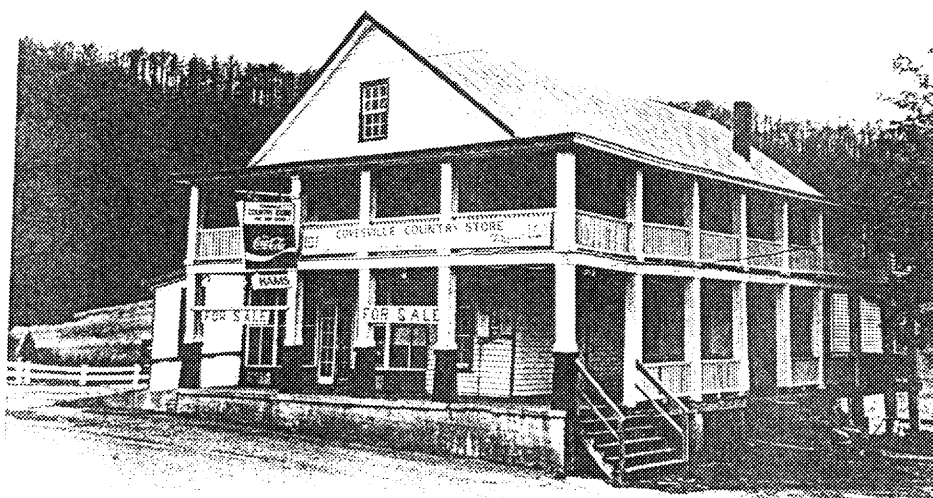


FINAL REPORT

HISTORIC ARCHITECTURAL SURVEY OF  
ALBEMARLE COUNTY VILLAGES



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## TABLE OF CONTENTS

Section	Page
1. Abstract . . . . .	1-1
2. Acknowledgments . . . . .	2-1
3. List of Figures and Maps . . . . .	3-1
4. Introduction and Description of Survey . . . . .	4-1
5. Historical Overview of Albemarle County . . . . .	5-1
6. Historic Contexts for Eleven Villages and Towns in Albemarle County . . . . .	6-1
6.1 Advance Mills . . . . .	6-1
6.2 Batesville . . . . .	6-23
6.3 Coveseville . . . . .	6-49
6.4 Crossroads/North Garden . . . . .	6-68
6.5 Crozet . . . . .	6-70
6.6 Free Union . . . . .	6-96
6.7 Greenwood/Country Store . . . . .	6-113
6.8 Ivy . . . . .	6-128
6.9 Milton . . . . .	6-151
6.10 Proffit . . . . .	6-164
6.11 White Hall . . . . .	6-180
6.12 Yancey Mills . . . . .	6-197
7. Research Design . . . . .	7-1
8. Survey Findings . . . . .	8-1
9. Evaluation . . . . .	9-1
10. Recommendations . . . . .	10-1
11. Bibliography . . . . .	11-1

## Appendices

- Appendix A National Register Criteria
- Appendix B Survey Findings for Advance Mills
- Appendix C Survey Findings for Batesville
- Appendix D Survey Findings for Covesville
- Appendix E Survey Findings for Crossroads/North Garden
- Appendix F Survey Findings for Crozet
- Appendix G Survey Findings for Free Union
- Appendix H Survey Findings for Greenwood/Country Store
- Appendix I Survey Findings for Ivy
- Appendix J Survey Findings for Milton
- Appendix K Survey Findings for Proffit
- Appendix L Survey Findings for White Hall
- Appendix M Survey Findings for Yancey Mills
- Appendix N Scope of Work
- Appendix O Project Team

## **1.0 ABSTRACT**

### **1.1 LOCATION AND DATES OF THE SURVEY**

This architectural survey was conducted in twelve villages and towns in Albemarle County. They are Advance Mills, Batesville, Covesville, Crozet, Crossroads/North Garden, Free Union, Greenwood/Country Store, Ivy, Milton, Proffit, White Hall, and Yancey Mills in Albemarle County. The survey was conducted by Dames & Moore of Bethesda, Maryland between 10 January 1995 and 30 September 1995.

### **1.2 GOALS OF THE SURVEY**

The survey was funded by a cost-sharing agreement between Albemarle County and the Virginia Department of Historic Resources (VDHR). The twelve villages and towns were selected for architectural survey by the Albemarle County Department of Planning (ACDP), in consultation with the VDHR.

The goals of the historical and architectural survey of twelve villages and towns in Albemarle County were established by the ACDP, the VDHR, and Dames & Moore personnel. They were:

- Conduct a comprehensive reconnaissance-level architectural survey, to VDHR standards, of twelve villages and towns in Albemarle County. Survey information was entered using the Integrated Preservation Software (IPS), thereby expanding the information database at both the VDHR and the ACDP;
- Prepare a written and illustrated survey report, including an historic context statement for each village. (VDHR and ACDP budgetary constraints dictated that an historic context was not written for Crossroads/North Garden. Historic resources in

Crossroads/North Garden were surveyed, however, and an evaluation was made for any potential National Register eligible district);

- Evaluate the surveyed historic resources against the National Register criteria and make recommendations for potential historic district(s), as well as further architectural survey work;
- Stimulate interest in the history and preservation of the historic towns and villages of Albemarle County.

### **1.3 SCOPE OF WORK AND METHODOLOGY**

The survey of 200 historic resources within the twelve villages and towns in Albemarle County was conducted by Dames & Moore of Bethesda, Maryland. In addition, Dames & Moore's subcontractor, architectural historian Melinda Frierson of Charlottesville, Virginia, prepared the historic contexts for eleven villages. (According to revisions to the scope of work by the VDHR and ACDP, an historic context was not prepared for Crossroads/North Garden).

The survey consisted of five phases:

#### **Public Involvement**

Public meetings, press and media releases, and close coordination among Dames & Moore personnel, the ACDP, and VDHR constituted the public involvement phase of the survey.

## Archival Research

A wide variety of research sources was used during the survey. For the historic context statements, Ms. Frierson conducted research at local and regional libraries and archives, municipal record offices, and the Albemarle County Historical Society. She also conducted interviews with local historians and interested citizens and residents. Dames & Moore architectural historians conducted additional research at the VDHR archives in Richmond and the Library of Congress in Washington, D.C.

## Fieldwork

During the fieldwork phase, 200 historic resources in twelve villages were surveyed on the reconnaissance level. The number and distribution of historic resources surveyed in each village was determined by the ACDP and the VDHR. The number of resources surveyed in each village was as follows:

Advance Mills	9 resources
Batesville	19 resources
Covesville	18 resources
Crozet	71 resources
Crossroads/North Garden	5 resources
Free Union	11 resources
Greenwood	5 resources
Ivy	24 resources
Milton	2 resources
Proffit	11 resources
White Hall	9 resources
Yancey Mills	17 resources
<b>TOTAL</b>	<b>200 resources</b>

A VDHR reconnaissance-level survey form was prepared for each property, including all secondary resources. Each resource was photographed and mapped on a USGS Quad. A site plan showing the primary resource and all secondary resources was prepared for each property.

The eligibility of each village for listing on the National Register of Historic Places as an historic district was assessed in the field according to the National Register Criteria. Preliminary Information Forms (PIF) were prepared for those potential historic districts that appeared to possess the necessary architectural and historical significance and architectural integrity for listing on the National Register of Historic Places and the Virginia Landmarks Register.

#### **Data Entry**

All survey information collected was entered by Dames & Moore technical staff using the Integrated Preservation Software (IPS) data entry system.

#### **Written and Public Presentation of Findings.**

This written report discussing the survey, its purposes, and findings is the end product of this survey.

Two public presentations were held during this survey. An informational meeting was held at the beginning of the architectural survey to familiarize the public with its goals and methodology. A public presentation was also held at the end of the project to present the results, findings, and recommendations of the survey.

## 1.4 EXISTING CONDITIONS

None of the twelve villages surveyed as part of this project is listed on the National Register of Historic Places. Three historic resources in three of these villages are listed individually on the National Register. They are:

- Cove Presbyterian Church (VDHR #02-0705) in the village of Coveseville
- Spring Hill (VDHR #02-0140) in the village of Ivy
- Crossroads Tavern (VDHR #02-0614) in the village of Crossroads/North Garden

Several architectural surveys have been conducted in Albemarle County over the last twenty-five years. Since the mid 1970s architectural surveys of several individual buildings have been conducted by students at the School of Architecture of the University of Virginia under the direction of Professor K. Edward Lay. Between 1977 and 1981 VDHR architectural historian Jeff O'Dell conducted a reconnaissance-level architectural survey of Albemarle County. Previously surveyed historic resources located within the twelve villages were resurveyed as a requirement of this project.

## 1.5 SURVEY FINDINGS

The principal finding of the 1995 survey of twelve Albemarle County villages is that six villages and towns, or portions of these villages and towns, are potentially eligible for listing as historic districts on the National Register of Historic Places and the Virginia Landmarks Register. These potential historic districts are:

- **Advance Mills Historic District**, eligible under Criterion A in the areas of manufacturing/industry; transportation; and agriculture, and Criterion C in the area of architecture.



- **Batesville Historic District** eligible under Criterion A in the areas of religion; commerce; government/law; and education; and under Criterion C in the area of architecture.
- **Crozet Historic District**, eligible under Criterion A in the areas of transportation; commerce; manufacturing/industry; religion; social/recreation; and education, and under Criterion C in the area of architecture.
- **Proffit Historic District**, eligible under Criterion A in the areas of ethnic/ immigration, religion, manufacturing/industry, and commerce.
- **White Hall Historic District**, eligible under Criterion A in the areas of religion; education; and commerce; and under Criterion C in the area of architecture.
- **Yancey Mill Historic District**, eligible under Criterion A in the areas of religion and social/recreation, and under Criterion C in the area of architecture.

Each potential historic district possesses the necessary architectural integrity and historical significance for listing on both the National Register of Historic Places and the Virginia Landmarks Register.

## 1.6 RECOMMENDATIONS

Recommendations for future survey and registration activity in Albemarle County include:

- Nomination of the Advance Mills, Batesville, Crozet, Proffit, White Hall and Yancey Mills historic districts to the National Register of Historic Places and the Virginia Landmarks Register.
- Nomination of a Greenwood Rural Historic District to include the villages of Greenwood/Country Store, Greenwood Depot, Newtown, and the surrounding Greenwood area.
- Survey of additional historic resources within the twelve villages, as detailed in section 10.2.1 of this report.
- Intensive survey of selected historic resources within the villages of Covessville, Ivy, Greenwood, Free Union, Milton, and Crossroads/North Garden as detailed in section 10.2.2 of this report.
- Preparation of an historic context for the village of Crossroads/North Garden.
- Reconnaissance-level survey of additional towns and villages in Albemarle County, as detailed in section 10.2.3 of this report.
- Incorporation of an historic preservation planning component into the Albemarle County Comprehensive Plan, including the development of local ordinances to recognize and protect historic resources in Albemarle County.

## 2.0 ACKNOWLEDGMENTS

This project was completed with the assistance, support, and cooperation of Albemarle County and its citizens. Dames & Moore is especially indebted to Mary Joy Scala and the staff of the Albemarle County Department of Planning for its support and assistance throughout this project.

The Albemarle County Historical Society and its librarian, Margaret M. O'Bryant, were essential resources during the preparation of the historic context portion of this study. In particular, the Charlottesville-Albemarle Index, a cumulative index to secondary sources in Albemarle County history, was a key tool in locating much information which almost certainly would have been missed without it. Special thanks goes to volunteer A. Robert Kuhlthau for his years of work compiling and updating this most useful finding aid.

Detailed studies of early road systems in Albemarle County were conducted by the late Nathaniel Mason Pawlett under the auspices of the Virginia Highways and Transportation Research Council. They were an essential source for understanding the settlement patterns for each of the villages studied. Mr. Pawlett also answered many inquiries in the early phases of the study that helped resolve the often conflicting information found in secondary sources.

The staffs of the University of Virginia Alderman Library, especially the Special Collections Department of Alderman Library, and the Fiske Kimball Fine Arts Library, both in Charlottesville, also contributed greatly to the final product. Previous architectural survey work conducted for many years under the direction of University of Virginia Architecture Professor K. Edward Lay produced numerous student reports documenting the architecture of Albemarle County. These reports, along with additional comments and assistance from Professor Lay, were especially helpful.

Dr. Daniel P. Jordan, William Beiswanger and Ann Lucas of the Thomas Jefferson Memorial Foundation (TJMF) graciously shared information from TJMF's Research Department concerning the history of Milton and its relationship with Mr. Jefferson.

The following individuals deserve special thanks for their help and cooperation throughout this project. Many of them provided information, suggestions and further contacts which filled many gaps in recorded information about these villages. They included Frances Fray Ballard; Sara Lee Barnes; Eugenia Bibb; Mary Hill Caperton; L. Newby Day; Col. W. J. Eddins; Constance Elliott; Lillian Foster; Jeanne M. Hammer; Margaret Honn; Steven G. Meeks; Kathy Morris; Dr. C. Jared Loewenstein; Janet McDonald; Howard Newlon; Roy E. McClanahan; Betty Page; Rose Page; Susan Holbrook Perdue; John Pollock; Scott Peyton; Jay Rothenberger; Shirley Ryder; and Cecil Wetsel.

The staff of the Virginia Department of Historic Resources (VDHR) was also extremely helpful throughout this project. In particular, Dames & Moore thanks Julie Vosmik, Marc Wagner, Elizabeth Hoge Lipford, Calder Loth, Susan Burrell, and Joseph White, all of VDHR. Marc Wagner devoted the first month of this project to personally field checking all of the villages and copying material on all previously surveyed sites in the villages.

### 3.0 LIST OF FIGURES AND MAPS

Map 4.1	Albemarle County in Virginia . . . . .	4-4
Map 4.2	Location of Surveyed Villages of Advance Mills, Batesville, Covesville, Crozet, Crossroads/North Garden, Free Union, Greenwood/Country Store, Ivy, Milton, Proffit, White Hall, and Yancey Mills in Albemarle County . . . . .	4-5
Map 6.2.1	The Advance Mills Survey Area . . . . .	6-4
Map 6.2.2	Hotchkiss Map of Albemarle County (1866) Showing Fray's Mill . . . . .	6-10
Map 6.1.3	The Peyton Map of Albemarle County (1875) Showing Fray's Mill . . . . .	6-11
Map 6.1.4	The Massie Map of Albemarle County (1907) Showing Advance (Fray's) Mill . . . . .	6-16
Map 6.2.1	Batesville Survey Area . . . . .	6-24
Map 6.2.2	Hotchkiss Map of Albemarle County (1866) Showing Batesville . . . . .	6-36
Map 6.2.3	Peyton Map of Albemarle County (1875) Showing Batesville . . . . .	6-42
Map 6.3.1	Covesville Survey Area . . . . .	6-50
Map 6.3.2	Hotchkiss Map of Albemarle County (1866) Showing Covesville . . . . .	6-54
Map 6.3.3	Peyton Map of Albemarle County (1875) Showing Covesville . . . . .	6-56
Map 6.3.3	Massie Map of Albemarle County (1907) Showing Covesville . . . . .	6-65
Map 6.4.1	Crossroads/North Garden Survey Area . . . . .	6-69
Map 6.5.1	Crozet Survey Area . . . . .	6-71
Map 6.5.2	Hotchkiss Map of Albemarle County (1866) Showing Crozet Area . . . . .	6-78
Map 6.5.3	Peyton Map of Albemarle County (1875) Showing Crozet Area . . . . .	6-79
Map 6.6.1	Free Union Survey Area . . . . .	6-97
Map 6.6.2	Hotchkiss Map of Albemarle County (1866) Showing Free Union . . . . .	6-106
Map 6.6.3	Peyton Map of Albemarle County (1875) Showing Free Union . . . . .	6-107
Map 6.7.1	Greenwood/Country Store Survey Area . . . . .	6-114
Map 6.7.2	Hotchkiss Map of Albemarle County (1866) Showing the Greenwood Area . . . . .	6-120
Map 6.7.3	Peyton Map of Albemarle County (1875) Showing the Greenwood Area . . . . .	6-121
Map 6.7.4	Massie Map of Albemarle County (1907) Showing Greenwood . . . . .	6-127
Map 6.8.1	Ivy Survey Area . . . . .	6-129
Map 6.8.2	Hotchkiss Map of Albemarle County (1866) Showing Ivy . . . . .	6-137

Map 6.8.3	Peyton Map of Albemarle County (1875) Showing Ivy . . . . .	6-138
Map 6.9.1	Milton Survey Area . . . . .	6-152
Map 6.9.2	Hotchkiss Map of Albemarle County (1866) Showing Milton . . . . .	6-161
Map 6.9.3	Peyton Map of Albemarle County (1875) Showing Milton . . . . .	6-162
Map 6.10.1	Proffit Survey Area . . . . .	6-165
Map 6.10.2	Hotchkiss Map of Albemarle County (1866) Showing the Proffit Area . . . . .	6-168
Map 6.10.3	Peyton Map of Albemarle County (1875) Showing the Proffit Area . . . . .	6-169
Map 6.10.4	Massie Map of Albemarle County (1907) Showing Proffit . . . . .	6-174
Map 6.11.1	White Hall Survey Area . . . . .	6-181
Map 6.11.2	Hotchkiss Map of Albemarle County (1866), Showing the White Hall Area . . . . .	6-192
Map 6.11.3	Peyton Map of Albemarle County (1875), Showing the White Hall Area . . . . .	6-193
Map 6.12.1	Yancey Mills Survey Area . . . . .	6-198
Map 6.12.2	Hotchkiss Map of Albemarle County (1866) Showing Hillsboro and Yancey Mills . . . . .	6-207
Map 6.12.3	Peyton Map of Albemarle County (1875) Showing Hillsboro and Yancey Mills . . . . .	6-208
Map 9.4.1	Boundaris of Potential Advance Mills Historic District . . . . .	9-5
Map 9.4.2	Boundaries of Potential Batesville Historic District . . . . .	9-7
Map 9.4.3	Boundaries of Potential Crozet Historic District . . . . .	9-9
Map 9.4.4	Boundaries of Potential Proffit Historic District . . . . .	9-11
Map 9.4.5	Boundaries of Potential White Hall Historic District . . . . .	9-12
Map 9.4.6	Boundaries of Potential Yancey Mills Historic District . . . . .	9-14

Figure 6.1.1	J.M. Fray House (Holly Tree Farm), Advance Mills . . . . .	6-9
Figure 6.2.1	Miller's House, Advance Mills . . . . .	6-13
Figure 6.3.1	Sunnybank, Advance Mills . . . . .	6-14
Figure 6.4.1	Advance Mills Bridge, Advance Mills . . . . .	6-18
Figure 6.5.1	Site of Fray's Mill, Advance Mills . . . . .	6-20
Figure 6.2.1	Westbury, Batesville . . . . .	6-30
Figure 6.2.2	Log House, Route 692, Batesville . . . . .	6-32
Figure 6.2.3	Walters-Page House, Batesville . . . . .	6-33
Figure 6.2.4	Mount Ed Baptist Church, Batesville . . . . .	6-35
Figure 6.2.5	Batesville Methodist Church, Batesville . . . . .	6-37
Figure 6.2.6	Castlebrook, Batesville . . . . .	6-41
Figure 6.2.7	Batesville Elementary School, Batesville . . . . .	6-44
Figure 6.2.7	Woodlea, Batesville . . . . .	6-46
Figure 6.3.1	Cove Presbyterian Church, Covesville . . . . .	6-54
Figure 6.3.2	Cove Lawn, Covesville Vicinity . . . . .	6-55
Figure 6.3.3	Lackey's Store, Covesville . . . . .	6-59
Figure 6.3.4	McCormick House, Covesville . . . . .	6-62
Figure 6.3.5	Johnson Store, Covesville . . . . .	6-63
Figure 6.5.1	Pleasant Green, Crozet . . . . .	6-76
Figure 6.5.2	Crozet Methodist Church, Crozet . . . . .	6-78
Figure 6.5.3	Tabor Presbyterian Church, Crozet . . . . .	6-79
Figure 6.5.4	Crozet Cooperage Company Building, Crozet . . . . .	6-81
Figure 6.5.5	Crozet Cooperage Co. Office, Crozet . . . . .	6-82
Figure 6.5.6	Crozet Hotel/Hardware, Crozet . . . . .	6-84
Figure 6.5.7	House, St. George Avenue, Crozet . . . . .	6-85
Figure 6.5.8	House, St. George Avenue, Crozet . . . . .	6-87
Figure 6.5.10	House, Crozet Avenue, Crozet . . . . .	6-88
Figure 6.5.11	Crozet Cold Storage Plant, Crozet . . . . .	6-90
Figure 6.5.12	Crozet C&O Railroad Depot, Crozet . . . . .	6-92
Figure 6.5.13	House, St. George Avenue, Crozet . . . . .	6-95
Figure 6.6.1	House at Free Union Country School . . . . .	6-100
Figure 6.6.2	Free Union Baptist Church, Free Union . . . . .	6-102
Figure 6.6.3	Harris Store, Free Union . . . . .	6-104
Figure 6.6.4	Dr. W.A. Kyger House and Office . . . . .	6-108

Figure 6.6.5	Maupin's Store, Free Union . . . . .	6-110
Figure 6.7.1	House, Route 690, Greenwood . . . . .	6-123
Figure 6.7.2	Greenwood High School, Greenwood . . . . .	6-125
Figure 6.8.2	Valley Point Farm, Ivy . . . . .	6-133
Figure 6.8.3	Home Tract, Ivy . . . . .	6-134
Figure 6.8.4	St. Paul's Episcopal Church, Ivy . . . . .	6-140
Figure 6.8.5	Mt. Calvary Baptist Church, Ivy . . . . .	6-141
Figure 6.8.6	Ivy Store (Ivy Corner Nursery Center) . . . . .	6-143
Figure 6.8.8	Velimirovic House, Ivy . . . . .	6-144
Figure 6.8.9	Siesta Motor Lodge, Ivy . . . . .	6-146
Figure 6.9.1	Locust Shade, Milton . . . . .	6-159
Figure 6.10.1	Evergreen Baptist Church, Proffit . . . . .	6-172
Figure 6.10.2	Proffit Station Master's House, Proffit . . . . .	6-175
Figure 6.10.3	Elijah Cox House, Proffit . . . . .	6-176
Figure 6.10.4	W. R. Lewis Store, Proffit . . . . .	6-177
Figure 6.11.1	Whitehall, White Hall . . . . .	6-185
Figure 6.11.2	Wyant House, White Hall . . . . .	6-186
Figure 6.11.3	Piedmont Store, White Hall . . . . .	6-188
Figure 6.11.4	Mount Moriah Methodist Church, White Hall . . . . .	6-189
Figure 6.11.5	White Hall School (White), White Hall . . . . .	6-194
Figure 6.12.1	Yancey Tavern, Yancey Mills . . . . .	6-201
Figure 6.12.2	Apperson-Brown House, Yancey Mills . . . . .	6-204
Figure 6.12.3	House, U.S. 250, Yancey Mills . . . . .	6-205
Figure 6.12.4	Monger House, Yancey Mills . . . . .	6-210
Figure 6.12.5	Green Teapot Hotel, Yancey Mills . . . . .	6-212
Figure 6.12.6	Dutch Garden Restaurant and Motel, Yancey Mills . . . . .	6-213
Figure 6.12.7	Bollendorff House, Yancey Mills . . . . .	6-214



#### **4.0 INTRODUCTION AND DESCRIPTION OF THE SURVEY**

Albemarle County contains a wealth of historic resources dating from the eighteenth, nineteenth, and twentieth centuries. Numerous architectural surveys have been conducted throughout Albemarle County over the last twenty-five years. These include: a comprehensive reconnaissance-level architectural survey conducted between 1978 and 1981 by VDHR architectural historian Jeff O'Dell; architectural surveys and building studies conducted from the mid 1970s to the present by students at the University of Virginia School of Architecture under the auspices of Professor K. Edward Lay; and numerous architectural studies of individual buildings and complexes by historians and architectural historians. An archeological and historic context for Albemarle County was prepared by the consulting firm of Garrow & Associates for the VDHR in 1994-1995. Currently, more than fifty properties in Albemarle County are listed individually on the National Register of Historic Places and the Virginia Landmarks Register. In addition, the town of Scottsville and the Southwest Mountains area of eastern Albemarle County are listed as historic districts on the National Register of Historic Places and Virginia Landmarks Register.

#### **4.1 PROJECT BACKGROUND**

Albemarle County is currently faced with enormous development pressures. In particular, the county's numerous historic towns and villages have undergone a marked transformation in the last quarter century. No longer centers of local commerce and manufacture, they have lost both population and many of their historic resources. The ACDP and the VDHR recognized the need for an architectural survey of several of the best-known villages and towns in Albemarle County. An important component of this survey was the identification of areas within these villages and towns that may be eligible for listing as historic districts on the National Register of Historic Places and the Virginia Landmarks Register.

In October, 1994 Albemarle County and the VDHR entered into a cost-sharing agreement to conduct a comprehensive, reconnaissance-level architectural survey of eleven villages and towns in Albemarle County. In November 1994, the VDHR solicited bids to conduct this survey. In December, 1995 the VDHR contracted with Dames & Moore of Bethesda, Maryland, to conduct the architectural survey of eleven villages and towns in Albemarle County. Dames & Moore subcontracted with architectural historian Melinda Frierson of Charlottesville, Virginia, to research and write the required historic contexts for the eleven villages and towns.

#### **4.2. SCOPE OF WORK**

The scope of work included a comprehensive architectural and historical survey of the villages of Advance Mills, Batesville, Coveseville, Crossroads/North Garden, Crozet, Free Union, Greenwood/Country Store, Ivy, Proffit, White Hall and Yancey Mills. Two hundred resources were to be surveyed, mapped, and researched on the reconnaissance level using the VDHR Reconnaissance Level Survey Form. Photographs were to be taken of all contributing resources, including important secondary resources. Survey information was to be entered using the Integrated Preservation Software (IPS). The final report was to include an historic context for each of the surveyed villages.

In January, 1995 the scope of work was amended to include architectural survey work and a written historic context for the village of Milton. Because of budgetary constraints, the requirement for an historic context statement for Crossroads/North Garden was eliminated. However, historic resources in Crossroads/North Garden were surveyed and the village evaluated for its eligibility for listing on the National Register and Virginia Landmarks Register.

The number and distribution of historic resources surveyed in each village was determined by the ACDP, in consultation with the VDHR. The number of resources surveyed in each village was:

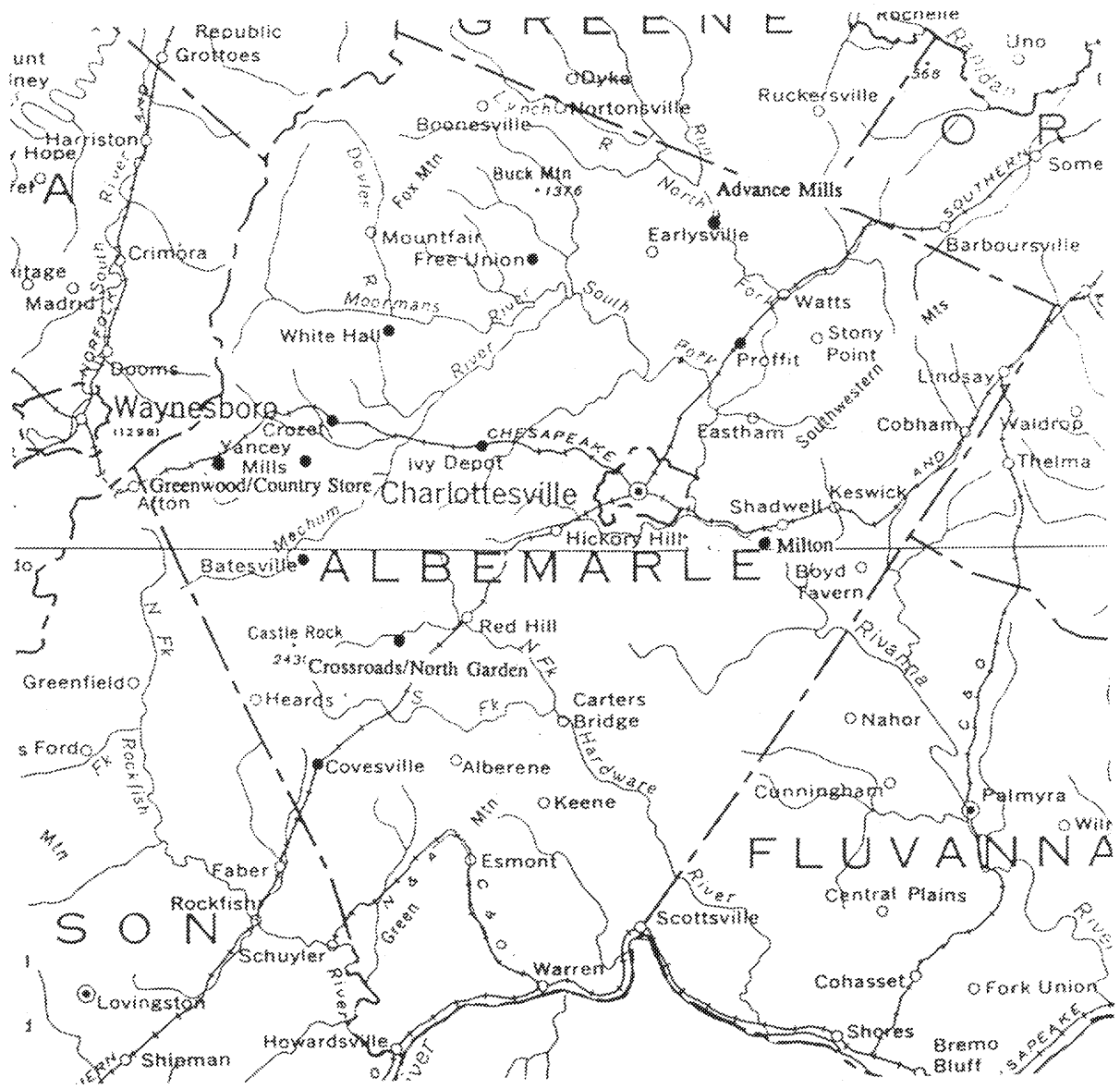
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Free Union	11 resources
Greenwood/Country Store	5 resources
Ivy	24 resources
Milton	2 resources
Proffit	11 resources
White Hall	9 resources
Yancey Mills	17 resources
TOTAL	200 resources

#### 4.3 SURVEY LOCATION AND COVERAGE

This historic architectural survey was conducted entirely within the twelve villages and towns in Albemarle County (Map 4.1 locates Albemarle County in Virginia and Map 4.2 provides the location of the surveyed villages and towns). Several villages contained resources previously surveyed by VDHR. These resources are listed in the historic context sections for each village. The previously surveyed historic resources still standing in each village were resurveyed as a required component of this project.



MAP 4.2 LOCATION OF SURVEYED VILLAGES OF ADVANCE MILLS, BATESVILLE, COVESVILLE, CROZET, CROSSROADS/NORTH GARDEN, FREE UNION, GREENWOOD/COUNTRY STORE, IVY, MILTON, PROFFIT, WHITE HALL, AND YANCEY MILLS IN ALBEMARLE COUNTY



#### **4.4 DATES OF INVESTIGATION AND STAFF COMPOSITION**

The historic and architectural survey of the twelve villages and towns in Albemarle County was conducted between January 10 and September 30, 1995. The field survey was conducted by Dames & Moore architectural historians Geoffrey Henry and Steven Moffson, under the direction of Stephen Del Sordo, Project Manager and Senior Historian; and Dr. Janet Friedman, Director of Dames & Moore's Cultural Resource Services Group. The final report was researched and written by Geoffrey Henry and Dames & Moore's subcontractor Melinda Frierson. Data entry of survey information using the Integrated Preservation Software (IPS) was done by Aileen Dorney, Susan Travis, Steven Moffson, and Geoffrey Henry.

## **5.0 HISTORICAL OVERVIEW OF VILLAGES AND TOWNS IN ALBEMARLE COUNTY**

In 1994 a prehistoric and historic context of Albemarle County, *From the Monacans to Monticello and Beyond: Prehistoric and Historic Contexts for Albemarle County, Virginia*, was written by the consulting firm of Garrow & Associates. Section 5.0 is an overview based on that context and numerous other source materials. It is focused specifically on the establishment and history of the twelve villages and towns in Albemarle County included in this survey project. This overview is organized according to the VDHR's historic time periods. These time periods are:

- Settlement to Society (1607-1750)
- Colony to Nation (1750-1789)
- Early National Period (1789-1830)
- Antebellum Period (1830-1860)
- Civil War (1861-1865)
- Reconstruction and Growth (1865-1914)
- World War I to World War II (1914-1945)
- Modern Period (1945-Present)

### **5.1. SETTLEMENT TO SOCIETY (1607-1750)**

Albemarle County was first settled in the 1720s, with the earliest recorded land patent in the area dating from 1727 (Moore 1976: 3). Settlers arrived in the county from two different directions during the 1720s and 1730s. English settlers from the York and James River counties of Tidewater Virginia moved west to the central Virginia Piedmont area in search of its rich, uncultivated soil. They settled mostly in the southern, eastern, and northern sections of present-day Albemarle County. A parallel, although smaller, stream of German and Scottish settlers moved east from the Shenandoah Valley via gaps and thoroughfares in the Blue Ridge Mountains (Lay 1988: 30). These settlers took out patents for land in the western and northwestern

sections of present-day Albemarle County. The English settlers were for the most part adherents of the Church of England. The Scottish settlers brought their Presbyterian religion and often dissenting political views. Both groups turned to farming, growing mostly tobacco and a few subsistence crops (Moore 1976: 18).

Originally part of Henrico County, the Albemarle County area became part of Goochland County after 1728. Population growth in the Piedmont area of Virginia grew at such a pace in the 1730s and 1740s that a new western county was warranted. In 1744 Albemarle County was created. It included portions of present-day Nelson, Amherst, Fluvanna, and Louisa Counties. The new county seat was established at Scott's Landing, near present-day Scottsville, in southern Albemarle County (Moore 1976: 20).

Population growth and the development of rudimentary towns and villages was greatly aided by the expanding road system in central Virginia. Construction of the River Road was authorized in 1731 (Moore 1976: 21). This road followed the course of the James River between Goochland Courthouse on the east and the Rockfish River on the west. By 1745 the Mountain Ridge Road had been extended west from the Rivanna River to Jarman's Gap. It was later renamed the Three Notch'd Road. Several additional roads connected Albemarle County to both Orange County in the northeast and the counties south of the James River.

## **5.2 COLONY TO NATION (1750-1789)**

As population growth increased in the central Piedmont region, the need for additional counties in the geographically large Albemarle County grew. In 1761, Albemarle County was reduced greatly in size. By 1777, it had attained its present outline. Popular pressure for a more centrally located county seat led to the removal of the county government in 1762 from Scott's Landing (Scottsville), on the James River, to Charlottesville, on the Rivanna River. Charlottesville grew steadily during the eighteenth century, although Scottsville remained an important river port and canal way-station for another hundred years. Charlottesville has remained the governmental and economic center of Albemarle County to this day.



The beginnings of several towns and villages in Albemarle County were visible by the middle of the eighteenth century. Villages were formed and grew up for a variety of reasons in Albemarle County. Coveseville grew up around the Cove Presbyterian Church, built in 1769. Coveseville's importance increased as the road south of Charlottesville grew in importance. Other communities grew up around important crossroads. Batesville developed near the junction of several important early roads, including Israel's Gap Road and the Warren Road (Woods 1907: 320). The Ivy area was settled in the 1740s and 1750s by the Woods and Lewis families and was located along the well-traveled Three Notched Road.

These eighteenth-century roads provided vital links between the tobacco farmers in Albemarle County and the inspection and tobacco stations located at the river ports. In 1789, the town of Milton was established at the head of navigation on the Rivanna River. The town contained a tobacco inspection station, as well as several tobacco warehouses.

### **5.3 EARLY NATIONAL PERIOD (1789-1830)**

By the late eighteenth century, tobacco had declined in importance as the primary agricultural product in Albemarle County. North Milton was founded on the north bank of the Rivanna River by planter Thomas Mann Randolph in the 1790s. Declining interest in tobacco cultivation led to its demise only a few years later.

Farmers turned from tobacco to growing wheat and other cereal grains, as well as corn and ginseng. One direct result of this shift toward wheat production was the proliferation of grist mills. The earliest grist mill in Albemarle County was built on Pretty's Creek sometime before 1742. Peter Jefferson's mill at Shadwell was one of the county's most profitable enterprises in the eighteenth century. In the 1830s John Fray established a grist mill on the North Fork of the Rivanna River. The surrounding community that developed around this mill in the nineteenth century was long known as Fray's Mill; since 1888 it has been known as Advance Mills. Grist mills were also established in the early 1800s in Ivy, Batesville, Hillsboro, and Yancey's Mill.

The road system in Albemarle County continued to improve during the early 1800s. A road was built connecting Brown's Gap and the Three Notched Road, stimulating further growth in the White Hall area. The Rockfish Gap Turnpike (also known as the Staunton & James River Turnpike) carried a heavy traffic of produce and goods between Staunton and the Shenandoah Valley and the James River. It passed directly through Batesville, encouraging the growth of stores and taverns in this community. Several stores and taverns were also built along the route of the Rivanna and Rockfish Turnpike in the Yancey Mills, Greenwood, and Hillsboro communities.

The disestablishment of the Anglican Church in Virginia after the American Revolution resulted in a proliferation of religious sects and increased church building activity throughout Albemarle County. A Baptist congregation was established in the Batesville area by the 1780s. Mount Moriah Methodist congregation was established in White Hall shortly thereafter. The present Cove Presbyterian Church was built in Covesville in 1809. It replaced the original church built in 1769.

The establishment of the University of Virginia at Charlottesville in 1819 and improvements to the Rivanna River near the town further stimulated growth in the county seat. As a consequence, Milton declined precipitously in importance during the 1820s. By 1830 it was little more than a ghost town. Scottsville enjoyed its greatest period of prosperity during the late 1830s and 1840s after the James River and Kanawha Canal was built between Richmond and Lynchburg.

#### **5.4 ANTEBELLUM PERIOD (1830-1860)**

Towns and villages continued to grow during the antebellum period due to further improvements in the county's transportation and communications system. Covesville grew dramatically after the road between Charlottesville and Lynchburg was improved in the 1830s. The village of Crossroads developed at the junction of the Plank Road and the Lynchburg Road.

The villages of Batesville, Coveseville, Scottsville, Fray's Mill (Advance Mills), Yancey's Mill, and White Hall acquired post offices during the 1830s, further stimulating their growth.

Batesville was typical of the small towns and villages from this period. In 1835 it was described as having "twelve scattering dwellings, three general stores, one tanyard and one blacksmith" (Martin 1835: 113). By mid-century, there was also a new Baptist Church in Batesville.

Churches were a vital part of the religious and social life of many of the small towns and villages in Albemarle County. Free Union Church was built in 1837 as a "union church" for several different religious congregations. When a post office was established at nearby Nicksville in 1847, the village's name was changed to Free Union, after the church (Meeks 1983: 23). Mount Moriah Methodist Church was built in White Hall in 1834 and remodelled in 1854.

Although improved roads and canals encouraged the growth of several towns and villages in Albemarle County, the arrival of the railroad in the 1840s and 1850s had an even more profound impact on settlement patterns. The Louisa Railroad was extended from Gordonsville to Charlottesville in the 1840s. The Virginia Central Railroad was built west of Charlottesville in the early 1850s. It reached Woodville, near Ivy Creek, in 1851. The name of the village was changed to Ivy Depot that same year. The railroad reached Greenwood in 1853. Both a rail depot and a post office were established in the newly renamed Greenwood Depot. The Orange & Alexandria railroad was extended south of Charlottesville in the late 1850s. It reached Coveseville at the eve of the Civil War (Jones 1938: 177-178).

## **5.5 CIVIL WAR (1860-1865)**

Albemarle County was spared much of the physical destruction and hardship suffered elsewhere in Virginia during the Civil War. Both Charlottesville and Scottsville were occupied briefly during the war's waning days. Union troops under General Phillip Sheridan destroyed

the rail depot and several store houses in Ivy Depot. Most other villages and towns in Albemarle County saw little military activity during the Civil War.

## 5.6 RECONSTRUCTION AND GROWTH (1865-1914)

The late nineteenth century was the period of greatest prosperity in the towns and villages of Albemarle County. Commerce and trade gravitated toward the new rail stops and depots located at Ivy, Greenwood, Coveseville, Keswick, Cismont, and Red Hill. Stores, hotels, banks, and churches were built in nearly all of these villages during this period. In fact, the present physical character of such villages as Ivy, Batesville, Coveseville, Yancey Mills, and Proffit is the direct result of this late-nineteenth-century economic expansion. Lumber and building materials were shipped cheaply and quickly by rail to these communities and many older homes and businesses in these villages were rebuilt or remodeled during the post-war years.

One immediate result of the Reconstruction period was the establishment of several communities by newly freed slaves. The town of Egypt was established in 1876 on land held for more than a century by the Carr family. Its residents included members of the Brown and Flannagan families. Most of these black families farmed their own land or worked as tenant farmers on the surrounding farms. A stop was established at this location along the Virginia Midland Railroad in 1881, and the town's name was changed to Proffit (Wuelnner 1991: 24). Newtown, near Greenwood, is another historically black community established shortly after the Civil War.

The railroad encouraged the growth of existing communities and provided the impetus for several new towns and villages in Albemarle County during the post war period. The town of Crozet owes its existence entirely to the C&O railroad. In 1876 it was established as a flag stop serving the nearby Miller Manual School. In 1877 a freight depot was built and the surrounding village was named Crozet, after the French civil engineer Claudius Crozet who had built several railroad tunnels in this vicinity (Meeks 1987: 12). The town grew slowly for the next twenty years. In the 1890s the first peach and apple orchards were planted in the Crozet

area. By the turn of the century, peach and apple growing, along with the associated activities of barrel-making and storage, were the town's principal sources of income. The town experienced explosive growth during the early 1900s. Large, fashionable houses were built along stately St. George Avenue and a lively commercial district grew up around the C&O railroad depot.

Charlottesville became an independent city with its own mayor and city council in 1888, although it also remained the county seat of Albemarle County. The city contained a number of factories and a busy commercial center. Charlottesville was also an important operational center for both the C&O and Southern Railroads.

