was in use well into the early 20th century. Woodgrove Road, now paved and no longer a contributing resource, leads directly north out of the 18th century hamlet of Woodgrove, following a 1741 boundary line between two Fairfax grants.

Secondary resources include extant bridges dating from the early 20th century and a few from the 19th century. Examples of contributing resources are the stone piers and earthen embankment that once supported the iron truss and well-traveled Guinea Bridge over North Fork Creek. More common along the rural roads are the poured-in-place concrete bridges, also contributing resources. These concrete bridges were more typical for the rural roads, as their design was adaptable for changing rural needs and economic for cash strapped economy. More common was the simple ford, although there are few remain today as they have been lost to floods or development.

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:

N/A

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

Date(s) of construction (can be approximate):

Are there any known threats to this district? development and paving

Narrative Description:

In the space below, briefly describe the general characteristics of the entire historic district, such as building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district, as well as typical updates, additions, remodelings, or other alterations that characterize the district.

Central Loudoun is characterized by small farms, interspersed with contemporary residential development. The rural roads, both paved and gravel ribbon throughout the district. Oversized highways, including Routes 7, 9 and 289 (the Berlin Turnpike) interrupt the district, but areas between retain their agricultural feel. The core of the district is included in the Goose Creek Rural Overlay District, a county zoning district, which protects the rural feel and architecture of the district.

Prominent materials of the gravel roads are the gray-colored, crushed limestone, a living finish covering the roads' packed earth surface. The gravel is occasionally graded and supplemented with new. Some roads are sunken lanes, with high earthen walls, carved by centuries of travel along the original alignment. Roads are narrow, some only wide enough to allow one car to pass at a time. Some paved roads are tar and chip, also with a grey surface color and other paved roads are a black asphalt, some with double yellow lines. Although many paved routes are compatible with the landscape, some have lost historic integrity - many have been widened and no longer follow original alignment - and therefore are outside of this survey.

Central Loudoun's rural road network retains its historic integrity for the following reasons:

Design elements include roadway **width, steep banks, and alignment**. Central Loudoun's roads evolved from private paths to public roadways and were originally narrow in **width**. In places, road width remains relatively unchanged, evidenced by **steep banks**, testimony to centuries of travel carved along the same route. Many roads, as evidenced by high banks and sunken lanes retain their original alignment. **(See Photo 1, Chappelle Hill Road)**

Secondary resources such as **bridges** bear the mark of simple but ingenious **design**, testimony to their rural context. 19th century bridges along the rural roads were often 'swinging bridges' locally made of rope and planks. One known record of a swinging bridge was a bridge now located at the east terminus of North Fork Road, now on private property.¹ Bridges that have survived were made of more durable materials such as rock or concrete. Along more travelled

¹ Eugene Scheele, Loudoun Discovered, Volume 4, Page 194

routes, the iron truss bridge was state of the art for the late 1800s. Although there are no remaining examples of the iron truss bridge in Central Loudoun, the stone piers of the Guinea Bridge remain. **(Photo 6 - Guinea Bridge, abandoned stone piers)**

Location and alignment The location of Central Loudoun's rural road network was largely dictated by the need to connect farms, and mills and villages to one another. The location of roads remains evidenced by period villages and hamlets including Silcott Springs, North Fork, Paxon, Telegraph Springs, Lincoln, and Bolyn Roads. **(Photo 4, North Fork Road)**

Setting Central Loudoun's rural road network is characterized by its agricultural setting. Large circa 1920 to 1950 stone and cement block barns with gambrel roofs mark Loudoun's once thriving dairy industry.² Stone houses and barns bear hallmark of 18th and 19th Quaker building traditions. Three board fencing identify the numerous extant 20th century equestrian farms scattered throughout the District. The agricultural / environmental setting of Central Loudoun remains, although punctuated by pockets of contemporary residential development. **The cultural setting** of the rural road network remains much the same. For example, the center of the village of Lincoln, with its 18th and 19th century dwellings, school, and meeting houses are still accessed by the rural road network of Foundry, Sands, Lincoln, and Chappell Hill Roads, all contributing resources.

Materials Loudoun's gravel roads have a **material** 'living finish.' In the late 1700s and early 1800s, road construction consisted of clearing undergrowth and trees, in some cases to the specified width. By the early 1900s, road construction included motorized grading, slightly crowning the surface and digging parallel drainage ditches. The roadway 'material' was an earthen surface, which changed with weather patterns and use – mud in the spring and evolving into rammed earth over time. Later in the 20th century, some rural roads were graveled; similar methods and materials still used today.³ Typically, rather than gravel fully covering the road surface, sprinklings of gravel remain at the crown of the road, with the bulk of gravel washing out at ditches. Today's roadbed is more often packed earth than gravel, and ironically, a strikingly authentic surface.

² Loudoun's last operating dairy is within the Central Loudoun Rural Road District

³ The rural road network, or the secondary roads system, was largely 'unimproved, graded, or gravel' through the mid 1960s.

(Source: Loudoun County, Primary and Secondary Highways, Department of Highways, Richmond Virginia, 1967

Department of Historic Resources

Preliminary Information Form 5

2/17/2025

Rev. July 2020

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4. District's History and Significance

In the space below, briefly describe the history of the district, such as when it was established, how it developed over time, and significant events, persons, and/or families associated with the property. Please list all sources of information used to research the history of the property. (It is not necessary to attach lengthy articles or family genealogies to this form.) Normally, only information contained on this form is forwarded to the State Review Board.

If the district is important for its architecture, engineering, landscape architecture, or other aspects of design, please include a brief explanation of this aspect.

History

In contrast to neighboring districts such as Southwest Loudoun that was settled for investment purposes along historic turnpikes and Northern Loudoun that was settled for cheap land, Central Loudoun was settled for religious purposes. Quakers, moving from Pennsylvania to Virginia seeking religious freedom first established 'meetings,' or places of worship. Commerce, especially water-powered milling soon followed. A road network developed to connect these meetings to mills to farms to villages, creating a labyrinth of undulating and winding rural roads that baffles even the local traveler. Two centuries later, this road network remains in place and is in use today.

Central Loudoun was coveted for its relatively cheap land, rich soil, and plentiful streams and most of all opportunity for religious freedom. This made the area attractive to Quakers emigrating to Virginia from Pennsylvania. Quakers imported their water-powered technology of milling grain crops. First grants were issued in the 1740s by a Fairfax cousin, William Fairfax, in parcels measuring hundreds of acres, rather than the tens of thousands of acres as in Northern Loudoun.⁴ These smaller grants could be subdivided and were affordable to immigrating Quaker families. Smaller lots suited Quaker families, who typically eschewed slavery and farmed lots with family.

For the Quakers, establishing meetings (places of worship) took first priority. Mills followed quickly, establishing nexus of commerce nearby. Quakers, who valued education and commerce almost as much as religion, also established schools, often associated with meetings. From this core of religion, commerce and education self-sufficient villages emerged and often included a post office, physician, tanner, wheel wright. From this, a complex road network emerged. This network was woven over the existing east-west thoroughfares (the 'main roads') established for trade and settlement in the Virginia Colony.

Examples of early meetings are Goose Creek (later Lincoln) and Potts (The Gap / Hillsboro), both established during in the mid 1700s for religious purposes. Over time, road networks evolved to serve industries which centered around these early 'meetings.' For example Israel Janney,⁵ a fellow Quaker, established a mill and store near Lincoln. Israel Janney was a frequent petitioner for new roads to serve his businesses.⁶ Although Israel Janney's Mill was destroyed during the Civil War, it was rebuilt afterwards and remained an economic driver of the village. In 1873,

⁴ Just three 1734 grants (Shannondale, Piedmont and Catocin) totaled over 62,000 acres

⁵ Janney's store ledger 'B' from 1784-1793 remains as part of the Smithsonian collection.

⁶ RR1817-004 Janney, Israel Janney's Mill to the Goose Creek Meeting house Road Case RR1817-003 Janney, Israel Janney's Mill to Samuel & Isaac Nichols' Mill to Snicker's Gap Road 218

neighbors petitioned for a direct road from the “Circleville PO”⁷ (near Janney’s Mill) to the village of Lincoln, “respectfully stating it was a public necessity.”⁸ Other industries serving the village after the War also were drivers of road improvements. In 1871, neighbors petition for improvements to the road leading from Richard Taylor’s foundry to Lincoln.⁹ Neighbors petitioned for a road to reach the colored school in 1878.¹⁰ Although the ‘white’ school was in the center of Lincoln, the ‘colored’ school was on the western edge of the village. Although the industries and 19th c schoolhouses are abandoned or vacant, the rural road network which vectors out from the center of Lincoln remains intact.¹¹