Covesville also experienced rapid growth during the Reconstruction period due to the local apple industry and the village's good rail connections with Northern markets. Fruit was brought from surrounding farms to Covesville's warehouses, cider mills and the depot. Several commercial buildings in Covesville date from the 1890s, when rail freight traffic through Covesville was at its peak.

## **5.6 WORLD WAR I TO WORLD WAR II (1914-1945)**

The interwar years witnessed several changes in the size and physical makeup of most of the villages and towns in Albemarle County. Charlottesville continued to grow and expand as a commercial and rail center. Growth at the University of Virginia also aided the city's economy. By the 1930s Charlottesville was a major shopping and commercial center for not only Albemarle County, but several surrounding counties as well.

Improvements to the county's road system greatly improved access to Charlottesville from many outlying areas of the county. Both U.S. Route 250 and Route 29 were paved during the 1920s. The proliferation of good, all-weather roads had a dramatic impact on the employment and transportation patterns in the county. Whereas a trip from Greenwood to Charlottesville along poorly maintained roads could take several hours in 1900, the same trip

along U.S. 250 took only half an hour in the 1920s (Smith 1978: 22-26). Many agricultural workers left the farms for higher-paying employment in Charlottesville and other Virginia cities. County residents made regular trips to town for their shopping and recreation. These changes negatively impacted many older stores and businesses located in the villages of Batesville, Free Union, Ivy, Greenwood, and Proffit. As both rail freight and passenger traffic declined in the 1930s and 1940s, many rail stations and depots were abandoned and eventually torn down.

Improved road systems had the positive impact of encouraging tourism in and around Charlottesville. Monticello was opened for visitors in 1923 and the Blue Ridge Parkway and Skyline Drive were built beginning in the 1930s (Moore 1976: 322). Numerous small hotels and tourist courts were built along the county's major highways during the 1920s. Yancey Mills had declined during the late nineteenth century when it was bypassed by the railroad. By the 1920s, the town had revived due to its location along scenic U.S. Route 250. At one time Yancey Mills contained at least two motels and a restaurant serving the burgeoning tourist trade. Motels were also built in Ivy and Greenwood for tourists traveling to the Blue Ridge Mountains.

## 6.0 HISTORIC CONTEXTS FOR ELEVEN VILLAGES AND TOWNS IN ALBEMARLE COUNTY

An essential component of the architectural survey of historic villages in Albemarle County was the preparation of an historic context statement for each of the villages surveyed. These villages are Advance Mills, Batesville, Covesville, Crozet, Free Union, Greenwood, Ivy, Milton, Proffit, White Hall, and Yancey Mills. (VDHR and ACDP budgetary constraints did not permit the preparation of an historic context for Crossroads/North Garden). The research and writing of these historic contexts was organized according to VDHR's historic time periods. These time periods are:

- Settlement to Society (1607-1750)
- Colony to Nation (1750-1789)
- Early National Period (1789-1830)
- Antebellum Period (1830-1860)
- Civil War (1861-1865)
- Reconstruction and Growth (1865-1914)
- World War I to World War II (1914-1945)
- Modern Period (1945-Present)

In addition, the historic contexts also include a discussion of surveyed historic resources within the VDHR's eighteen historic themes. These themes have been defined for Virginia's material cultural history from prehistoric times to the present for the purposes of Virginia's comprehensive preservation planning process. These themes are:

- Domestic
- Agriculture/Subsistence
- Government/Law/Political
- Health Care
- Education

- Military/Defense
- Religion
- Social
- Recreation/Arts
- Transportation
- Commerce/Trade
- Industry/Processing
- Landscape
- Funerary
- Ethnicity/Immigration
- Settlement Patterns
- Architecture/Landscape Architecture/Community Planning
- Technology/Engineering

The historic context statements for each village or town also includes basic factual information about each community. For each village or town there follows a description and location of the village or town and the location of the survey area; the origin of the community's name; a list of existing historic resources and National Register properties (if any) in each community, as well as a list of resources surveyed during this project.



## 6.1 ADVANCE MILLS

### 6.1.1 LOCATION

The community of Advance Mills is located on the north fork of the Rivanna River at the intersection of Routes 743 and 641. Advance Mills is in the Rivanna Magisterial District and its historic resources are located entirely within the Earlysville USGS quadrangle. The Advance Mills survey area is shown on Map 6.1.

### 6.1.2 EXISTING CONDITIONS

No resources within the Advance Mills survey area are listed on the National Register of Historic Places. One historic resource within the survey area has been surveyed previously by VDHR. This resource, and the applicable VDHR historic theme, is:

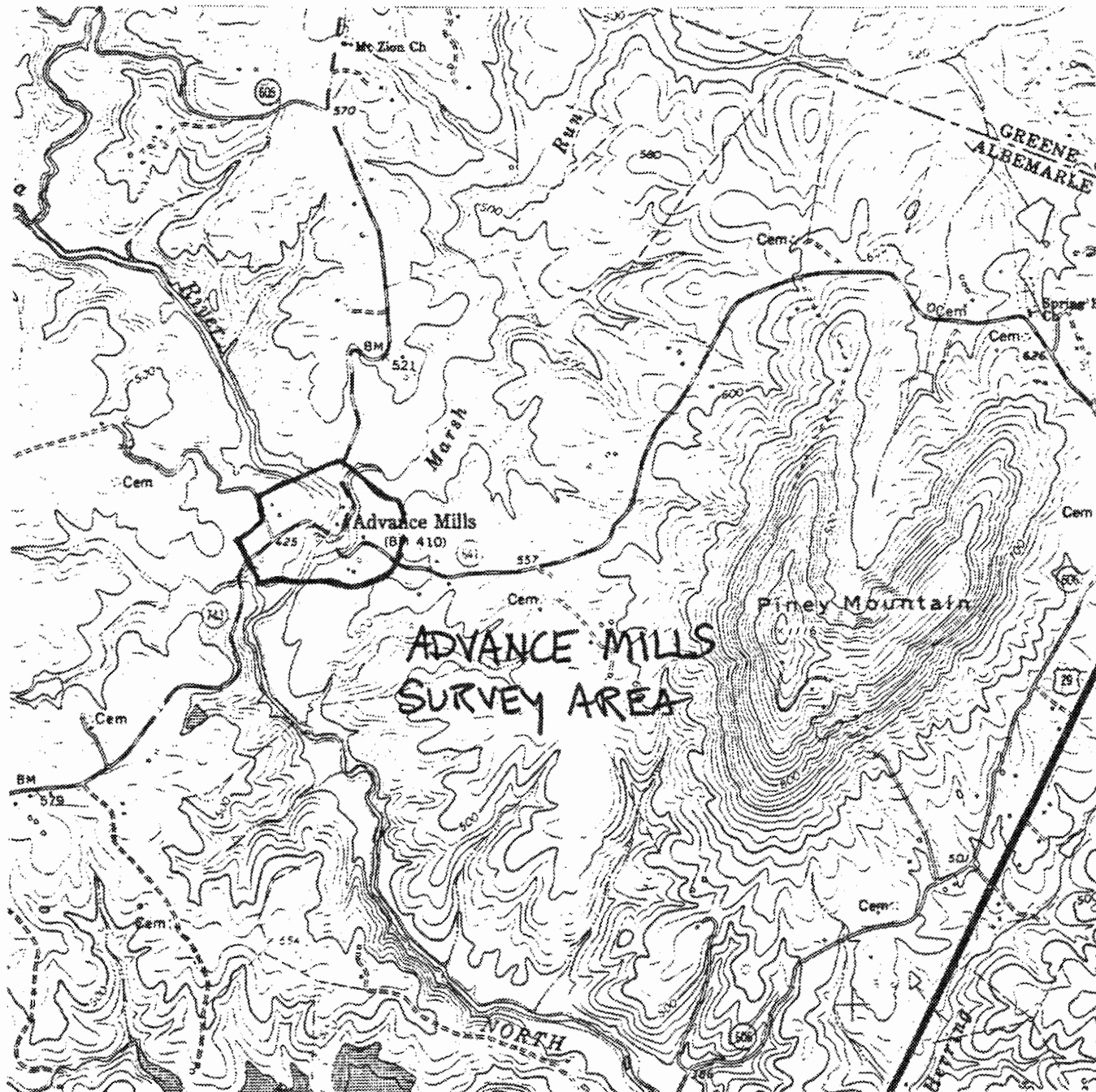
02-0541	Advance Mills Truss Bridge	Transportation
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During this project, this resource was resurveyed and eight additional resources were surveyed. These resources, and the applicable VDHR historic themes, are:

02-2158	Advance Mills Supply Company	Commerce
02-2159	Gaines Fray House	Domestic
02-2160	Dam, Advance Mills	Industry/Processing
02-2161	Fray, A.G. Mill (Site)	Industry/Processing
02-2162	Bank Barn, Advance Mills	Agriculture
02-2163	Sunnybank	Domestic
02-2164	Fray, J.M. House	Domestic
02-2165	Fray's Mill Miller's House	Domestic

MAP 6.1 THE ADVANCE MILLS SURVEY AREA

Source: USGS



### **6.1.3 ORIGIN OF NAME**

Advance Mills grew up around the Fray family gristmilling operations established on the north fork of the Rivanna River in 1833. The community was known as Fray's Mill until 1888 when a post office was established at this location and the name changed to Advance Mills. Tradition says the name was proposed by a Fray family member who admired all the "advances" happening in the community.

### **6.1.4 EARLY SETTLEMENT (1607-1750)**

European settlement of this section of Albemarle County did not begin until the 1730s. At that time, the northern section of the county, which includes Advance Mills, was a part of Hanover County. This part of the county was settled predominantly by immigrants from the York River counties of Virginia. Early patents in the general vicinity included one in 1735 by John Henry, father of Patrick Henry, who owned 1,250 acres to the southwest of the Advance Mills area between Earlysville and Free Union (Woods 1907: 5). After 1742, this became part of Louisa County. Albemarle County was founded in 1744 and this part of Louisa County was added to Albemarle County in 1761.

As early as 1745, a road running as far west as today's village of Advance Mills was established along the approximate route of State Route 641, which intersects with Coursey's Road (State Route 20), leading northeast to Orange Court House, and the Fredericksburg Road (State Route 22), even farther to the east (Pawlett 1983: 3-4). The need for a road in this area suggests that there were a number of settlers in the Advance Mills area at a relatively early date in Albemarle County's history. Most of these settlers became farmers, growing mainly tobacco and relying on both the river and the crude tobacco-rolling roads for transporting their products to market. Towns and population centers were few, and settlement was widely scattered during this period.

### **6.1.5 COLONY TO NATION (1750-1789)**

Northern Albemarle County's economy continued to be marked by agricultural pursuits throughout the colonial and early Republic periods, although farmers gradually shifted from tobacco to cereal grain production as the eighteenth century ended. This emphasis on grain agriculture had the effect of creating a demand for both trading centers and grist mills, particularly along streams and rivers. Some of Albemarle County's earliest mills date from this period, reflecting this important change in the county's agriculture.

### **6.1.6 EARLY NATIONAL PERIOD (1789-1830)**

The period from the end of the Revolutionary War into the early part of the nineteenth century was characterized, in this area, by the continued shift away from tobacco and the almost exclusive reliance on grain as a cash crop. The economic advantages of grain made it possible for local farmers to improve their farms and buildings. A number of surviving farm houses from this era exist in the surrounding area. However, the farmers were somewhat hampered in their efforts to improve their cash position because of the lack of mills in the area.

### **6.1.7 ANTEBELLUM PERIOD (1830-1860)**

Advance Mills is one of Albemarle County's most recognizable milling communities and contains resources dating back to the early 1800s. The Fray family dominated the history of the Advance Mills community. Town founder John Fray operated a flour mill at this location beginning in 1833 (CDP 2/24/1985). For more than fifty years the village was known as Fray's Mill. The name was changed to Advance Mills in 1888 by the U.S. Post Office.

The Fray family, of German ancestry, descended from a John Fray who had settled in Culpeper County by the early 1760s. They were presumably part of the larger migration of German settlers moving east from the Shenandoah Valley in the eighteenth century. John Fray's son, Ephraim Fray, built a mill in 1799 on Deep Run in Madison County (later known as

Crigler's Mill), which Ephraim sold in 1810 to his son, John Fray. In 1833, the younger John Fray sold that mill and moved his wife and seven children to his newly bought property in Albemarle County, where he and his teenaged sons constructed a flour mill on the north fork of the Rivanna River. Grist milling was a profitable enterprise during this period, as Albemarle County farmers made the transition from growing tobacco to growing cereal grains. Over the next several years, Fray bought and sold almost 1,000 acres of land in northern Albemarle County (Lewis 1956: 5, 16-17).

The Fray family occupied a still-existing house beside the river, now called Holly Tree Farm (VDHR #02-2164) (Figure 6.1). A portion of this house may date to about 1790, although it has been added onto numerous times during its history (Observer 5/10-16/1990). It is a typical Federal period house with finely detailed brickwork and some original fireplace mantels. A collection of nineteenth-century outbuildings remains on this property. These outbuildings include an ice house, kitchen, smokehouse, several sheds, and a barn. The house and its outbuildings are significant for their association with the Fray family, as well as for the wide variety of building types and functions they represent.

#### **6.1.8 CIVIL WAR (1861-1865)**

Comparatively little military activity occurred in Albemarle County during the Civil War, and unlike much of the rest of Virginia, most of the county's farms and towns were spared. No military activity occurred in or around Advance Mills and the Fray family mills apparently continued to operate throughout the war years.

#### **6.1.9 RECONSTRUCTION AND GROWTH (1865-1914)**

Little information on Fray's Mill and the size and makeup of the surrounding community is contained in gazetteers and business listings from the antebellum period. However, the mill and the surrounding community are shown on a number of historic maps of Albemarle County published during and after the Civil War. The earliest known map of Albemarle County, the

**FIGURE 6.1 J.M. FRAY HOUSE (HOLLY TREE FARM), ADVANCE MILLS**

**Source: Geoffrey Henry, Dames & Moore**



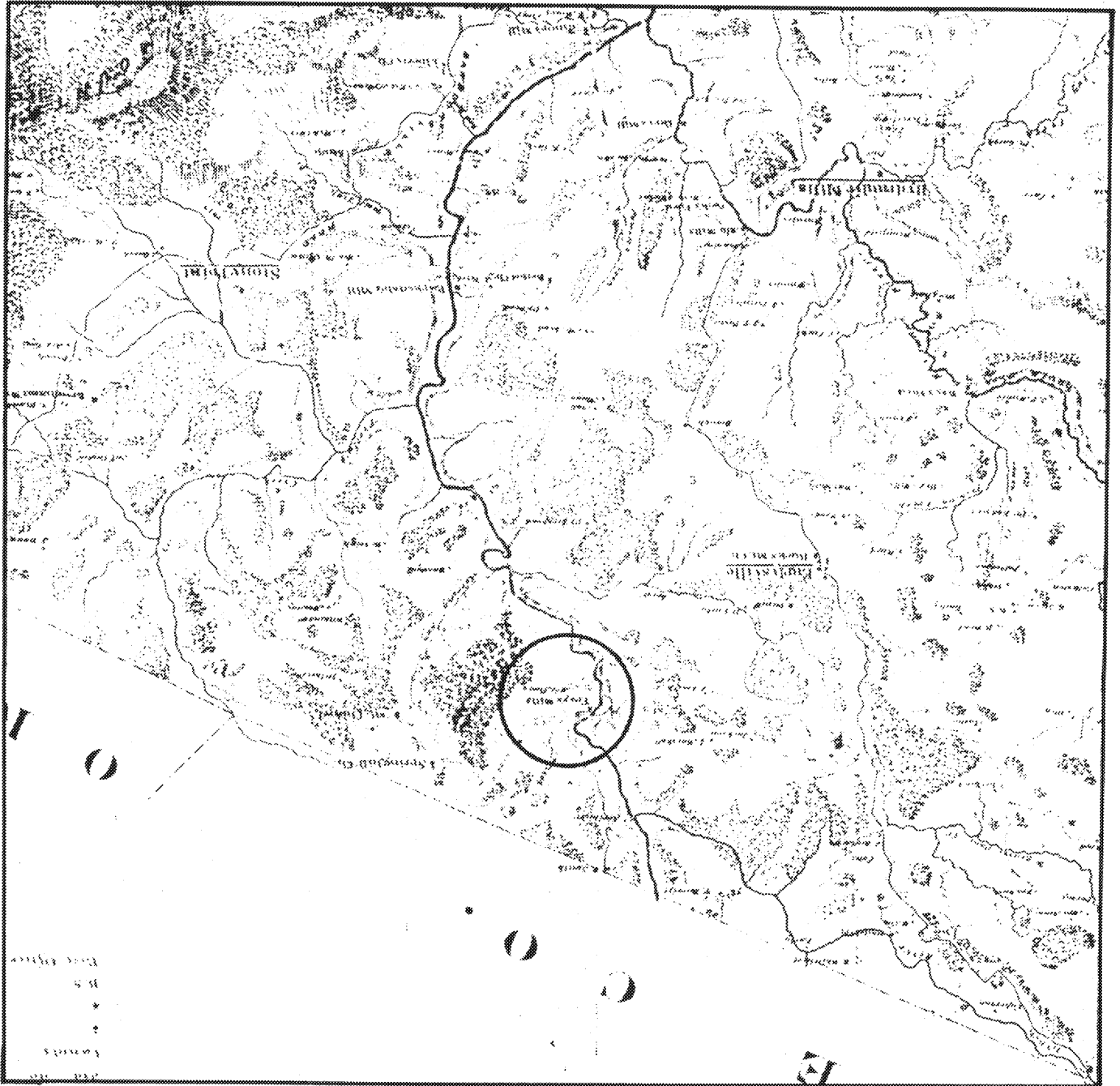
Gilmer map of 1864, shows two mills marked "Frays" on the Rivanna River, as well as farms in the surrounding area owned by "Mrs. Fray," B. Creel, Scribner and F. Marshall. The Hotchkiss map of Albemarle County of 1866 shows "Frey's Mill" and the same nearby farms (Map 6.2). So, too, does the Peyton map of Albemarle County of 1875, although by this time the Marshall farm is marked "Marshall's Distillery," and a Garrett family has joined the neighborhood (Map 6.3).

The Fray family continued to dominate the economic and commercial life of the small Fray's Mill community and surrounding farms for several years. Other towns and villages from this period in Albemarle County, such as Batesville and Crozet, supported a number of competing stores and businesses. Fray's Mill, bypassed by the railroad and serving only the immediate farm community, remained something of a backwater and did not grow substantially beyond a small collection of houses and businesses, all owned by members of the Fray family.

The family of Albert Garriot Fray, John Fray's youngest son, continued to develop the family enterprises at Advance Mills in the late nineteenth and early twentieth centuries. Albert Garriot Fray had three sons: John Milton Fray, Robert Briggs Fray and Aubrey Gaines Fray. John Milton Fray and Aubrey Gaines Fray joined with their father in the milling and mercantile business and Robert Fray developed a substantial farming operation in the Advance Mills area, raising sheep, cattle, wheat and corn (Ballard interview 2/16/95 and Wetsel interview 2/21/95). John Milton Fray became a leading citizen of Albemarle, serving 35 years on the Board of Supervisors from 1908 until his death in 1943, and part of that time as the Board's chairman (Lewis 1956: 23-26).

In the 1880s, the mill complex owned by the Frays and mill operations conducted by others produced not only flour and cornmeal but also wool. In size and scale of operations, it was comparable to several other mills from this period in Albemarle County and Charlottesville. In gazetteers beginning in 1884, the community is first represented only in listings for the A. G. Fray mill appearing under corn & flour mills and the Albert G. Fray mill under woolen mills. Both of these were listed as being in Earlsyville, the nearest post office, although this

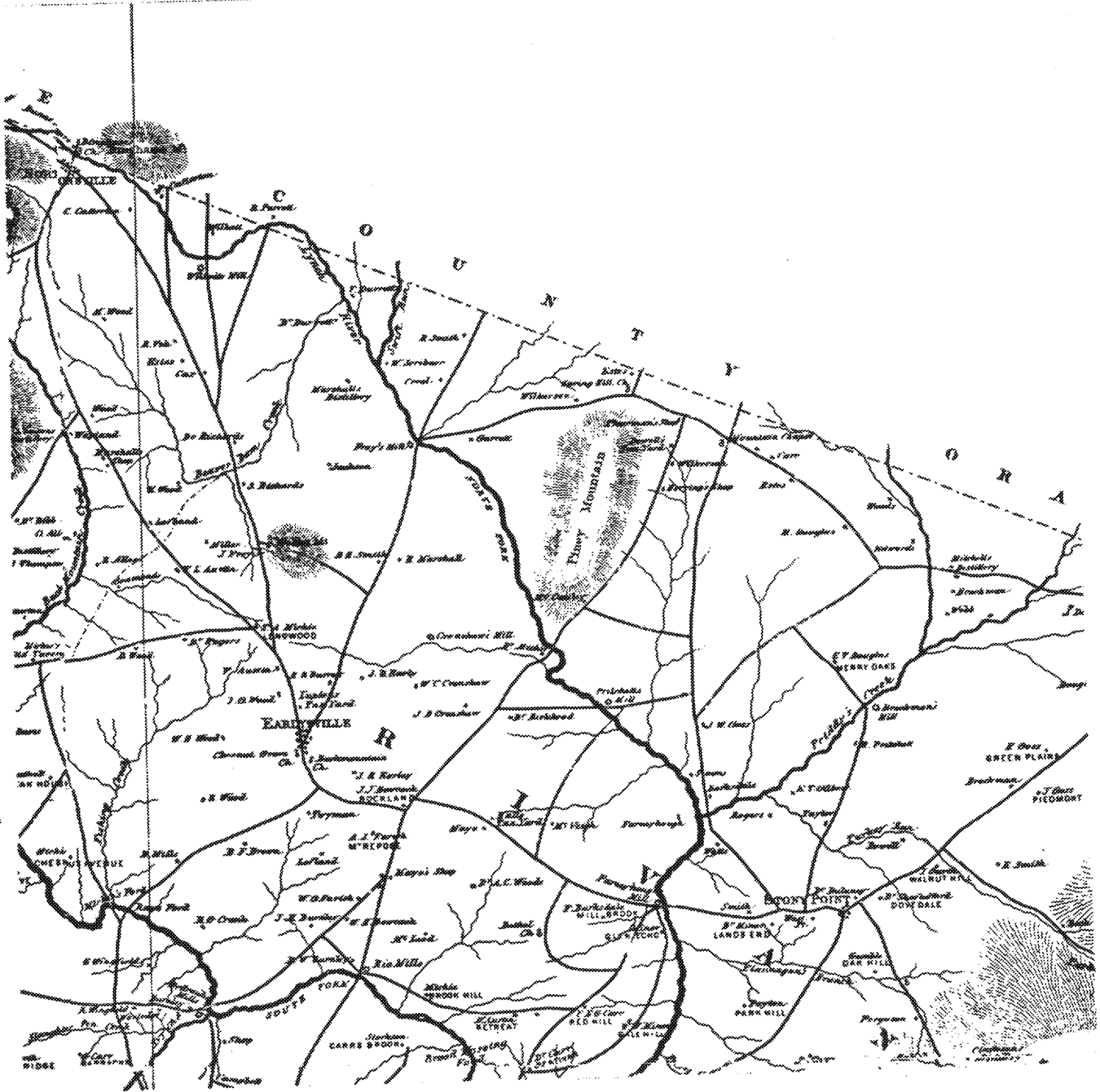
6-10 Advance Mills



MAP 6.1.2 THE HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING  
FRAY'S MILL



**MAP 6.3 THE PEYTON MAP OF ALBEMARLE COUNTY (1875) SHOWING FRAY'S MILL**



6-11 Advance Mills

community is three miles away (Chataigne 1884/5: 77). In 1884 the firm of J. M. Fray & Co. was established by John Milton Fray and Aubrey Gaines Fray, sons of Albert Garriot Fray, and grandsons of the John Fray who established the first mill. This enterprise included a large general store, managed by A. Gaines Fray and the mills, under John M. Fray's direction (Walker 1906: 39).

Advance Mills first appeared under that name in a gazetteer of 1888 (Chataigne 1888: 94). It had become a post office by this time, and tradition has it that the name Advance Mills was proposed by John Fray, who claimed that people frequently commented about all the "advances" being made there (Honn interview 2/8/95 and Ballard interview 2/16/95). The post office, housed in the general store, gave new importance to both the Advance Mills community, and the Fray family, who served as postmasters for a number of years.

In 1888, listings in Chataigne's gazetteer for Advance Mills included the Fray corn and flour mill, two saw mills, two "carpenters who are also contractors," one general merchant (J. M. Fray), one millwright, and one tanner. The A. G. Fray mill continued to be listed in Earlysville under woolen mills and A. G. Fray also appeared listed in that community as a wool dealer. This was likely a holdover from earlier directories, and actually referred to the Fray mill complex at Advance Mills. Other directories in the next decade listed the same businesses and artisans, with the addition of a saddle-and-harnessmaker, a cattle dealer, an agricultural implements dealer, and distiller.

Around the turn of the century two frame houses with identical floor plans were built in the village to serve as the Fray general store merchant's house (VDHR #02-2159) and the Fray Mill miller's house (VDHR #02-2165) (Figure 6.2). The foundations of the miller's house are part of an older ice house (Ballard interview 2/16/95). According to Greene County native Cecil Wetsel, Gaines Fray lived in the merchant's house before he built his larger brick house on Route 743 north of the river, now called Sunny Bank (VDHR #02-2163), around 1905. This handsome Colonial Revival-style house (Figure 6.3) is in virtually unaltered condition and is an excellent example of domestic architecture from this period. The size and scale of this house

**FIGURE 6.2 MILLER'S HOUSE, ADVANCE MILLS**

**Source: Geoffrey Henry, Dames & Moore**



**FIGURE 6.3 SUNNYBANK, ADVANCE MILLS**

**Source: Geoffrey Henry, Dames & Moore**



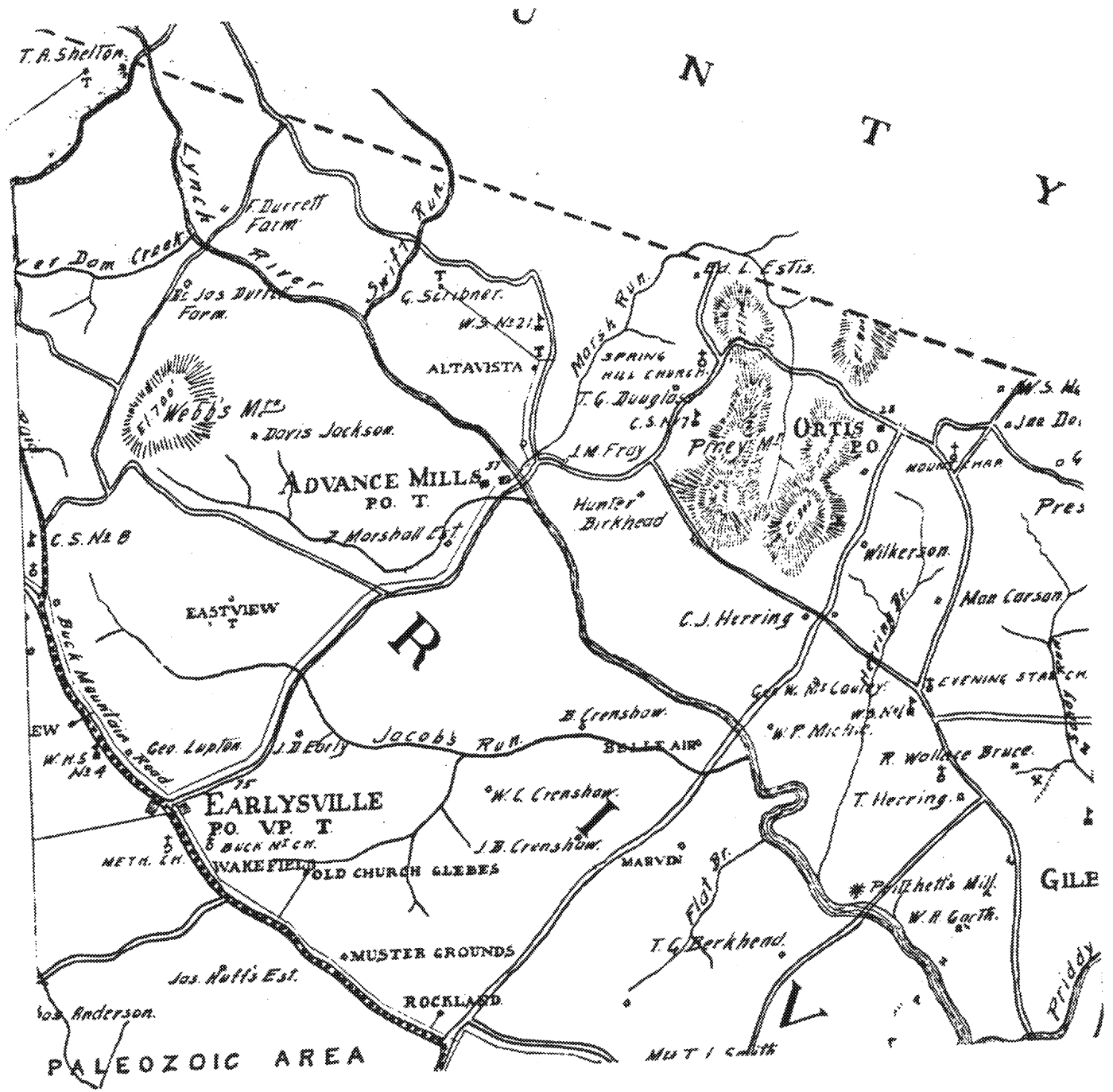
are a further indication of the social and economic prominence of the Fray family in Advance Mills. John M. Fray's oldest son, Albert, served as a clerk in the general store and also lived in the store merchant's house at one time.

By 1906, J. M. Fray & Co. was described as "dealers in general merchandise, millers and undertakers." The two mills included one for grinding flour, cornmeal and feeds and another for grinding sumac, used in dyeing cloth. The flour mill produced 30 barrels a day using "the very latest Wolf Gyrator system" of machinery and the store served customers throughout northern Albemarle and southern Greene Counties (Walker 1906: 39). The store was evidently a very substantial operation; a 1912 advertising broadside proclaimed that ten clerks were on hand at all times to assist customers (CDP: 5/10/1978).

The 1907 Massie map of Albemarle County showed the community had a telephone as well as a post office (Map 6.4). Along with nearby Earlysville, it was the most important community in this part of Albemarle County. Although there are no churches located in Advance Mills, the wider community at that time contained two grade schools, one for black and one for white students. Colored School No. 7 was just east of the village on Route 641 while White School No. 21 was north of the village on Route 743. Neither building is known to still exist.

As roads improved during the early and mid twentieth century, the need for a structurally sound bridge crossing over the Rivanna River at Advance Mills became more important. The date of the first bridge at Advance Mills is unknown. The Episcopalian Archdeacon Frederick Neve described in his memoirs crossing the Advance Mills bridge during a flood in the first decade of the twentieth century. He described the bridge as a plank bridge with no sides (MACH 26: 54).

MAP 6.4 THE MASSIE MAP OF ALBEMARLE COUNTY (1907) SHOWING  
 ADVANCE (FRAY'S) MILL



6-16 Advance Mills

### 6.1.9 WORLD WAR I TO WORLD WAR II (1914-1945)

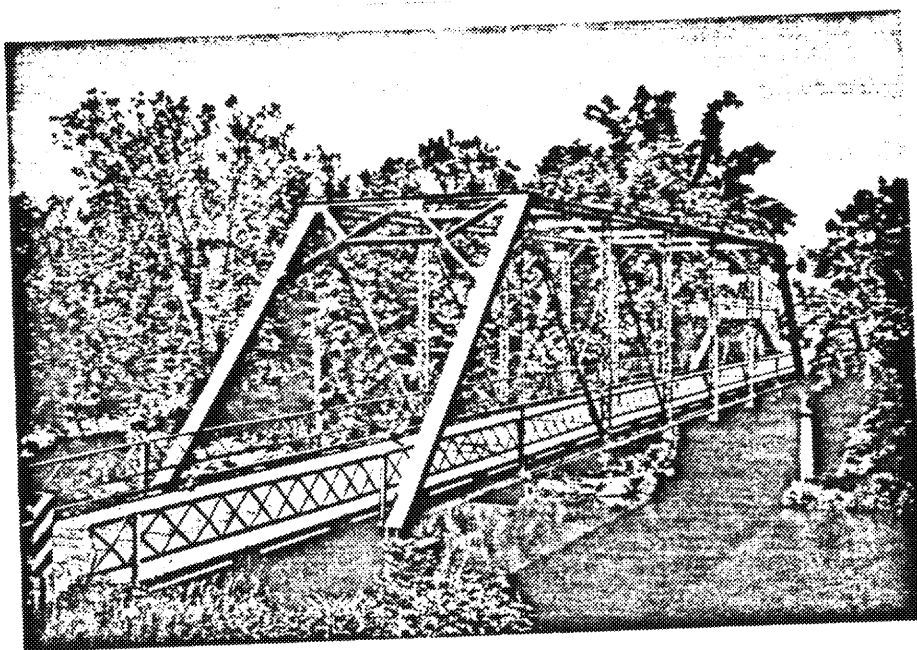
By 1932, U. S. Route 29 (contiguous with then-State Route 28) ran from Earlysville through the center of Advance Mills along present Route 743 (Map, Va. Dept. of Highways, June 1, 1932). The present bridge (VDHR #02-0541) is a nineteenth-century structure moved to this location in 1943 after an earlier wooden bridge had been washed out by a flood (Wetsel interview 2/21/95 and Ballard interview 2/16/95). The bridge is a two-span steel structure with one pony truss and one Pratt through truss supported on a concrete substructure (Figure 6.4). These trusses were relocated from an unknown site (Virginia Dept. of Highways, Truss Bridge Survey #49, 1974). This bridge is one of a small number of Pratt trusses still standing in Albemarle County and is an essential element in the historic character of the Advance Mills community.

Mrs. Frances Fray Ballard, born in 1927 in Advance Mills and the granddaughter of Robert Briggs Fray, remembered that during her childhood the Fray family mill was producing flour, cornmeal and animal feeds, although saw-milling had ceased by that time. The J. M. Fray & Co. store was one of the largest general stores in Albemarle County in the first half of the twentieth century, and like most general stores, it carried a broad array of goods. Residents from the surrounding area sold their bought sumac, ginseng, and animal hides to the Frays as middlemen. Sumac was often stored near the store for later sale; there was once a sumac house in the field across Route 743 from the store. Clothes were also sold in the general store. An addition was made to the store in the early 1900s and men's suits were added. There was also a millinery department, and the store dealt in caskets and had a horse-drawn hearse.

Grist mills, such as the Fray family mill, were once a common sight throughout Albemarle County and were an integral part of the county's agricultural economy. Before World War II, Cecil Wetsel, raised in nearby Greene County, remembered going to Advance Mills on many occasions with his father to deliver grain from his family's wheat farm for grinding. Farmers often stored their wheat here while waiting for it to be ground. According to Wetsel,

**FIGURE 6.4 ADVANCE MILLS BRIDGE, ADVANCE MILLS**

**Source: Geoffrey Henry, Dames & Moore**





the store paid a penny a pound for sumac (which had to be dry and bagged in burlap), but would pay a half cent more if the seller would take store coupons (good for J. M. Fray merchandise) instead of cash. Burnley's was the closest railroad stop and "fancy" goods for the store were shipped in by rail and brought by wagon from Burnley Station (Wetsel interview 2/25/95).

#### **6.1.10 MODERN PERIOD (1945-PRESENT)**

J. M. Fray & Co. continued both milling and retail operations until fire destroyed the store in 1946 (CDP 2/24/1985). The mill burned on March 15, 1948. A diesel engine installed in the mill to supplement water power ignited the fire (CDP 2/24/85). The Fray Mill joined the ranks of numerous other grist mills in Albemarle County that succumbed to fire, flood, and economic hard times during the mid twentieth century. (There are no longer any operating mills in the county). Following the mill fire, the sites of both the store and mill were effectively leveled and the turbines were removed from concrete supports and left to rust (Observer: 4/15-21/1982). The foundations of both the mill (VDHR #02-2161)(Figure 6.5) and the store (VDHR #02-2158) still remain as visible reminders of these once-important business operations.

Mrs. Ballard's husband, Ray Ballard, bought the burned out complex at auction for \$2,000 in 1948 and shortly thereafter built the existing cinder block store in which the Ballards opened Advance Mills Supply (VDHR #02-2158) around 1950 (CDP 2/2/1986). A retired engineer, C. H. Atkins, bought the old Fray farm (Holly Tree Farm) and mill site in 1967. In 1984 he put the remains of the existing dam to use by installing two turbines to generate electricity for his own home and up to fifty others (CDP 2/24/85). Remains of both the original mill dam, mill race, and the mill site can be seen on the east bank of the Rivanna River, south of the metal truss bridge.

**FIGURE 6.5 SITE OF FRAY'S MILL, ADVANCE MILLS**

**Source: Geoffrey Henry, Dames & Moore**



### 6.1.11 ARCHITECTURAL DESCRIPTION OF ADVANCE MILLS

Advance Mills is a small milling village containing approximately nine historic resources dating (all of which were surveyed) from the late eighteenth through the twentieth centuries. The most common architectural form is the nineteenth-century frame I-house. However, the collection of historic buildings is too small and too diverse to permit much categorization. In addition to the residential buildings, Advance Mills has several other important historic resources. These include the mill race and dam of the former Fray Mill, and an important collection of historic outbuildings.

The historic central focus of the village was the Fray family grist mill (VDHR #02-2161) and general store (VDHR #02-2158), neither of which is still standing. The concrete mill race and stone-and-concrete dam (VDHR #02-2160) across the Rivanna River is still extant, however, and gives an indication of the scale of milling operations once carried out at Advance Mills. Just to the north is the Advance Mills Bridge (VDHR #02-541), a metal truss bridge dating from the late nineteenth century. It is one of the best-preserved metal truss bridges in Albemarle County.

The majority of other buildings in Advance Mills are domestic, and are associated with the Fray family, who dominated the economic life of the village for a century and a half. The oldest of these is the J.M. Fray House (VDHR #02-2164), a tall, two-story, gable-roofed, brick house of Federal design. It has been added on to numerous times over the years. Near the Fray house is a large collection of service and agricultural outbuildings dating from the nineteenth and early twentieth centuries. They include a kitchen, dairy, smoke house, chicken house, barn, and tenant house. This is one of the largest collection of historic outbuildings recorded during this survey.

Two frame residences (VDHR #02-2159 and 02-2165) were built in the village in the late nineteenth century for members of the Fray family. They are typical two-story I-houses with a minimum of architectural decoration. More architecturally significant is Sunnybank (VDHR

#02-2163), located on the west bank of the Rivanna River. It is a tall, two-story, hip-roofed brick house built in the Colonial Revival style. It is in excellent and virtually unaltered condition.

## 6.2 BATESVILLE

### 6.2.1 LOCATION

The village of Batesville is located at the intersection of Routes 692 and 635 in a valley created by the Ragged Mountains to the east and the Blue Ridge Mountains to the west. The south fork of the Mechums River flows just west of the village, roughly paralleling Route 635. Its headwaters are in the mountains to the west and southwest. Batesville is in the Samuel Miller Magisterial District, and its historic resources are located entirely within the Coveseville USGS Quadrangle. The Batesville survey area is shown on Map 6.2.1.

### 6.2.2 EXISTING CONDITIONS

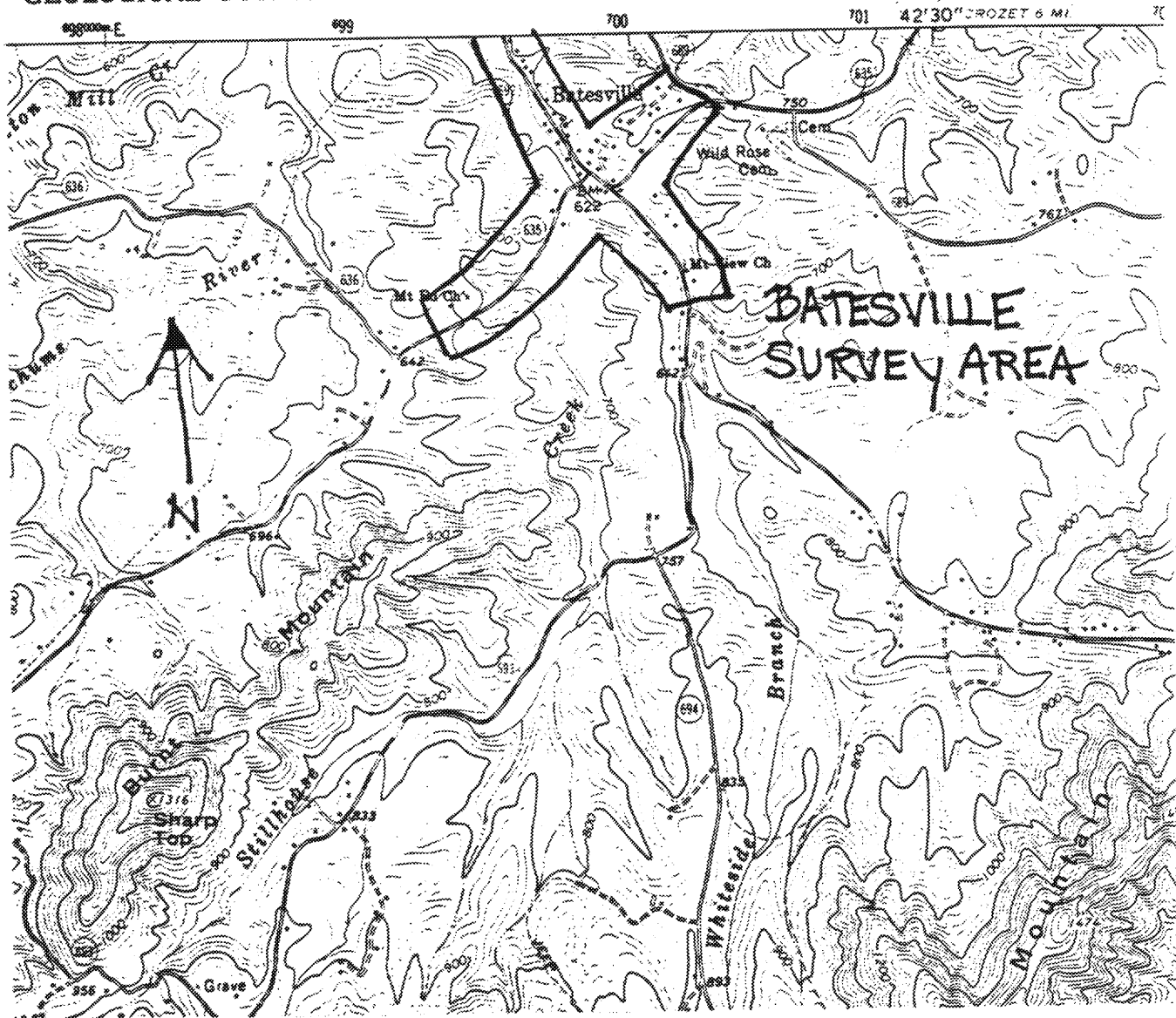
No historic resources within the Batesville survey area are listed on the National Register of Historic Places. Seventeen resources within the survey area have been surveyed previously by VDHR. These resources, and the applicable VDHR historic themes, are:

02-0094	Westbury	Domestic
02-0445	Walters-Page House	Domestic
02-0655	Mount Ed Baptist Church	Religion
02-0656	Castlebrook	Domestic
02-0657	Woodlea	Domestic
02-0658	Page's Store	Commercial
02-0659	Batten House	Domestic
02-0660	Batesville Methodist Church	Religion
02-0666	William Green House	Domestic
02-0667	House, Log, Route 692	Domestic
02-0669	Goolsby-Pugh House	Domestic
02-0670	Barksdale House	Domestic
02-0672	Foster-Layman House	Domestic

MAP 6.2.1 BATESVILLE SURVEY AREA

Source: USGS

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



02-0673	Blacksmith Shop	Commercial
02-0675	Baber House	Commercial
02-0677	Batesville School	Education
02-0679	Dr. Smith House	Domestic

During this project, these resources were resurveyed, along with two additional historic resources. They are:

02-2143	Mountain View Baptist Church	Religion
02-2144	Ney's Store	Commerce

### 6.2.3 ORIGIN OF NAME

Batesville began as a rural commercial center at the crossing of two early, eighteenth-century roads. The village was originally called Oliver's Store (Woods 1901: 22) or Oliver's Old Store (Martin 1835: 113). It acquired the name of Batesville, after the resident Bates family, sometime between 1825 and 1835. One source, relying on local resident reports, states that a Mr. Bates had a blacksmith shop here (Hanson 1969: 25).

Some secondary sources suggest Mt. Israel as an early name for the community, but this name may refer to an area located closer to Israel's Gap, two miles southeast of Batesville proper. An 1835 directory lists a post office at both Batesville and Mt. Israel (Martin 1835: 113, 117). However, Hall's list of Virginia post offices indicates that the post office changed its name to Batesville in 1853 and was formerly called Mt. Israel, perhaps implying the same location (Hall 1973: 53). That a community by the name of Mt. Israel existed in the early 1800s is further indicated by a manuscript business ledger kept by a cobbler in Mt. Israel between 1832 and 1836, now held in the Special Collections at the University of Virginia's Alderman Library.

#### 6.2.4 EARLY SETTLEMENT (1607-1750)

This portion of Albemarle County was first settled in the late 1730s, at which time it was still part of Goochland County. Since 1744, it has been part of Albemarle County. Probably the first land patent in this area was obtained by Henry Terrell of Caroline County, who patented a tract of 1,750 acres on the headwaters of the Mechum's River in 1737, including the site of the present village (Woods 1901: 6).

By the 1740s, additional settlement seems to have occurred in this area. Route 635 through Batesville is part of a very early road in Albemarle County that was authorized by road orders beginning in September 1741. Called the "road to Morrison's", it connected with Dick Wood's Road (Route 637), just north of the village, and from there to Three Notch'd Road (U.S. Route 250) at the D. S. Tree near Ivy. In later road orders the road sometimes appeared as the "road to Amherst Court House" (Pawlett 1983: 17, 78). Thus, settlement between the Ragged Mountains and the Blue Ridge was sufficient in the 1740s to require a better connection to the main route east, the Three Notch'd Road.

Numerous land transactions indicate that the Batesville area was probably settled by the mid eighteenth century. Davis Stockton patented 800 acres on both forks of the Mechum's River in 1741, part of family holdings that eventually numbered 4,000 acres in western Albemarle County. His sons, Samuel and William, owned a mill, probably built by their father, near the present village of Batesville on the south fork of Mechum's River. They sold it in 1767; a stream near Batesville today still bears the name Stockton Mill Creek (not to be confused with Stockton Creek, a larger stream roughly paralleling U.S. Route 250). The Stockton family also gave its name to Stockton Thoroughfare, more commonly known as Israel's Gap (Woods 1901: 320).



### 6.2.5 COLONY TO NATION (1750-1789)

Israel's Gap is named for the Israel family, early Jewish settlers in the area. In 1757 Michael Israel patented eighty acres near Stockton's Thoroughfare in the Ragged Mountains just to the east of the village of Batesville. A relative, Solomon Israel, bought land in the Batesville vicinity in 1764 (Woods 1901: 359).

Several other deeds suggest settlement activity in the Batesville area in the eighteenth century. In 1765 Henry Terrell sold 800 acres of his early patent, including Castle Mountain, to John Jones of Louisa County. Jones also bought 1,300 acres on the north side of Tom Mountain near North Garden over the next eight years (Woods 1901: 239). An early landowner, William Wood, bought property on the headwaters of the Mechum's River in 1760 and in 1779 sold a plantation near the present site of Mount Ed Church in Batesville to Daniel White. William Wood's grandson, John, still owned 1,100 acres in the Batesville area in the early 1800s. Other families by the name of Wood also lived nearby (Woods 343, 348-9). Robert Field began to buy land here in 1766 (Woods 1901:194). President James Monroe's elder brother, Andrew, bought a farm near the village in 1781 and resided there for four years before moving to Limestone, a farm near Milton owned by the President (Woods 1901: 281).

Although prior to the Revolution, the Anglican Church was the established church in Virginia, several religious sects were active in Albemarle County in the late eighteenth century. Baptists established themselves in the Batesville area with the founding of Whitesides Creek Church in 1788, the forerunner of Mount Ed Baptist Church. This was one of the earliest Baptist meetinghouses in the county. The first building stood across Route 635 from the present Mount Ed Church, and was replaced on the original site by a new brick building in 1806, at which time the name Mount Ed came into use. There is conflicting information about the fate of this second building. One source says that the 1806 church burned down in 1840 (MACH 32: 40), but another indicates that the building was torn down in 1857 when the congregation moved across the road to the present structure (Church and Conner 1976: 2).

### 6.2.6 EARLY NATIONAL PERIOD (1789-1830)

Despite its early history as a crossroads area, no buildings in Batesville date from before the early 1800s. Batesville's first period of prosperity did not occur until around 1810, when increased travel along Routes 635 and 692 spurred the building of several residences and possibly a tavern.

Today, Batesville is oriented more strongly along Route 692, an eighteenth-century road that became part of a system connecting the Shenandoah Valley to the James River via Rockfish Gap. The road passed through Israel's Gap in the Ragged Mountains to the east of Batesville and on to North Garden. Legislation in 1790 sought to connect the Shenandoah Valley to the James River ports of Scottsville and Warren in Albemarle County by way of a road through Rockfish Gap. Road orders beginning in 1791 show construction of this road, which connected already existing roads with some new sections.

The final transportation link came in 1794 when the part of today's Route 692 from Batesville west to Route 637 (referred to as Dick Woods' Road in the eighteenth century) was completed. This road was called the Warren Road in county road orders until at least 1812 (Pawlett 1983: 74-76).

Thus the crossroads village was already established when William Oliver and his wife Elizabeth came to Albemarle County and purchased land in the Batesville area in 1796. The name "Oliver's Store", an early name for the community, originated with a store presumably operated by this family in or near the present village, although no clarifying documentation has been found (Landes: ACHS Memorial Book II, "Hervy Oliver" entry). Their son Hervy Oliver bought a farm near North Garden, and many of his descendants have lived in this general area since then.

The Warren Road was later incorporated into the Staunton and James River Turnpike, completed in 1827. This turnpike connected Scottsville, on the James River, with Staunton, in

the Shenandoah Valley (Moore 1976: 177). Batesville is located about halfway between Scottsville and Staunton on this trading route, which carried heavy traffic in the early nineteenth century, as farmers from the Valley took their produce east to the James River for shipment (Woods 1901: 69).

In 1829 Roland Bates (sometimes spelled Rowland) bought from William Bowen the 500-acre White plantation southwest of the village. Bowen had taught a school near Ivy in 1820 and in 1822 moved the school to a location near Mount Ed Church (most likely his farm). Here he took in eight to ten boarders (Moore 1976: 102).

In 1826, Roland Bates' daughter, Mary, married William Nicholas Oliver, son of the Oliver who gave the earlier name of Oliver's Store to the village. Around 1830 the village name was changed to Batesville in honor of the Bates family. Account ledgers indicate that Rowland Horsley Bates operated a tannery several miles away at North Garden from 1842 to 1850. The tannery was operated by his son Edwin James Bates from 1865 to 1882 (unpublished transcript by Stevens). One source says a "Mr. Bates" had a blacksmith shop in Batesville (Hanson 1969: 25).

Samuel O. Moon was another prominent resident of early Batesville. Moon was born in Albemarle County in 1801, grew up near Scottsville, and in 1828 began a mercantile business at Israel's Mountain (Israel's Gap). However, his store burned two years later. He then moved to Batesville, where he bought a farm and built the first portion of the house now called Westbury (VDHR# 02-0094) (Figure 6.2.1) (Taylor nd: 5-6; Williams 1977: n.p.). Although its present appearance is the result of an extensive remodeling in the 1860s, it remains one of

**FIGURE 6.2.1 WESTBURY, BATESVILLE**

**Source: Geoffrey Henry, Dames & Moore**



Batesville's oldest surviving buildings. Two other houses (VDHR #02-666 and 02-667), both located east of Westbury, also date from the first quarter of the nineteenth century. One of these (VDHR #02-667)(Figure 6.2.2) is a significant, early log house with a second story of frame construction, and retains much of its exterior appearance intact.

Among the earliest buildings standing in Batesville today is the Walters-Page house (VDHR#02-445)(Figure 6.2.3), a two-story brick house on Route 635. Although its exact date of construction is not known, architectural evidence suggests a date during the first quarter of the nineteenth century. It was probably built by Polly Walters, who bequeathed it to her nephew Nicholas Murrell Page in 1859. Page, born in Nelson County in 1810, moved with his family to Kentucky when he was a child. In 1827, he returned to Nelson County and went into business there in the early 1830s. A few years later he moved to Batesville and entered the mercantile business with his uncle, Jno. H. Rodes. He operated the store until the outbreak of the Civil War (Williams 1977: n.p.; Woods 1901: 293).

#### **6.2.7 ANTEBELLUM PERIOD (1830-1860)**

During the antebellum period, Batesville retained its position as a way-station on the turnpike and as an agricultural trading center. In 1835, Batesville was described as having "twelve scattering dwelling houses, three general stores, one tanyard and one blacksmith shop. In the vicinity is one Baptist and one Methodist house of worship. The population is seventy, of whom one is a physician" (Martin 1835: 113). The physician was probably Dr. E. L. Williams, who settled near Batesville after the Revolution and also appeared as a customer in the Mount Israel cobbler's ledger in the early 1830s (MACH 8:66; MACH 32:52). The Martin's gazetteer entry also noted that it was "generally called Oliver's Old Store" and that it was an election precinct and had a post office (Martin 1835: 113).

Building activity increased in Batesville in the 1850s and 1860s, reflecting the wealth of several of its residents, as well as the growth of two competing religious congregations. The result of this religious activity is two excellent examples of brick antebellum architecture in

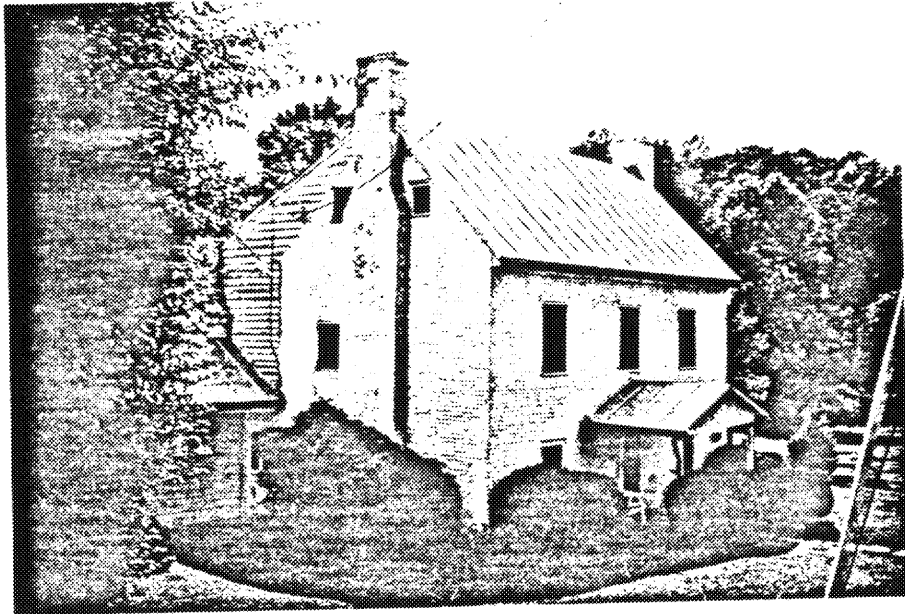
**FIGURE 6.2.2**      **LOG HOUSE, ROUTE 692, BATESVILLE**  
Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.2.3**

**WALTERS-PAGE HOUSE, BATESVILLE**

Source: Geoffrey Henry, Dames & Moore



Batesville. The earliest of these is the present Mount Ed Baptist Church (VDHR #02-655)(Figure 6.2.4). It was dedicated in 1857, and replaced the building across from it on Route 635.

Soon after the Baptists built their new church, the Batesville Methodist congregation built a new church as well. In the 1830s, and probably earlier, the Batesville Methodists were meeting at Midway Chapel. This building, located along Route 636 to the west of Mount Ed Church and Harmon's (later Moon's) Mill, is clearly marked on the Hotchkiss map of 1866 (Map 6.2.2). In July 1860, the church trustees bought a new lot, located in Batesville on today's Route 692. Under direction of carpenters James H. Shepherd and John Via, the building was erected using slave-made bricks (CDP 2/23/1956). Mrs. Samuel Overton Moon of Westbury helped pay for its construction.

Completed in 1861, Batesville Methodist Church (VDHR #02-660)(Figure 6.2.5) was modeled closely on Mount Ed Church. Both display identical brickwork, including pencilled mortar joints, as well as a pedimented gable end, Greek Revival door and window lintels, and two front entrances on the gable-end facade. These two churches were probably built by the same masons, as was the somewhat later Dr. Smith House, also known as the Methodist parsonage (VDHR #02-673), located along Route 635.

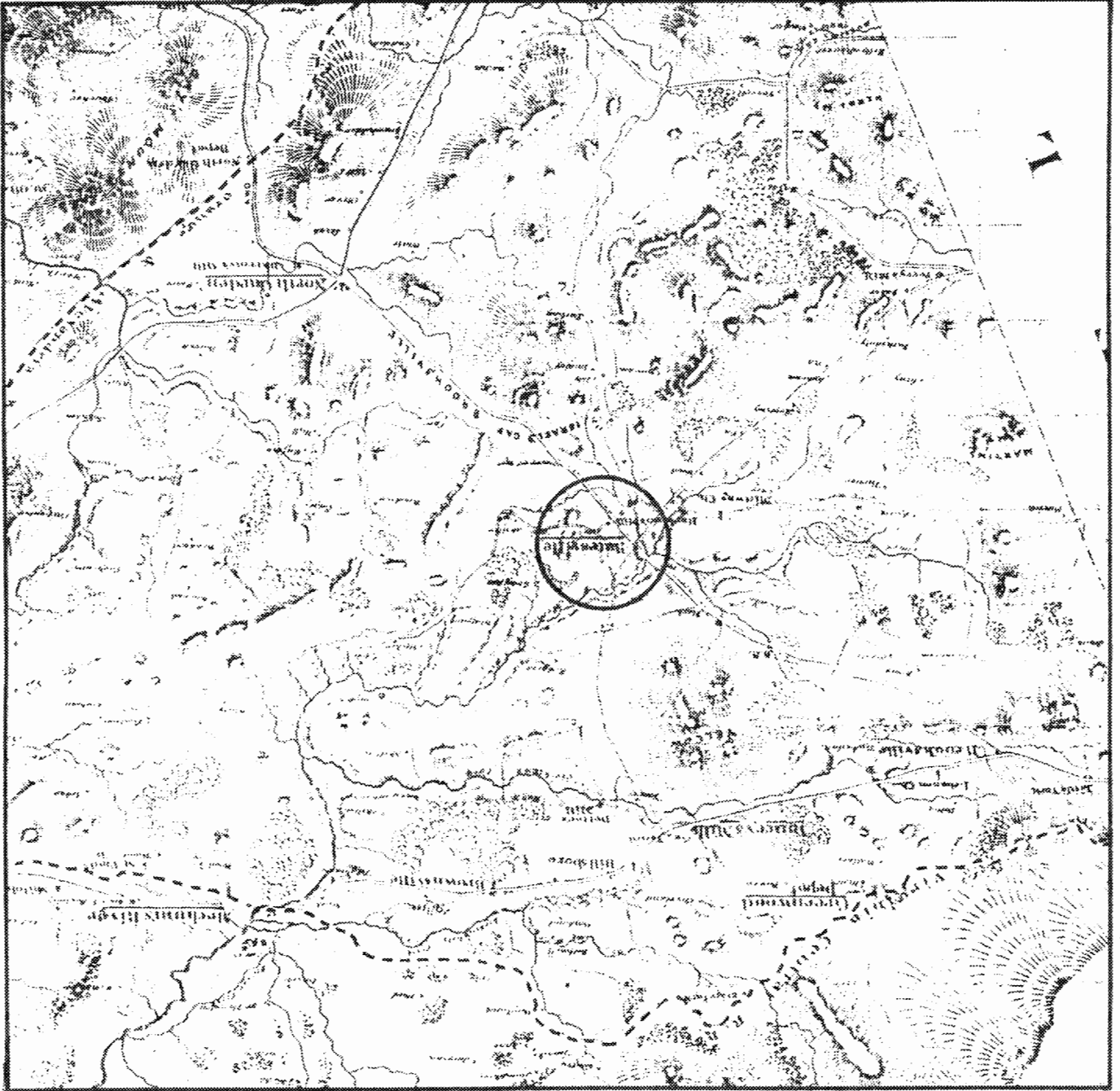
### **6.2.8 CIVIL WAR (1861-1865)**

Comparatively little military activity occurred in Albemarle County during the Civil War. Unlike the rest of Virginia, most of the county's towns and villages were spared. No military activity occurred in the Batesville area, and the village's stores, commercial enterprises and farming activities continued uninterrupted during the war years.



**FIGURE 6.2.4**      **MOUNT ED BAPTIST CHURCH, BATESVILLE**  
Source: Geoffrey Henry, Dames & Moore





MAP 6.22 HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING  
BATESVILLE

**FIGURE 6.2.5**      **BATESVILLE METHODIST CHURCH, BATESVILLE**  
Source: Geoffrey Henry, Dames & Moore



### **6.2.9 RECONSTRUCTION AND GROWTH (1865-1914)**

Much of Batesville's architecture dates from the post-Civil War period, reflecting Batesville's continued importance as a trading and commercial center for the surrounding farming community. Significant historic resources surviving from this period include several residences, at least three stores, a church for Batesville's black Baptist congregation, and two schoolhouses.

One of Batesville's most famous native sons was Samuel Miller, born in a cabin in the Ragged Mountains near Batesville in 1792. The Miller boys went to a public school in the village taught by schoolmaster William Black, and later, Samuel became a teacher there. He moved to

Lynchburg sometime between 1814 and 1824 to join his brother John, who had entered the grocery business. Both brothers prospered, but never married. Samuel inherited a considerable estate at his brother's death, which he in turn increased through shrewd trading in agricultural commodities (MACH 27-28: 119-25).

At his death, Samuel Miller left, among other charitable gifts, an endowment to establish a unique vocational school for poor children in Albemarle. Batesville merchant and farmer, Nicholas Murrell Page, served as executor of Miller's will, and is credited with skillfully preserving much of the \$2 million estate and overseeing the construction of Miller School (MACH 27-28: 119-25; Williams 1977: n.p.). The will was contested by people claiming to be Miller's illegitimate children, but the estate was finally settled and the Miller Manual Labor School of Albemarle was established by act of the General Assembly in 1874.

The main building at Miller School was completed in September 1878 on property Miller had previously purchased for that purpose (MACH 31: 34-5). In 1883 the school installed the

county's first electric lights, powered by the school's own generator (Miller School pamphlet). Miller School, listed on the National Register of Historic Places, is located about a mile and a half north of Batesville on Route 635. Construction of the school undoubtedly gave employment to numerous Batesville residents, and the school remained an important stimulus to Batesville's economy for several years.

Dr. Robert E. Lee Page, son of Nicholas Murrell Page, was Batesville's physician for many years. He used student labor from the Miller School to build his home, Castlebrook, (VDHR #02-656)(Figure 6.2.6) circa 1903 or slightly later. According to tradition, the timber was cut on his property and the brick made at the site (VDHR #02-656). One of the largest and most architecturally significant homes in Batesville, Castlebrook continued a long tradition of brick architecture in the village.

By 1870, longtime Batesville resident Samuel O. Moon of Westbury had become so prosperous as a farmer and general merchant that he was by far the wealthiest man in the county, with a net worth of \$190,000 (Williams 1977: n.p.). In the 1860s he transformed his home to its present appearance with a major remodeling, adding the superb two-story front porch with its jig-sawn woodwork.

Another locally prominent resident was the Rev. John E. Massey, minister at Mount Ed Baptist Church at the time of its construction in 1857. On retiring from the ministry in 1862, he moved to Ash Lawn (now called Ash Lawn-Highland), the former home of President James Monroe adjoining Monticello. There, Massey farmed and pursued his political career (Church and Conner 1976: 2; Dabney 1971: 383; MACH 11:17). He was elected Virginia's lieutenant governor in 1885, having earlier served as state auditor. He also served eight years as the state's superintendent of public instruction during the early years of the modern public school system.

Batesville maintained a steady population in the nineteenth and early twentieth centuries. It was bypassed by the railroad, and in 1867 the Staunton & James River Turnpike was taken

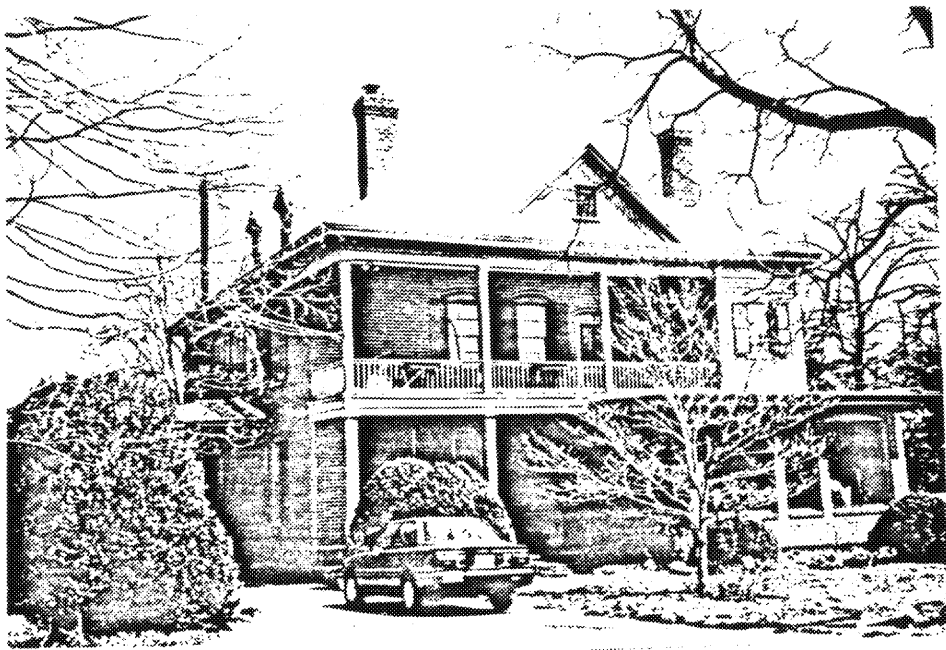
over by the county. Despite these setbacks, however, Batesville remained a center for local commerce. According to Chataigne's gazetteer, Batesville in 1884 had four general merchants, one corn and flour mill (Moon's Mill), one attorney, one physician, and twelve principal farmers (Chataigne 1884/5: 74-78). The remains of Moon's mill can still be found near where Route 636 crosses the Stockton Mill creek (Pollock interview 6/20/1995). In 1899, within two years of its initial organization, the Albemarle Telephone and Telegraph Company had extended telephone lines to Batesville (Moore 1976: 248-9). An Odd Fellows Hall was built in the early 1900s and stood on the south side of Route 692 near the Methodist church.

In addition to the family of Nicholas Page, yet another Page family is associated with Batesville's commercial history. David Page, a carpenter who moved to Batesville from Nelson County in the late nineteenth century, built the house on the hill behind Page's Store (VDHR #02-678) in the early twentieth century. In 1913 his son, Charles Page, Sr., a schoolteacher, purchased the store which bears the family's name (VDHR #02-678) from Mr. Charles Joseph (Chataigne 1911: 88), and it was operated by two succeeding generations of the Page family until it closed in 1994. Charles Page Sr. also built a house sometime between 1905 and 1915, which still stands in the village about fifty yards to the northwest of his father's home (VDHR #02-661). In 1914 the post office was incorporated into this store, and the Page family has also served as the town's postmasters (Crozet Bulletin 5/8/1985). When Charles Page Sr. bought his store in 1913, one source says the community had a coffin factory, brick factory, blacksmith shop and livery stable (CDP 2-24-1985). No evidence of a brick factory, coffin factory or livery stable could be found in Chataigne's gazetteers for 1893-94 or 1911.

**FIGURE 6.2.6**

**CASTLEBROOK, BATESVILLE**

**Source: Geoffrey Henry, Dames & Moore**



MAP 6.2.3

PEYTON MAP OF ALBEMARLE COUNTY (1875) SHOWING  
BATESVILLE





## 6.2.10

### WORLD WAR I TO WORLD WAR II (1914-1945)

Throughout the interwar period, Batesville remained a small rural community, tied economically to the Miller School and the surrounding farms and estates. An economically self-sufficient community, it supported a wide variety of stores and businesses, gas stations, and a blacksmith shop. Many of these buildings remain, although most have been converted to residences or are vacant. The three churches in the village (Mountain View Church was built in the early 1900s for a black Baptist congregation), were centers of Batesville's social and religious life. Batesville Elementary school (VDHR #020-677) (Figure 6.2.7), built around 1914, remained in operation until the 1950s. It is one of the best preserved former schoolhouses in Albemarle County.

The village also supported a number of unusual businesses during this period in addition to the usual complement of general stores. The Batesville Printing Company operated in Batesville in the years around World War I. Examples of posters and broadsides printed by this company between 1917 and 1934 are held in Special Collections at the University of Virginia's Alderman Library. An advertisement lists Elmer T. Batten as manager (Albemarle County Historical Society vertical file: "Batesville"). Batten lived in the house adjacent to Page's Store (VDHR# 02-659), and operated his printing business from the same location (Foster interview 6/5/95).

Two other businesses in Batesville in the early decades of this century were an extract plant and a barrel factory. The extract plant and sawmill were located on the hill behind Mountain View Baptist Church on the east end of the village. Chestnut trees were cut in the nearby mountains and brought by wagon through Batesville to the factory where they were ground into pulp, the juice extracted, and packed in barrels for shipment by train. Miss Lillian Foster, a resident of the community since moving there as a child in 1909, remembered the wagons of wood and barrels of extract passing along Route 692 in front of her family's home just outside the village proper.

**FIGURE 6.2.7**

**BATESVILLE ELEMENTARY SCHOOL, BATESVILLE**

Source: Geoffrey Henry, Dames & Moore



J. B. Harding founded the barrel factory that made staves and put barrels together for use by the burgeoning orchard industry in the area. This operation was located on Route 692 roughly across the road from the Batesville Methodist Church. It closed down at Harding's death (Foster interview 6/5/1995). There was also a small grist mill on Stillhouse Creek near the center of the village, to the west of the crossing of Route 635 and the creek (some of the foundations are still visible).

One of the more architecturally significant houses in Batesville is Woodlea, across Route 635 from Castlebrook. Woodlea (VDHR# 02-657)(Figure 6.2.8), was built by a Dr. Smith around 1915 and later bought by Miss Foster's grandfather, R. A. H. Foster. Although the architect or carpenter is unknown, the house is one of the best-preserved Colonial Revival-style houses in the area.

During the 1910s and 1920s, many of Batesville's residents worked on the surrounding large estates and farms, such as Blue Ridge Farm, Wavertree Farm, and Seven Oaks. In fact, the economic basis of the community shifted markedly toward orchard activities centered in the Greenwood-Crozet area. Nonetheless, Batesville continued to support a number of small businesses and trades, as well as at least five stores (Foster interview 6/5/1995). At least three of these store buildings are still extant, although none is still in operation.

By the early 1920s, enrollment at Miller School had dropped to half of its highpoint of over two hundred students, due largely to the increasing popularity of county public schools (Moore 1976: 331-2). Improvements in the road and communication systems in Albemarle County in the 1930s and 1940s spelled the end of Batesville's self-sufficiency. Residents received public electrical service in the 1940s; previously, houses such as Westbury had generated their own electricity. Improved roads reduced the travel time to Charlottesville, making shopping and commuting to work easier for Batesville's residents. Many business closed in Batesville during the late 1930s, with this trend accelerating after World War II. The last operating store in Batesville, Page's Store, closed in 1994.

**FIGURE 6.2.7**

**WOODLEA, BATESVILLE**

**Source: Geoffrey Henry, Dames & Moore**



## 6.2.11 ARCHITECTURAL DESCRIPTION OF BATESVILLE

Batesville is a small rural village that developed as a trading and commercial center along an important eighteenth century road. The historic buildings that remain in the community reflect its long period of prosperity. In addition to several early-nineteenth-century dwellings, Batesville has several churches and four surviving commercial buildings. Several significant Colonial Revival-style buildings also stand in the village, including a well-preserved school house.

The oldest extant historic resources in Batesville date from the early nineteenth century however. They are located on the north side of Route 692. The oldest part of Westbury (VDHR #02-94) dates from the early 1800s and is a two-story brick house laid in Flemish bond. Two houses (VDHR #02-666) and (VDHR #02-667) are located east of Westbury. Dating from the first quarter of the nineteenth century, they are important and rare small-scale vernacular residences. The two-story log house is significant as a largely intact log dwelling, a type rarely still standing in western Albemarle County.

Batesville contains a significant number of mid-nineteenth-century brick buildings. These include two nearly identical churches: Mt. Ed Baptist Church (VDHR #02-655) and Batesville Methodist Church (VDHR #02-660). Both are well-executed classical revival-style churches with Greek Revival trim and superior brickwork. The Smith House (VDHR #02-673), built in 1873, is slightly later, but shares several features with the two churches.

Most of Batesville's historic resources date from the late nineteenth and early twentieth centuries, reflecting the village's period of greatest period of prosperity. Batesville possesses four extant commercial buildings (none are still in operation). They are typical two-story gable-roofed frame buildings with a central entrance and large windows on the first story. Part of the former Page's Store (VDHR #02-658) is still used as the town post office.

The Classical Revival period in architecture is represented by several buildings in Batesville. Both Woodlea (VDHR #02-657) and Castlebrook (VDHR #02-656) are large, early-twentieth-century, two-story residences with classical trim and interior woodwork. Woodlea is notable for its two-story pedimented portico. The former Batesville School features a prominent, pedimented, tetrastyle front portico. It is one of the most architecturally significant school buildings still standing in Albemarle County.

## 6.3 COVESVILLE

### 6.3.1 LOCATION

Covesville is located fourteen miles southeast of Charlottesville on U. S. Route 29. The route of this four-lane highway bisects the village into nearly equal halves. It is nestled in a valley created by Fan Mountain and Brush Mountain on the south and Boaz Mountain on the north. The tracks of the Southern (now Norfolk-Southern) Railroad run parallel to the highway to its east. Covesville is in the Scottsville Magisterial District and its historic resources are located entirely within the Covesville USGS Quad. The Covesville survey area is shown on Map 6.3.1

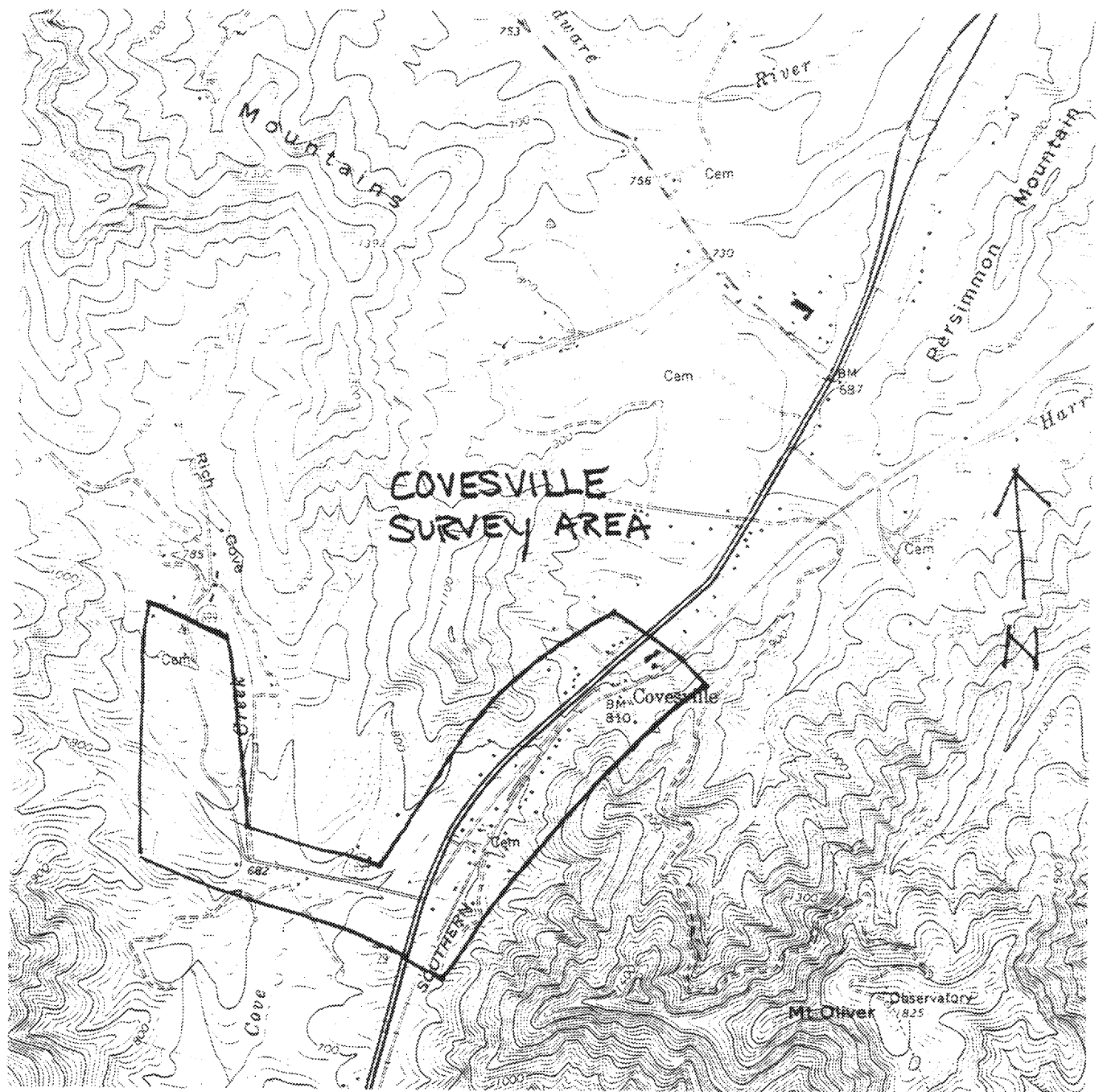
### 6.3.2 EXISTING CONDITIONS

One resource within the Covesville survey area, the Cove Presbyterian Church (VDHR #02-0705), is listed on the National Register of Historic Places. In addition to Cove Church, 13 resources within the survey area have been surveyed previously by VDHR. These resources, and their applicable VDHR historic themes, include:

02-0978	Kennedy Store	Commercial
02-0979	Johnson House	Domestic
02-0980	McCormick House	Domestic
02-0981	Johnson Store	Commercial
02-0982	Cider Warehouse (site)	Industry/Processing
02-0984	Smith House	Domestic
02-0985	Covesville School	Education
02-0986	Blaines House	Domestic
02-0989	Pugh House	Domestic
02-0990	Pugh House	Domestic
02-0991	Old Covesville School	Education

MAP 6.3.1 COVESVILLE SURVEY AREA

Source: USGS





02-0992	Covesville Post Office and Store	Government
02-0994	Lackey House	Domestic

These resources were resurveyed as part of this project. Four additional historic resources also were surveyed as part of this project. These resources, and their applicable VDHR historic themes, are:

02-2168	Cove Lawn farm	Domestic
02-2167	Boaz House	Domestic
02-2169	McClanahan Apple Packing Plant	Industry/Processing
02-2166	House, Route 840	Domestic

### **6.3.3 ORIGIN OF NAME**

Covesville takes its name from the Cove Presbyterian Meeting, founded at this location in 1756. The first Cove Presbyterian Church, around which the village grew up, was built in 1769.

### **6.3.4 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789)**

The southern part of the county around Covesville was originally part of Goochland County. It became part of newly formed Albemarle County in 1744. In the middle decades of the eighteenth century, Scotch-Irish Presbyterians who had crossed the Blue Ridge from the Shenandoah Valley settled in western Albemarle County. A smaller number settled in the Rich Cove area, located on the west side of present U.S. Route 29 along Cove Creek. They comprised a small but politically active segment of Albemarle County's population, despite the fact that they were officially considered religious dissenters by the colonial government.

Like most of Albemarle County at this time, Covesville was settled by farmers who owned mid-to-large-sized farms, growing a variety of crops, mostly tobacco. Families

represented among early residents of the Covesville area include the Harris, Hart, and Key families. Schuyler Harris (d. 1803) lived about two miles north of Covesville, and a relative, attorney Henry T. Harris, lived south of the village (Woods 1901: 219-20).

The community's early history is tied to the history of Cove Presbyterian Church. In 1756, area resident George Douglass requested a supply preacher from newly formed Hanover Presbytery. For the next several years church members met in Douglass's home when a supply minister was available. In 1769, Cove Church was formally organized and joined with the congregations of the Rockfish and North Garden churches to issue a call for their first permanent minister, the Rev. Samuel Leake. The first church building, a simple log structure with floors and seats made of logs split lengthwise, was built the same year (Orr: 6-11). It is no longer standing.

A road from Charlottesville to Lynchburg passing through Covesville was likely in use by the third quarter of the eighteenth century. The Rev. Edgar Woods described the route of the earliest Old Lynchburg Road from Charlottesville as uniting with the present road just north of Covesville near the end of Persimmon Mountain (Woods 1901: 68). Growth occurred along either side of this important road, although no structures in Covesville today are known to date from before 1800.

### **6.3.5 EARLY NATIONAL PERIOD (1789-1830)**

Cove Presbyterian Church remained the center of Covesville's religious, educational, and social life throughout the early national period. In 1801, the church's minister, Rev. James Robinson, began a Librarian Society. This group created a circulating library open to those members who paid a \$10 fee and annual \$1 dues. In 1805, the library was opened to non-members for a \$2 annual fee (Orr 1989: 37-38). Robinson's interest in education later brought him into conflict with the law. In 1818, Robinson was brought before a Grand Jury on the charge of unlawfully assembling slaves and teaching them at the Cove Meeting House (Orr 1989:

24). In the early nineteenth century, another school was operated in the area by John Duggins, "presumably south of Covesville" (Woods 1901:87).

The present brick Cove Presbyterian Church (Figure 6.3.1) was built in 1809. It was open for worship by both whites and their black slaves, although the pew arrangements segregated the congregation by sex as well as by race (Orr 1989: 17-21; National Register Nomination for Cove Presbyterian Church). Much of the church's present exterior appearance, including the Gothic Revival-style lancet arched windows, dates from a remodeling carried out following a tornado in 1880. The church was listed on the National Register of Historic Places in 1987.

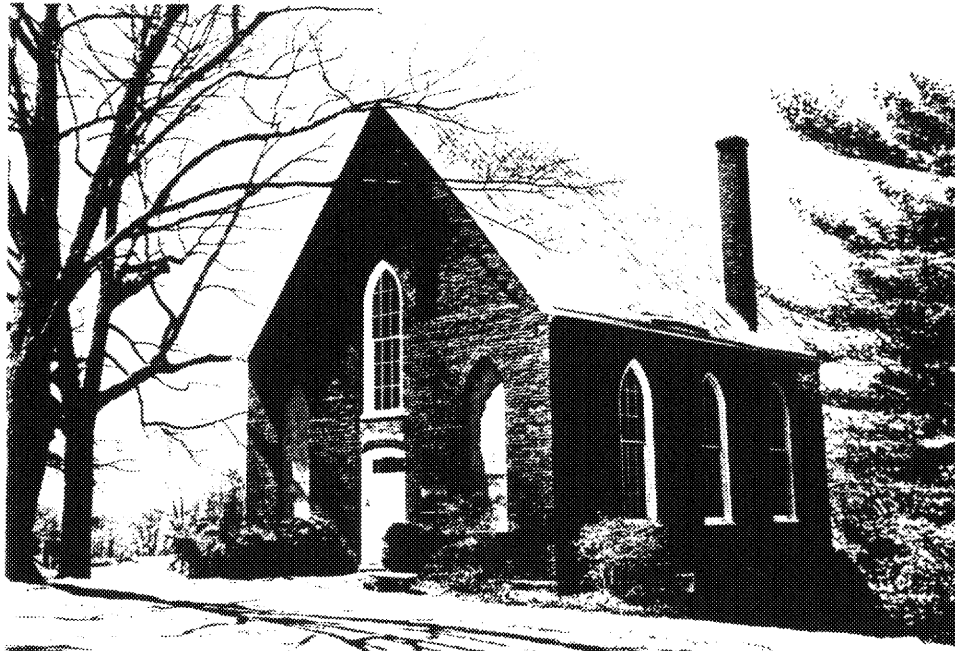
The Hart family was one of Covesville's prominent landowners throughout this period. Francis Hart inherited a plantation in the Covesville area from his father, Andrew Hart, a large landowner, merchant and owner of Sunny Bank near South Garden. Francis sold the property to Dr. Daniel E. Watson in 1837 and moved to Richmond (Woods 1901: 224). This farm is probably the one shown on later maps (Map 6.3.2) as Cove Lawn (VDHR #02-2168), the home of a Dr. Watson. The house (Figure 6.3.2), located one mile southwest of Covesville, dates from the late eighteenth or early nineteenth century, and is probably the oldest surviving house in the Covesville area. A smaller house on the property also dates from the early nineteenth century. The chimney ruins of the nearby Boaz House (VDHR #02-2167) may even be older than Cove Lawn, although its building history is unclear.