Hillsboro and its associated road network had a similar origin. David Potts’ meeting was established along Edgemoor Road. Nearby, Hillsboro grew at the nexus of reliable transportation (the east-west Vestals Gap Road), good streams for water-powered milling, and good religion (at the nearby Potts meeting.) Having much to gain for reliable transportation to and from mills, millers were frequent petitioners for good roads. Similar to Lincoln’s Janny family, Hillsboro’s Potts family were frequent petitioners for new and improved roads. In a 1771 road case,¹² Sam Potts, a miller, petitions for more convenient access from his mill to reliable transportation routes. In the road petition, Potts “*prays for a road to be opened from Pott’s Mill across the Hon’ble George William Fairfax land to the main road leading to Vestal’s Gap,*”¹³ a precursor to today’s Route 9. The road leading to Vestal’s Gap would have been better maintained than the nearby local mountain crossing¹⁴ over the Blue Ridge. Although a longer route, better maintained roads would have been a cheaper alternative to transporting wheat to the mill and flour to the market. The 1827 map attributed to Boye and the 1864 Civil War Map “Northern Virginia with adjacent Parts of Maryland and West Virginia” both shows a local road crossing Gregory’s Gap near Pott’s Mill.¹⁵ By 1830, Hillsborough boasted two flour manufacturing mills and by the time of the Civil War, boasted Garver’s ‘Factory’ which made uniforms for Confederate troops. This road network remains in place today, radiating outward from Hillsborough and includes Gaver Mill Road, a contributing resource.

‘Main’ roads, reaching from the ports of Alexandria to the Shenandoah Valley, crossed through Loudoun and were critically important to Loudoun’s agricultural industry. Loudoun’s local road network connected to these overland statewide routes, or ‘main’ roads, to transport Loudoun produce to market. Millers frequently petitioned for the County to create roads connecting to the main roads so that farmers could have better access to their mills. For example,

“Thereof humble therewith, that Samuel Canby hath erected a Convenient grist Mill, to the Inhabitants lying between the Beaverdam Branch of goose Creek, and the northwest fork thereof. But for want of a Road laid out and Established by your Worships, the said Inhabitants are put to much inconvenience in getting to and

⁷ Circleville was located about 2 miles south of the village of Lincoln along the Lincoln Road

⁸ **RP 1873-004 Road from the Circleville Post office to the Road from Janney’s Mill to Lincoln**

⁹ **1871-007 Road from RH Taylor’s Foundry to the Goose Creek Meeting House**

¹⁰ **RP 1878 -002 Lincoln to Colored School House**

¹¹ The Lincoln Village road network consists of Lincoln Road (paved); Sands Road, Foundry Road, Chappelle Hill Road and Cooksville Road (all gravel). All five roads are contributing resources to the Central Loudoun Rural Road Network Historic District.

¹² **RR 1771-002 Potts Mill to the main road to Vestal’s Gap**, Samuel Potts, (1736-1791) born in Philadelphia and emigrated to Loudoun County. The Potts family were millers south of Hillsboro at the foot of Gregory’s Gap along Edgemoor and Shannondale Roads.

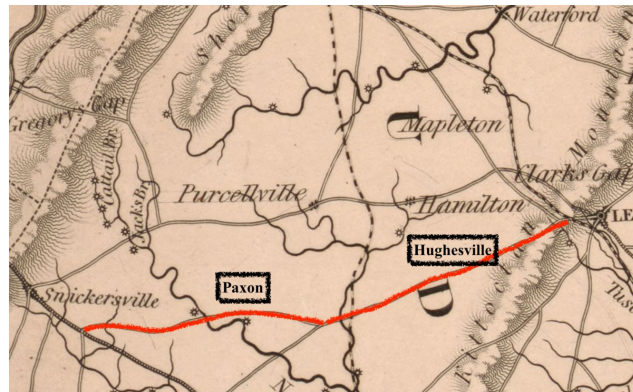
¹³ **RR 1771-002 Potts Mill to the main road to Vestal’s Gap**

¹⁴ The Potts family-owned land near Gregory Gap, a nearby crossing over the Blue Ridge. The road over Gregory’s Gap, the Shannondale Road, would have not have been as well maintained as the nearby main road over Vestal’s Gap.