A post office was established at Covesville in 1828, and the name Covesville was adopted officially in June of that year. Francis Hart was the first postmaster (Axelson 1991: 3). Hart's father, Andrew, also served as a ruling elder of the Cove Church until his death in 1832 (Rawlings 1935: 24).

**FIGURE 6.3.1**

**COVE PRESBYTERIAN CHURCH, COVESVILLE**

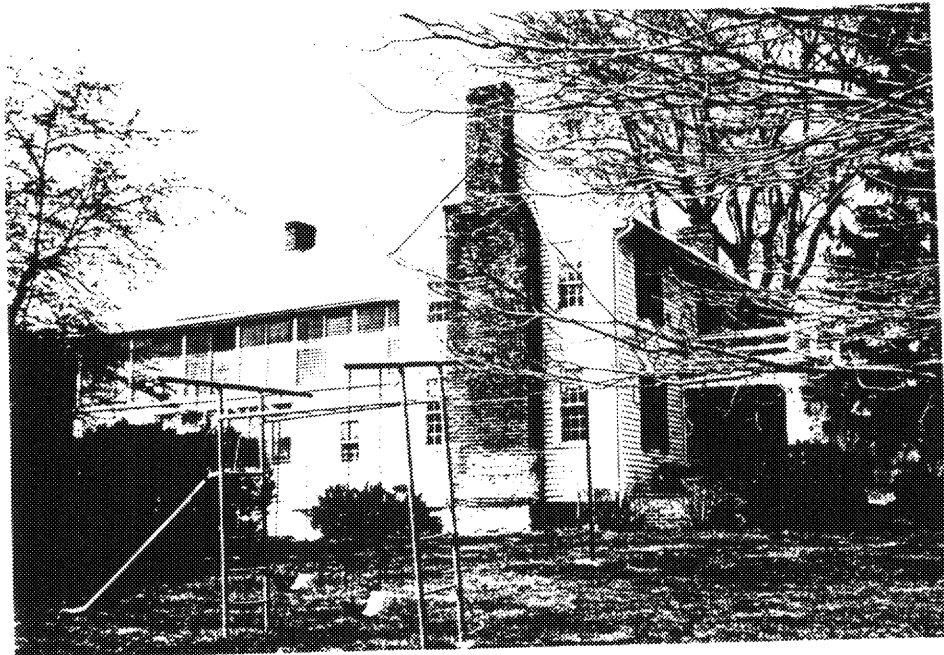
Source: Geoffrey Henry, Dames & Moore

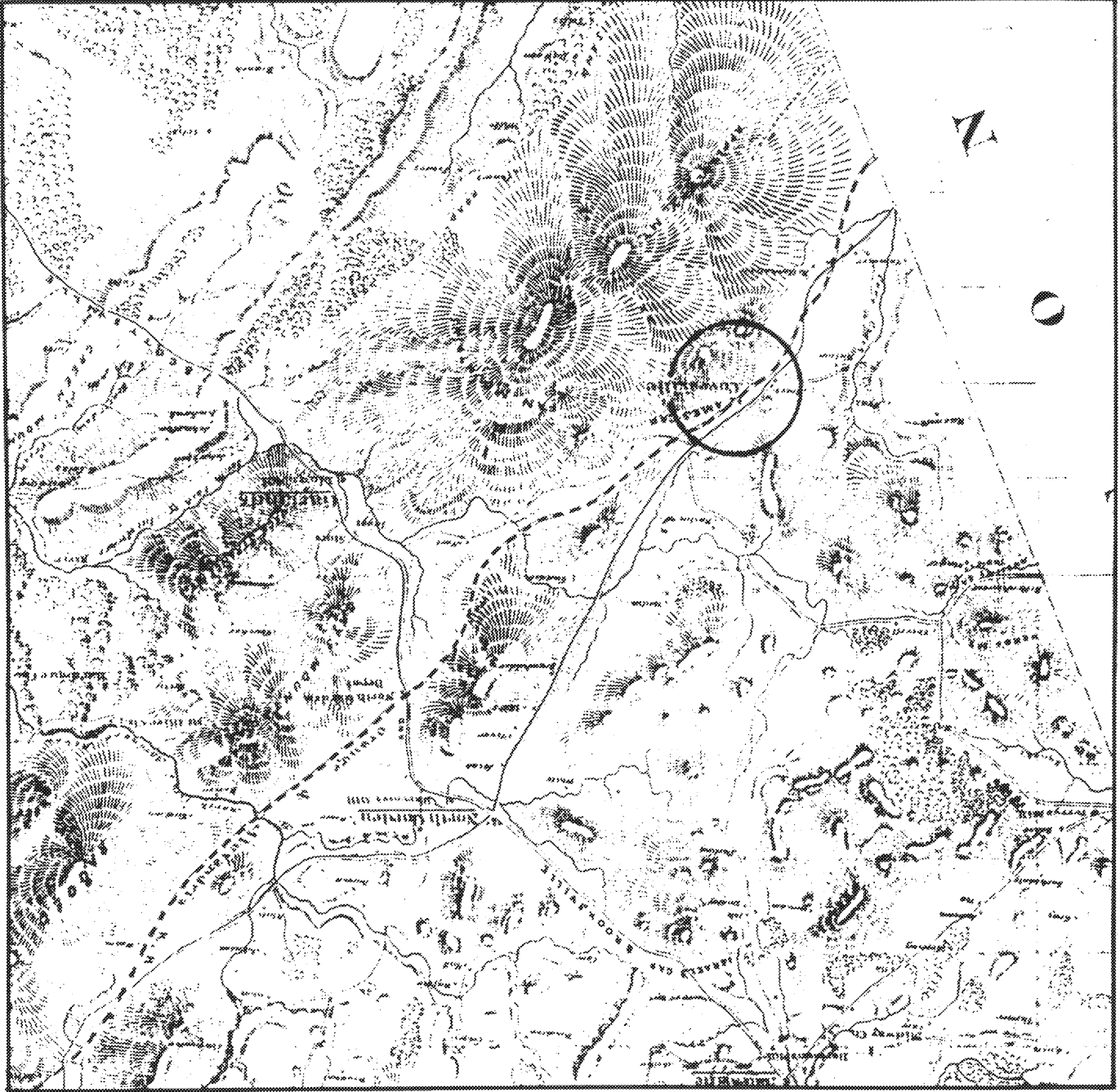


**FIGURE 6.3.2**

**COVE LAWN, COVESVILLE VICINITY**

**Source: Geoffrey Henry, Dames & Moore**





MAP 6.3.2 HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING  
COVESVILLE

### **6.3.6 ANTEBELLUM PERIOD (1830-1860)**

In the late 1820s or early 1830s a new, more direct road was constructed from Charlottesville to Lynchburg, passing through Covesville, as well as through Lovingson and Amherst Courthouse. Its route incorporated some roads already in existence (Jones 1950: 73-74; Woods 1901: 70). Presumably this was the forerunner of present U.S. Route 29 through Covesville. By 1835, Covesville was described in a gazetteer as being on the stage road from Charlottesville to Lynchburg with a population of thirty inhabitants. It consisted of "several dwelling houses, one general store, one house of entertainment, one tan yard, one milliner and mantua maker, and one Presbyterian house of worship" (Martin 1835: 114). Rev. William Pinkerton, minister at Cove Presbyterian Church from 1842-1851, operated an academy for boys in a brick building (no longer extant) just south of the church (Orr 1989: 40; National Register Nomination for Cove Presbyterian Church).

An important north-south railroad line stimulated growth in Covesville's economy at the end of the antebellum period. The Orange & Alexandria Railroad provided service north of Charlottesville by 1852. In 1855, it began construction of a route south to Lynchburg. Service to Lynchburg was in operation by 1860, with a stop at Covesville no later than 1864 (Jones 1950: 177-178).

### **6.3.7 CIVIL WAR (1861-1865)**

By 1864, the Gilmer map of Albemarle County showed a depot located on the east side of the railroad in Covesville, just north of the F. Ames home on the opposite side of the tracks. This depot is no longer extant. This railway line was later absorbed into the Southern Railway system. The railroad provided direct access to a wider market of goods and services and was crucial to the village's development after the Civil War.

Little military activity occurred in Albemarle County during the Civil War. Neither Charlottesville nor Lynchburg was occupied by Union forces until the waning months of the war. The line of the Orange & Alexandria railroad between the two cities ran mostly uninterrupted throughout the war years. As a result, Coveseville's economy was largely unaffected by the Civil War.

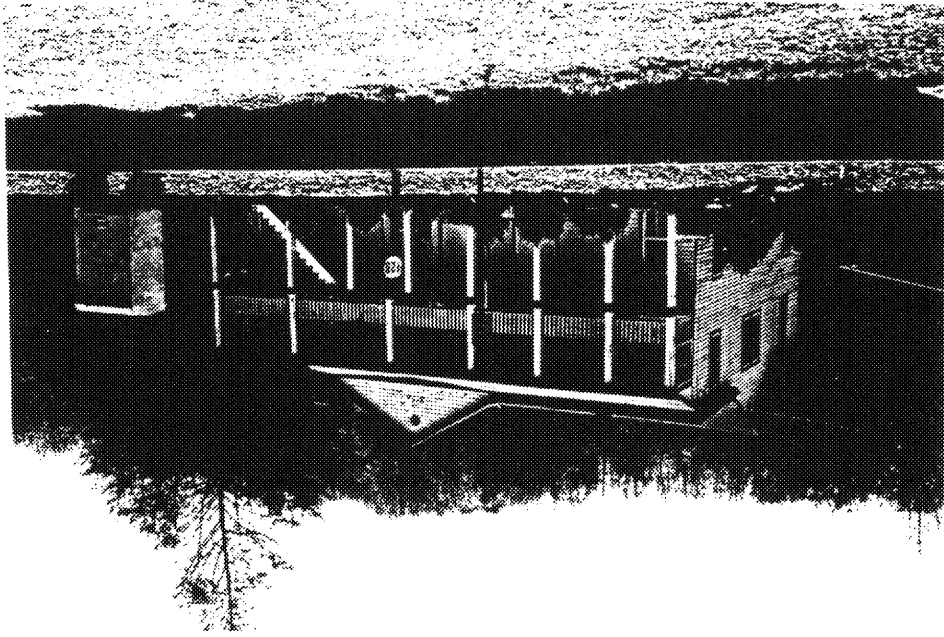
### **6.3.8 RECONSTRUCTION AND GROWTH (1865-1914)**

The postwar years were the period of greatest prosperity and physical growth in the Coveseville community, as evidenced by the numerous homes and commercial establishments built in the village, many of which stand today. Apple and peach orchards, canning plants, and barrel making factories emerged as Coveseville's most important sources of wealth. Growers were provided with fast and efficient rail transportation for their products. Several stores were built during this period to serve the surrounding farms.

One of the oldest of these stores is Lackey's Store (VDHR #02-992)(Figure 6.3.3), located just east of the railroad tracks. This long, two-story frame building, constructed around 1890, also served as the town's post office, until it was moved to Johnson's Store on the other side of present U.S. Route 29 in the early 1940s.

The Peyton map of Albemarle County (1875) showed several homes close to Coveseville owned by the Barnett, Maxwell and Munday families. It also shows the residences of Dr. Boaz and the Cove Lawn estate of the Watsons (Map 6.3.3). All of these, except the Munday home, were located around Cove Creek on the west side of the road. Coveseville proper, with four buildings indicated, is just north of the Cove Presbyterian Church, which is called "Cove Chapel" on this map. No mills or other churches are shown in the vicinity of the village.





Source: Geoffrey Henry, Dames & Moore

LACKEY'S STORE, COVESVILLE

FIGURE 6.3.3



By 1884/1885, the Covesville community included one attorney and one physician; two general merchants, one of whom also was a wool dealer; a liquor dealer; a distiller; a tanner who also made saddles and harnesses; a corn and flour mill as well as a saw mill; and a coach and wagon builder. There was also a private school, the Cove Academy. Twenty-two "principal farmers" were listed in the area (Chataigne 1884/5: 74-78). In 1890, the Cove Academy was being taught by Rev. Daniel Blain in the same building in which Rev. Pinkerton had taught an academy many years before. No information has been found to indicate if this academy was in existence throughout the intervening years. This building is now gone (Orr 1989: 40-41).

Two of Covesville's largest homes were built during this period. The McCormick House (VDHR #02-980)(Figure 6.3.4) is one of the most notable landmarks in Covesville and is significant as a rare example of Queen Anne-style domestic architecture in Albemarle County. The Johnson House (VDHR #02-979), built in the 1880s on a small hill overlooking Covesville to the east, features a double-gable front facade and large wrap-around porch.

The apple and peach orchard business remained Covesville's most important industry throughout the late nineteenth and early twentieth centuries. In 1900, a cold storage facility was built in Covesville. By 1911, Covesville had an estimated population of seventy-five, almost double its size in 1835. Three coopers worked in the village to supply growers with apple barrels and crates. Covesville also had two blacksmiths; four carpenters or builders; both white and black Baptist churches, a Methodist church and the Cove Presbyterian church; two cider or vinegar manufacturers; four general merchants; two hotels (one called the Hotel Norvell); one livestock dealer; two lumber dealers and sawmills; one corn and flour mill; one notary; and one physician (Chataigne 1911: 85-92, 95). Both the former Kennedy Store (VDHR #02-978) and the Johnson Store (VDHR #02-979)(Figure 6.3.5) date from this period, as did a cider mill (VDHR #02-982) located just north of the Johnson Store. This large two-story frame building is no longer extant.

FIGURE 6.3.4

MCCORMICK HOUSE, COVESVILLE

Source: Geoffrey Henry, Dames & Moore



FIGURE 6.3.5

JOHNSON STORE, COVESVILLE

Source: Geoffrey Henry, Dames & Moore



The 1907 Massie map of Albemarle County (Map 6.3.4) showed that Coveseville had a post office, was a voting place, and had telephone service. White School No. 16 was located just southeast of the cluster of buildings around the railroad which comprised the eastern half of Coveseville. This school (VDHR #02-991) was replaced by the still-standing Coveseville School (VDHR #02-985) around 1920. The nearest colored school was located farther north of the village near the end of Persimmon Mountain.

### **6.3.9 WORLD WAR I TO WORLD WAR II (1914-1945)**

The apple and peach orchard business remained the principal source of employment for Coveseville's residents during this period. In 1917, a new railroad depot was built that included a long shed to accommodate apple shipments (CDP 9/20/1917). Three years later, at least two Southern Railway passenger trains made daily stops at Coveseville (Moore 1976: 286-7). In the 1920s, the road from Charlottesville to Lynchburg (U.S. Route 29) was one of only two state-maintained highways in the county. It had been macadamized, but had not yet received an all-weather hard surface (Moore 1976: 288).

Among the more prominent businesses from this period was the McClanahan family orchard and apple packing operations. Roy McClanahan came to Coveseville in the 1920s and got a job stamping apple barrels at the Southern Railway freight office. He eventually owned Coveseville's largest apple packing and storage business, as well as four hundred acres of orchards (McClanahan interview, 7/17/1995).

The apple industry continued as Coveseville's most important business throughout this period. An apple grader factory was built in 1929 by Edwin Wayland on the site occupied in recent years by International Cold Storage Co. During World War II, the factory switched from the production of equipment to grade apples to the production of military hardware, including mine triggers and landing craft equipment, and its operations were classified. The present Harvey apple packing business plant buildings (VDHR #02-2169) date from the 1920s and later,

MAP 6.3.4 MASSIE MAP OF ALBEMARLE COUNTY (1907) SHOWING  
COVESVILLE



and reflect frequent rebuilding. The Harvey plant building is a smaller version of the Crozet Cold Storage company building in Crozet of 1929 (CDP 2/24/1985).

### **6.3.10 MODERN PERIOD (1945-PRESENT)**

The years after World War II saw the decline of the apple orchard business in southern Albemarle County and the Covesville area. The sharp decline of both passenger and freight rail traffic after the war had profound effects on Covesville's livelihood. Several stores closed during this period. U.S. Route 29 was widened to four lanes during the late 1960s, causing the demolition of five or six buildings in the center of the village, as well as the relocation of several others.

The McClanahans sold their orchards and apple packing business to Ronald W. Harvey. This company, which included the orchards, a storage and packing facility and a retail outlet, was the community's major business. During the mid-1980s Harvey's enterprise employed from 35 to 55 people. The facility could store up to 250,000 bushels. Harvey added to the orchards over the years, before closing the business in 1995 (CDP 2/24/1985; McClanahan interview 7/17/1995).

### **6.3.11 ARCHITECTURAL DESCRIPTION OF COVESVILLE**

Covesville is a small rural village that grew up around the mid-eighteenth-century Cove Presbyterian Church. During the nineteenth century, it was a way station on the important Charlottesville to Lynchburg Road, and later on the Southern Railroad line. The village is now bisected by U.S. Route 29.

The oldest building in Covesville is the present Cove Presbyterian Church (VDHR #02-705), built in 1809 and listed on the National Register. A simple one-story, gable-roofed, brick church, its present Victorian appearance is due to a remodeling carried out in the 1880s. A few



other early- and mid-nineteenth-century residences (VDHR #02-984 and 02-989) are located on the east side of present U.S. 29.

Much of Covesville's present appearance is the result of the arrival of the railroad in the 1850s and the emergence of the peach and apple-orchard industry in the 1890s. The village still contains several late-nineteenth-century frame commercial buildings, although none are still in use. Both the Lackey Store (VDHR #02-992) and the Johnson Store (VDHR #02-981) are large, two-story, frame, general-store buildings. Both buildings have housed the town's post office at one time or another. The majority of Covesville's domestic building stock also dates from the turn of the century period. The McCormick House (VDHR #02-980) is one of the most significant Queen Anne style residences in rural Albemarle County and is notable for its wrap-around porch with octagonal pergola. Most of the other historic houses in Covesville are variants of the I-house or American Four Square types. The Johnson House (VDHR #02-979), dating from the late 1880s, features a rare double-gable front.

The most important relic of Covesville's heyday as a center of the apple and peach-orchard industry are the buildings at the McClanahan Apple Packing Co. complex (VDHR #02-2169), dating from the 1920s.

## 6.4 CROSSROADS/NORTH GARDEN

### 6.4.1 LOCATION

Crossroads/North Garden is located in the vicinity of the intersection of U.S. Route 29 and Route 692. It is in the Samuel Miller Magisterial District and its historic resources are within the Covesville USGS Quad. The Crossroads/North Garden survey area is shown on Map 6.4.1

### 6.4.2 EXISTING CONDITIONS

One historic resource, the Crossroads Inn (VDHR #02-199) is located within the Crossroads/North Garden survey area. Four historic resources within the survey area have been surveyed previously by VDHR. These resources, and the VDHR historic themes associated with them are:

02-0686	Trinity Methodist Church	Religion
02-0784	Crossroads Miller's House	Domestic
02-0785	Crossroads (Darrow's) Mill	Industry/Processing
02-0786	Meadowfield Farm	Domestic

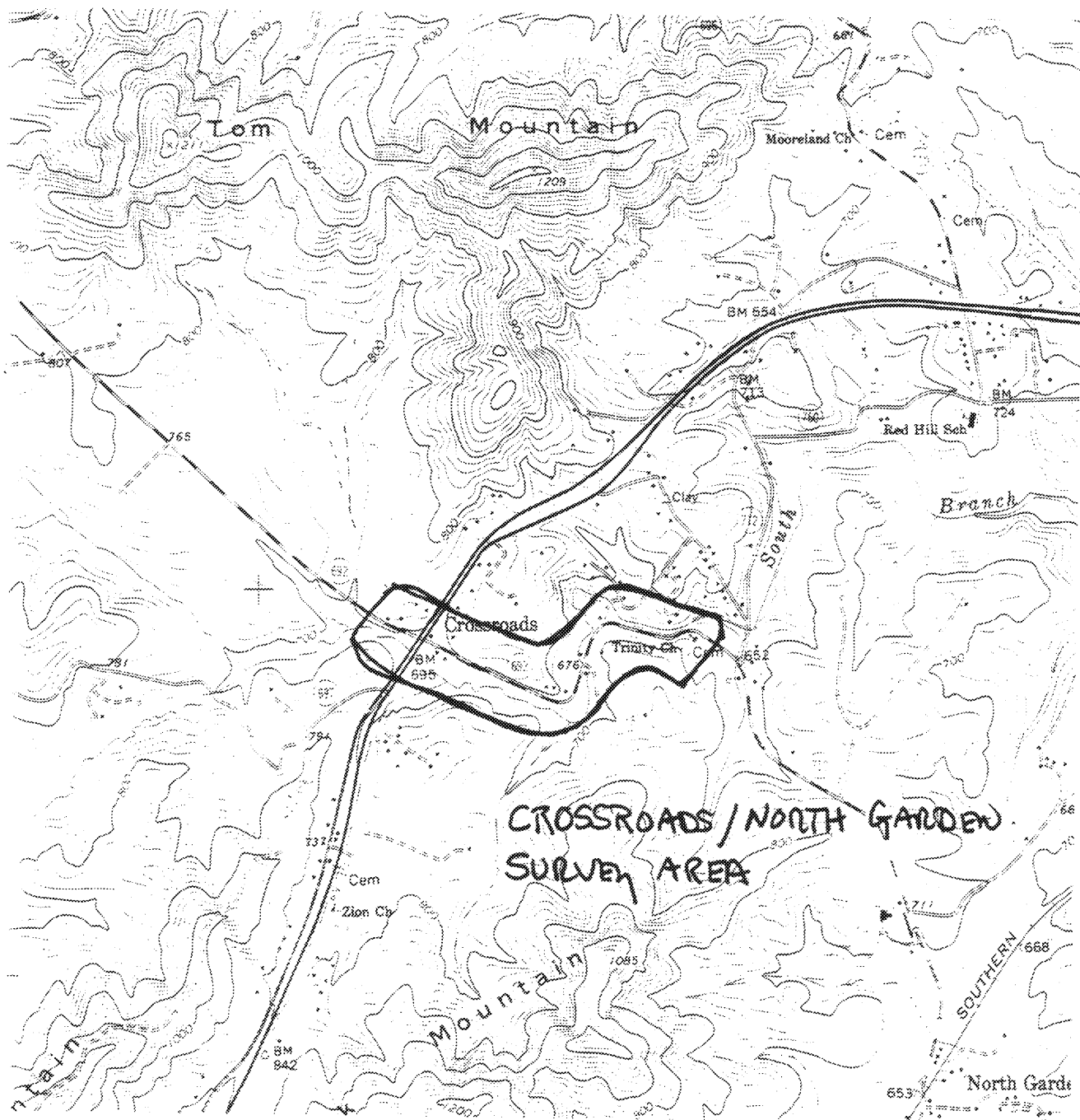
During this project these four resources were resurveyed, and an additional historic resource was surveyed. This resource, and its associated VDHR historic theme, is:

02-2185	Log Houses, Route 692	Domestic
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Due to VDHR and ACDP budgetary constraints, an historic context for Crossroads/North Garden was not written. Five historic resources in the Crossroads/North Garden survey area were surveyed, and the general area was evaluated for its potential eligibility for listing as an historic district on the National Register and Virginia Landmarks Register.

# MAP 6.4.1 CROSSROADS/NORTH GARDEN SURVEY AREA

Source: USGS



## 6.5 CROZET

### 6.5.1 LOCATION

Crozet is the largest unincorporated town in Albemarle County. It is located in western Albemarle County along the route of the CSX (formerly C&O) Railroad. The town consists of several streets centered around the intersection of Routes 810 and 240. Crozet is in the White Hall Magisterial District and its historic resources are located within the Crozet USGS Quad. The Crozet survey area is shown on Map 6.5.1

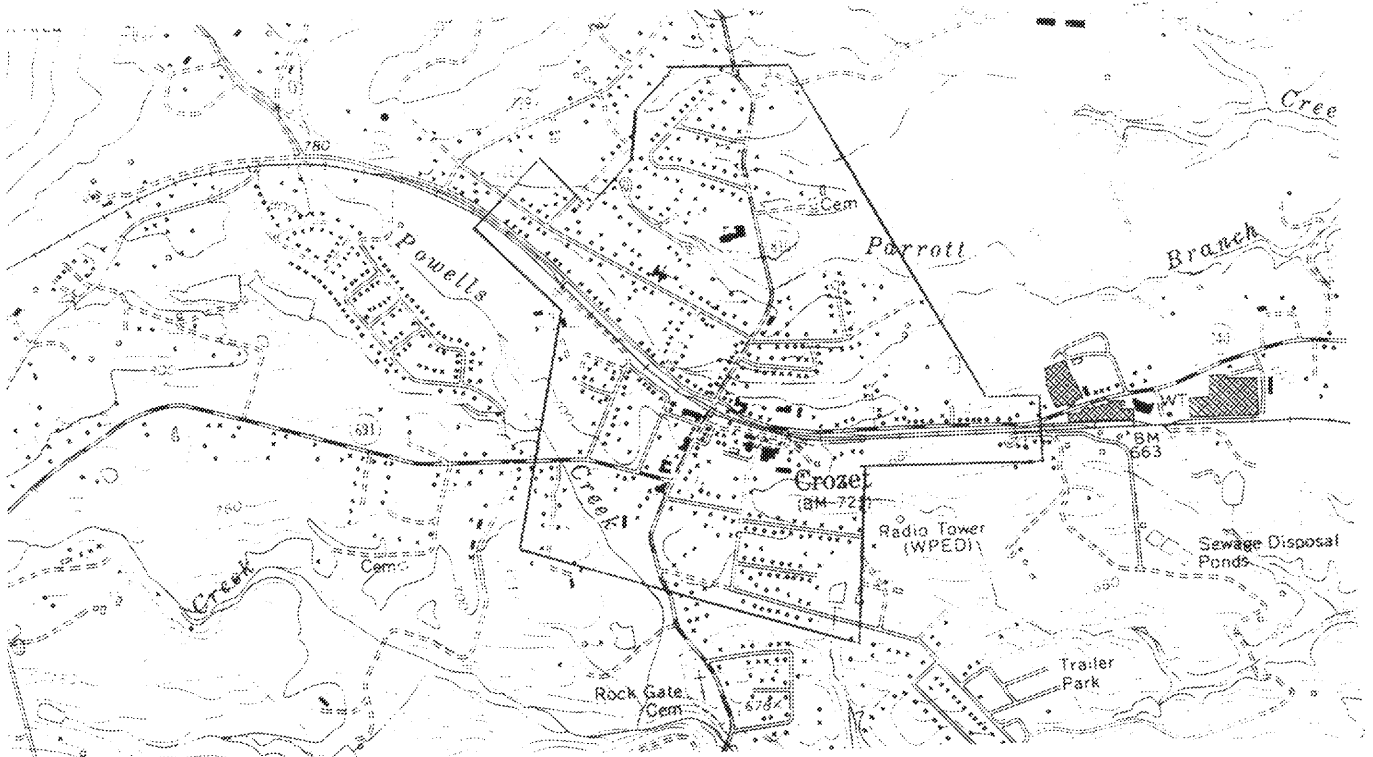
### 6.5.2 EXISTING CONDITIONS

No historic resources within the Crozet survey area are listed on the National Register of Historic Places. No historic resources within the survey area have been surveyed previously by VDHR. During this project 71 historic resources were surveyed. These historic resources, and the applicable VDHR historic themes, are:

02-2072	House, Railroad Avenue	Domestic
02-2073	Carter House	Domestic
02-2074	House, Railroad Avenue	Domestic
02-2075	House, Railroad Avenue	Domestic
02-2076	Wood House	Domestic
02-2077	Shifflett House	Domestic
02-2078	House, Railroad Avenue	Domestic
02-2079	House, St. George Street	Domestic
02-2080	Crozet Hotel/Crozet Hardware	Commerce
02-2081	Crozet Hardware Co.	Commerce
02-2082	Crozet Cold Storage Company	Industry/Processing
02-2083	Crozet C&O Railroad Station	Transportation
02-2084	Minda's	Commerce

MAP 6.5.1 CROZET SURVEY AREA

Source: USGS



02-2085	The Olive Tree	Commerce
02-2086	Crozet Cooperage Company	Industry/Processing
02-2087	Esso Gas Station	Transportation
02-2088	Hall House	Domestic
02-2089	House, Crozet Avenue	Domestic
02-2090	House, Crozet Avenue	Domestic
02-2091	House, Crozet Avenue	Domestic
02-2092	House, Crozet Avenue	Domestic
02-2093	House, Crozet Avenue	Domestic
02-2094	Tomlin Bros.	Commerce
02-2095	Crozet Cooperage Co. Office	Industry/Processing
02-2096	Modern Barber Shop	Commerce
02-2097	Blue Goose Building	Commerce
02-2098	Hand Crafters Ltd.	Commerce
02-2099	Crozet Methodist Church	Religion
02-2100	Bicker's Tea Room	Commerce
02-2101	House, 1122 Crozet Avenue	Domestic
02-2102	McCue House	Domestic
02-2103	House, 114 Crozet Avenue	Domestic
02-2104	Tabor Presbyterian Church	Religion
02-2105	Crickenberger House	Domestic
02-2106	House, Crozet Avenue	Domestic
02-2107	House, 1171 Crozet Avenue	Domestic
02-2108	House, Crozet Avenue	Domestic
02-2109	House, Crozet Avenue	Domestic
02-2110	House, Crozet Avenue	Domestic
02-2111	House, Crozet Avenue	Domestic
02-2112	House, White Street	Domestic
02-2113	House, White Street	Domestic
02-2114	Coleman Street	Domestic

02-2115	House, Apple Grove Lane	Domestic
02-2116	House Apple Grove Lane	Domestic
02-2117	House, Jarman Gap Road	Domestic
02-2118	House, 5865 Jarman Gap Road	Domestic
02-2119	Crozet Methodist Parsonage	Religion
02-2120	Lafferty House	Domestic
02-2121	Smith House	Domestic
02-2122	Crozet Woman's Club	Social
02-2123	House, 5675 St. George Avenue	Domestic
02-2124	Colyer House	Domestic
02-2125	House, St. George Avenue	Domestic
02-2126	House, St. George Avenue	Domestic
02-2127	House, 5592 St. George Avenue	Domestic
02-2128	Anderson Funeral Home	Domestic
02-2129	House, St. George Avenue	Domestic
02-2130	House, St. George Avenue	Domestic
02-2131	House, St. George Avenue	Domestic
02-2132	House, St. George Avenue	Domestic
02-2133	Rauch House	Domestic
02-2134	House, 447 St. George Avenue	Domestic
02-2135	Baber House	Domestic
02-2136	Crozet Print Shop	Commerce
02-2137	House, Blue Ridge Lane	Domestic
02-2138	Pleasant Green	Domestic
02-2139	House, Blue Ridge Lane	Domestic
02-2140	Crozet Lumber Co. Office	Industry/Processing
02-2141	Crozet High School	Education
02-2142	C&O Railroad Bridge, Crozet	Transportation

### **6.5.3 ORIGIN OF NAME**

One of Albemarle County's youngest towns, Crozet began as a rail stop on the C&O Railroad in 1876. The stop, and the surrounding community, were named for Col. Claudius Crozet, the French civil engineer who directed the construction of the first railroad tunnels through the Blue Ridge Mountains between 1849 and 1857.

### **6.5.4 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789)**

The Crozet area was part of an early land patent granted to Michael Woods in 1737. This area was a part of Goochland County until 1744, when Albemarle County was founded. Another early land owner in the area was Charles Mills, who patented 3,000 acres along the foot of Bucks Elbow in the Crozet and White Hall vicinities between 1744 and 1756 (Woods 1901: 276).

The western half of Albemarle County was traversed by several roads early in its history. The Three-Notch'd Road, an early trading route that ran west from Richmond, reached Woods' (Jarman's) Gap in the Blue Ridge Mountains by the 1740s. Its route followed the approximate course of present Route 240 to Routes 691 and 611 (Jarman's Gap Road). The western part of the early Buck Mountain Road, which ran along present Route 810 between Crozet and White Hall, was in use by 1783, possibly earlier (Meeks 1983: 8; VRT 2, v.1: 6-7).

### **6.5.5 EARLY NATIONAL PERIOD (1789-1830)**

Most of the land within present-day Crozet was owned at one time by the Baptist minister Benjamin Ficklin. He bought a 1,300-acre tract in 1814 which he named Pleasant Green. He lived on the property until he sold it to Jeremiah Wayland in 1832. Pleasant Green was bounded by St. George Avenue on the north, Miller School Road on the east, and Jarman's Gap Road on the south. It was bounded to the south and east by land owned by the Rothwell family, and to the north and northeast by land owned by the Jones family (Meeks 1983: 8).



#### **6.5.6 ANTEBELLUM PERIOD (1830-1860)**

Pleasant Green (VDHR #02-2138)(Figure 6.5.1) is one of the earliest houses still standing in the Crozet area. It was built by Jeremiah Wayland in the 1830s and enlarged as his family grew. Its original appearance has been altered by numerous remodelings carried out in the late nineteenth and twentieth centuries. His son, Abraham Wayland, also lived at Pleasant Green. Col. Claudius Crozet, the French civil engineer, stayed at Pleasant Green while supervising the construction of four railroad tunnels through the Blue Ridge Mountains in the 1850s (Meeks 1983: 8-11; Woods 1901: 192).

#### **6.5.7 CIVIL WAR (1860-1865)**

Relatively little military action occurred in Albemarle County during the Civil War. No military action of any importance occurred in the Crozet area.

In 1862, William C. Ballard bought the Jones property north of the Wayland's Pleasant Green farm. The original home built by the Ballards remains in the family today (Meeks 1983: 8).

#### **6.5.8 RECONSTRUCTION AND GROWTH (1865-1914)**

Miller Manual Labor School was established in 1874 between Batesville and Crozet. A railway stop was needed close to the school's site, about four miles south of the rail line, and in 1876 the C & O Railroad established a whistle stop near the school. Col. William Wickham, general manager of the C & O, chose the name Crozet for the new stop. By 1877, local farmers had raised enough money by subscription to build Crozet's. This depot was located on the south side of the tracks. A post office was soon established at Crozet. The stop was connected to the Miller School by a macadamized road paid for by the school. It was the first hard-surfaced road in this part of the state (Meeks 1983: 8; 15).

FIGURE 6.5.1

PLEASANT GREEN, CROZET

Source: Geoffrey Henry, Dames & Moore



The 1866 Hotchkiss map (Map 6.5.2) and the 1875 Peyton map (Map 6.5.3) of Albemarle County shows the Ballard, Rothwell and Wayland farms. Other landowning families in the area included the Jarman, Harris, Woods, and Toombs families. The Toombs farm is marked "Toomb's Distillery and Nursery" on the 1875 map. Most area farmers were still growing wheat and tobacco but as early as 1856 the Toombs family had been growing peaches and pippin apples.

The village grew slowly during its early years. Eight years after the creation of the railroad stop, listings in the 1884/85 gazetteer for Crozet include only two general merchants, J. M. Ellison and B. E. Smith, and six principal farmers. In 1893/1894, the gazetteer lists only one general merchant (J. M. Ellison, again), one nurseryman and seedsman, E. W. Robertson, and seven "principal farmers" (Chataigne 1893/94: 137-145). Ellison arrived in Crozet from his native Augusta County in the mid-1880s. He built the Liberty Hall Hotel, now demolished, to serve summer guests coming to Miller School. Summer boarders from Richmond also frequented this hotel, which operated until the 1920s (Meeks 1983: 17).

The development of the orchard industry in western Albemarle County provided the impetus for growth in Crozet.. The Waylands planted the first commercially planted orchard in Crozet. It began to bear fruit in 1890, and its success encouraged other farmers in the area to begin fruit production (Peyton Map 1875; Meeks 1983: 15)

The early 1900s was a period of great prosperity and physical development in Crozet's history. One manifestation of this growth was the proliferation of churches in town. Crozet Methodist (VDHR #02-2099)(Figure 6.5.2) was built in 1889 (Meeks 1983: 18); St. George Episcopal Chapel, no longer standing, was built in 1898 (Meeks 1983: 19); Crozet Baptist Church was built in 1907 (Meeks 1983: 22). It, too, is no longer standing. Tabor Presbyterian Church moved to a new building (VDHR #2-2104) (Figure 6.5.3) in Crozet in 1915 from its earlier site near the intersection of Routes 240 and 250 (Meeks 1983: 36). Black residents built Union Mission Baptist Church in 1914 (Meeks 1983: 34).

FIGURE 6.5.2

CROZET METHODIST CHURCH, CROZET

Source: Geoffrey Henry, Dames & Moore

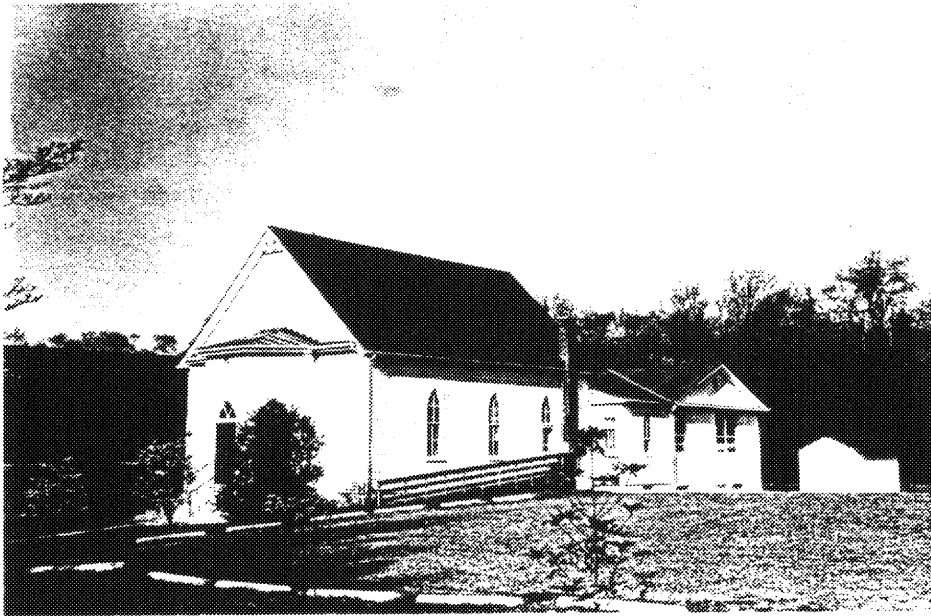


FIGURE 6.5.3

TABOR PRESBYTERIAN CHURCH, CROZET

Source: Geoffrey Henry, Dames & Moore



The first public school in Crozet was a one-room frame building built in 1894. By 1899, the school moved to a larger building; by 1907 yet another new building was needed. This latter building was the county's first brick school and consisted of four classrooms on the main floor and an auditorium on the second (Meeks 1983: 25). The first colored school in Crozet was started in 1910. For the first year, its operations were supported by local black families. After 1911, school was taught by a regular county teacher. Classes were held in a rented house until 1916 when the first two-room building was built. It stood next to Union Mission Baptist Church (Meeks 1983: 35), and was burned in recent years.

Many of the businesses founded in Crozet after 1900 were related directly to the apple and peach orchard industry. The Crozet Cooperage Company was founded in 1902 and was owned by R. E. Wayland with partners H. B. Wayland of Coveseville and Russell Bargamin of Richmond. The company was described in 1906 as "manufacturers of high grade apple and flour barrels....Nearly all the material used in the factory is bought in the immediate vicinity, and this, added to the fact that a large force of workmen is constantly employed...makes the enterprise one of great benefit to the thriving little town in which it is located." R. E. Wayland was not only general manager of the cooperage, but also cashier of the "new" Bank of Crozet and Secretary and Treasurer of the Crozet Cider Company, "a concern that is doing a very extensive business." The company's plant (VDHR 02-2086)(Figure 6.5.4) still stands at the corner of Routes 810 and 240, although it closed in 1930. The company's office building (VDHR 02-2095)(Figure 6.5.5) has served a variety of functions since that time and is now a restaurant (Walker 1906: 43 and Appendix; Meeks 1983: 23).

The years from 1906 to 1910 saw rapid growth of the former railroad stop into a large village. Most of the town's commerce and business was centered in the area south of the railroad station, although a smaller commercial strip was located along Railroad Avenue. The Bank of Crozet was organized by local farmers in 1905. Two years later, the bank built a new building, with an impressive two-story portico, on Miller School Road. The building housed

**FIGURE 6.5.4 CROZET COOPERAGE COMPANY BUILDING, CROZET**

Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.5.5** CROZET COOPERAGE COMPANY OFFICE BUILDING, CROZET

Source: Geoffrey Henry, Dames & Moore





the bank as well as the post office, medical offices, and a town auditorium on the second floor (Meeks 1983: 24). It is no longer standing. In 1909, Ches Goodall built a new brick drugstore on the east side of Miller School Road, south of the railroad depot. This two-story brick building (VDHR 02-2080)(Figure 6.5.6) included space for other businesses, including the Crozet Hotel on the second floor; Crozet Hardware Co. (a firm unrelated to the current business of the same name); and a combination barber shop, shoe repair and print shop (Meeks 1983:26). This building remains a prominent one in Crozet.

This general prosperity is reflected in the town's residential architecture as well. St. George Avenue was laid out in the northern half of town in the early 1900s. It contains many of Crozet's more architecturally impressive residences. The Sandridge House (VDHR 02-2132)(Figure 6.5.7) is a large two-story house built entirely of rusticated concrete block. The present Anderson Funeral Home building (VDHR 02-2128)(Figure 6.5.8) is another impressive residence. Like so many other homes in Crozet, it possesses a pressed tin roof with a scalloped pattern. These pressed tin roofs are rarely seen elsewhere in Albemarle County. At least two homes on St. George Avenue show indications of being a "Catalogue house", i.e. houses manufactured by Sears & Roebuck or Montgomery Ward and then shipped by rail to the site. There, they were assembled according to the manufacturer's specifications. One of these houses (VDHR 02-2124)(Figure 6.5.9) is known to date from 1912.