¹⁵ Today’s Shannondale Road / Stoney Point Road follow the alignment of this early road across the mountains, but these two routes were gradually abandoned before 1926 in favor of the better maintained options.

from said mill, If your worships could think proper to appoint a suitable number of me to view and lay out a Road from Said Mill by Thomas Griggs --- to the Great Road leading from Sniggars [sic] gap to Alexandria."¹⁶

So important was Loudoun's connection with eastern markets, state law was written to ensure improvement of these roads.¹⁷ These roads would evolve into 'toll roads' by the mid 1800s. Often parallel to these turnpikes were local roads, not as well maintained but provided the opportunity for toll evasion. One example of a local east-west road is the remaining segments of the Paxon and Hughesville Roads (shown in red below). Although the actual route is not as straight as depicted in 1830, the Paxon and Hughesville Roads ran roughly parallel to the Leesburg-Snickers Gap Turnpike (toll road.) Paxon and Hughesville remain as single-lane gravel roads, a vestige of 19th century commercial thoroughfares. These roads would have connected the villages of Philomont, Circleville (Janney's Mill), Hughesville, and Leesburg



Herman Boye Map of 1832 shows the Paxon and Hughesville Road travel corridor from near Snickersville (today's Bluemont) to Leesburg. Today, segments of this route remain gravel and retain a high degree of physical integrity. Not depicted on this map is the Quaker's lattice-like overlay of rural roads connecting farms to mills and mills to markets that also today retains its physical integrity. Credit: Library of Congress

Civil War military maps show the complex web of major overland transportation that had developed by the mid 19th century in Loudoun. The County played a role as central theater to the Civil War and as a result, much of its countryside was destroyed, especially during the two-day period of the Burning Raid in 1863. Many of Central Loudoun's mills were destroyed including Israel Janney's Mill. Some mills were rebuilt but some were never reconstructed, leaving roads with no purpose to devolve into dead ends.

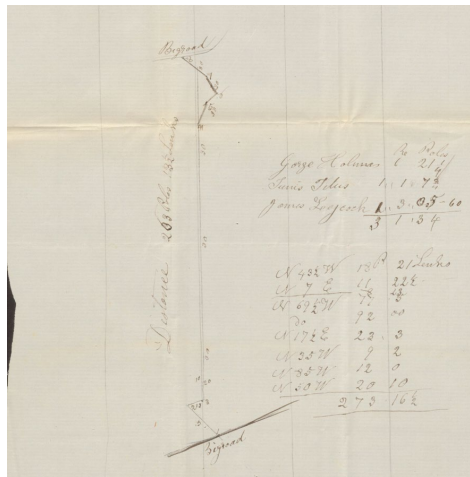
¹⁶ RP1772 - 001 Megeach, James Canby's Mill to the Great Road from Snickers Gap to Alexandria

¹⁷ Henning



1862 W. L. Nicholson Map Credit: Library of Congress

By the 1870s, local industry and education re-emerge, giving rise to road construction in the post-Civil War era.¹⁸ Road construction remained decentralized, organized by ‘Township.’ There were five ‘Townships’ and Central Loudoun was governed primarily by the ‘Mt Gilead Township.’ Road work and management systems remained haphazard. For example, rural roads did not even have names, as represented in this plat, where the well-traveled roads are known as ‘Big Road.’



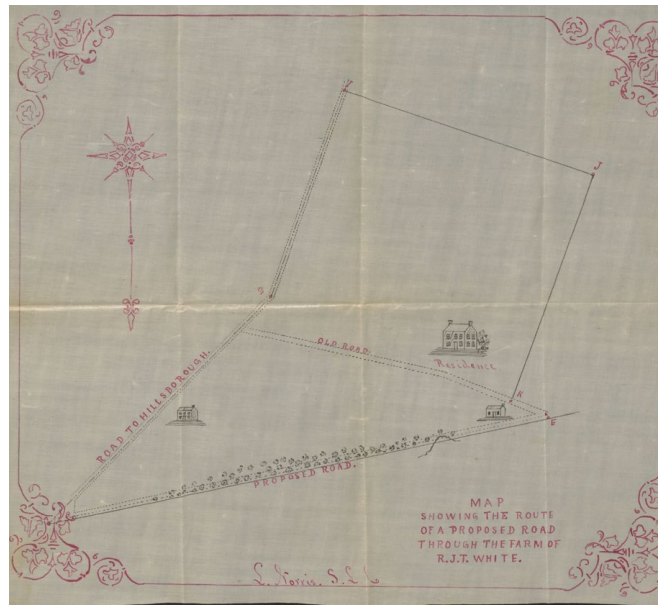
A new road connecting two “Big Roads”¹⁹ Credit: Loudoun County Archives

In the 1700 and early 1800s, proximity to roads was valued for ease of moving agricultural produce. Many public roads even transversed private property. As agricultural traffic along the roads increased, some farmers preferred their land not be crossed by a public throughfare. For example, “... your Petitioner would further state the road as at present located thro [sic] his farm is almost obsolete & is to him a serious inconvenience...” The ‘petitioner’ goes on to say that he