Significant concentrations of residential buildings from the first two decades of the twentieth century are also located along Miller School Road, Railroad Avenue, Tabor Street, and Blue Ridge Lane in Crozet. Many of these houses are variants on the traditional I-house, usually with pressed tin roofs. A house (VDHR 02-2109)(Figure 6.5.10), on the corner of Tabor Street and Miller School Road, is significant as a large Georgian Revival-style house with a separate tenant house and stone icehouse/dairy. It dates from the early twentieth century.

**FIGURE 6.5.6**      **CROZET HOTEL/HARDWARE, CROZET**  
Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.5.7**      **HOUSE, ST. GEORGE AVENUE, CROZET**  
Source: Geoffrey Henry, Dames & Moore

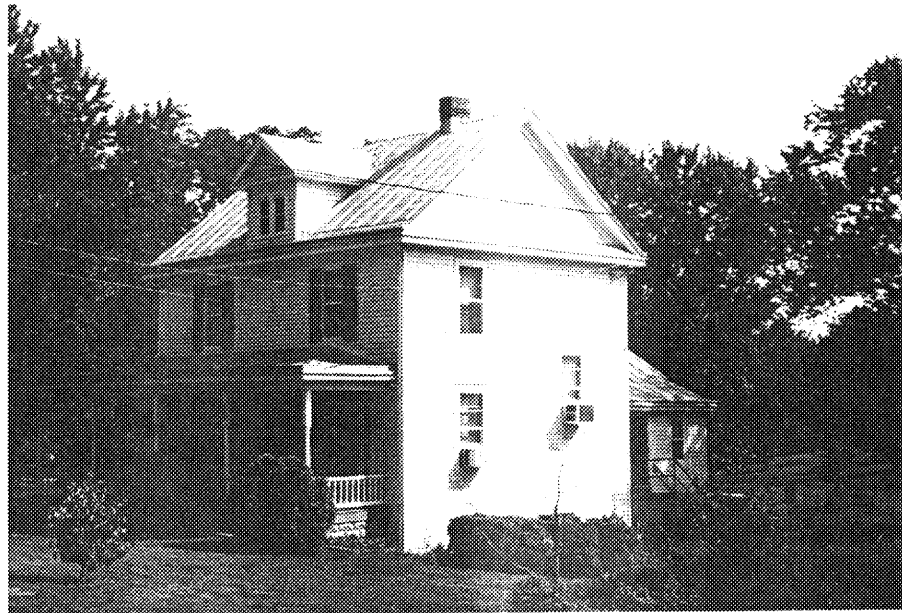


FIGURE 6.5.8

ANDERSON FUNERAL HOME, CROZET

Source: Geoffrey Henry, Dames & Moore



FIGURE 6.5.9

HOUSE, ST. GEORGE AVENUE, CROZET

Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.5.10**    **HOUSE, CROZET AVENUE, CROZET**

Source: Geoffrey Henry, Dames & Moore



By 1911 Crozet's population was estimated at two hundred and fifty. Businesses represented in the town included the Crozet Hardware Co., the Bank of Crozet, Taylor & Sneed brick manufacturers, Crozet Cider Co., Crozet Cooperage Co., and the Radio Light & Power Co. The town also contained one barber, three blacksmiths, one butcher, two carpenters and builders, two carriage and wagon-makers or dealers, one druggist, two fruit growers, a furniture dealer, nine general merchants (one of whom, Isaac Lewis, was black), three livery stables, three corn & flour mills and three saw mills, two dealers of wood and railroad ties, a Baptist church, an Episcopal church and a Methodist church, two hotels (the Liberty Hall Hotel and the Crozet Hotel); no less than five music teachers, three notaries, one painter and paperhanger, one shoemaker, one watchmaker and jeweler (who was black), one undertaker, one realtor and land agent, four physicians, one attorney and two teachers. James M. Ellison appears associated with several of these Crozet enterprises. By this time he was a general merchant, fruit grower, livestock dealer, ran one of the livery stables and operated a hotel (Chataigne 1911: 85-93, 95).

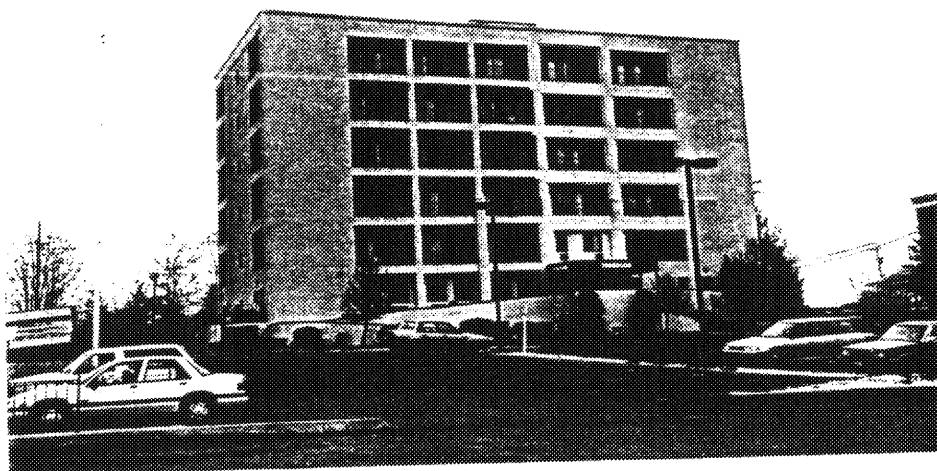
The burgeoning fruit industry required adequate storage facilities in Crozet. In the early 1910s several growers banded together to build a cold storage plant in Crozet. The initial effort failed until it was taken over by William Fitzhugh Carter. In 1912, Carter built a six-story reinforced concrete cold storage plant (VDHR 02-2082)(Figure 6.5.11), a building which still dominates the Crozet landscape. he also built a 155-foot tall water tower to supply water for making ice (Meeks 1983: 29-30).

#### **6.5.8 WORLD WAR I to WORLD WAR II (1914-1945)**

Crozet entered a period of great prosperity in the 1920s and 1930s. Fruit production in the area had reached 150,000 barrels of apples and 500,000 crates of peaches annually by the mid-twenties. Between 1925 and 1935, over a half a million new fruit trees were planted in local orchards.

**FIGURE 6.5.11 CROZET COLD STORAGE PLANT, CROZET**

**Source: Geoffrey Henry, Dames & Moore**





A number of new firms located in the village, some unrelated to the fruit industry. For example, the Crozet Pin Mill factory made locust and chestnut pins to attach insulators to telephone poles. This firm moved to Charlottesville during World War II. Crozet Lumber Company was founded in 1922, selling lumber, doing millwork and, at one time, selling hardware and coal. Its office (VDHR 02-2140) is still standing on the south side of the railroad tracks.

Accessibility to the commercial center of Crozet was greatly improved when the main highway through Crozet was hard-surfaced in 1921. It was redesignated State Route 39, today known as Route 240. A new brick railroad depot (VDHR 02-2083)(Figure 6.5.12) was built in 1923. Since 1984, it has housed the Crozet branch of the Jefferson-Madison Regional Library.

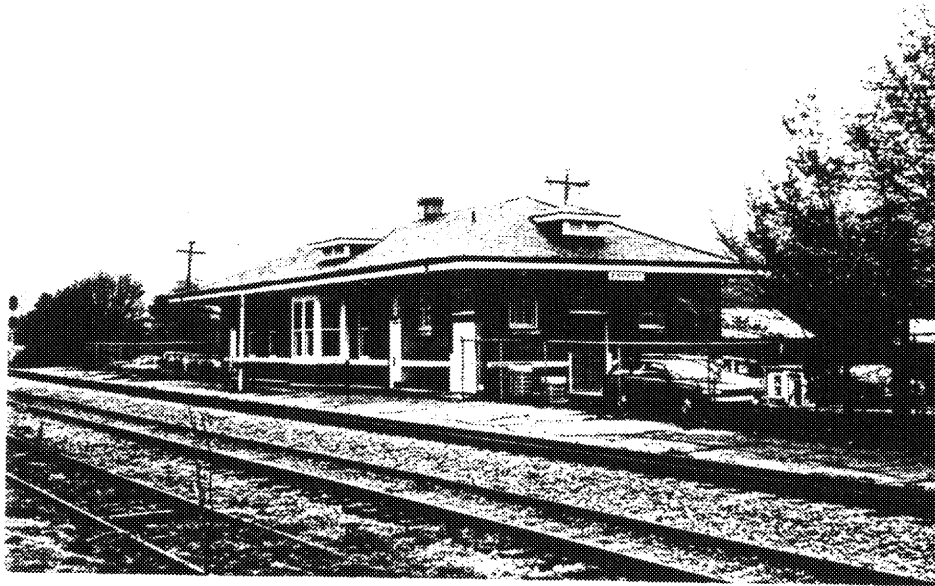
By 1924, there were ten mercantile firms operating in the village as well as a number of more specialized services and even a movie theater (Meeks 1983: 43, 53, 54, 60, 103). Talk of incorporating the community into a town surfaced periodically in the 1920s, culminating in a final mass meeting on the subject in 1927. The idea was rejected then by many villagers because it would mean increased taxation (Meeks 1983: 21).

Due to rising school enrollments, a new school house (VDHR #02-2141) was built in 1923 and enlarged in 1934 north of town on the White Hall Road. The school housed all grades until 1953, when high school students were transferred to the new consolidated Albemarle High School. The building continued to serve younger students, evolving to become Crozet Elementary School, until closed as a public school in June 1990. Today, the building houses the Crossroads Waldorf School.

In 1919, Carter built an addition to his cold storage plant, enabling it to accommodate over 40,000 barrels of fruit. The plant also produced ice, water and electricity for the townspeople (Meeks 1983: 29). This building remains a local landmark, though it no longer

**FIGURE 6.5.12 CROZET C&O RAILROAD DEPOT**

Source: Geoffrey Henry, Dames & Moore



serves its original function. It has been adaptively reused. In 1981, it was converted into a residential hotel for seniors and is now called Windham (Meeks 1983: 94).

In 1929, the Crozet Cold Storage company, which was the community's second cold storage facility, was founded to warehouse fruit, but in 1941 the company added equipment to quick freeze produce. During World War II, this plant extended its activity to store or process vegetables, meat, poultry, eggs and lard for shipment overseas (Moore 1976: 410; Meeks: 43).

The Bank of Crozet was a casualty of the Great Depression, closing its doors on December 30, 1932. It was taken over and reopened as the Crozet branch of the Peoples National Bank in Charlottesville not long thereafter. The building continued to be an important local landmark until it was demolished in June 1981 (Meeks 1983: 24, 95; Moore 1976: 366).

#### **6.4.8 MODERN PERIOD (1945-PRESENT)**

After World War II, the economic base of the village began to change. American tastes in apples were changing and older varieties, like the pippins produced around Crozet, fell out of favor. Fruit producers began to let old orchards convert to grazing land rather than replace them, and steady employment offered by new companies locating in the area attracted local labor. In 1950, Acme Visible Records relocated to Crozet from Chicago, and in 1953 Morton Frozen Foods bought the old Crozet Cold Storage company.

#### **6.5.9 ARCHITECTURAL DESCRIPTION OF CROZET**

Although there are some mid nineteenth-century buildings in the Crozet vicinity, the town of Crozet is a late nineteenth and early twentieth-century community. The town is especially rich in commercial and residential buildings from the 1910 to 1930 period. Developed as a rail stop and a cross roads community, its architecture reflects the transportation and industrial activities that existing in the community. Dominated by the former cold storage plant (VDHR #02-2082), a number of industrial buildings related to the orchard industry and related activities

remain in Crozet. For instance, buildings from the Crozet Cooperage Company (VDHR #02-2086 and #02-2095) and the Crozet Lumber Company (VDHR #02-2140) survive and remain in active use. In addition, a large number of residential and commercial buildings appropriate to the largest unincorporated town in the county, survive in Crozet. Among these are the Crozet Hotel (VDHR #02-2080), Crozet Hardware Company (VDHR #02-2081), and the Esso Gas Station (VDHR #02-2087). The Crozet C&O Depot (VDHR 02-2083) was once the transportation hub of the community. A one-story brick structure built in 1923, it presently houses the Crozet branch of the public library.

**FIGURE 6.5.13**    **HOUSE, ST. GEORGE AVENUE, CROZET**

Source: Geoffrey Henry, Dames & Moore



## 6.6 FREE UNION

### 6.6.1 LOCATION

Free Union is located at the intersection of Routes 601 and 665. It is in the White Hall Magisterial District and its historic resources are within the Free Union USGS Quad. The Free Union survey area is shown on Map 6.6.1

### 6.6.2 EXISTING CONDITIONS

No historic resources within the Free Union survey area are listed on the National Register of Historic Places. Five historic resources within the survey area have been surveyed previously by VDHR. These resources, along with the applicable VDHR historic themes, are:

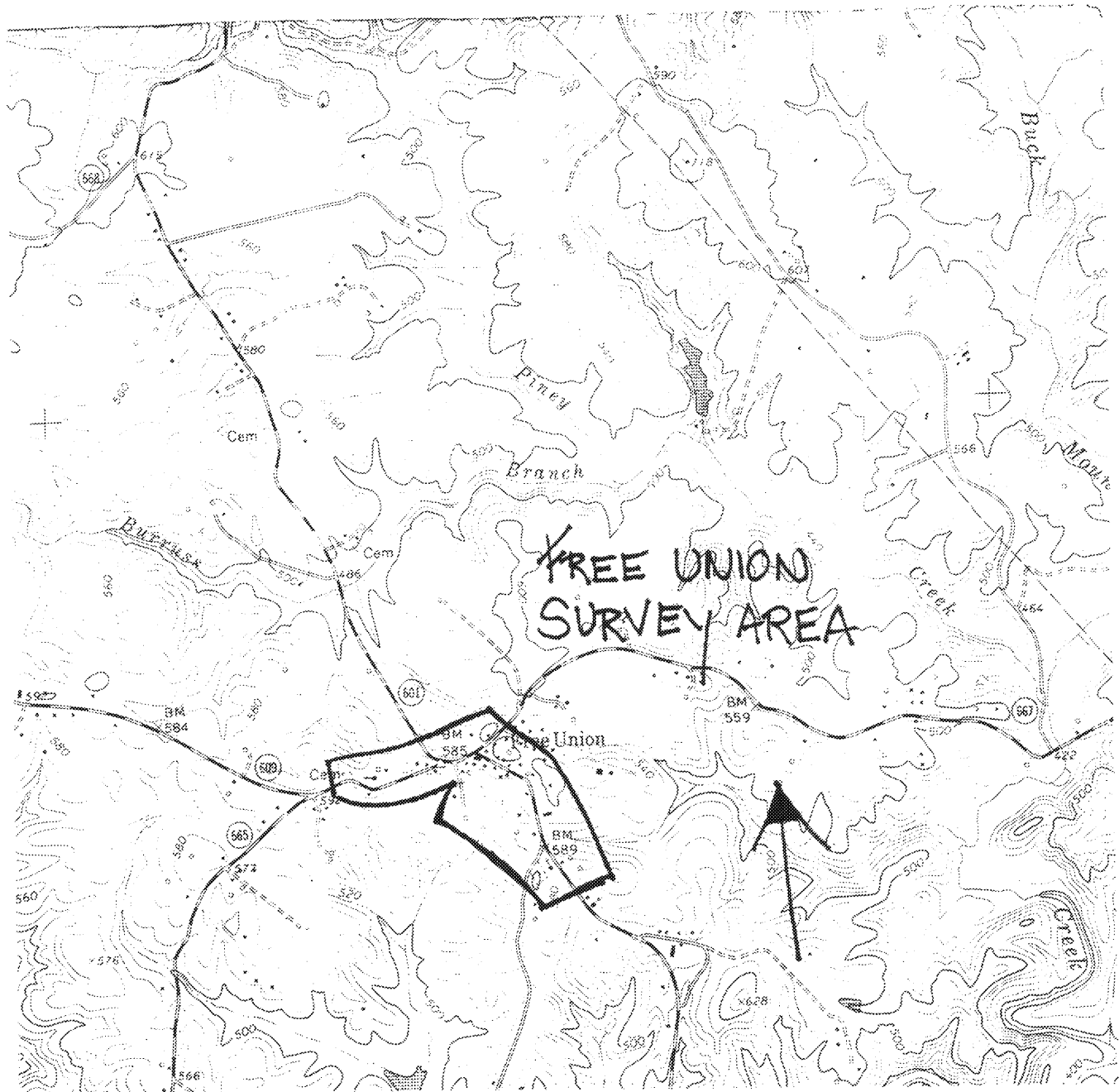
02-0333	Free Union Baptist Church	Religion
02-0334	Old Maupin Store	Commerce
02-0337	Twin Orchard	Domestic
02-0339	Harris Store	Commerce
02-0569	Huckstep's Garage	Commerce

During this project, these five resources were resurveyed and seven additional historic resources were surveyed. They are:

02-2170	House, Free Union Country School	Domestic
02-2171	Maupin House, Route 601	Domestic
02-2172	Free Union Post Office	Government
02-2173	Dr. W.A. Kyger House and Office	Medicine
02-2174	Mt. Amos Baptist Church	Religion
02-2175	Warner House	Domestic
02-2176	Free Union Cemetery	Religion

MAP 6.6.1 FREE UNION SURVEY AREA

Source: USGS



### **6.6.3 ORIGIN OF NAME**

In the early nineteenth century this community was known as Nicksville, after a Mr. Nicks, a free black man who operated a blacksmith shop in this vicinity. When a post office was established here in 1847 the name of the village was changed to Free Union, after the Free Union Church, built in the village in 1837.

### **6.6.4 SETTLEMENT TO SOCIETY (1607-1750)**

Prior to 1742, this section of Albemarle County was part of Hanover County. In 1742 it became part of Louisa County. The first mention of the Free Union area in government records was in 1742 when the Louisa County Court ordered that a road be opened from "Coursey's Road up to Rocky Creek." Coursey's Road is present Route 20 in eastern Albemarle County and Rocky Creek lies southwest of today's village of Free Union. This road soon came to be called Buck Mountain Road, today's Route 665 (Pawlett 1983: 34 and map).

### **6.6.5 COLONY TO NATION (1750-1789)**

In 1761, the Free Union area was added to Albemarle County. One of the early residents in the Free Union area was James Harris (d. 1797) who owned the land where much of the village of Free Union later was built (CDP 10/13/1960; Woods 1901: 222). Two brothers, Daniel and Gabriel Maupin, also were early settlers in the upper part of Albemarle County, arriving near the middle of the eighteenth century. Gabriel Maupin (d. 1794) lived in the vicinity of Free Union (Woods 1901: 267). Maupin descendants are still very numerous in the Free Union area.

At the end of the eighteenth century, residents of the northwest part of the county petitioned for a better route to the courthouse in Charlottesville. This new road began at Fretwell's store, which, according to Woods, was "at or near Free Union." The road crossed the Mechum's River at Rea's (Rey's) Ford, and joined the present-day Barracks Road (Woods



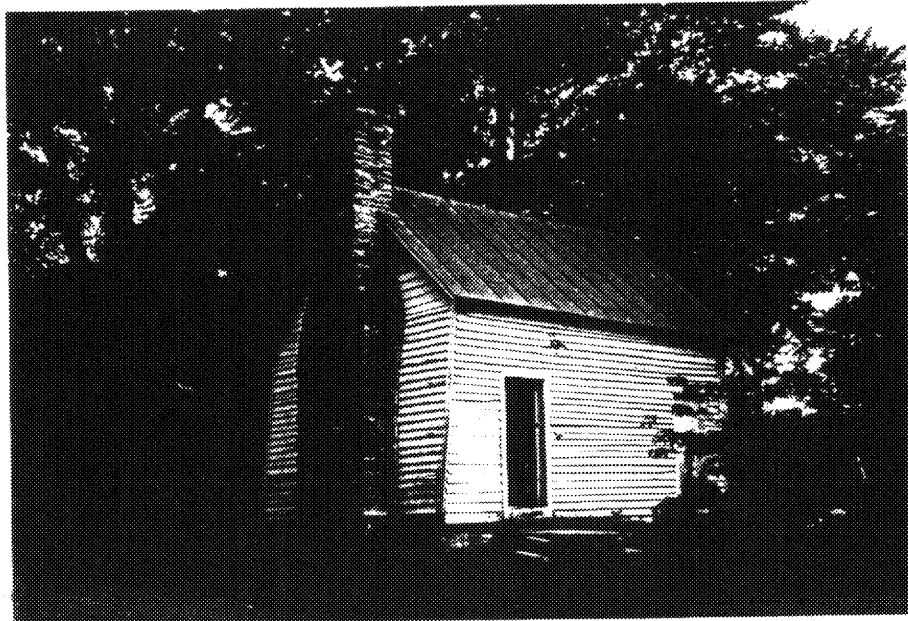
1901: 67). Rey's Ford is located several miles to the southeast of Free Union. The current Rey's Ford Road (Route 660) actually leads more towards the northeast and Earlysville rather than Free Union. Thus, it is unclear whether this road had an impact on Free Union's development, although it probably increased accessibility to the center of local government for residents of this part of the county.

#### **6.6.5 EARLY NATIONAL PERIOD (1789-1830)**

In the early part of the nineteenth century, Albemarle County was divided into four election precincts for electing the Overseers of the Poor. Citizens in the northwest portion of the county voted at Fretwell's Store, which was located about two miles west of the present village of Free Union. Fretwell's Store was near Garrison's Meeting House, the forerunner of Wesley Chapel Methodist Church. This store was owned by Thomas Fretwell, whose father, William, had bought acreage several miles east, near Piney Mountain, in 1776. Thomas Fretwell married Agnes Burruss, a member of one of the first families to settle near Free Union. For some years, the area around Fretwell's Store was a larger settlement than the site of the present village of Free Union (Woods 1901: 24, 196; Via: 7-8).

No historic resources in Free Union today appear to date from before 1800. A log house (VDHR #02-2170)(Figure 6.6.1) on the grounds of the Free Union Country School may date from the early nineteenth century. Another early frame house (VDHR #02-2171) stands adjacent to the present Free Union Post Office. Although remodelled over several periods, part of the house appears to date from the early nineteenth century.

**FIGURE 6.6.1**      **HOUSE AT FREE UNION COUNTRY SCHOOL**  
**Source: Geoffrey Henry, Dames & Moore**



A blacksmith shop was established by a free black man named Nick or Mr. Nicks in the early nineteenth century near the intersection of present Routes 601 and 665. The community that grew up around his shop was known as Nicksville during the early years of the nineteenth century (Via 1953: 8; Crozet Bulletin 8/5-11/1985). The blacksmith shop is no longer standing. Although this business may have been where Huckstep's garage is now located, some local residents think the blacksmith shop was across the road, on the site of the old Maupin Brothers store (CDP n.d., 1950s article by Vera Via in ACHS "Free Union" vertical file; Crozet Bulletin 8/5-11/1985).

#### 6.6.6 ANTEBELLUM PERIOD (1830-1860)

Dickinson and Sarah Burruss, of the nearby "old Homestead" estate, donated land to be used "for a place of religious worship...for the different denominations of Christians...one Sabbath or Lord's day every month..." as described in the deed of trust dated November 25, 1837. Free Union Church (VDHR #2-333)(Figure 6.6.2), on the north side of Route 665, was built on this donated land in 1837 (Woods 1901: 136). As the name implies, it was built as a "union church," and was shared by various denominations. The brick for its construction was made on the Burruss's plantation. It is a typical small-scale, classical-revival brick structure with a gable-end entrance and some Flemish bond brickwork. Free Union Church resembles Mt. Moriah Church (1834) in Whitehall and Batesville Methodist Church (1862).

As early as 1840, the *Virginia Advocate*, a Charlottesville newspaper, carried notices of meetings at the Free Union Church. Eventually, the local Presbyterian, Episcopalian, and Methodist congregations built their own churches, and the church became known as Free Union Baptist Church (CDP 12/2/1954; Crozet *Bulletin*, 8/11/1982).

A post office was established at Nicksville in 1847. To avoid confusion with Nixville, also in Albemarle County, the community was renamed Free Union, after Free Union Church. (Crozet Bulletin 8/5-11/1985). The post office was located along the postal route between

FIGURE 6.6.2

FREE UNION BAPTIST CHURCH, FREE UNION

Source: Geoffrey Henry, Dames & Moore



Charlottesville and Mt. Sidney, Virginia. The postmaster, Mr. Harris, submitted reports to postal authorities stating that thirty-one families lived within two miles of the site. Because the postmaster's pay was based on his sales of stamps and cards, the post office was often associated with a community store. The Free Union post office was housed in many locations during the next century. Not until 1968 did Free Union have a separate post office building (Via nd: 3, 10-11; Hall 1973: 65).

Around 1850, a two story frame dwelling (VDHR # 02-334)(Figure 6.6.3) was built on the corner of the Harris property in Free Union. Shortly after the Civil War it became one of the village's main businesses, housing a cabinetmaking and wheelwright shop operated by Ned Harris (CDP 4/21/1955).

#### **6.6.7 CIVIL WAR (1861-1865)**

Comparatively little military action occurred in Albemarle County during the Civil War. There was no military action in or near Free Union, and the village emerged unscathed from the war.

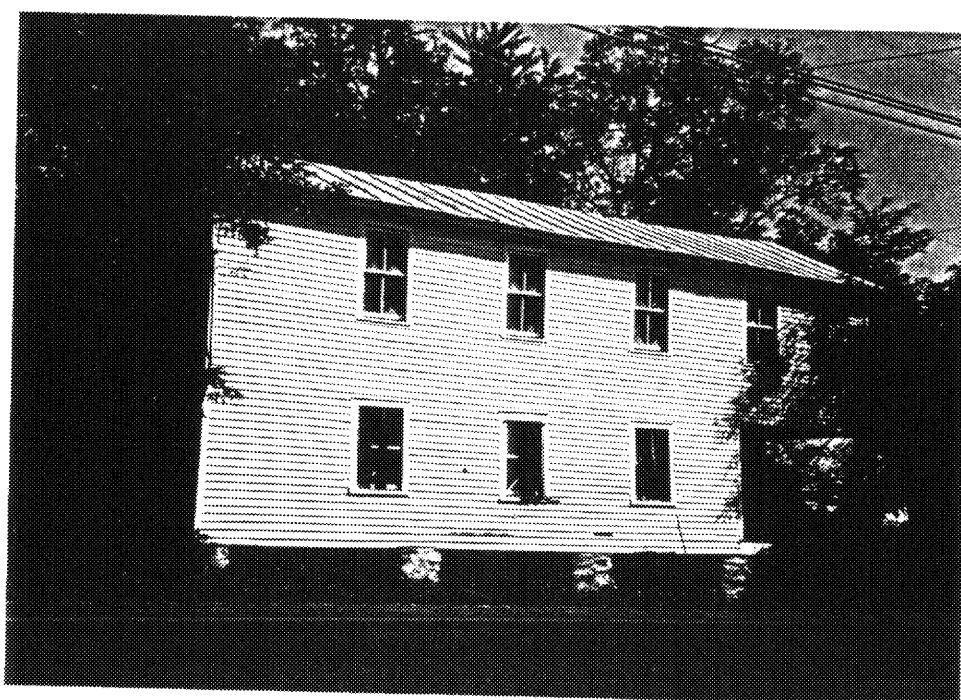
#### **6.6.8 RECONSTRUCTION AND GROWTH (1865-1914)**

Free Union Church purportedly housed the first school for black students in Albemarle County after the Civil War. This school was taught by James Ferguson. According to one source, Ferguson later moved his classes to a location on Route 600 in the Southwest Mountains area. A Reconstruction-period school for black students was still standing in Free Union in 1954. It was located on the Ferguson estate and was later converted to a dwelling (CDP 12/2/1954). It is not known whether this school was used by Ferguson.

**FIGURE 6.6.3**

**HARRIS STORE, FREE UNION**

Source: Geoffrey Henry, Dames & Moore

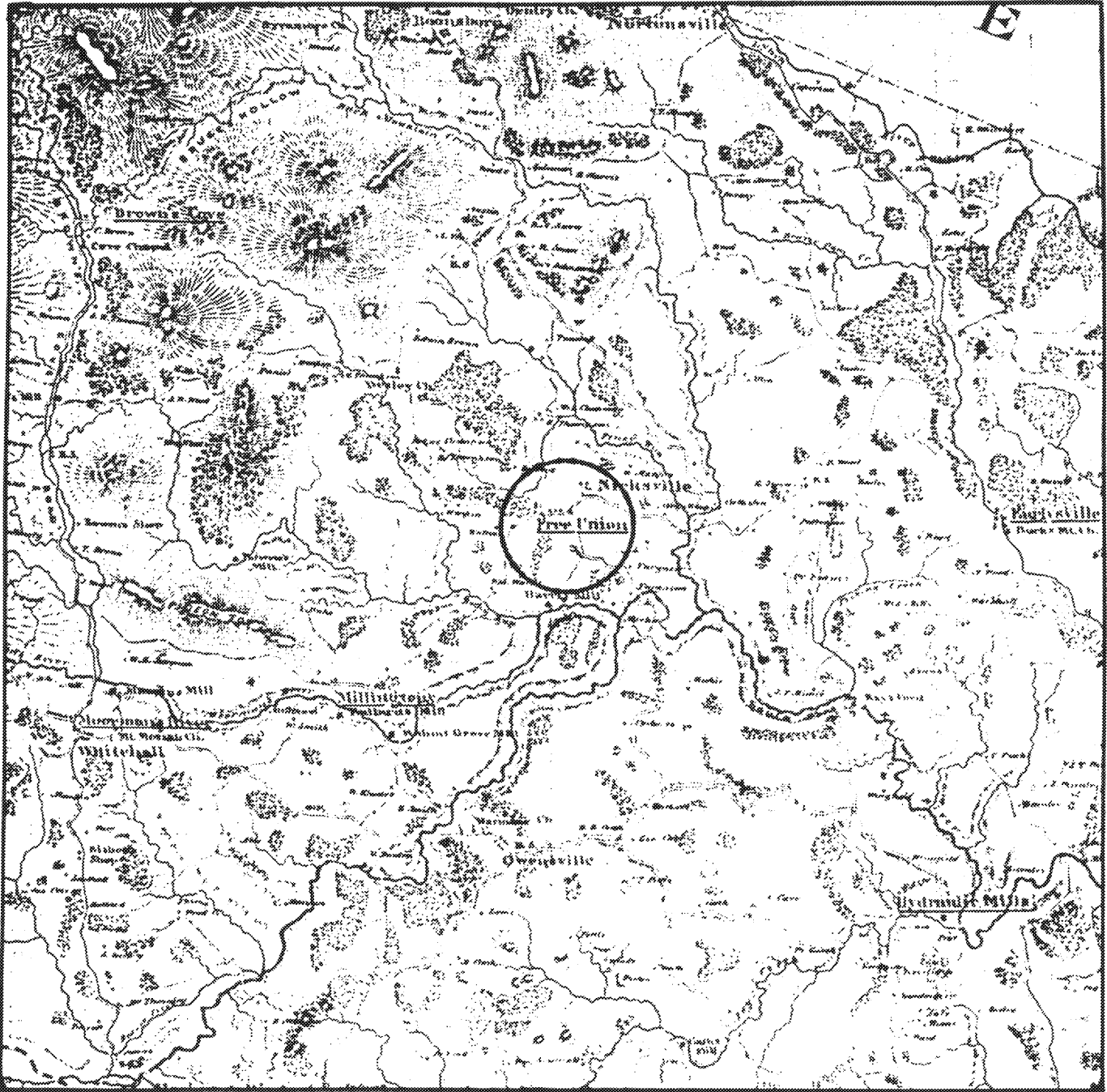


The Hotchkiss map of Albemarle County (1866)(Map 6.6.2) showed Free Union at its present location. It also showed Nicksville as a separate village adjacent to Free Union along Buck Mountain Road, the forerunner to Route 665. The Peyton map (1875)(Map 6.6.3) showed ten buildings clustered around the intersection of Routes 665 and 601. Most of the buildings are oriented along the Buck Mountain Road. Nicksville no longer appeared on the map. Families represented in the immediate vicinity of Free Union on the 1875 map include E. Thompson, Burruss, Dr. Dunn; T. R. Maupin; J. R. Maupin; Walton; R. Harris and Ferguson.

In a gazetteer of 1884/1885, Free Union was noted as containing two coach and wagon builders; two distillers; three general merchants; two liquor dealers; one corn and flour mill (the Buck Mountain Mill); two physicians; one undertaker; and twenty-one principal farmers (Chataigne 1884/85: 74-79). One of these physicians was probably Dr. W.A. Kyger, whose house and doctor's office (VDHR #02-2173)(Figure 6.6.4) are located in Free Union next to the Harris building. Twin Orchard (VDHR #02-337) dates from the 1880s and is one of the largest houses in Free Union.

In 1895, the Lower Union Church was built by community volunteers under the direction of Gabe Maupin, a man known as the "boss" carpenter of the area. Maupin is said to have built several buildings in Free Union. Like the church that gave the village its name, this was intended as a "union" church. However, in practice it was used primarily by the Brethren sect and, to a lesser degree, by the Disciples of Christ (CDP 8/18/1955).

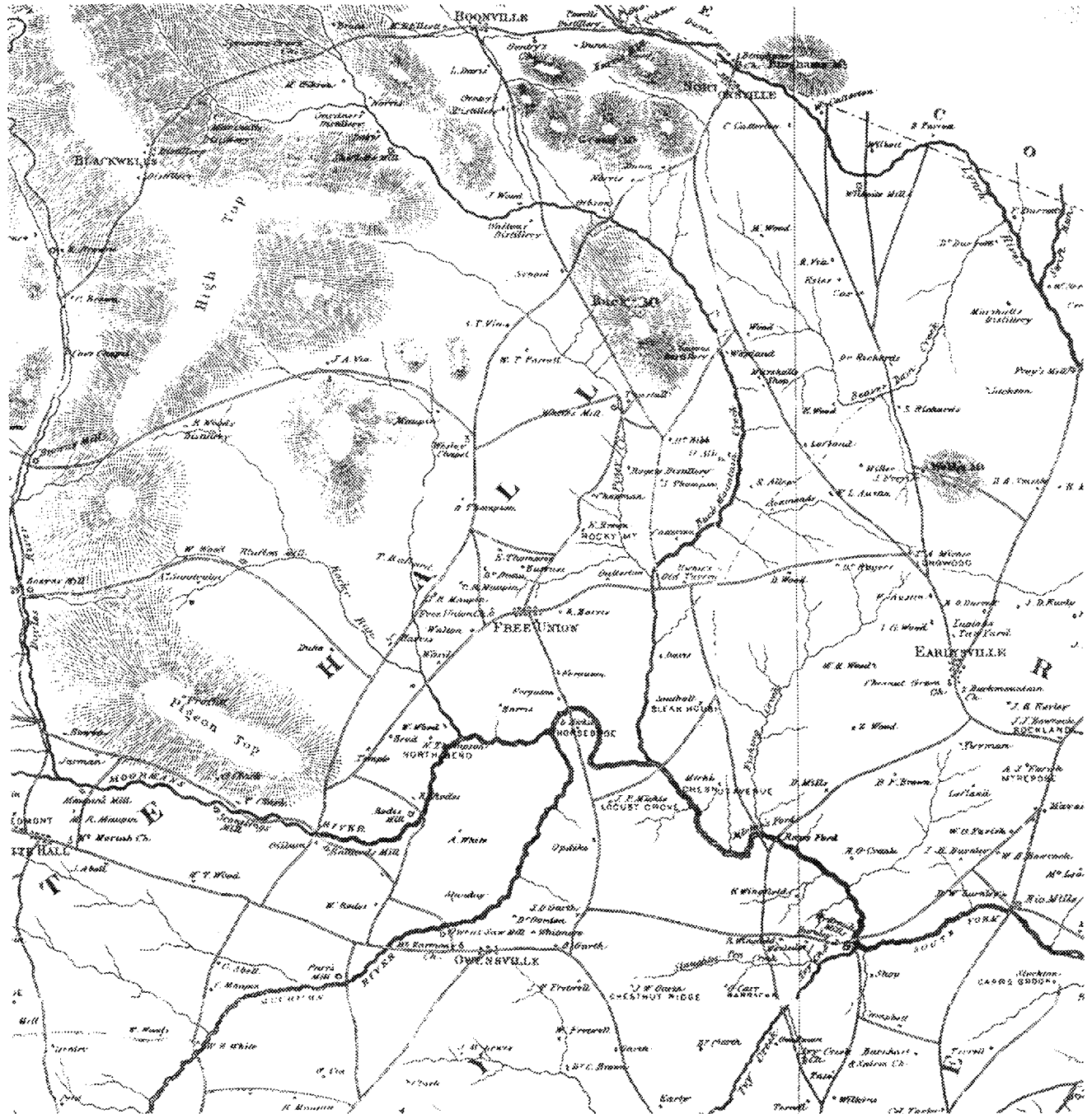
MAP 6.6.2 HOTCHKISS MAP (1866) OF ALBEMARLE COUNTY SHOWING FREE UNION



6-106 Free Union



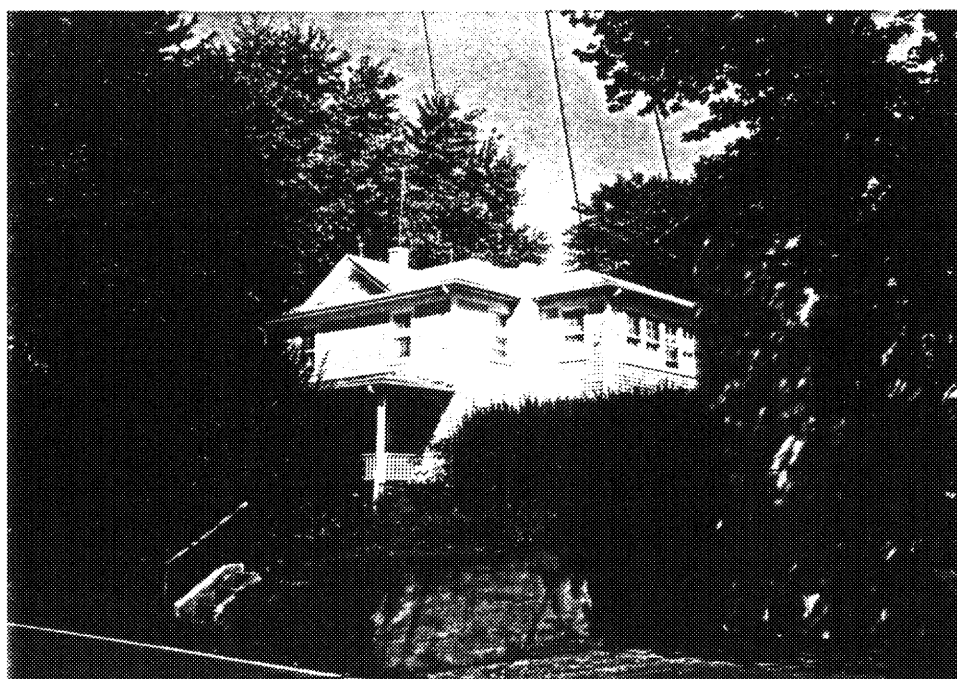
MAP 6.6.3 PEYTON MAP (1875) OF ALBEMARLE COUNTY SHOWING FREE UNION



**FIGURE 6.6.4**

**DR. W.A. KYGER HOUSE AND OFFICE, FREE UNION**

Source: Geoffrey Henry, Dames & Moore



By 1911, Free Union had an estimated population of sixty and included several businesses (Chataigne 1911: 96). Most of the residential buildings in Free Union today date from the early 1900s and are generally undistinguished in appearance. The southwest and southeast corners of the main crossroads in Free Union have been occupied by a succession of store buildings since the early 1900s. Around 1911 the Maupin family opened a store near the southwest corner. It was taken over by E. J. T. (Ed) Maupin around 1919. Maupin also owned a mill, located adjacent to the store. It was powered by a gasoline engine. A spark from this engine ignited a fire that burned both the store and the mill. Maupin replaced this store with another store, also lost to fire. This was replaced by the cinder-block structure which stands today. A part of the building now houses Huckstep's Garage (VDHR #02-569).

Ned Harris's former cabinetmaking shop was occupied by a series of stores in the late nineteenth century. Around 1900, it was bought by the Junior Order of the United American Mechanics as a lodge hall. It was also used as a meeting hall for the community, as well as a polling place (CDP 4/21/1955).

#### **6.6.8 WORLD WAR I to WORLD WAR II (1914-1945)**

Across Route 601 from the store operated by E. J. T. Maupin, Cecil A. Maupin and his three sons ran a store after 1923 called Maupin Brothers store. This store (VDHR #02-334)(Figure 6.6.5) housed the Free Union post office for many years. It also sold a wide range of merchandise, including general dry goods, groceries, hardware, farm equipment, feed and seeds. The store was built on a corner of the old Harris plantation and replaced several earlier stores at this location, one of which burned in 1896. The Maupin Store building was built sometime around the beginning of World War I by A. M. Elliott, who had operated a smaller store nearby beginning around 1914. He later moved the smaller store structure and attached it to the rear of this newer building. In 1961, the Maupin Brothers abandoned this building and moved to a new brick store across the road, which continues in operation today. The former store building is now a residence (Crozet Bulletin 8/5-11/1985).

**FIGURE 6.6.5**

**MAUPIN'S STORE, FREE UNION**

Source: Geoffrey Henry, Dames & Moore



In 1928, Free Union residents reconditioned the old Harris Store owned by the Junior Order of the United American Mechanics. This served as a community hall until it was abandoned in 1960 in favor of a new building. It served as the voting place for the village for most of the twentieth century (CDP 4/21/1955; CDP 10/13/1960).

#### **6.6.9 ARCHITECTURAL DESCRIPTION OF FREE UNION**

Free Union is a dispersed rural hamlet that grew up around two minor eighteenth century roads. Most of its historic resources span the years between the early nineteenth and mid-twentieth centuries. Its buildings represent a wide range of building types, materials and styles. The village contains a significant early nineteenth-century brick church--Free Union Baptist Church--that has long been the physical center of the community. There are a few early-to-mid-nineteenth-century vernacular log domestic buildings in the village. Most of the other domestic buildings date from the late nineteenth and early twentieth centuries. They are typical two-story, gable-roofed frame buildings with a minimum of architectural decoration. Among the more unusual buildings in Free Union are a small one-story doctor's office, and a two-story frame store variously used as a lodge hall, polling place, and community center.

The oldest building in Free Union is the Free Union Baptist Church (VDHR #02-0333), a one-story, gable-roofed, brick church built in 1834. It is typical of numerous other rural brick churches built in the early and mid-nineteenth century in Albemarle County, including Mount Moriah Church in White Hall and Batesville Methodist Church in Batesville. The adjoining cemetery has long served as a "union" cemetery for the village.

A two-story, log-and-frame house stands next to the present Maupin Store in Free Union. It dates from the early nineteenth century and is a rare surviving log building in the village. Another log house, located on the grounds of Free Union Country School, is a less intact example, and was probably moved to this location.

The three historic commercial buildings remaining in Free Union are typical gable-roofed frame buildings from the nineteenth century. The former Harris Store dates from the 1850s and was subsequently used as a lodge hall and polling place. Huckstep's Garage includes an early-twentieth-century gas station. The one-story, gable-roofed, frame office of Dr. Kyger dates from the early twentieth century and is a rare historic medical office in Albemarle County.

## 6.7 GREENWOOD/COUNTRY STORE

### 6.7.1 LOCATION

Greenwood/Country Store is located at the intersection of Routes 690 and 691. It is located east of the community of Greenwood Depot which is on Route 690 along the C&O (now CSX) Railroad line. Both villages are located within the larger geographic area of Albemarle County known as Greenwood. This area is roughly bounded by the village of Yancey's Mill on the east, Afton on the west, and the Blue Ridge Mountains on the northwest. It is also bisected by I-64.

Greenwood/Country Store is located within the White Hall magisterial district, and its historic resources are in the Waynesboro-East USGS Quad. The Greenwood/Country Store survey area is shown on Map 6.7.1.

### 6.7.2 EXISTING CONDITIONS

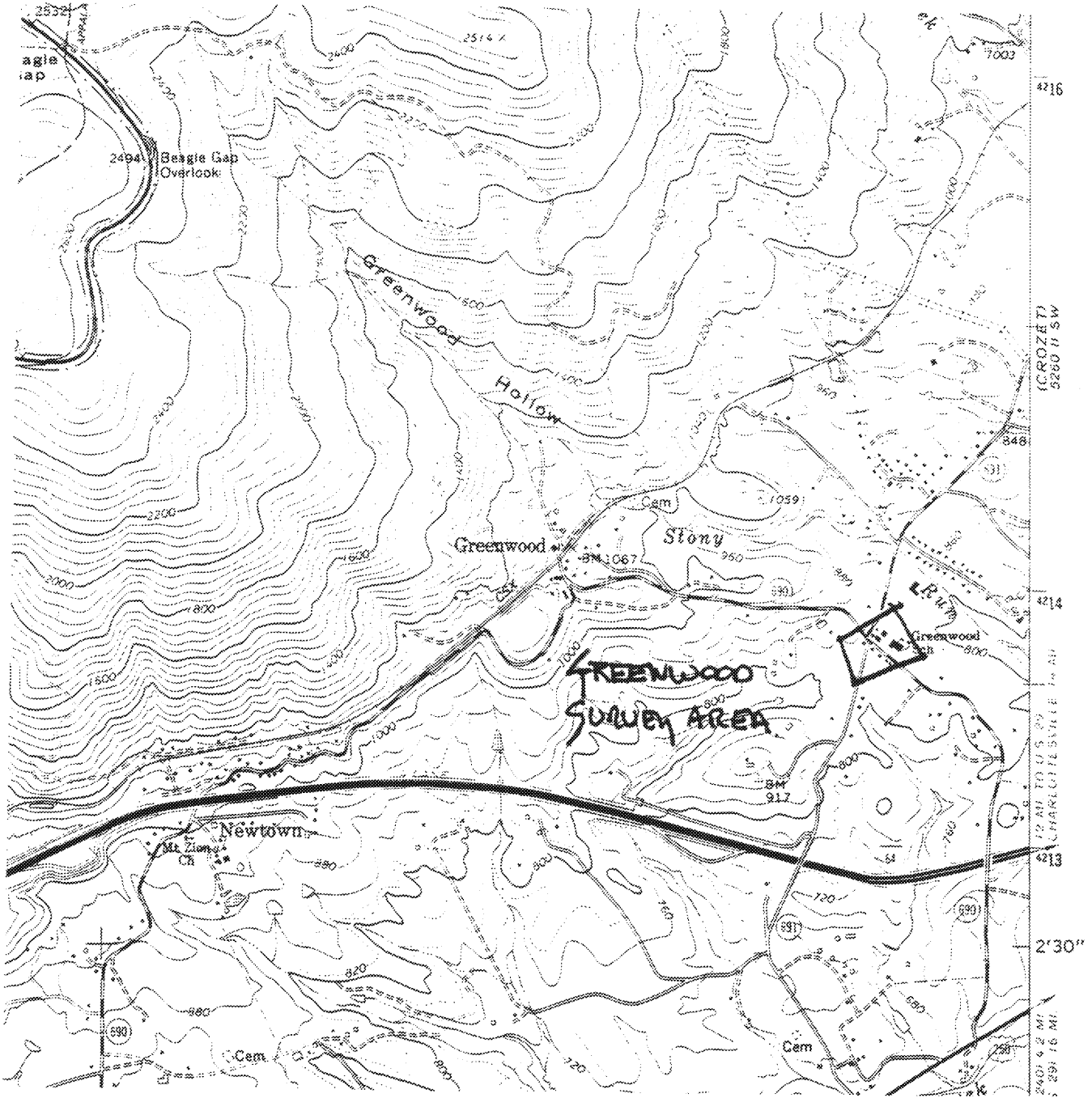
No historic resources within the Greenwood/Country Store survey area are listed on the National Register of Historic Places. Five resources within the survey area have been surveyed previously by VDHR. These resources, and the applicable VDHR historic themes, are:

02-1212	Greenwood Post Office	Government
02-1213	House, Route 690	Domestic
02-1214	House, Route 691	Domestic
02-1215	Greenwood Country Store	Commerce
02-1216	Greenwood High School	Education

During this project, these five resources were resurveyed. No additional historic resources in Greenwood/Country Store were surveyed.

MAP 6.7.1 GREENWOOD/COUNTRY STORE SURVEY AREA

Source: USGS





#### **6.7.4 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789)**

The Greenwood area was among the first permanently settled areas in Albemarle County. Most of the settlers in this area arrived from the west and included both Scotch-Irish Presbyterians and Germans. One of the first European-Americans into this area of Albemarle County was Michael Woods. He crossed over from the Shenandoah Valley in the 1730s through a gap originally known as Woods Gap and now known as Jarman's Gap. His homeplace was at Mountain Plains. His son-in-law, William Wallace was among the first to patent land in the Greenwood area. Piedmont farm, located west of Route 690 and south of I-64, is part of an original William Wallace patent of 1738. Another early patent in Greenwood was for 400 acres issued to Davis Stockton in 1744. This is now the site of Seven Oaks farm. Stockton gave his name to Stockton Creek, which flows through this area.

Most of the early settlers were farmers who grew tobacco, although wheat and other cereal grains became the dominant crop by the 1780s. Farms were generally smaller in size than in eastern or southern Albemarle County.

Although the Anglican faith was the official religion in colonial Virginia, the Greenwood area contained a large concentration of Presbyterians. In 1747, a group of Presbyterians in western Albemarle County issued a call to the Hanover Presbytery for a minister, the Rev. Samuel Black. Black purchased the original Stockton property and founded the Mountain Plains Presbyterian Church in June 1747. Lebanon Church, west of Greenwood and built in the 1840s, is the successor to this church. Black also may be responsible for the construction of Black's Tavern, a log building currently on the grounds of Seven Oaks farm. Although its construction date is unclear, the explorer George Rogers Clark noted staying here in 1770. Black's Tavern was in operation by the Black family until the 1820s.

Several other buildings in Greenwood vicinity date from the eighteenth century. The original part of William Wallace's Piedmont may also date from the 1760-1780 period. Isaac Hardin settled a plantation in this area in 1785 which he named Greenwood, later changed to Greenwood. He lived there until his death in 1820 (Hanson 1969: 26; Woods 1901: 217).

#### **6.7.4 EARLY NATIONAL PERIOD (1789-1830)**

Transportation routes through this area provided an important stimulus to population growth. Several stores and taverns were built to serve passengers along the busy Staunton and James River turnpike, as well as the Rivanna & Rockfish Gap turnpike, and the Three Notch'd Road. In addition to Black's Tavern, they included the Brookeville Tavern, located slightly west of Greenwood, and Yancey's (May's) Tavern. Yancey's Tavern and a two-story gristmill were built around 1817 by Colonel Charles Yancey, who later sold them to Elijah May. The tavern and mill were located on the south side of present U.S. 250, west of its intersection with I-64. The building now known as the Long House may have been a part of this tavern complex.

Col. John S. Cocke settled in the Greenwood area as early as 1824. Three years later Cocke bought Elijah May's tavern. Cocke apparently the tavern and built the house now known as the Cedars across the road in the 1840s. Cocke's Tavern was especially popular with travelers on their way to the Virginia mineral spring resorts (Woods 1901: 171).

#### **6.7.5 ANTEBELLUM PERIOD (1830-1860)**

The Bowens were a major landholding family in the Greenwood area during the antebellum period. In 1835, James M. Bowen, a farmer and merchant originally from Rappahannock County, bought the Ramsay property. It included a mill that had been built by William Ramsay in the late 1700s. Bowen named the small brick house he built on this property *Mirador*. His brother, Thomas Bowen, a schoolteacher, arrived in Albemarle County in 1837. He bought three tracts in the Greenwood vicinity: Huntsmans, Hard Labor, and the old Isaac Hardin farm, Greenwood. He lived most of his life at Greenwood. Thomas Bowen also built

the house known as Fairview, which was inherited by his daughter Julia Bowen Shirley. Fairview burned, and the land was sold to settle Bowen's debts (Smith 1972: 32; Woods 1901: 301). Another Bowen brother, Peter, never lived in Albemarle County but he did buy land in the Greenwood area (Woods 1901: 147-8).

The arrival of the railroad in Greenwood in 1850 marked an important new chapter in the area's history. In 1850 the Blue Ridge Railroad Company started construction on four tunnels and several cuts through the Blue Ridge Mountains (Jones 1950: 174). Under the direction of French engineer Claudius Crozet, the first of the four tunnels, the 538-foot-long Greenwood Tunnel, was completed in 1853. It is located just west of Greenwood Country Store. Thomas Bowen sold a right-of-way to the railroad, and the railway depot located on the east side of the railroad tracks took its name from Bowen's farm at Greenwood (Meeks 1984: 10). In 1853 a post office was established and officially named Greenwood Depot (Hanson 1969: 26). The 5.47 miles of temporary track laid to enable trains to cross the Blue Ridge while the tunnel work was in progress was in use beginning in April 1854 (Jones 1950: 176).

In 1856, the Rev. William Dinwiddie, a graduate and former faculty member of the University of Virginia, founded Brookland School near Greenwood on the property of John Cocks. A year later, he moved this boys' school to his own property at Greenwood Depot. Part of the school property is the house presently known as Old Paradise.

Locust Valley Academy was another secondary academy operating near Greenwood. It was organized in 1860 by former University faculty member, Gessner Harrison (Moore 1976: 146). After the Civil War, a Mr. Yancey and Mr. Wood also taught a school for boys in the building that Harrison had used for his school (St. Claire 1932: 105).

### 6.7.6 CIVIL WAR (1861-1865)

Although there were no military engagements in the Greenwood area during the Civil War, several buildings around Greenwood were used as troop hospitals by the Confederate forces. The Cedars is said to have been a hospital operated by Dr. Hunter McGuire, and received wounded soldiers brought there from Greenwood Depot.

In August 1862, the Rev. Dinwiddie wrote to Confederate authorities objecting to an order that he allow his school property and home to be used as a Confederate hospital. His objections were based on the fact that he already had provided shelter for the sick and wounded, as indicated in the following excerpt from his appeal:

"We have done much as a family to aid the cause of our country. I cheerfully gave up 22 rooms which I had used for school purposes for the use of the hospital which was established here in June and afterwards removed to Nelson Co. These 22 rooms with tents in addition proved sufficient for the accommodation of as many as 800 patients. I crowded up pupils and family all into 2 buildings to make room for the sick..." (MACH 22:138).

Dinwiddie's appeal was effective and the doctor in charge was ordered not to occupy Dinwiddie's buildings (MACH 22:138).

On March 2, 1865, General George A. Custer led a vanguard from General Philip Sheridan's force of 5,000 Union soldiers towards Charlottesville from the Shenandoah Valley. Along the way he "destroyed much Government property and subsistence at Greenwood Depot..." (MACH 17: 67). Custer sent a telegram to Sheridan late in the day on March 2 reporting: "I have just captured Greenwood Depot with 75 prisoners and 3 guns together with an immense quantity of Government Stores and Cotton. Have destroyed all of these stores together with 500 saddles complete." Custer went on to destroy the bridge over Mechum's River and stores at Ivy station before arriving in Charlottesville on March 3 (MACH 22: 37-38).

### 6.7.7 RECONSTRUCTION AND GROWTH (1865-1914)

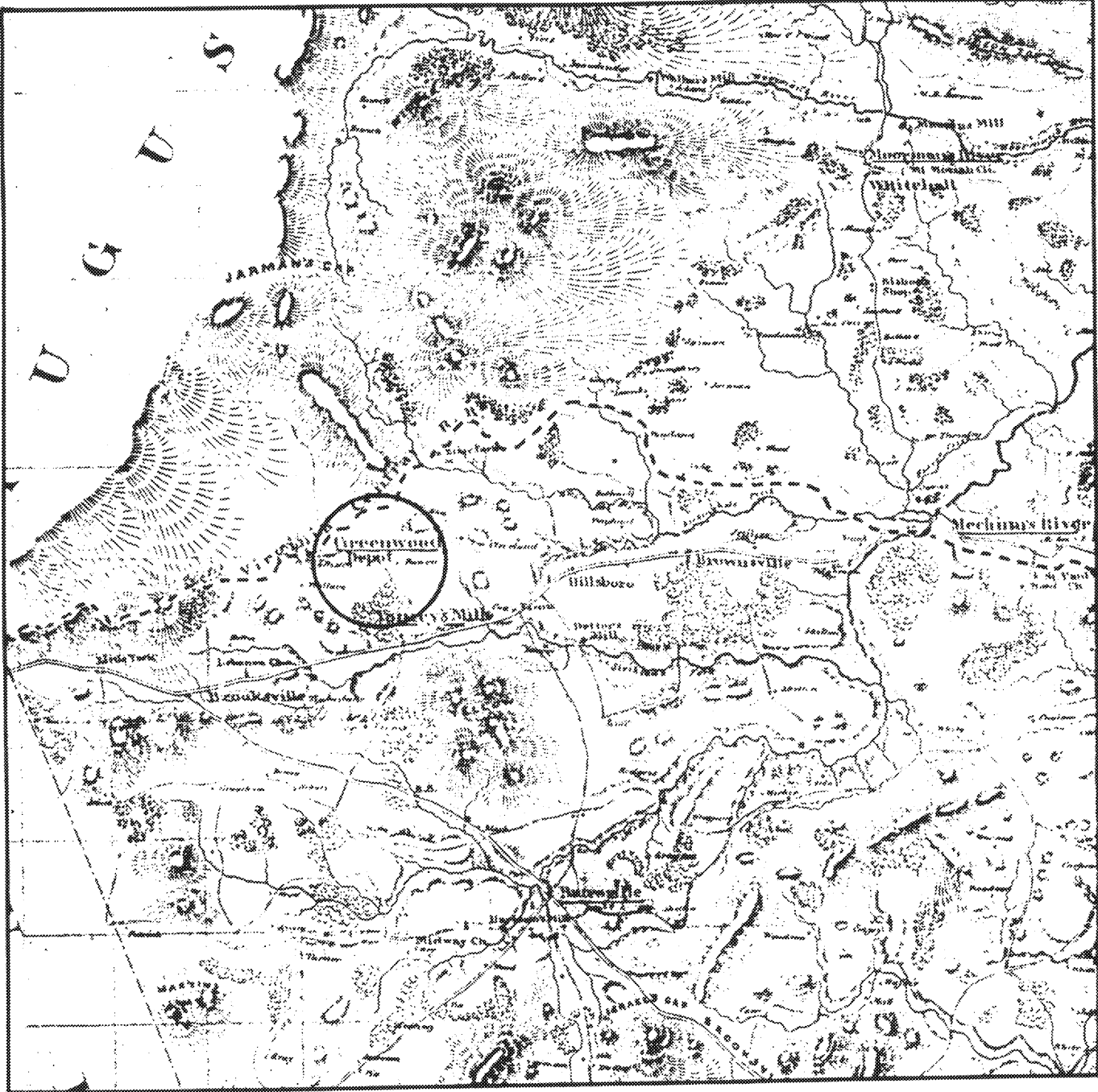
Both the Hotchkiss Map of 1866 (Map 6.7.2) and the Peyton map of 1875 (Map 6.7.3) show landowners and their farms, as well as the small community of Greenwood Depot. Landowning families in the Greenwood area included the Bowens, Wallaces, and Ellisons.

The Rev. Dinwiddie continued as an active member of the Greenwood community. After the Civil War he served five years as pastor of Lebanon Presbyterian Church near Greenwood. Having served in churches in Lexington, Kentucky, and Alexandria, Virginia, Dinwiddie returned to Greenwood in 1888, where he died in 1894 (Holladay 1957: 38).

In the late nineteenth and early twentieth centuries, the larger neighborhood around Greenwood attracted several very wealthy residents who moved there from elsewhere in Virginia as well as Northern states. These newcomers either remodeled existing estate homes or built large and elegant new ones. Tobacco and railroad magnate Chiswell Dabney Langhorne purchased Mirador in 1893 as a summer home. In 1902, Langhorne sold his Richmond home and Mirador became the family's full-time residence. He and his family did much to popularize the Greenwood estate area during the turn of the century. In 1910, Langhorne gave Mirador to one of his daughters and moved to a smaller property which he bought across the road. He named it "Misfit" (MACH 15: 5, 13-14). Several other estates in the area, including Seven Oaks, Ramsay, and Wavertree Hall, are associated with the Langhorne family.

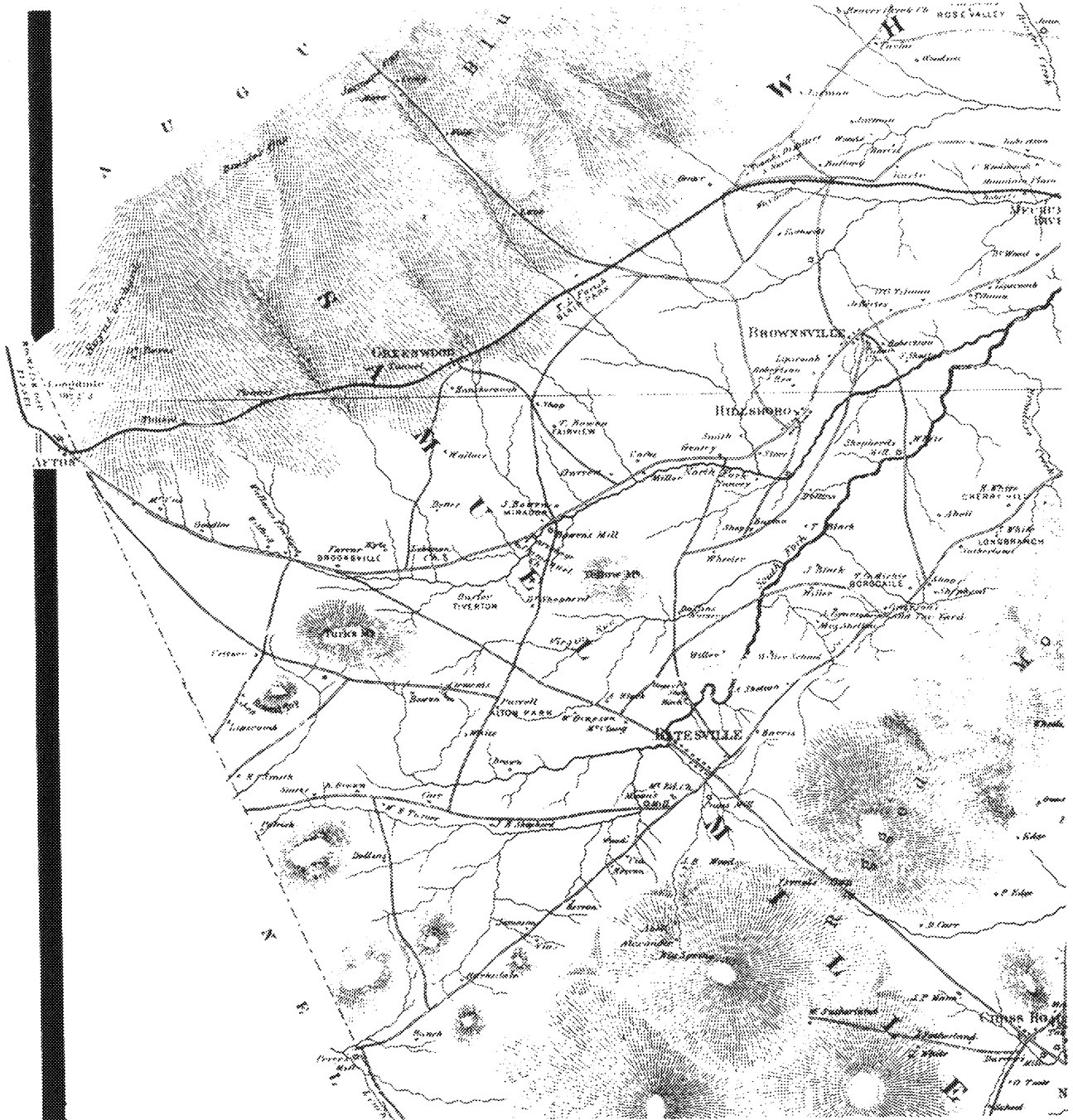
Two of Langhorne's five daughters achieved lasting fame. Irene Langhorne married artist Charles Dana Gibson and became the model for his "Gibson Girl" drawings, which defined the era's ideal for feminine beauty. Nancy married the son of British nobleman Lord Astor and moved to England. When her father-in-law died, her husband assumed his seat in the House of Lords and gave up his seat in the House of Commons. Nancy, Lady Astor campaigned for his former position and won the election. She was, thereafter, elected to several more terms, and was the first woman elected to that house.

MAP 6.7.2 HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING THE GREENWOOD AREA



6-120 Greenwood/Country Store

MAP 6.7.3 PEYTON MAP OF ALBEMARLE COUNTY (1875) SHOWING THE GREENWOOD AREA



In the summer of 1904, Mrs. William R. Massie, daughter of T.C. Williams of Richmond, built the first house at "Rose Hill." At the time, she had not yet married William R. Massie. This large rambling frame house, with its expansive views of the Blue Ridge mountains, was a focal point for the social life of the Greenwood area. Massies' daughter, Ella Williams Smith, published her memoirs revealing much about life in the Greenwood neighborhood in the early decades of this century. Speaking of the years between 1904 to 1910, Mrs. Smith reported that roads were terrible and a trip to Charlottesville might take four hours, so visits to the county seat were infrequent and were made by train. Black workers on the estates lived in Newtown, a black settlement on Greenwood Mountain. Greenwood Depot was the center of commercial activity in the area, with the post office and Mr. Bruce's store, in addition to the railway depot. The former Dinwiddie school was used as a tourist home during this period, to which "boarders came in droves all summer."

In describing the three-mile route from Rose Hill to Greenwood Depot, Smith noted arriving at a quiet crossroads where Mr. Woodson's home and blacksmith shop were located. At this point there was a sharp left turn to climb the mountain to the depot (Smith 1972: 27-36). The crossroads she described is most likely the point where Routes 690 and 691 intersect today. This hamlet is known as Greenwood/Country Store today. In the 1880s, the first building for the Country Store was constructed and it served as the community's general store for many years (CDP 2/24/1985). Some buildings in Greenwood/Country Store date from the early 1900s, such as a two-story frame house (VDHR #02-1217) located at the northeast corner of Routes 690 and 691 (Figure 6.7.1)



**FIGURE 6.7.1**

**HOUSE, ROUTE 690, GREENWOOD**

**Source: Geoffrey Henry, Dames & Moore**



Most residents in the Greenwood area worked on the surrounding large estates and farms. In 1889, the first free public school for the community was organized by area residents, at first using a log building on a local estate. The school moved to a better building on Stony Run near Beagle's Gap Road the next year. In 1903, the school moved to a one-story building on the north side of Route 691 at Greenwood/Country Store. Five years later a two-story frame building was constructed next to it, which housed the Greenwood School until just after World War I (Meeks 1984: 10-13).

Greenwood grew as a small but active center of a rich agricultural area. Greenwood Depot is shown on the Massie Map of 1907 (Map 6.7.4) and by 1911 had an estimated population of sixty (Chataigne 1911: 96). In 1913, the post office changed its name to Greenwood (Hanson 1969: 26). During these years the burgeoning fruit industry was the economic mainstay of the community, as it was for nearly all of western Albemarle County, supplying employment for many local residents (CDP 2/24/1985).

#### **6.7.8 WORLD WAR I to WORLD WAR II (1914-1945)**

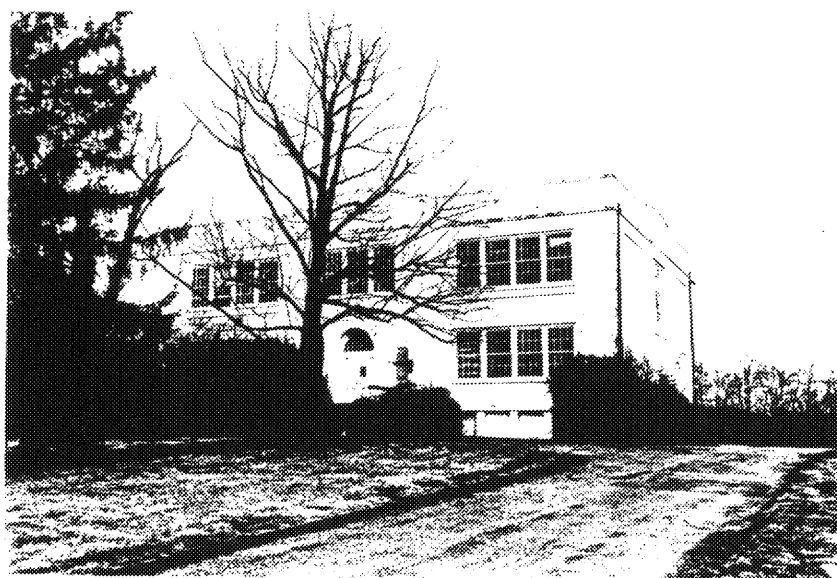
Greenwood continued as a popular area of estates, fox hunts, and social activity. Casa Maria, an unusual Spanish-style residence, was built in 1927-1928. Blue Ridge Farm was remodeled in the classical style during the late 1920s. Washington D.C. architect Waddy Wood greatly enlarged Emmanuel Episcopal Church with money from the Langhorne and Astor families. The Massie home at Rose Hill burned in 1930 and was soon replaced by the neo-Palladian masterpiece by New York architect William Bottomley. Mirador was also remodeled by the prominent Tree family.

Greenwood School became an accredited high school in 1919, one of only six accredited high schools in the county. It drew students from Midway, Edgewood, Hillsboro and Batesville grade schools as well as the Greenwood community. With increasing enrollments, a drive was launched to raise funds for a new school, and with generous donations from community members, the new building (VDHR # 2-1219)(Figure 6.7.2) was ready for its first graduating

**FIGURE 6.7.2**

**GREENWOOD HIGH SCHOOL, GREENWOOD**

Source: Geoffrey Henry, Dames & Moore



class in 1922. The older two-story frame building was removed, but the first school building remained on the site. For many years it housed primary grades. It was called "Little Greenwood," and stood until the 1960s. The grounds around the school were graded in the early 1930s and in 1938 an addition was built to house two more classrooms and a gymnasium. With the opening of the consolidated Albemarle High School in 1953, Greenwood became an elementary school. It closed its doors for good in June 1984, when its students were transferred to Brownsville and Red Hills elementary schools (Meeks 1984:13-17; Moore 1976:326).

#### **6.7.9 MODERN PERIOD (1945-PRESENT)**

In 1949, the Greenwood Community Center was built with donations from local residents (and former residents, like Lady Astor) as a memorial to local men who served in both world wars. It has served as a recreational and social center for the community ever since. For many years it operated on money raised from activities organized by the community, but the county took over operations in 1982.

Rail passenger traffic ceased at Greenwood in the 1940s. The center of the community gradually shifted to the Greenwood/Country Store community after 1945. In 1955, the Country Store was gutted by fire. It was rebuilt soon after; the present building (VDHR # 02-1214) served for many years as the commercial focus of this community. It was called Young Brothers Country Store for a time after it reopened (CDP 2/24/1985). In 1960, a new post office was built at Greenwood/Country Store. Built by architect Stanislaus Makielski, it replaced the post office established at the rail stop more than a century earlier.

#### **6.7.10 ARCHITECTURAL DESCRIPTION OF GREENWOOD/COUNTRY STORE**

Greenwood/Country Store is a small, rural, hamlet located east of the village of Greenwood Depot. The hamlet grew up around a late nineteenth-century store (since demolished). Most of the residential buildings in Greenwood/Country Store are typical turn-of-the-century frame buildings. The most important historic resource is the Greenwood High

School, a well-designed, Colonial Revival, stuccoed-concrete school built in the 1920s. A gymnasium wing was added in 1938. The hamlet also contains several buildings from the post-World War II period.

Probably the two oldest buildings in the settlement are a two-story frame house (VDHR #02-1214) located on the corner of Routes 690 and 691, and a two-story house with outbuildings (VDHR #02-1215) located on the south side of Route 691. Both houses were built in the 1890-1900 era. They are typical of the period and feature a front porch and simple door and window trim. Several later houses stand in the village and are examples of the Bungalow style.

Several buildings date from the post-World War II period. The Greenwood Country Store (VDHR #02-1214) is a two-story frame commercial building dating from around 1955. The Greenwood Post Office (VDHR #02-1218) is a cinder-block building converted to its present use in 1960.

## 6.8 IVY

### 6.8.1 LOCATION

Ivy is a crossroad community located on the north and south sides of U.S. Route 250 at its intersection with Routes 678 and 738. The tracks of the CSX (formerly C & O) Railroad run roughly parallel to Route 738. The oldest part of the village is located along Route 738, formerly the main east-west road through Ivy. This road runs south of the present U.S. Route 250 which dates only from 1932-1934.

Ivy is located in the Samuel Miller Magisterial District. Its historic resources are located entirely within the Charlottesville-West USGS Quad. The Ivy survey area is shown on Map 6.8.1

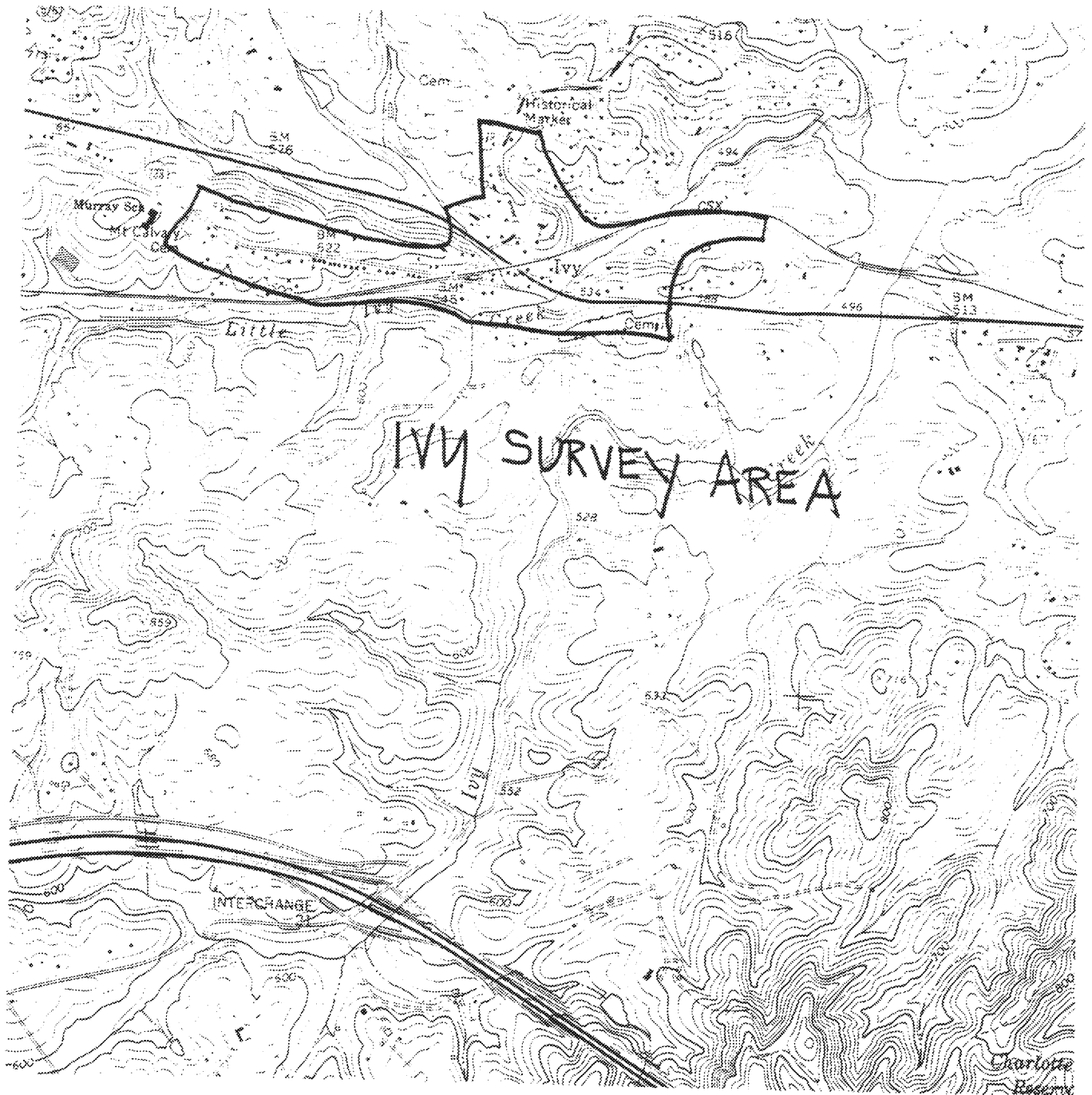
### 6.8.2 EXISTING CONDITIONS

One historic resource in Ivy, Spring Hill (VDHR #02-202) is listed on the National Register of Historic Places. Twenty historic resources within the Ivy survey area have been surveyed previously by VDHR. These resource, and the applicable VDHR historic themes, are:

02-0274	Mt. Calvary Baptist Church	Religion
02-0275	Ashton House	Domestic
02-0276	Booth House	Domestic
02-0277	Shifflett House	Domestic
02-0278	Butler-Dunn House	Domestic
02-0279	Gibson-Ray House	Domestic
02-0280	White-Wood House	Domestic
02-0285	Anderson House	Domestic
02-0281	Ivy Store	Commerce
02-0286	White-Phillips House	Domestic

MAP 6.8.1 IVY SURVEY AREA

Source: USGS



02-0289	St. Paul's Episcopal Church	Religion
02-0797	Brookside Cottage	Domestic
02-0809	Valley Point Farm	Domestic
02-0814	Virginia Johnson House	Domestic
02-0815	Bellair	Domestic
02-0816	House Site	Domestic
02-0824	Wood's Store (site)	Commerce
02-0825	Post Office on Home Tract	Government/Law
02-0826	Ivy Hall	Social
02-1180	Ivy Motor Court	Domestic

During this project, these resources were resurveyed. An additional seven resources were surveyed. They are:

02-1825	C&O Railroad Bridge, Ivy	Transportation
02-2144	Velimirovic House	Domestic
02-2145	House, Dick Woods Road	Domestic
02-2146	Hen House, Dick Woods Road	Agriculture
02-2147	Cemetery, Ivy	Religion
02-2148	Ivy Store/Post Office	Commerce
02-2143	Footbridge, Ivy	Transportation

### 6.8.3 ORIGIN OF NAME

Ivy Creek flows through this area of western Albemarle County. It was cited in deeds for land in the Ivy area as early as the 1750s. The village at the present location of Ivy was known as Woodville (for the locally prominent Wood family) between 1826 and 1851. After the arrival of the railroad in 1851, the rail stop at this location was known as Woodville Depot (Woods 1901: 22, 218; Jones 1950: 172-176; Turner 1956: 28). By 1859, the name had been



changed to Ivy Depot, probably after Ivy Creek. The village's name was shortened to Ivy in the 1950s.

#### **6.8.4 SETTLEMENT TO SOCIETY (1607-1750); COLONY TO NATION (1750-1789)**

The Ivy area was one of the first to be settled in Albemarle County. The Scotch-Irish settler Michael Woods crossed over the Blue Ridge Mountains to Albemarle County from the Shenandoah Valley by way of Wood's Gap (now more commonly called Jarman's Gap) in the 1730s. He was accompanied by his sons-in-law, the brothers Andrew and William Wallace. The Wallace brothers purchased 2,000 acres on the headwaters of Ivy Creek shortly thereafter. This land had been patented in the early 1730s by Charles Hudson, although Hudson probably never lived on his land. In 1737 Michael Woods patented 1,300 acres along Meechum's River and Lickinghole Creek; he also bought the former Hudson lands from his Wallace sons-in-law. Woods is generally acknowledged to be the first settler in western Albemarle County (Woods 1901: 351).

Andrew Wallace remained on part of the property acquired from Hudson. This farm is now known as Spring Hill Farm and is located at the southern end of the present village of Ivy. William Wallace built a house at Piedmont, his family farm near Greenwood, at the eastern foot of the Blue Ridge Mountains (Woods 1901: 336; VDHR # 02-0140).

The Lewis family was another early and prominent family in the Ivy area. Robert Lewis, owner of Belmont near Keswick, patented 6,500 acres in the Ivy area in 1740. At the time, Lewis was one of the largest landowners in Albemarle County. His son, William Lewis married Lucy Meriwether and lived at a house on this property known as Locust Hill. It was located just north of the present village of Ivy. Their son, Meriwether Lewis, was born in 1774 at Locust Hill. He achieved lasting fame as Thomas Jefferson's private secretary and leader of the Lewis and Clark Expedition (Woods 1901: 252-254). The Lewis house at Locust Hill burned around 1838. The present house on the property is of a later date (St. Claire 1932: 90).

Other families lived on mostly medium-sized farms, growing mostly tobacco in the rich Piedmont soil. By the end of the eighteenth century, wheat and other cereal grains had become the dominant crops in Albemarle County.

Population growth in many parts of Albemarle County was tied to the existing road system. One of the most important colonial-era roads in the county was the Three Notched (or Three Notch'd) Road, which generally followed the route of present U.S. 250 and Route 240 between Richmond and the Blue Ridge Mountains. The road passed through the Ivy area and encouraged the establishment of several taverns and way stations. Probably the best known was the so called D.S. Tavern, located to the east of Ivy.

Although the Anglican faith was the official religion in Virginia during the colonial era, there were sufficient numbers of Presbyterians living in the Ivy area that they issued a call to the Rev. Samuel Black of Pennsylvania to be minister of a Presbyterian meetinghouse near Ivy, a charge he shared with Mountain Plains Presbyterian Church (Moore 1976: 78).

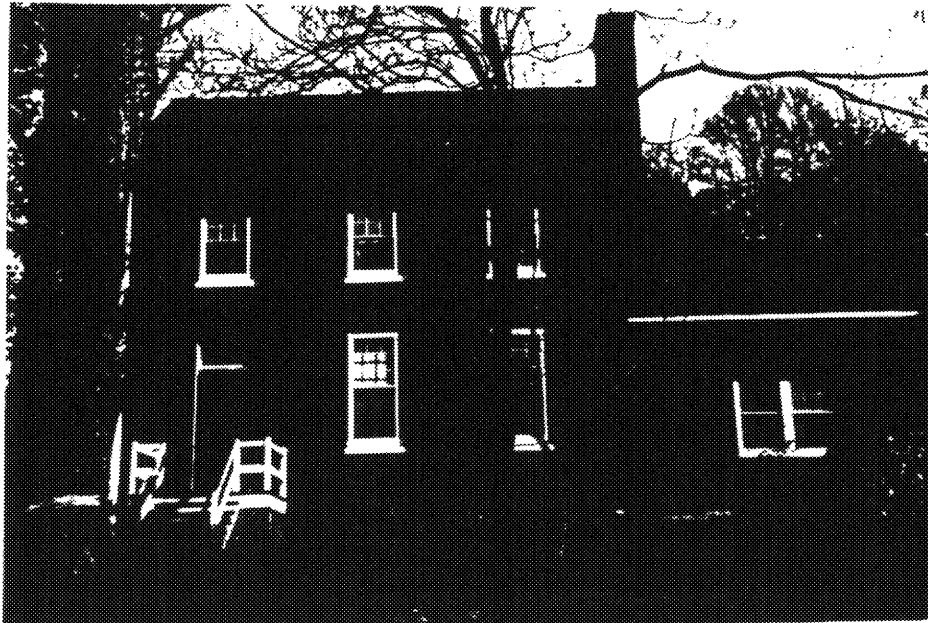
#### **6.8.4 EARLY NATIONAL PERIOD (1789-1830)**

William Lewis of Locust Hill died in 1780. His wife Lucy remarried and moved to Georgia in 1787. After her second husband's death, she returned to Locust Hill where she died in 1836. One of her sons, Reuben Lewis, was trained in medicine. He lived on part of the Locust Hill property now known as Valley Point Farm. The two-story brick Federal style house (VDHR #02-809)(Figure 6.8.2) on this farm is significant as one of the earliest houses still standing in Ivy. Dating from the early 1800s, it is located north of Route 250 about a half mile east of the railroad crossing (Woods 1901: 254). Another house from the early 1800s is Home Tract (Figure 6.8.2), which, like Valley Point Farm, is a brick Federal style dwelling.