¹⁸ RP1878-002 Brown, Samuel N. Goose Creek Meetinghouse to the Colored Church and School House (Lincoln) plat

¹⁹ **RP 1875 Janney’s Mill [Circleville] road to Hughesville**

will contribute his land at no charge if the public throughfare is moved from cutting through his farm.²⁰



RP 1874-006 Berlin and Purcellville grade road through White's Farm to the Road leading from Hillsborough to the Purcellville Depot Traffic would have certainly increased with the railroad reaching Purcellville. This intersection is visible on the Yardley Taylor Map as "JR White" Today it is likely a private gravel lane.²¹ Credit: Loudoun County Archives

Some road cases show important intersections that have all but disappeared with the loss of the local general store and operational mill. Numerous road cases in the late 1800s refer to Bolyn's X-Roads, a five-point, bustling crossroads just south of Lincoln. A major east-west local road crossed through this area,²² and would have been the local alternative to the 'toll road,' along the Leesburg-Snickersville Turnpike Road (today's local Route 7). The crossroads would have passed by the important Bolyn's Mill, burned during the Civil War. With the arrival of the automobile, larger retail outlets replaced the village store. Today, with the mill destroyed and store shuttered, the area is a quiet intersection.

State of the art construction for bridges during the late 1800s was a stone arch or iron truss bridge. Bridges were reserved for the well-travelled routes; in the rural areas, a well-constructed ford would do. In Central Loudoun, a notable example of a stone bridge is the 1867 bridge spanning the W&OD railroad (now trail) along the original route of the Leesburg Turnpike (today's Dry Mill Road.) The bridge was constructed by the railroad and is far nicer than could be afforded by the county road system. An example of an iron truss bridge is the Guinea Bridge, which served Telegraph Springs Road crossing the North Fork. In 1889, the county funded a bridge with stone

²⁰ **RP 1874-006 Berlin and Purcellville Grade Road, Road through White's Farm to the Road leading from Hillsborough to the Purcellville Depot** Today, "Locust Thicket Lane," a private gravel road, is all that remains of the original public road through White's Farm.

²¹ *ibid*

²² This local road would have followed the route from today's Snickersville Turnpike, to Paxon Road, Chapel Road, Sands Road to Hamilton. Portions of this route remain in pristine condition. This route appears as early as 1827 on the map attributed to Boye as a 'stage road,' wide enough to carry stage coaches.

piers to replace an earlier structure. The iron bridge with stone piers was damaged by flooding and in 1893. Citizens petitioned the Supervisors to repair the bridge and to increase the number of spans across the North Fork to prevent additional damage in the future. Citizens wrote describing their frustrations: *“At times of high water the pier on east side is about in the center of the stream rendering access to the bridge from that side impossible even if it were safe and in our opinion the only remedy will be the construction of an additional span.”*²³ Today, the massive stone piers and associated gravel road remain but the iron truss bridge has been lost.

Automobiles brought the need for bridges (the auto could not handle the difficult terrain of a ford as well as a horse drawn vehicle, necessitating bridges.) Concrete bridges were introduced to Loudoun in the early 1910s and 1920s when the auto arrived in Loudoun. Concrete bridges became more common place in the 1930s with the Byrd Act when funding became more available. The poured-in-place concrete bridge was adaptable for varying conditions in rural locations and therefore became the design of choice. Several concrete bridges from this period remain.²⁴ These structures bear little ornament; emphasis with these bridges was entirely functional, funded by a county with few funds to spare. In some cases, bridges were never constructed and public roads with ford crossings were eventually abandoned. One example is the road that once left north from the village of Mountville connecting to village of North Fork. Although the road was repaired several times and the ford improved, the road was eventually abandoned sometime after 1926.²⁵

Associated secondary resources within the Rural Road Network

W&OD Stone Arch Bridge at Clarke’s Gap, Dry Mill Road (VA 699) along old Route 7 crossing, which was completed 1867. This bridge is a unique resource within the Central Loudoun rural road network.

Abandoned Cattle Pass VDOT 6213 Telegraph Springs Road / Route 611. Constructed 1929.

Poured in place concrete bridges are common throughout central Loudoun. These simple designs require minimal engineering and area adaptable to the rural countryside.

Low-water bridges sit below the level of the roadway. The low profile allows water to flow over the ‘bridge’ during periods of flooding, requiring less engineering. Low-water bridges are a vernacular design - typically large steel culverts assembled with fieldstone that can be completed with unskilled farm labor.

Timber deck bridge is constructed of wood or steel under girders with pressure treated timber planking secured as a driving surface. Often, these timber deck surfaces are covered in a paving material.

Abandoned bridge foundation - Earthen embankment and stone piers One remaining example is the Guinea Bridge. (See Photo 6)

²³ **B 1893-002 Guinea Bridge** Phineas Janney

²⁴ The VDOT numbers for these roads are: Lincoln Road [VDOT 6182], Woodgrove Road [VDOT 6245] circa 1931; Clarke’s Gap Road [VDOT 6370] circa 1931; Silcott’s Springs Road [VDOT 6058] circa 1932

²⁵ **RP 1915-001 North Fork to Mountsville at Beaverdam Creek**

Fieldstone retaining walls The use of fieldstone is prevalent throughout Loudoun. Dry stack ‘fences’ are common although typically outside of the 30’ right of way. (See Photo 4)

Culverts vary from a single pipe to multiples laid side by side. Culverts typically are corrugated steel although there are a few remaining in cast concrete from the early 1900s

Significance

The Central Loudoun rural road network is significant under Criteria A as a representative example of Quaker **settlement** in Virginia’s northern piedmont. Nathaniel Pawlett, in his ‘Guide to Preparation of Road Histories,’²⁶ argues that the evolution of the county road systems of Virginia is in many ways inseparable from the social, political and technological developments that form its history. The rural road network of Central Loudoun embodies Pawlett’s philosophy. Central Loudoun’s resulting labyrinth of rural roads has its geniuses in both Quaker establishment of ‘meetings’ (places of worship) and east-west trade routes established by Colonists. The near pristine condition of central Loudoun’s road network reflects these 18th and 19th century settlement patterns.

Central Loudoun’s rural road network is also locally significant under Criteria A for its association with **commerce**. Although Quakers settled central Loudoun seeking religious freedom, their tradition of hard work combined with their state-of-the-art milling technology produced a thriving agricultural economy. Yardley Taylor, in his 1853 map of Loudoun, represented 77 water-powered mills, many of which were concentrated in Central Loudoun, due to the abundance of natural streams, rolling hillsides, and Quaker settlement. The Quakers first established meeting houses, followed quickly by local mills, which in turn supported local business of blacksmiths, tanneries, country stores. Nexus of social and commercial activities blossomed resulting in a distinct road network connecting mill-centered villages. Two and a half centuries later, this historic road network remains in use and retains its historic integrity as one of many vestiges of Loudoun’s rich history.

The Period of Significance ends in 1965. Change came to Loudoun’s rural roads with the eastern development of Sterling Park and Dulles Airport. Both developments heralded a new way of life in agricultural Loudoun. As development encroached on Loudoun’s countryside, new demands on the rural roads emerged. Roads were no longer needed for just agricultural use and moving products to market, but were now needed to serve the high-speed commuter who worked in metropolitan Washington D. C. Many roads, especially those in eastern Loudoun, evolved with evolving demands and were paved and widened.

Geographical Data

Loudoun’s Yardley Taylor Map shows an elaborate overland network of rural roads in place by the mid 19th century. In Taylor’s ‘Memoir of Loudoun County,’ published as a compendium to his 1853 map, Taylor describes these settlement patterns defined by geography, religious and ethnic heritage. Taylor shows the county divided into nine road Districts.

The boundaries of the Central Loudoun Rural Road Network Historic District is based on these early descriptions. The Central Loudoun Rural Road Network Historic District encompasses Districts 4 (Lincoln) and 9 (Diggs Valley, North Fork), southern Portion of District 7 (Waterford)

²⁶ Nathaniel Pawlett, Guide to Preparation of Road Histories, page 2
Department of Historic Resources
2/17/2025

the southern portion of District 5 (Hillsboro) as represented on Taylor's Map.

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As seen: <https://www.loc.gov/resource/g3883l.cw0559800/?r=-0.154,0.015,1.306,0.808,0>
January 2025

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Loudoun County Board of Supervisors Copy Teste Books: <https://www.loudoun.gov/3437/Copy-Teste-Books> March 2024

Loudoun County Deed Books, Loudoun County Circuit Court, Archive Room, Loudoun County Courthouse, Market Street, Leesburg, Virginia.

List of Photographs

Photographer- Jane Covington
Winter, 2025

Photo 1 Chapel Hill Road facing west, near the village of Lincoln

Photo 02 Chapel Hill Road Tree roots, which have grown to form the sides of the road, are evidence of years of travel along the same route

Photo 3 Bolyn Road Once known as Boyln's X-Roads, this now sleepy dead-end road was once part of a bustling intersection along the local east-west road from Snickersville to Hughesville.