**FIGURE 6.8.1**

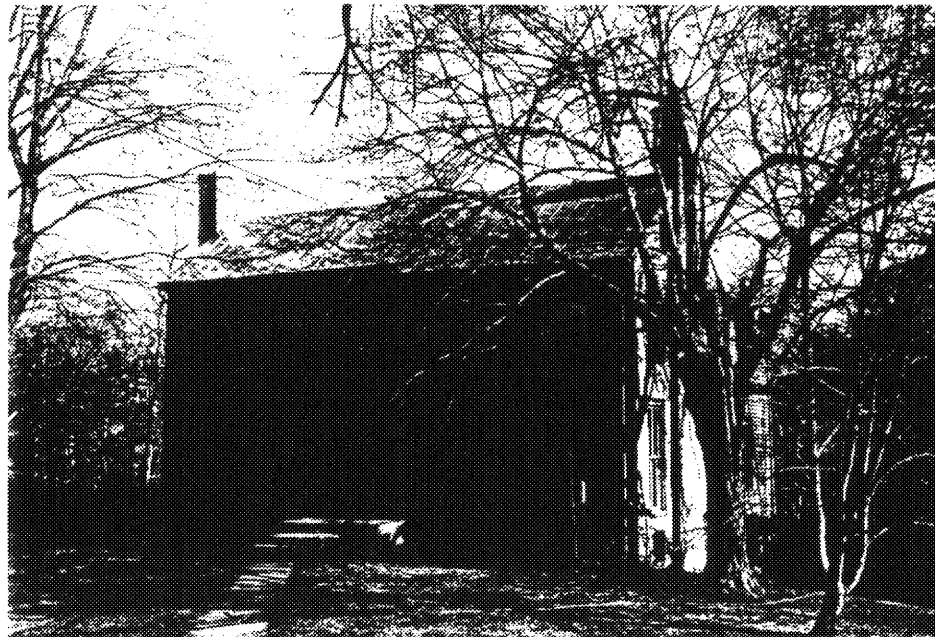
**VALLEY POINT FARM, IVY**

Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.8.2**      **HOME TRACT, IVY**

Source: Geoffrey Henry, Dames & Moore



In 1805, Benjamin Hardin, son of Isaac Hardin of Greenwood farm in western Albemarle County, bought a brick house about a mile west of Ivy. This house, renamed Hardendale, was the only house built in the abortive community of Morgantown. Hardin operated a tavern at Hardendale known as the Albemarle Hotel until 1826 (Woods 1901: 217).

Charles Harper, a farmer from Culpeper, bought 800 hundred acres of the Spring Hill tract south of Ivy village from Thomas Wells in 1814. Harper eventually owned 1,200 acres. In 1817, he sold 300 acres and a half interest in a mill on Ivy Creek to his son Joseph. Joseph Harper in turn sold a fifty-acre tract in 1826 to Benjamin Wood. Wood, or his nephew John Wood, Jr., built a store just south of the present railroad tracks. The community that grew up around this store became known as Woodville (Woods 1901: 218; VDHR #02-0824). The oldest section of a two-part brick store located south of the railroad tracks near Home Tract (Figure 6.8.3) in Ivy may also have belonged to the Wood family. Architectural evidence, including its brick bond and mousetooth cornice, indicate a 1810-1825 date of construction.

#### **6.8.5 ANTEBELLUM PERIOD (1830-1860)**

The Three Notch'd Road was an important transportation route during the antebellum period for goods and passengers traveling between Richmond and the Shenandoah Valley. Wood's Store was an important stop along this route and was the commercial heart of the surrounding community.

By the 1850s the railroad had arrived in Albemarle County. It spurred further commercial development in several communities, including Woodville. The Virginia Central Railroad (until

1850 known as the Louisa Railroad) line ran west from Charlottesville and reached Woodville by 1851-1852. The Blue Ridge Railroad Company built a series of tunnels and cuts near Greenwood that extended rail service through the Blue Ridge mountains to the Shenandoah

Valley. The Virginia Central completed its track beyond Woodville as far as Mechum's River by October 1852. There it joined the route of the Blue Ridge Railroad. Two years later, temporary tracks were laid around the tunnel construction which allowed Virginia Central trains to cross the Blue Ridge Mountains (Jones 1950: 172-176; Turner 1956: 28). The provision of dependable east-west rail service through western Albemarle County greatly stimulated the area's economic development in the pre-war period.

The rail stop and post office at Woodville were known as Woodville Depot in postal directories between 1853 and 1857. In 1859 the name of the post office was changed to Ivy Depot, probably after nearby Ivy Creek (Hall 1973: 71, 97). In 1859, Woodville/Ivy Depot was one of twenty election precincts in Albemarle County (Moore 1976: 163).

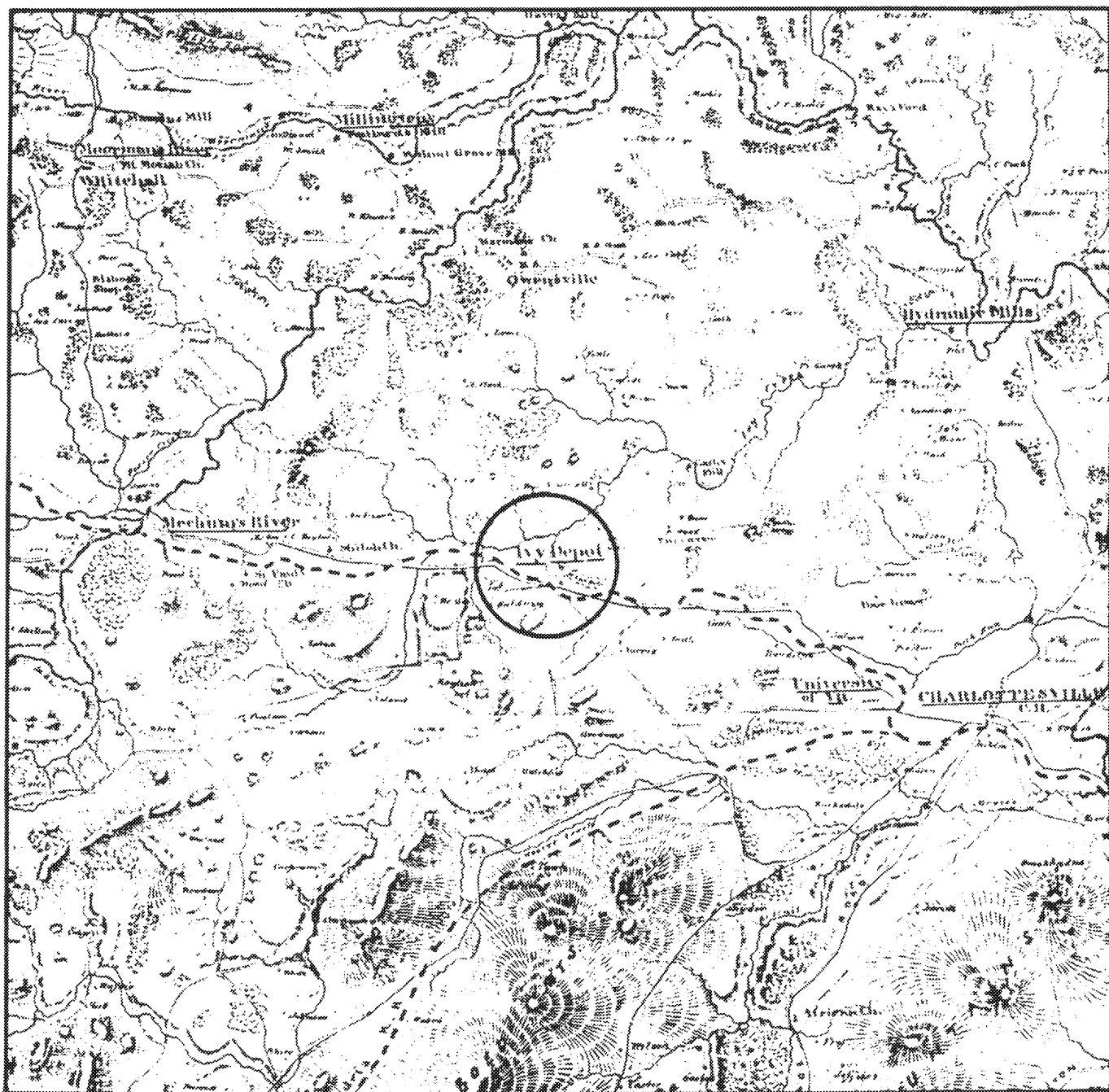
#### **6.8.5 CIVIL WAR**

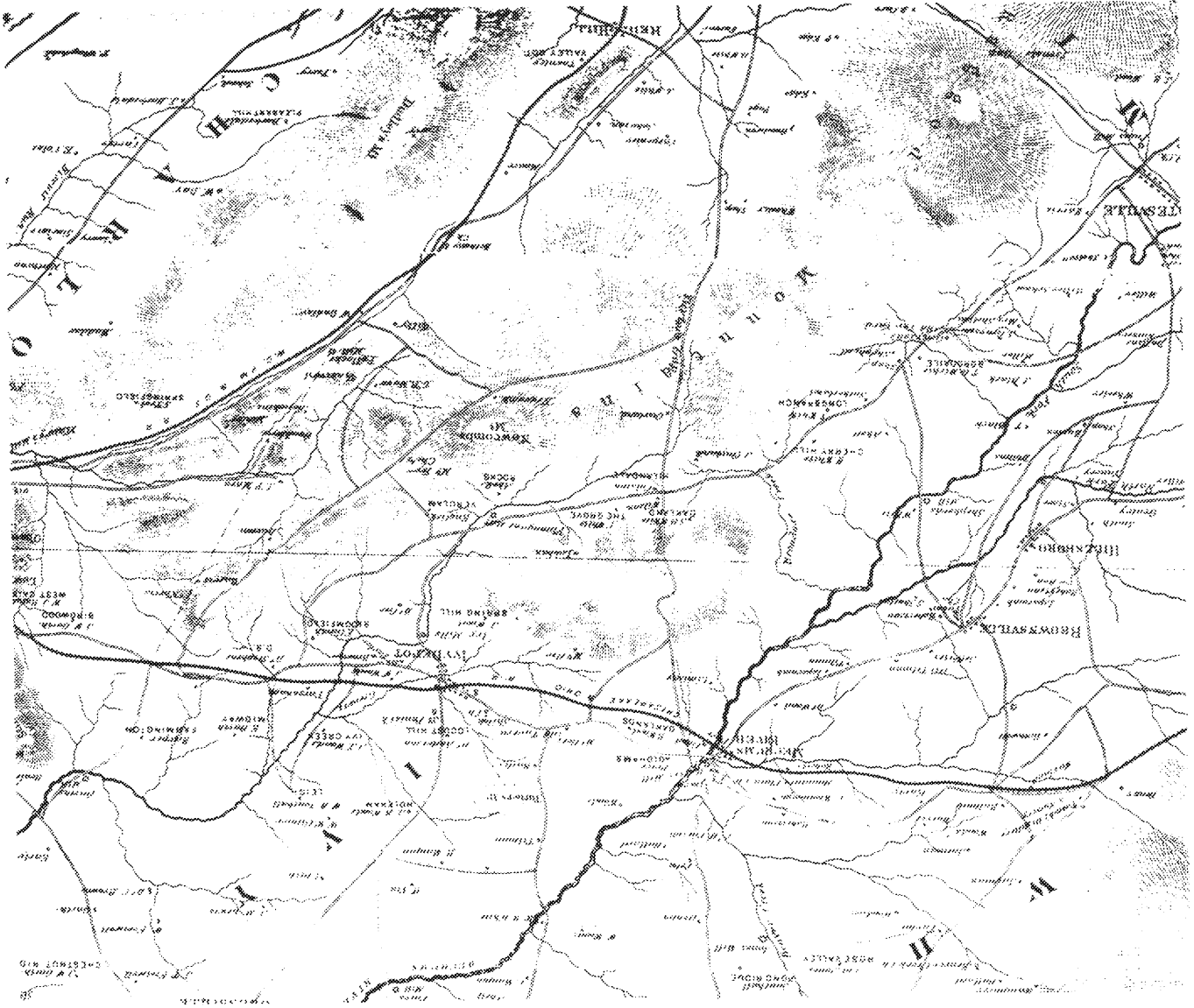
Relatively little military action occurred in Albemarle County during the Civil War. Nonetheless, Ivy Depot's location along an important rail line made it a natural target for Union forces when they passed through the area in March of 1865. Union forces under General Phillip Sheridan stopped at Ivy Depot on their way to Charlottesville from the Shenandoah Valley on March 2-3, 1865. General Sheridan ordered destruction of "government property and subsistence" at Ivy Depot (MACH 17:67). The original railroad station was burned by the troops. A second railroad station, built of brick, was built soon after. This station stood until demolished by the C & O Railroad in 1977 (VDHR # 02-0284).

#### **6.8.6 RECONSTRUCTION AND GROWTH (1865-1914)**

Ivy Depot is clearly indicated on both the 1866 Hotchkiss map (Map 6.8.2) and the 1875 Peyton map (Map 6.8.3) of Albemarle County. Among the businesses shown on the map is Ivy Mills. It was located near the bend of Ivy Creek where it is crossed by present Route 637 just southeast of the village. This mill was once part of the Spring Hill estate owned by the Harper

MAP 6.8.2 HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING IVY





MAP 6.8.3 PEYTON MAP OF ALBEMARLE COUNTY (1875) SHOWING IVY



family in the 1810s. By 1875 the mill was owned by J. Wood. The mill building dated from the early 1800s and stood until demolished in 1979 (VDHR #02-282).

There were also a number of churches standing in Ivy by this time. The Peyton map showed St. Paul's Episcopal Church (VDHR #02-289)(Figure 6.8.3), built in the 1850s, at its present location north of U.S. 250. Its present appearance is the result of numerous remodelings carried out in the twentieth century. An unnamed church is marked on the 1875 map on the south side of the present Route 738. It is likely the forerunner to Calvary Baptist Church. The present church (VDHR #02-274)(Figure 6.84) was built for a black Baptist congregation in the 1890s. With its ornate steeple decorated with jig-sawn carving of a man's head in profile, it is one of the most unusual churches from its period in Albemarle County. Shiloh Church was located on the north side just to the west.

Estates and landowners marked on the Peyton Map in the immediate vicinity of the village in 1875 included Dr. Anderson at Locust Hill; the Greaves family; J. W. Woods; Dr. Taylor; and J. Woods at Spring Hill. About fourteen buildings were shown clustered along the intersection of today's Routes 738 and 637 with the railroad.

In the 1870s, the Wood family sold their store at Ivy Depot. Thereafter, it was operated by two generations of the White family well into the twentieth century. The building burned in 1960 (VDHR #02-824).

In the late 1870s, the village also had a sassafras oil works, which produced oil for perfumes and medicines. A Dr. Taylor manufactured and packaged horse powders that were "a sure cure for bots in horses." Ivy Depot was also a major shipping point for tanbark and farm products. For a brief time, general merchants White and Via produced their own newspaper, primarily to advertise their goods (CDP 12/3/1952).

In the late 1800s, a one-room post office was built on the corner of Route 637 near the Home Tract property. It served the village until the late 1930s when the post office moved to its present location. The one-room building was then demolished, although the letter boxes were salvaged and reused in the new post office (VDHR # 02-825).

A one-story frame community center, known as Ivy Hall, was constructed in the 1880s and hosted dances, theatrical events, and social gatherings in the village until the late 1930s when it burned. It stood on the site now occupied by the Ivy Corner Nursery and the post office, just east of the train trestle on the south side of U.S. Route 250 (VDHR #02-826). The Nursery occupies a building constructed to house the Ivy Store (VDHR #02-281)(Figure 6.8.5). The forerunner of this store was located closer to the depot and was founded in 1883 (CDP 5/19/1978).

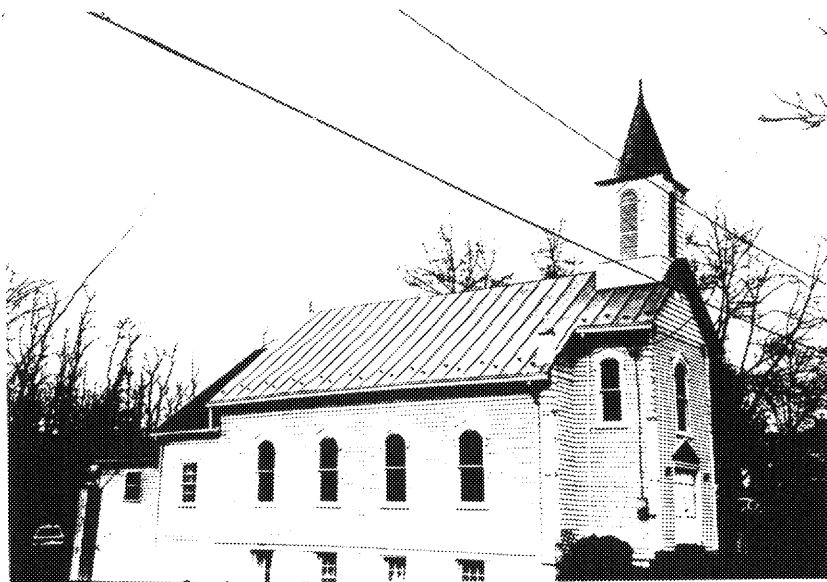
In 1888, a British clergyman, the Rev. Frederick William Neve, was appointed rector of both St. Paul's Episcopal Church in Ivy and Emmanuel Episcopal Church in Greenwood. He held both of these positions for many years. When Neve first arrived in Ivy, he boarded with the Alexander Small family, who lived at Locust Hill (MACH 26:16). Neve conducted missionary work in the remote mountain areas of both Albemarle and Greene Counties. In 1904, he was appointed to the newly created post of Archdeacon of the Blue Ridge. This raised his work to an official position within Episcopal church government and allowed him to cross diocesan boundaries (Moore 1976: 342; MACH 26: 5-79). About 1896, Neve built his home Kirklea (VDHR #2-809)(Figure 6.8.6) adjacent to St. Paul's Church in Ivy. The house is a fine example of the Queen Anne style and includes a detached kitchen building as well.

By 1890, the white graded school at Ivy had two teachers, as did a black school at Ivy Creek. Both schools were rather unusual for their time, as most other schools were still one-room buildings (Moore 1976: 323).

**FIGURE 6.8.3**     **ST. PAUL'S EPISCOPAL CHURCH, IVY**  
Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.8.4**      **MT. CALVARY BAPTIST CHURCH, IVY**  
**Source: Geoffrey Henry, Dames & Moore**



**FIGURE 6.8.5**

**IVY STORE (IVY CORNER NURSERY CENTER)**

Source: Geoffrey Henry, Dames & Moore

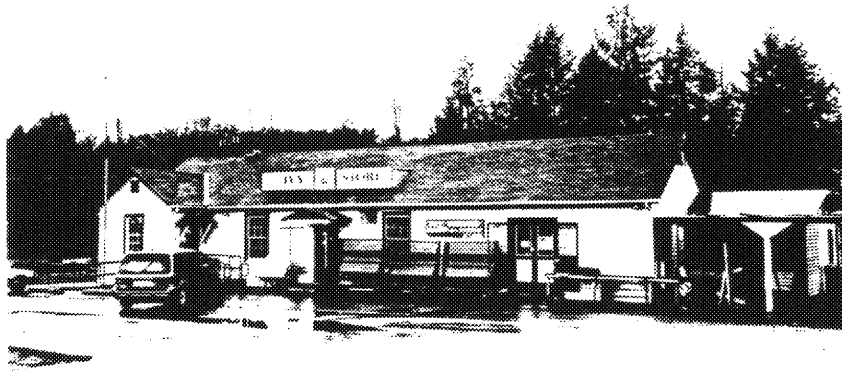


FIGURE 6.8.6

KIRKLEA, IVY

Source: Geoffrey Henry, Dames & Moore



Anna Barringer, daughter of Paul B. Barringer, the last chairman of the faculty at the University of Virginia, described one segment of Ivy society at the turn of the century in her memoirs:

"The Ivy community, while basically Southern, had been filled for years with English 'younger sons and remittance men' who liked horses and the outdoors. The staple crops were training hunters and raising apples or peaches as the land decided. That took up the morning, afternoons were given to tea, tennis, croquet or hockey. Of course a fox hunt took precedence over everything. St. Paul's Church, Ivy, was assiduously attended, and followed the Anglican rather than the Virginia low-church ritual." (MACH 27/28:41-42).

In 1911, Ivy Depot had an estimated population of one hundred (Chataigne 1911: 97). Most residential buildings standing in Ivy today date from the period between 1890 and 1915, indicative of the area's economic prosperity. Houses are concentrated along Route 637 (Dick Woods Road) and Route 738 (Morgantown Road). They are typically two-story, three-bay gable-roofed frame buildings. One of the best preserved from this period is the Velimirovic House (VDHR #02-2144)(Figure 6.8.7).

#### **6.8.7 WORLD WAR I to WORLD WAR II (1914-1945)**

Around 1918, Ivy Depot was considered briefly as the site of Meriwether Lewis College for Women as a companion institution to the all-male University of Virginia. The Rev. Neve was one of the chief proponents of the short-lived idea (Moore 1976: 342). In 1920, Meriwether Lewis School was built near Ivy. By 1928, as public schools began to consolidate and more advanced courses were offered, the school at Ivy was one of seven accredited high schools in the county (Moore 1976: 376; CDP 7/10/1985). Plans for the school were prepared by Lynchburg architect Stanhope Johnson, although his designs were not used.

FIGURE 6.8.7

VELIMIROVIC HOUSE, IVY

Source: Geoffrey Henry, Dames & Moore





In 1923, Rev. Neve resigned as rector of St. Paul's Episcopal Church after 35 years of service. Thereafter, he devoted his full attention to his mission work in the mountains until his death in 1945 (MACH 26:76).

The construction of modern automobile highways in the 1920s and 1930s changed the character of many communities in Albemarle County, including Ivy Depot. During the first half of the 1930s the present U.S. Route 250 was laid out running north of Route 738. The economic and transportation focus of the Ivy Depot community shifted away from the old railway depot and Route 738 and towards Route 250. Rail passenger traffic declined steeply during the interwar period and ceased in the 1940s. In 1939 the Ivy Store moved to the building it occupied adjacent to the post office until it closed in 1992. The building is now occupied by Ivy Corner Nursery (CDP 5/19/1978; 3/15/1992). In recognition of the fact that it was no longer an important rail stop, the name of the community was changed for postal purposes from Ivy Depot to Ivy in 1951 (CDP 5/19/1978).

Another important result of the new highways in Albemarle County was the construction of several tourist hotels in the 1920s and 1930s. The Sunset Lodge, Albemarle County's first motel, opened about a mile west of Ivy in 1938 (Moore 1976: 389). Another motel, called the Siesta Motor Lodge (Figure 6.8.8), opened between 1951 and 1953 on Route 250 at Ivy (Virginia Telephone and Telegraph, Charlottesville Directory, 1953). Its buildings have been adaptively reused today to house the Ivy Commons Shops and Duner's Restaurant.

In the post World War II period, Ivy lost numerous historic buildings to fire and demolition. The former Ivy Depot, Woods Store, Ivy Hall, and the Ivy Mill are no longer extant, depriving Ivy of much of its historically commercial character. Newer commercial and service buildings have been built along U.S. Route 250, completing the shift of economic center from the railroad and Route 738 to the highway.

**FIGURE 6.8.9**

**SIESTA MOTOR LODGE, IVY**

Source: Geoffrey Henry, Dames & Moore



### 6.8.8 ARCHITECTURAL DESCRIPTION OF IVY

Ivy is a dispersed rural settlement consisting of several farms, commercial and religious buildings, and a large collection of single-family residences. Buildings range in date from the late-eighteenth to the mid-twentieth centuries and represent a wide variety of building types, materials, and styles. The predominant building type is the two-story frame residence dating from the turn of this century. The two church buildings in Ivy are significant as examples of rural religious architecture of the late nineteenth century. The historic buildings in Ivy reflect the village's different periods of prosperity and expansion as the community evolved from a crossroads hamlet to a rail stop and commercial center.

The oldest buildings in Ivy date from the late eighteenth and early nineteenth centuries when Ivy was a primarily agricultural area. Valley Point farm (VDHR #02-0809) is a notable two-story Federal period brick house with original exterior and interior woodwork. It is similar to numerous other Federal period residences in the greater Ivy area, including Woodstock Hall and Malvern. The house now known as Home Tract is another typical Federal period two-story brick house with a side hall/passage plan. Neither building has retained many of its original outbuildings.

Many of Ivy's mid-nineteenth century commercial buildings have been lost, including the former grist mill and Wood's Store. The two-story brick store (VDHR #02-281) located south of the railroad tracks dates from two building periods. The earlier half, from the 1820s or 1830s, is a rare brick commercial building from this period in Albemarle County.

The original part of St. Paul's Church (VDHR #02-289) is a small, one-story, gable-roofed brick building. It was typical of many churches built in rural Albemarle County during this period. Its present appearance is the result of numerous remodelings carried out in the twentieth century. Mt. Calvary Baptist Church (VDHR #02-274) is a one-story, frame church built for a black Baptist congregation in the 1890s. It features a wealth of decorative jig-sawn

trim and is one of the most significant late nineteenth-century vernacular churches in Albemarle County.

Most of Ivy's residential buildings date from the late nineteenth and early twentieth centuries when the community was an important commercial and transportation center for the surrounding farming area. Kirklea, the home of Archdeacon Neve is a significant high-style Queen Anne residence with an associated kitchen outbuilding. Most other homes in the community are far simpler. Numerous two-story, gable-roofed, frame I-houses stand along Dick Woods and Morgantown Roads. Typical of working class housing of this period, they lack the architectural sophistication of Kirklea. They are in generally unaltered condition and give an indication of the original appearance of many turn-of-the century villages in Albemarle County

## 6.9 MILTON

### 6.9.1 LOCATION

The site of the town of Milton is located along present Route 729 on the south side of the Rivanna River. Its site is in the Scottsville Magisterial District and its few remaining historic resources are located in the Charlottesville East USGS Quad. The Milton survey area is shown on Map 6.9.1.

### 6.9.2 EXISTING CONDITIONS

No historic resources in the Milton survey area are listed on the National Register of Historic Places. Two historic resources within the Milton survey area have been surveyed previously by VDHR. These resources, along with the applicable VDHR historic theme, are:

02-0299	Locust Grove	Domestic
02-1617	Milton Farm	Domestic

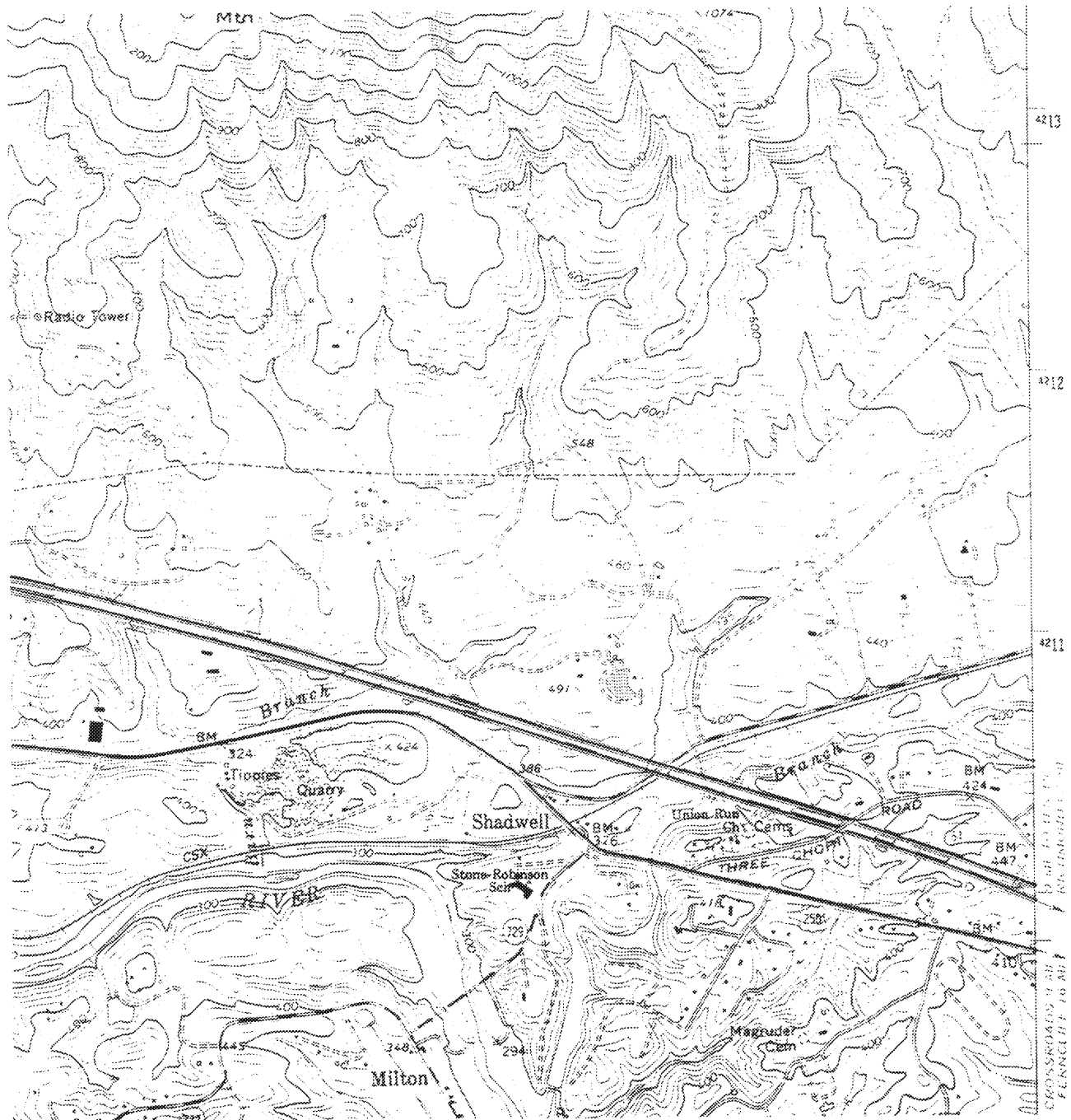
These two resources were re-surveyed during this project. No other historic resources were surveyed.

### 6.9.3 ORIGIN OF NAME

Along with Charlottesville and Scottsville, Milton is one of the few towns in Albemarle County established and laid out by legislative fiat. The town of Milton was established in 1789 by an Act of the Virginia General Assembly. The origin of the name is not definitely known, although one tradition says that it comes from "Mill Town" (RTD 4/11/1965). It incorporated

# MAP 6.9.1 MILTON SURVEY AREA

Source: USGS



a pre-existing flour mill, dam, and tobacco warehouse established by Bennett Henderson in the mid-eighteenth century. For two decades after its founding, Milton prospered as the county's primary shipping depot in the Rivanna River. Today, all but two buildings from Milton's days as a river port have disappeared, and the town has largely disappeared from county maps.

#### **6.9.5 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789)**

The site of Milton was part of a 400-acre tract patented to Arthur Hopkins in 1732 (Woods 1901: 3 & 229; Buttrick and Vance 1989: Map A). John Henderson bought the property from Hopkins before 1744. A road order of the newly created Albemarle County Court, dated 28 March 1745 O.S., required Henderson to explain why a road had not been cleared "from the Three Notch'd Road and so to Hardway River: through Henderson's land" (Pawlett 1983: 23).

During the eighteenth century, this point at the natural head of navigation on the Rivanna River was referred to as "the Shallows." It was just downstream from the falls variously called Mountain Falls, Milton Falls, or Red Bank Falls. In the 1760s, Thomas Jefferson spearheaded an effort to clear the Rivanna from this point to the James of obstructions to navigation (Trout 1992: 11). From the Shallows, produce from both Albemarle County and other points as far away as the Shenandoah Valley was shipped to Richmond, a distance of about 80 miles (Moore 1976: 28).

Bennett Henderson, son of John Henderson, built a large flour mill and a tobacco warehouse in the mid-eighteenth century on the family's property along the Rivanna River (Woods 1901: 227). A short distance upstream from Henderson's Wharf, Peter Jefferson, father of Thomas Jefferson, built a mill at Shadwell in 1757. Jefferson's complex included a dam a half-mile upstream and a canal to supply water to the mill. His buildings were destroyed during a flood in 1771.

In 1781, when Governor Thomas Jefferson and the Virginia Legislature fled to Charlottesville during the Revolution, Henderson's Warehouse was one of several locations chosen for safekeeping military supplies (Moore 1976: 64). After the Revolution, Thomas Jefferson built a toll mill, sawmill and flour mill at nearby Shadwell. His father's mill had been at that site. Jefferson shipped his flour through the Milton locks to Richmond (MACH 14:4).

#### **6.9.6 EARLY NATIONAL PERIOD (1789-1830)**

In 1789, Henderson's warehouse was designated one of two official tobacco inspection stations in Albemarle County. That same year the town of Milton was created near Henderson's Wharf by an Act of the General Assembly. In April 1790, the town was laid out in a grid pattern consisting of 94 half-acre lots (MACH 14: 3; Moore 1976: 32; ACSB 1, Pt. 2: 169). Although established near a pre-existing tobacco warehouse, Milton was created after many Albemarle County farmers had switched from tobacco to wheat cultivation. The town's growth was stimulated by increasing shipments of wheat during the 1790s (Moore 1976: 89). However, tobacco remained an important crop for some farmers into the 1830s.

Following a petition by a group of area citizens, in 1801 another town, called North Milton, was authorized by the General Assembly on Thomas Mann Randolph's property called Clifton across the river from Milton. The petitioners claimed that well over half the produce received at Milton came by roads to the north side of the river, and an official tobacco inspection warehouse on that side would be a great convenience. Due largely to the declining production of tobacco, a town never fully developed around the warehouse and Randolph soon converted the warehouse to his own use (CDP 3/31/1955; Moore 1976: 32-33).

In addition to its significance as a warehouse and milling site, Milton was an important transportation center in this part of Albemarle County. Passengers and goods crossed the Rivanna River at Milton by both ford and ferry. The ford at Milton was known as McGehee's Ford, named after William McGehee who had patented 200 acres on Henderson's Branch (a stream flowing into the Rivanna near Milton) in 1768 (Woods 1901: 259). A free ferry operated



by Jacob Oglesby was established at Milton in 1794. This ferry operated for several decades (MACH 42:12). Oglesby was also an Inspector in both Henderson's and Randolph's tobacco warehouses, as was his son-in-law John Fagg (Woods 1901: 190).

Baron de Montlezun reported that he forded the river near Milton on his trip to visit Mr. Jefferson at Monticello and James Monroe at Highland in September 1816 (MACH 4:45, 53). The same year, William H. Meriwether surveyed the river from Columbia, in Fluvanna County, to Moore's Creek, near Charlottesville, and found no bridges along this entire stretch (MACH 14: 2-3).

Architectural evidence of Milton's earliest years is almost non-existent. A house built by Col. John Walker during the 1760s on his Belvoir estate near Keswick is said to have been moved to Milton around 1790 by Francis Walker (father of Judith Page Walker Rives and son of John Walker). This house was moved around 1811 by Francis Walker Lewis to Maxfield, near Cobham (Mead: 160-61 and 248). After Milton's decline, several of its buildings were dismantled and moved to Charlottesville, including a wooden house which still stands at 213 Seventh Street, NE (Alexander 1963: 4, 49n, 57, 68, 69n).

Milton grew rapidly during the 1790s. In the *American Gazetteer* published in 1797 by Jedidiah Morse, Milton was described as being about half the size of Charlottesville (which the author said had about forty-five houses) with a tobacco inspection warehouse. By 1806 a school was being taught at Milton (Woods 1901: 16).

A post office was established at Milton in March of 1798 and it continued in operation until July 1830. It was reinstated in June of 1831 (Axelson 1991: 5). Working from other sources, Hall reported that the post office was in existence in Milton from 1800 to 1829 and 1833 to 1835 (Hall 1973: 77).

Milton is located about three miles east of Thomas Jefferson's Monticello and Tufton properties. In 1801, Mr. Jefferson began acquiring lands completely surrounding the town and

some land within Milton from the heirs of Bennett Henderson. By this time, Henderson's mill had been inoperative for some years. Most of the parcels were purchased on his behalf by Craven Peyton. By 1817, he had purchased 1,162 ¼ acres. However, Jefferson was forced to defend himself against legal challenges and to repurchase several parcels in order to gain clear title to the property. Rights to parcels located between Milton and the Rivanna River, which included several mill sites, remained in dispute even after Jefferson's death in 1826. Jefferson also bought shares in several tobacco warehouses on the river. These wooden buildings deteriorated during the twelve years it took to complete the purchase, and he was forced to build a stone shed for receiving tobacco (Facca 1989: 2-4; Malone 1981: 505-507).

Several successful businessmen and mercantile firms operated in Milton during the early 1800s. Robert Rives, who operated a successful shipping enterprise at Warminster in Nelson County, created a partnership with James Brown of Richmond and Robert Burton to establish Rives, Brown & Co. in Milton. One of Rives's sons, William Cabell Rives, married Judith Page Walker of Castle Hill. Later, he served as U. S. Senator and Minister to France. Martin Dawson was at first associated with Rives, Brown & Co. He went on to form his own businesses (Woods 1901: 177). Dawson served as President of the Rivanna Navigation Company in the late 1820s (Moore 1976: 181) and his success in business allowed him to leave a sizable fortune at his death. The sale of land he left to the University of Virginia enabled construction in 1859 of student housing still known as Dawson's Row (O'Neal 1968: 62). Another merchant in Milton was David Michie, son of William Michie who established Michie's Tavern (Woods 1901: 275). As late as 1834, John Fagg was operating a store in Milton (Woods 1901: 190).

The movement of other businessmen to Milton is well documented. John Watson came to Albemarle County from Amherst County in 1790 and settled in Milton, becoming one of its leading citizens. In 1813, he bought Forest Hill, a 1,000-acre estate just below river from Milton, from the Brown, Rives & Co. firm. He resided there until his death in 1841 (Woods 1901: 339). Soon after the town was established, Christian Wertenbaker moved to Milton from Columbia in Fluvanna County (Woods 1901: 341). Another early resident of the town was Richard Price (Woods 1901: 298). Yet another was Craven Peyton (Woods 1901: 295), who

acted as agent for Thomas Jefferson in purchasing land on all sides of the town from the heirs of Bennett Henderson. Glenmore was acquired in 1805 by Thomas Eston Randolph, brother-in-law of Thomas Mann Randolph. The former leased and operated Thomas Jefferson's mill in the 1820s (Rawlings 1935: 71; Malone 1981: 390).

Milton's period of prosperity was confined to the years from 1789 to 1820. Growth slowed in the 1810s and the town declined in population soon thereafter. Several roads and turnpikes were built or improved during the first two decades of the nineteenth century. Improvements to the Rivanna River failed to keep pace with the construction of canals elsewhere in Albemarle County. By 1810 Scottsville had emerged as a major shipping point on the James River and a direct competitor of Milton. Charlottesville grew, largely at Milton's expense, as a trading and shipping center during the 1810s. The establishment of the University of Virginia in Charlottesville in 1819 also redirected population growth

Milton was a direct competitor with Charlottesville as a trading center for a few years in the 1810s. Although by 1812 the Rivanna was prepared for navigation above Milton as far as Moore's Ford near Charlottesville, many farmers continued to use Milton for shipping for some years thereafter due to high tolls and other problems (Moore 1976: 98). By the middle of the decade, however, the two towns presented very different images. Charlottesville was a thriving and prosperous community; Milton was a struggling village barely able to keep up with outside economic trends. In 1815, Daniel Ebeling described the town:

"MILTON...A little village situated in recent years on the south-west side of the Rivanna, which is navigable from here on, containing about twenty-five houses, a post office, a public tobacco warehouse, a tobacco display (of which there are several in this county) besides a grain display. There is here in general a repository of local products which are traded in the same way as at Charlottesville." (Moore 1976: 93 and MACH 12: 43-4).

The only remaining building in Milton from this period is the older portion of Locust Grove (VDHR #02-0299) (Figure 6.9.1). Locust Grove was built on town lot 16 in 1812, according to oral tradition. Over its history it has served as a residence, a store, a tavern, and according to some sources, as a jail.

Milton benefited somewhat from its location near the Three Notch'd Road to Richmond. One of thirteen annual tavern licenses issued by the Albemarle County Court in 1820 went to William D. Fitch, who operated a tavern at Milton (Moore 1976: 98). Fitch also served as a tobacco inspector at Henderson's Warehouse. In 1829, he moved to Charlottesville where he operated the Eagle Tavern on Court Square (Woods 1901: 195).