04 North Fork follows portions of the Colchester Road, which originally connected to the village of Mt Gilead, as shown on the 1854 Yardley Taylor Map.

05 North Fork This dry stacked field stone retaining wall is within the 30' right of way and is a contributing resource to the Central Loudoun Rural Road Network Historic District.

06 Guinea Bridge This photograph shows the eastern most pier, which was described in the 1883 road case, **B 1893-002 Guinea Bridge**. This pier would have been "in the middle of the waters" during flooding. The iron truss bridge was never rebuilt. Today the Guinea Road remains only as a segment of the original road.

07 Telegraph Springs Road This 20th century bridge replaces the iron Guinea Bridge crossing the North Fork. The original Guinea Bridge was located immediately to the left of this modern bridge. Telegraphy Springs Road appears on the Yardley Taylor Map. Although scenic and contributes to the pastoral setting, this old roadway has been altered and no longer retains its historic significance.

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: Emily Houston, Board member

organization: America's Routes

street & number: PO 163

city or town: Paeonian Springs state: VA zip code: 20129

e-mail: emilyzs@yahoo.com telephone: _____

Applicant's Signature: _____

Date: January 14, 2025

• • 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: Emily Houston

Daytime Telephone: _____

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

name/title: Jane Covington

organization: _____

street & number: PO 741

city or town: Middleburg state: VA zip code: 20118

e-mail: jaen@janecovington.com telephone: 434-960-4678

Date: January 14, 2025

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.

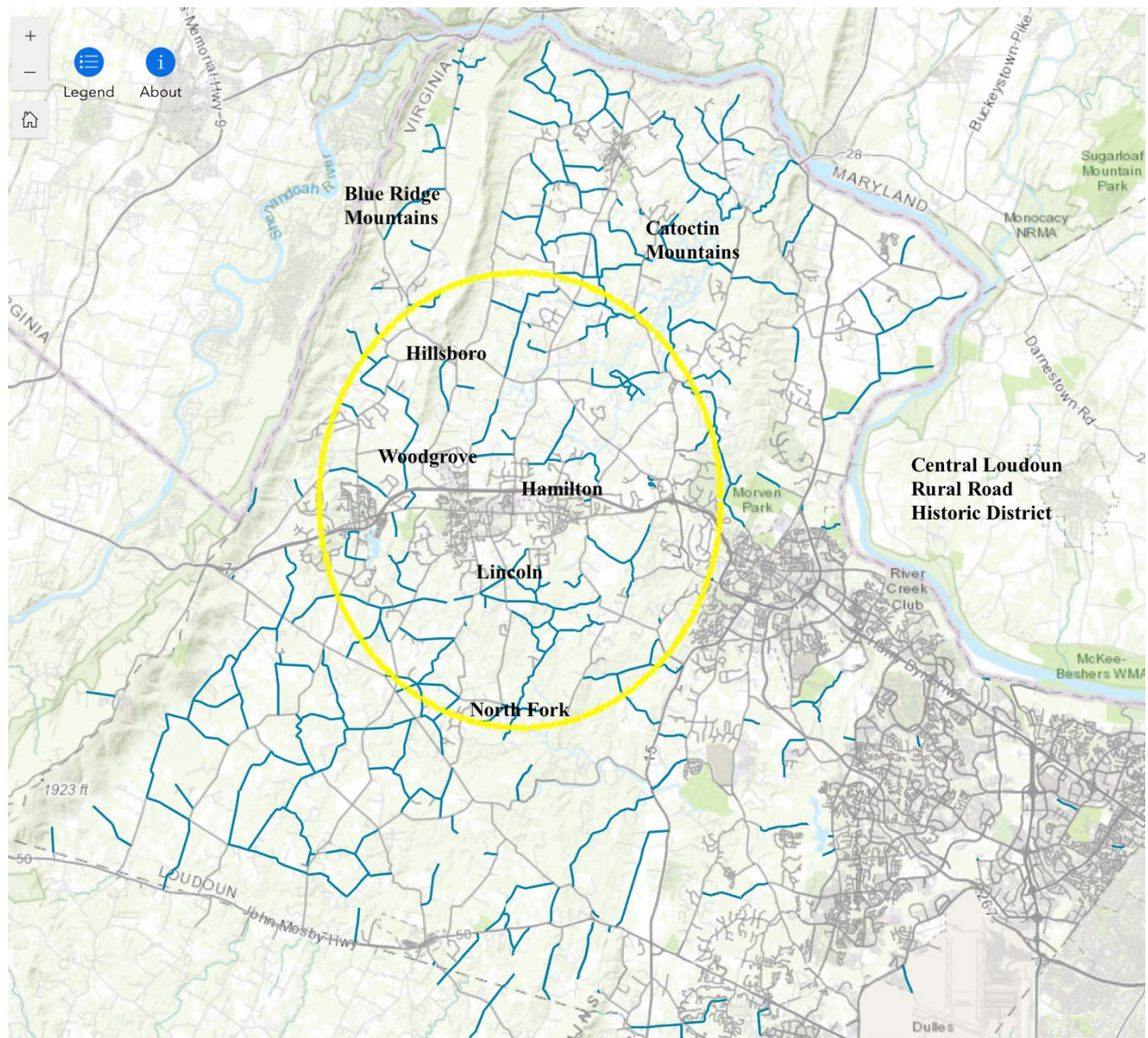
name/title: _____

locality: _____

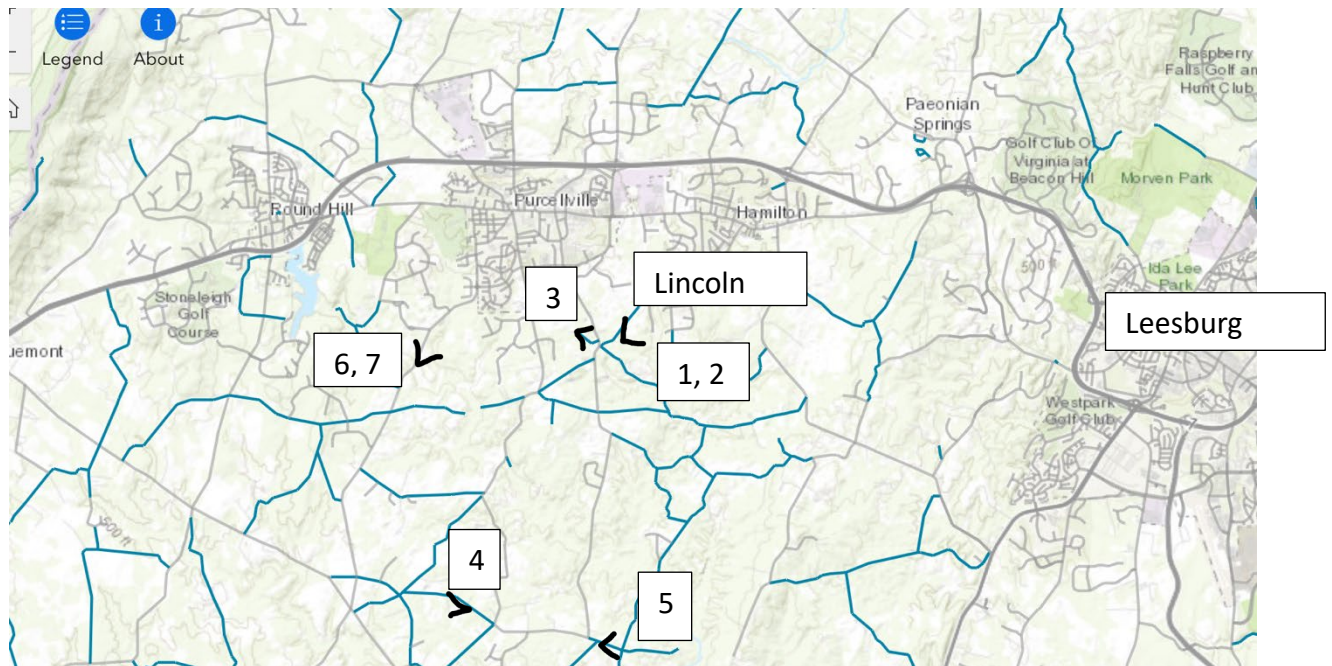
street & number: _____

city or town: _____ state: _____ zip code: _____

telephone: _____



Site Map
Central Loudoun Rural Road Historic District
January 2025



Central Loudoun Rural Road Network Historic District

Photo Key Plan

January 2025

Photo 1 Chappelle Hill Road facing west, near the village of Lincoln

Photo 02 Chappelle Hill Road Tree roots, which have grown to form the sides of the road, are evidence of years of travel along the same route

Photo 3 Bolyn Road Once known as Boyln's X-Roads, this now sleepy dead-end road was once part of a bustling intersection along the local east-west road from Snickersville to Hughesville.

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