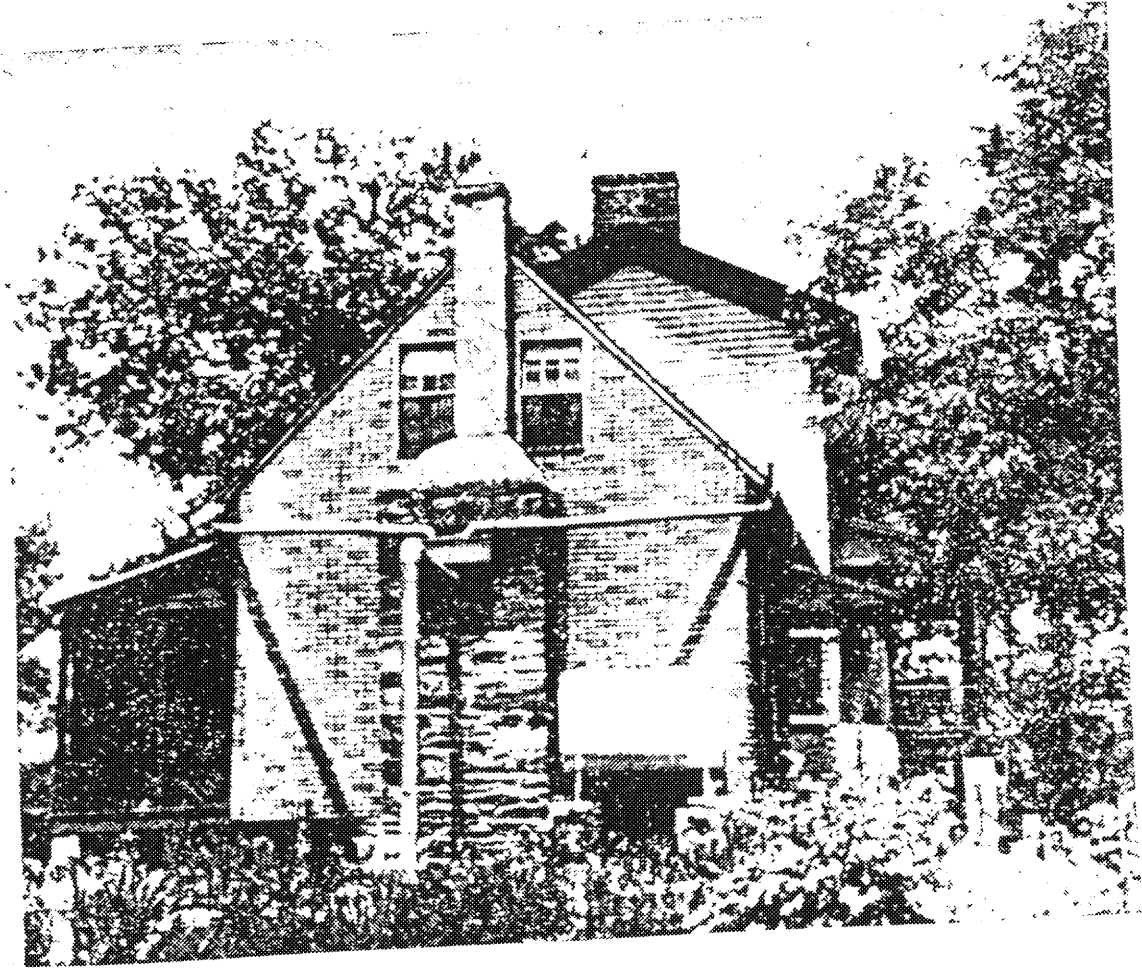
The Rivanna was improved for navigation several times in this period. In the 1810s, the Rivanna Company created a series of sluices and wing dams to create better channels for bateaux, and beginning in 1827, its successor, the Rivanna Navigation Company, undertook an ambitious program of building locks and dams. A new dam was built at Milton and three were built at Shadwell (Trout 1992: 19-25; Woods 1901: 85-85). On the north side of the river in 1798, there existed a 200-yard-long canal to Henderson's Mill. This Milton Canal was later lengthened and a bateaux lock added (Trout 1992: 11).

#### **6.9.7 ANTEBELLUM PERIOD (1830-1860)**

One of the few buildings erected during this period in the Milton area was Milton Baptist Church of 1833 (Woods 1901: 136). It is no longer standing. A description of Milton written in 1835 noted that the town contained "16 dwelling houses, 2 mercantile stores, and 1 tanyard." There was also a grist mill and a Baptist church across the river. The population consisted of about sixty whites and ten free blacks. By then, Milton was in a state of decline. The author noted "It was formerly a place of some trade, being the head of boat navigation, but the imperfect state of the navigation and the competition of Scottsville and Charlottesville have caused it to go to ruin." (Martin 1835: 114). The same entry described the town as being "upon

**FIGURE 6.9.1**      **LOCUST GROVE, MILTON**

Source: Geoffrey Henry, Dames & Moore



a high spur or abutment of Monticello mountain, which places it far above the level of the river."

In reporting on damages to navigation improvements from an 1840 flood, the directors of the Rivanna Company found "At Milton the embankments around the guard-gates were partly washed down, and the canal so filled up as to cause considerable difficulty in navigation." (MACH 14: 7).

### **6.9.7 RECONSTRUCTION AND GROWTH (1865-1914); WORLD WAR I TO WORLD WAR II (1914-1945)**

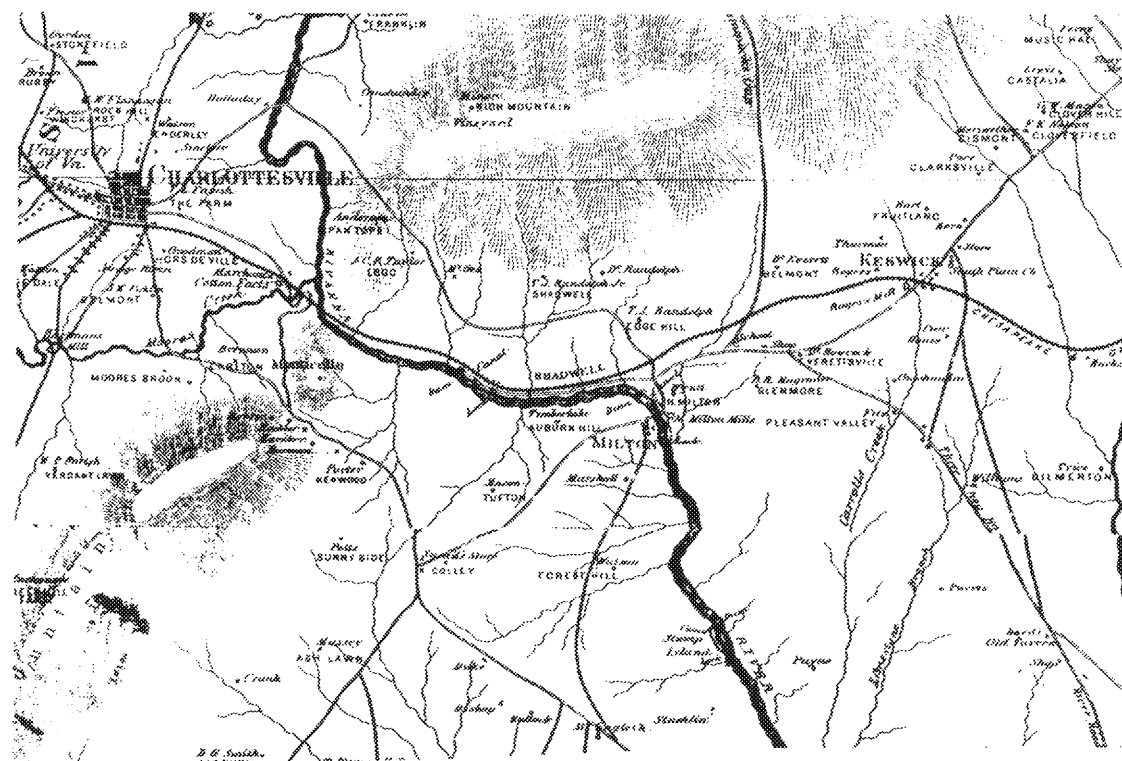
The 1866 Hotchkiss map of Albemarle County (Map 6.9.2) showed a cluster of six buildings along either side of present Route 729. Shadwell Depot was located just upstream to the east on the other side of the Rivanna River. The 1875 Peyton map (Map 6.9.3) showed three buildings along the road, all on the river side. An additional house was located behind these three, but closer to the river itself. The 1875 map also showed "N. Milton Mills". The mill was located directly opposite the village on the north bank of the river. Several landowners are also shown on the map. Just south of the village was the home of the Marshall family, as well as the Watson home at Forest Hill, the Macon home at Tufton; and the Timberlake home at Auburn Hill.

The railroads had made navigation along the Rivanna River all but obsolete by the mid-nineteenth century. Nonetheless, a final effort was made by the state to reactivate commerce along the river after the Civil War. New dams were constructed, including one above Milton and another above Shadwell, shortly after the war. By the 1870s, Milton had ceased to exist. In business directories from this period, Milton no longer was listed as a village in Albemarle County.

MAP 6.9.2 HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING THE MILTON AREA



MAP 6.9.3 PEYTON MAP OF ALBEMARLE COUNTY (1875)





Milton has never recovered from its long period of decline. No other historic resources are located within the area, and the site today remains largely undeveloped. A significant cause for the lack of historic resources in Milton and for its lack of advancement after the 1870s is due to natural causes. A major flood in 1870 destroyed many buildings near the river and severely damaged navigation improvements all along the Rivanna (Trout 1992: 30; RTD 4/11/1965). Another flood in 1942 destroyed the highway bridge crossing over the river. That bridge was further downstream than the current bridge. The site of the older bridge is now a canoe landing on the north side of the river.

#### **6.9.8 ARCHITECTURAL DESCRIPTION OF MILTON**

Milton was the smallest village surveyed during this survey and consists of just two historic resources. Locust Grove (VDHR #02-0299) is an early nineteenth-century house variously used during its history as a jail, tavern and residence. It is a typical vernacular frame and brick residence and is in a good state of preservation. Milton Farm (VDHR #02-1617) is an antebellum one-and-one-half-story, gable-roofed, frame house.

In the early nineteenth century, Milton apparently consisted of a dozen homes, as well as several business, warehouses, and wharves. The site of Milton is potentially one of the most important archeological sites in Albemarle County. Based on historical information obtained on Milton so far, the site merits intensive archeological investigation. Following this investigation, the site should be evaluated for its potential for listing on the National Register under Criterion D.

## 6.10 PROFFIT

### 6.10.1 LOCATION

The village of Proffit is located on either side of Proffit Road (Route 649) near its intersection with the tracks of the Southern (now Norfolk-Southern) Railroad, and approximately two miles west of U.S. Route 29. Proffit is in the Rivanna Magisterial District and its historic resources are located entirely within the Charlottesville-East USGS Quad. The Proffit survey area is shown on Map 6.10.1.

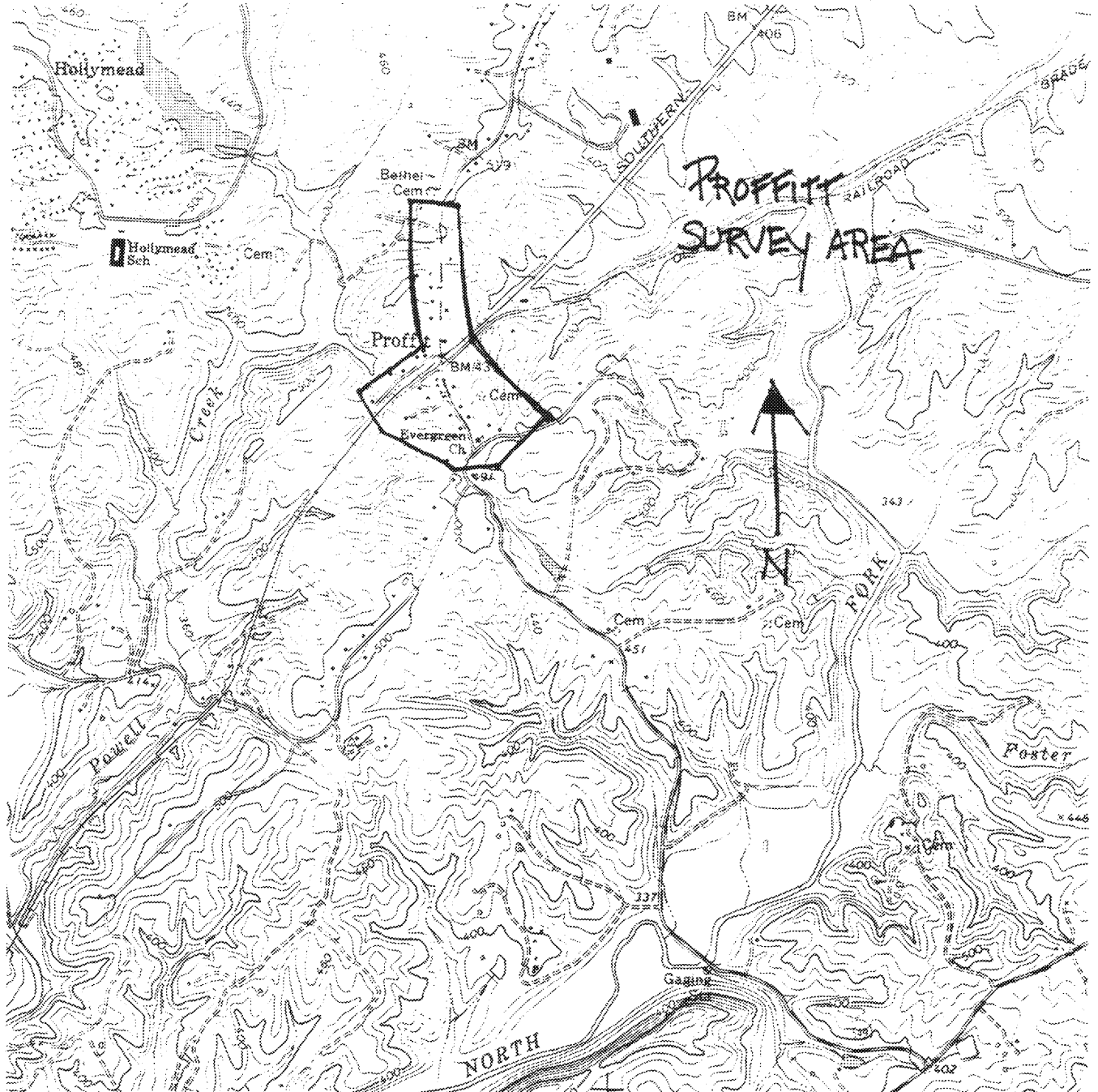
### 6.10.2 EXISTING CONDITIONS

No historic resources within the Proffit survey area are listed on the National Register of Historic Places. One resource within the survey area, Evergreen Church (VDHR #02-643), has been surveyed previously by VDHR. During this project, this resource was resurveyed, along with ten additional historic resources. These resources, along with the applicable VDHR historic themes, are:

02-2148	Elijah Cox House	Domestic
02-2149	Mocking Bird Hill	Domestic
02-2150	House, Rt. 649	Domestic
02-2151	Seth Graves House	Domestic
02-2152	W.R. Lewis Store	Commerce
02-2153	Samuel Proffit House	Domestic
02-2154	Proffit Station Master's House (Deepdene)	Domestic
02-2155	Proffit Depot (Site)	Transportation
02-2156	Ohio Sulphur Mine Company Sites	Industry/Processing
02-2157	Flanagan Houses	Ethnic

MAP 6.10.1 PROFFIT SURVEY AREA

Source: USGS



### **6.10.3 ORIGIN OF NAME**

Proffit is significant as one of the few historically black communities in Albemarle County. It was founded and laid out by landowner and former slave Ned Brown in 1876. The village, originally known as Egypt, was settled by other former slaves, mostly from the Brown and Flanagan families. For a few years, the community was also known as Bethel, probably for Bethel Church, which once stood at the northern end of the village. In 1881, Samuel Proffit, a local white landowner, sold a portion of his land to the Southern Railroad for a right-of-way (Wuellner 1991: 1-2). The village has been known as Proffit ever since.

### **6.10.3 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789); EARLY NATIONAL PERIOD (1789-1830)**

The Proffit area is part of one of the earliest land patents in Albemarle County, taken out at a time when this area of northern Albemarle County was still part of Hanover County. Major Thomas Carr of King William County patented nearly 5,000 acres along the north fork of the Rivanna River between 1730 and 1737 (Woods 1901: 159). Although Carr is not known to have lived anywhere on this land, his descendants played a leading role in the economic and political life of this part of the county for more than a century.

The Proffit area was settled by farmers who initially grew primarily tobacco; wheat and other cereal grains were the dominant crops by the late eighteenth century. Descendants of Thomas Carr built several homes in this vicinity during the period between 1760 and 1800. Glen Echo dates from the 1760s, and was likely built by a member of the Carr family. The first house at Gale Hill, another early estate located about a mile south of the village on Route 649, was built by James Minor (who had married a Carr) in the 1770s. Red Hills was built by either Garland Carr (a grandson of Thomas Carr) or his son, Dr. Frank Carr in 1797. It stood southeast of the present village of Proffit and was enlarged in 1804. Bentivar was built around 1790 or shortly thereafter by Garland Carr. It is located approximately two miles southeast of Proffit.

Numerous property exchanges and bequests kept land in the Proffit area in Carr family hands for several generations. According to nineteenth century family correspondence, Garland Carr once owned about 2,500 acres near the forks of the Rivanna. He lived first at Red Hills, before moving to Bentivar. Carr deeded the 520-acre Red Hills farm to his son, Dr. Frank Carr, in 1817 (Eddins interview 7/17/1995; Rawlings 1935: 66-67). A Carr family member also built Woodburn sometime before 1820 (CDP 2/24/1985).

#### **6.10.4 ANTEBELLUM PERIOD (1830-1860)**

Land ownership in the Proffit area remained within the Carr and Minor families throughout the antebellum period. William W. Minor bought Glen Echo in 1836. He lived there briefly before moving to Gale Hill, his uncle's neighboring estate. Gale Hill was later given to Minor as a gift. The house at Gale Hill was replaced by a newer house in the 1850s (Unpublished notes in ACHS vertical file "Gale Hill"). Minor continued to own Glen Echo, however, and in 1844 he exchanged this farm for Windie Knowe, the estate located on Route 20 owned by his father-in-law Richmond Terrell (Rawlings 1935: 67).

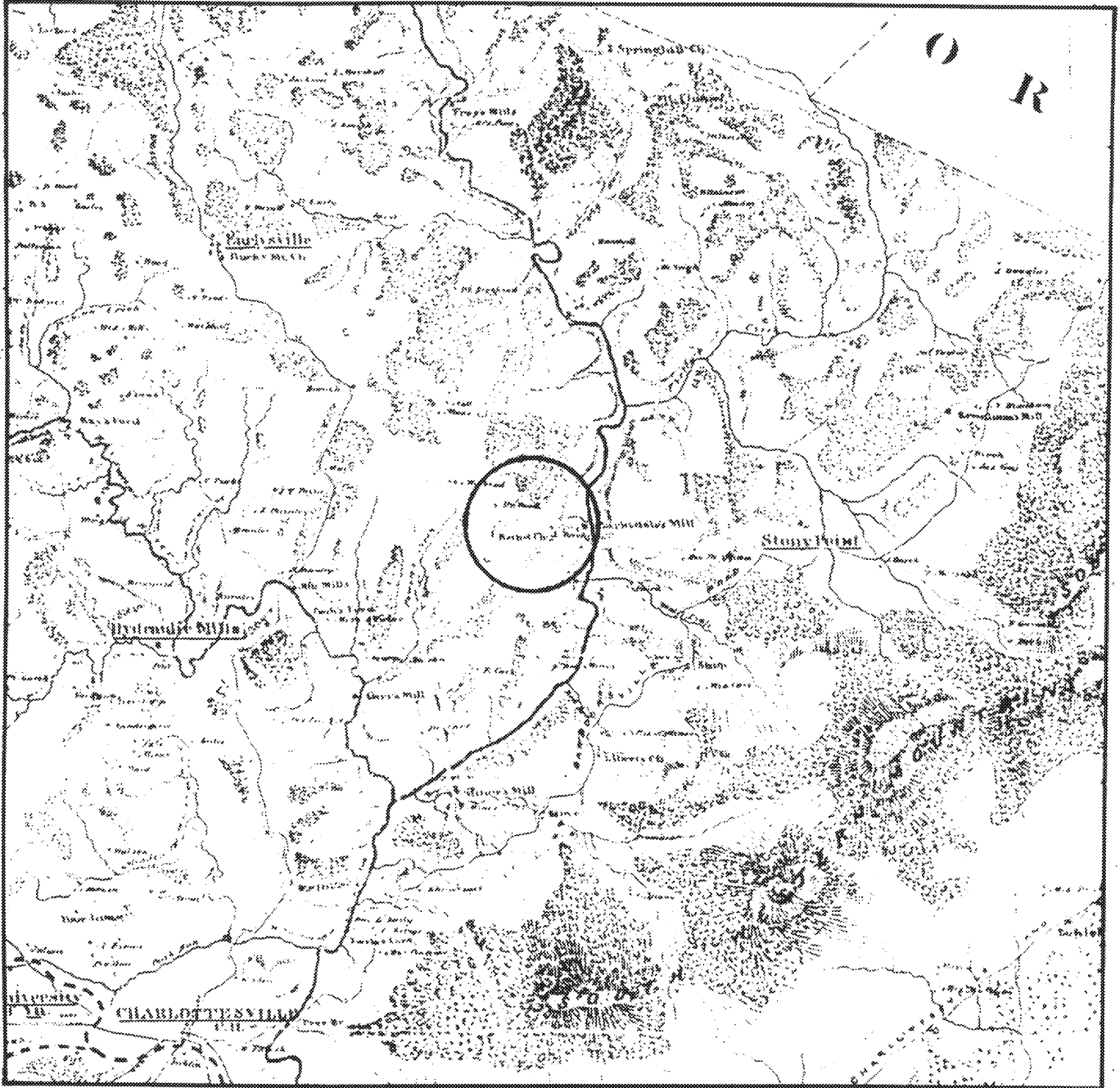
#### **6.10.5 CIVIL WAR (1861-1865)**

Comparatively little military activity occurred in Albemarle County during the Civil War. Most of the large farms in the northern part of Albemarle County, including the Proffit area, were spared physical destruction during the war.

#### **6.10.6 RECONSTRUCTION AND GROWTH (1865-1914)**

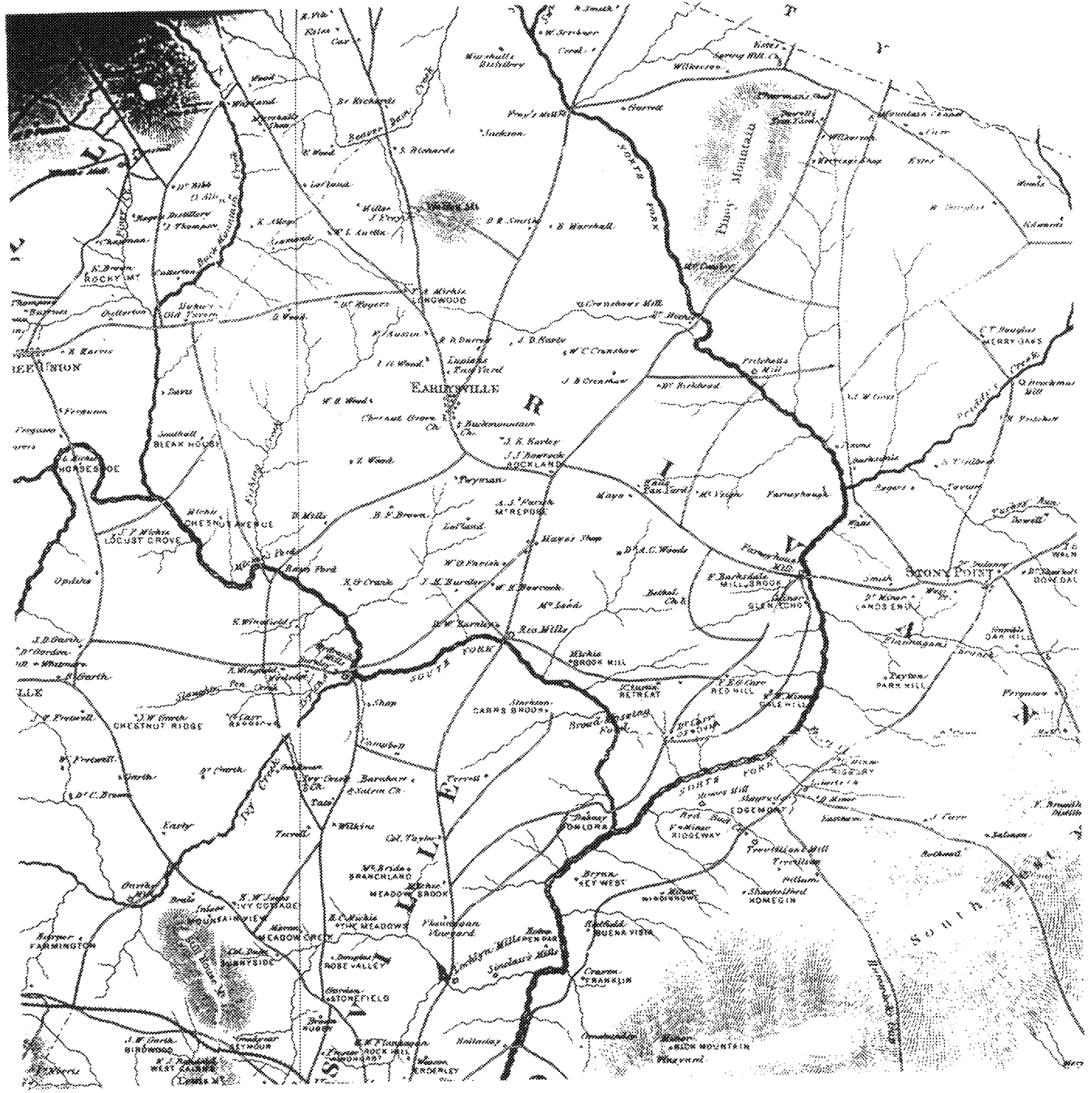
Land owners in the Proffit area and the rest of Albemarle County faced straitened economic circumstances with the end of slavery. Many large farms in the Proffit area, including Gale Hill, Red Hills, and Glen Echo were reduced considerably in size following the Civil War, as land was sold off to settle war-time debts. Both the Hotchkiss map of 1866 (Map 6.10.2) and the Peyton map of 1875 (Map 6.10.3) indicate the continued presence of the Carr family in this

MAP 6.10.2 HOTCHKISS MAP OF ALBEMARLE COUNTY (1866) SHOWING THE PROFFIT AREA



6-168 Proffit

MAP 6.10.3 PEYTON MAP OF ALBEMARLE COUNTY (1875) SHOWING THE PROFFIT AREA



area, however. Newly freed slaves from the Carr family plantations remained in the area and either worked as tenant farmers or purchased small farms carved from the former Carr family lands.

Among these former slaves was Ned Brown, who purchased seventy-five acres along Route 649 in 1876. His land lay mostly on the west side of the road and was bounded by Bethel Church on the north, and Red Hills plantation on the south. Brown laid out lots for a town on either side of the road and named it Egypt. Early residents of Egypt included other former slaves, mostly members of the Brown and Flanagan families. These farming families raised their own food and livestock, and did some sharecropping (Wuellner 1991: 3-4). The Brown family settled mostly along the west side of Route 649, while the Flanagan family settled along the east side. The land on the east side of the road is still owned by members of the Flanagan family. Former residents from the early settlement period are buried in the Brown and Flanagan family cemeteries located on the west and east edges of the village respectively.

Houses associated with this early period in the town's history are still extant, although they are in a severely deteriorated condition. Ned Brown's house dates from the late 1870s and still stands on the west side of Route 649 near Evergreen Church. His brother George Brown lived in a house located a short distance to the northwest. It is no longer standing. Three houses once owned by the Flanagan family (VDHR #02-2157) stand to the east of Route 649, along a road that runs east from Evergreen Church. Dating from the early 1890s, they are currently vacant and deteriorating. Traces of several dirt roads, as well as the original streets laid out by Brown, are still visible in the woods surrounding these Flanagan family houses.

Only a few small, historically black communities such as Egypt have survived from the nineteenth century in Albemarle County. One example is an unnamed small village that grew up near Maxfield Farm in Cismont after the Civil War. Newtown, near Greenwood, is another late-nineteenth-century black community. It grew up near the important C& O Railroad line.



The Red Hills farm was sold out of the Carr family in 1880 and purchased by Adolph Russow, who established Bellevue Vineyards, one of the county's first. Russow bought the 300-acre property from Francis E. G. Carr, son of Dr. Frank Carr. Russow was Superintendent of the Monticello Wine Company, formed in 1873, which produced award-winning wines using grapes from a number of Albemarle County growers. The wine company, located at the end of an alley (later named Wine Street) off of Park Street in Charlottesville, operated until 1914. Russow sold Red Hills in 1891 and moved to a house in Charlottesville adjacent to the winery that was provided by the company (MACH 46: 19-26; Eddins interview 7/17/1995).

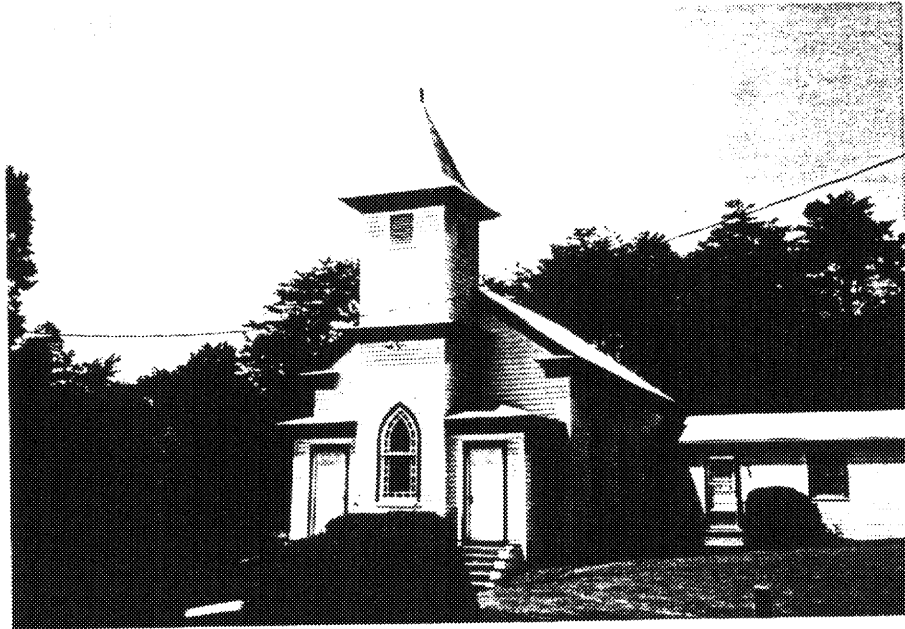
Samuel Proffitt was an early white landowner in the Egypt community. He sold part of his property to the Virginia Midland (later the Southern and now the Norfolk-Southern) Railroad for a right-of-way. When the railroad line opened between Charlottesville and Orange in 1881, the depot at this location was named Proffitt in his honor. Proffitt's house (VDHR #2-2153) still stands on the west side of Route 649.

The railroad was an important factor in the growth of several communities in this part of Albemarle County, including Proffitt and Burnley Station. A gazetteer from 1884 lists a stop known as Bethel along the route of the Virginia Midland Railroad, although the same volume lists a post office at Proffitt (Chataigne 1884/85:42, 63). Proffitt was also called Bethel for Bethel Church, which stood at the northern edge of the village.

Evergreen Baptist Church was organized by a black congregation in 1888. At first, it met in the community's schoolhouse. The present church building (VDHR #2-0643)(Figure 6.10.1) was built in 1891 and is a social and religious center for the community (Evergreen Baptist n.d.: 1).

**FIGURE 6.10.1    EVERGREEN BAPTIST CHURCH, PROFFIT**

Source: Geoffrey Henry, Dames & Moore



The railroad brought white settlement to Proffit and stimulated increased building activity. A depot (VDHR #02-2155) was built west of Route 649 in the early 1890s. In operation until the 1940s, it was torn down in the 1960s. A house (VDHR #02-2154)(Figure 6.10.2) was built by the Proffit station master a half mile to the north of the rail line in 1892. It is one of a number of houses built in Proffit by local builder/contractor Elijah Cox between 1890 and World War I. His house (VDHR #02-2148)(Figure 6.10.3) stands across Route 649 from the station master's house and dates from 1914.

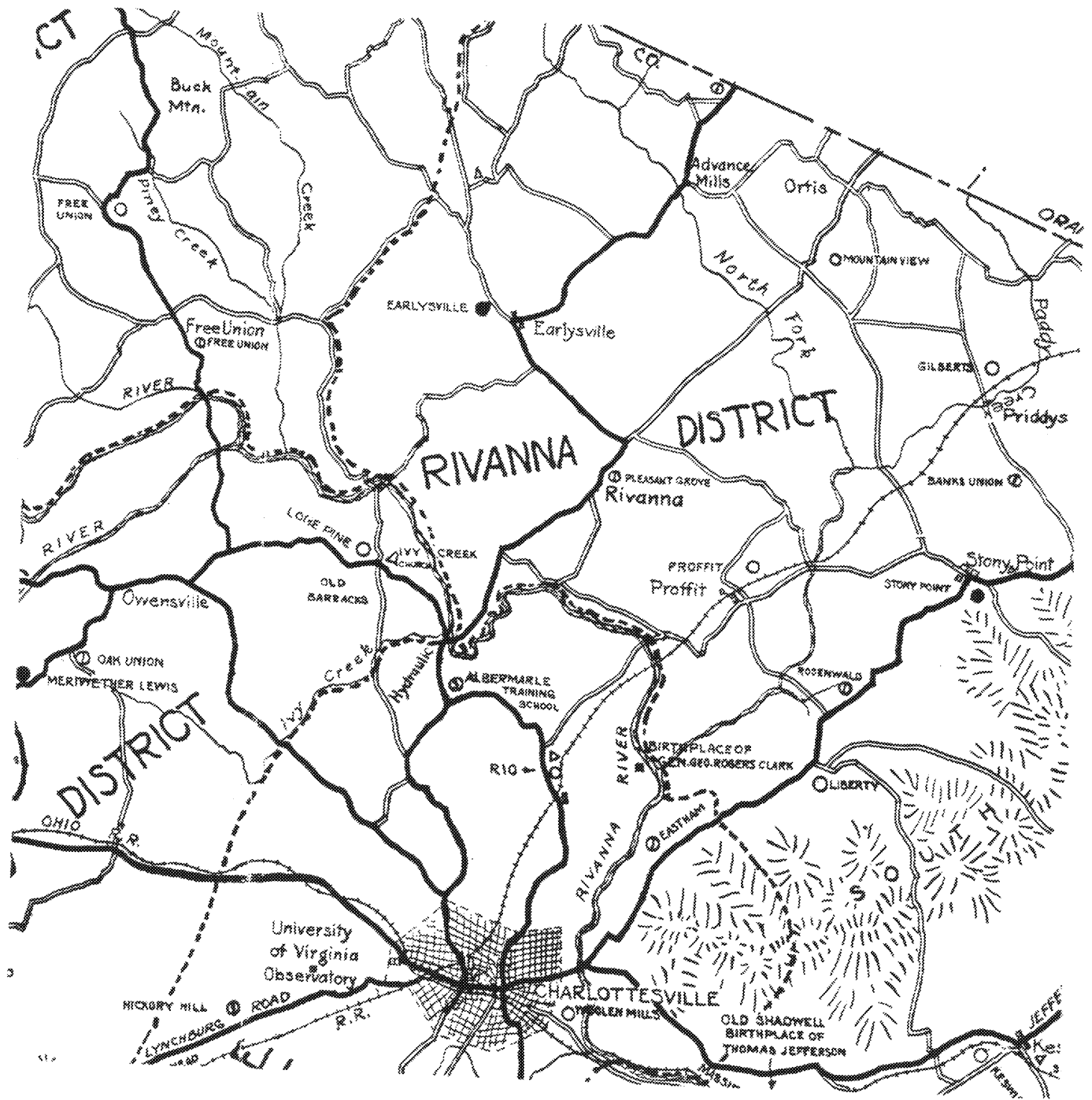
By the turn of the century, the Proffitt community had reached its peak in terms of both population and economic vitality. The Massie map of 1907 (Map 6.10.4) was the first map of Albemarle County to show Proffit as a separate community. By that time Proffit had two churches (Bethel and Evergreen churches); separate schools for black and white students; three stores; and a post office (Wuellner 1991: 10). Among the few remaining commercial buildings from this period is the former W.R. Lewis Store (VDHR #02-2152)(Figure 6.10.4) located northwest of the railroad tracks. In 1911, the village of Proffit had an estimated population of twenty-five (Chataigne 1911: 99).

#### **6.10.7 WORLD WAR I to WORLD WAR II (1914-1945)**

In December 1917, the Ohio Sulphur Mining Company leased tracts of land just northwest of Proffit. The company opened a 150-foot-deep shaft mine to extract pyrite in the area's slate belt. There was also a 3/4-mile spur rail line connecting the mine to the main tracks at Proffit depot. After about a year's operation, the company abandoned the property (Nelson: 71-2). Foundations (VDHR #02-2156) of the refining mills, a tool shed, and water tank are still visible at the mine site.

MAP 6.10.4

MASSIE MAP OF ALBEMARLE COUNTY (1907) SHOWING  
PROFFIT



**FIGURE 6.10.2      PROFFIT STATION MASTER'S HOUSE, PROFFIT**

**Source: Geoffrey Henry, Dames & Moore**

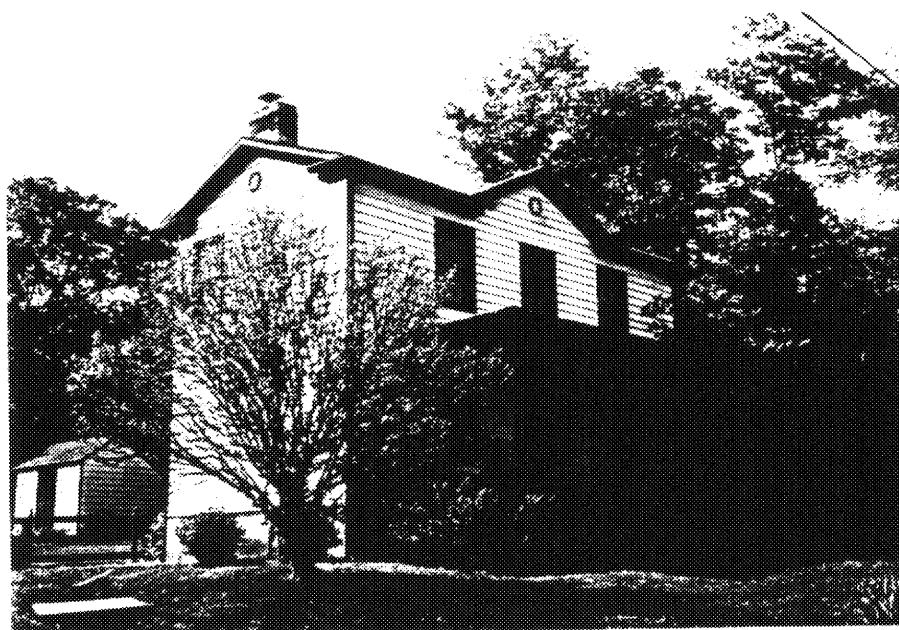


FIGURE 6.10.3

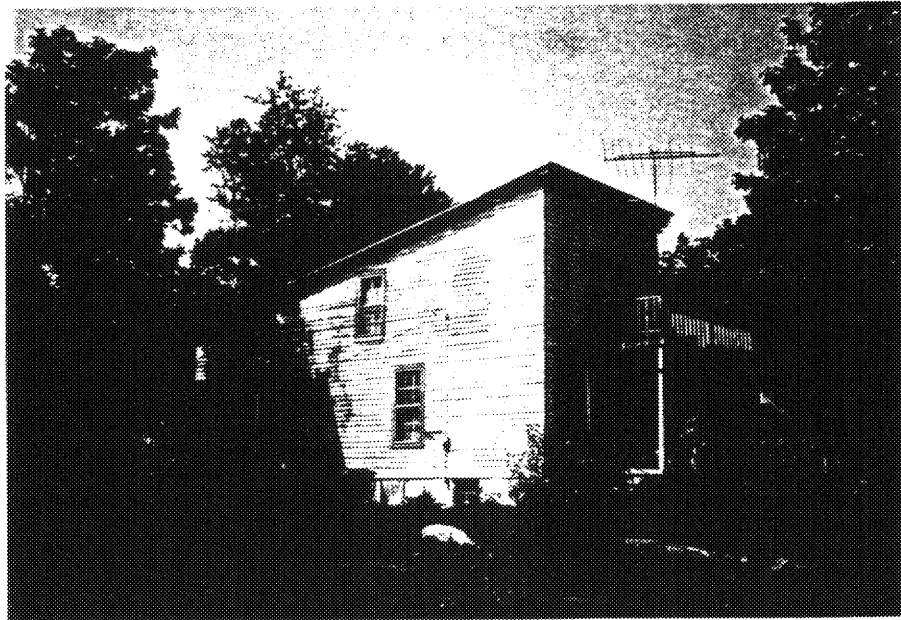
ELIJAH COX HOUSE, PROFFIT

Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.10.4 W.R. LEWIS STORE, PROFFIT**

Source: Geoffrey Henry, Dames & Moore



A double track was laid along the rail route in 1916, and by the 1920s five passenger trains stopped daily at Proffit. This rail-based prosperity did not last long, however. U.S. Route 29 was constructed two miles west of Proffit in 1932. The highway replaced the railroad as the principal route of commerce between Proffit and Charlottesville. The village, located only fifteen minutes by car from Charlottesville, lost its self-sufficient character, as stores and businesses closed in the 1930s and 1940s. Rail passenger traffic ended in the 1940s. The post office in Proffit closed in the 1960s, ending an important chapter in the village's history.

#### **6.10.8 ARCHITECTURAL DESCRIPTION OF PROFFIT**

Proffit is a small rural village built in two stages. In 1876 a portion of the town was laid out by former slave Ned Brown. Several houses were built soon after. Presently, these houses are in a mostly deteriorated state, and are typical late nineteenth-century, two-story, frame I-houses. In 1881 a railroad stop was established at Proffit, and several more residences were built, as well as stores, a church, and a railroad depot. Several of these later residences were constructed by local builder Elijah Cox in the 1880s and 1890s. These residences are variations on the traditional I house form, although several exhibit several individualistic configurations, as well as complex roof forms.

The earliest surviving houses in Proffit are three two-story frame houses (VDHR #02-2157) built by the Flanagan family in the late 1870s and early 1880s. They are located in a heavily wooded area and are currently vacant and in a deteriorated state.

The buildings associated with Proffit's later period of development are located north of the Flanagan family houses. Mocking Bird Hill (VDHR #02-2149) dates from 1896 and is a two-story, gable-roofed frame house with projecting wings and small projecting bays. The Proffit Stationmaster's House (VDHR #02-2154) is a two-story, three-bay, frame I-house. Like several other buildings in Proffit, the gable ends, as well as cross gables are decorated with a jig-sawn ventilator. This is a trademark feature of the local builder Elijah Cox, who was



responsible for many houses in Proffit. Cox's own house (VDHR #02-2148) is a two-story, hip-roofed frame house slightly larger than others in the community.

## 6.11 WHITE HALL

### 6.11.1 LOCATION

White Hall is located at the intersection of Routes 810 and 614 in northwestern Albemarle County. Moorman's River flows just north of the community. It is in the White Hall Magisterial District and its historic resources are located entirely within the Crozet USGS Quad. The Whitehall survey area is shown on Map 6.11.1.

### 6.11.2 EXISTING CONDITIONS

No historic resources within the White Hall survey area are listed on the National Register of Historic Places. Eight resources within the survey area have been surveyed previously by VDHR. These resources, along with the applicable VDHR historic themes, are:

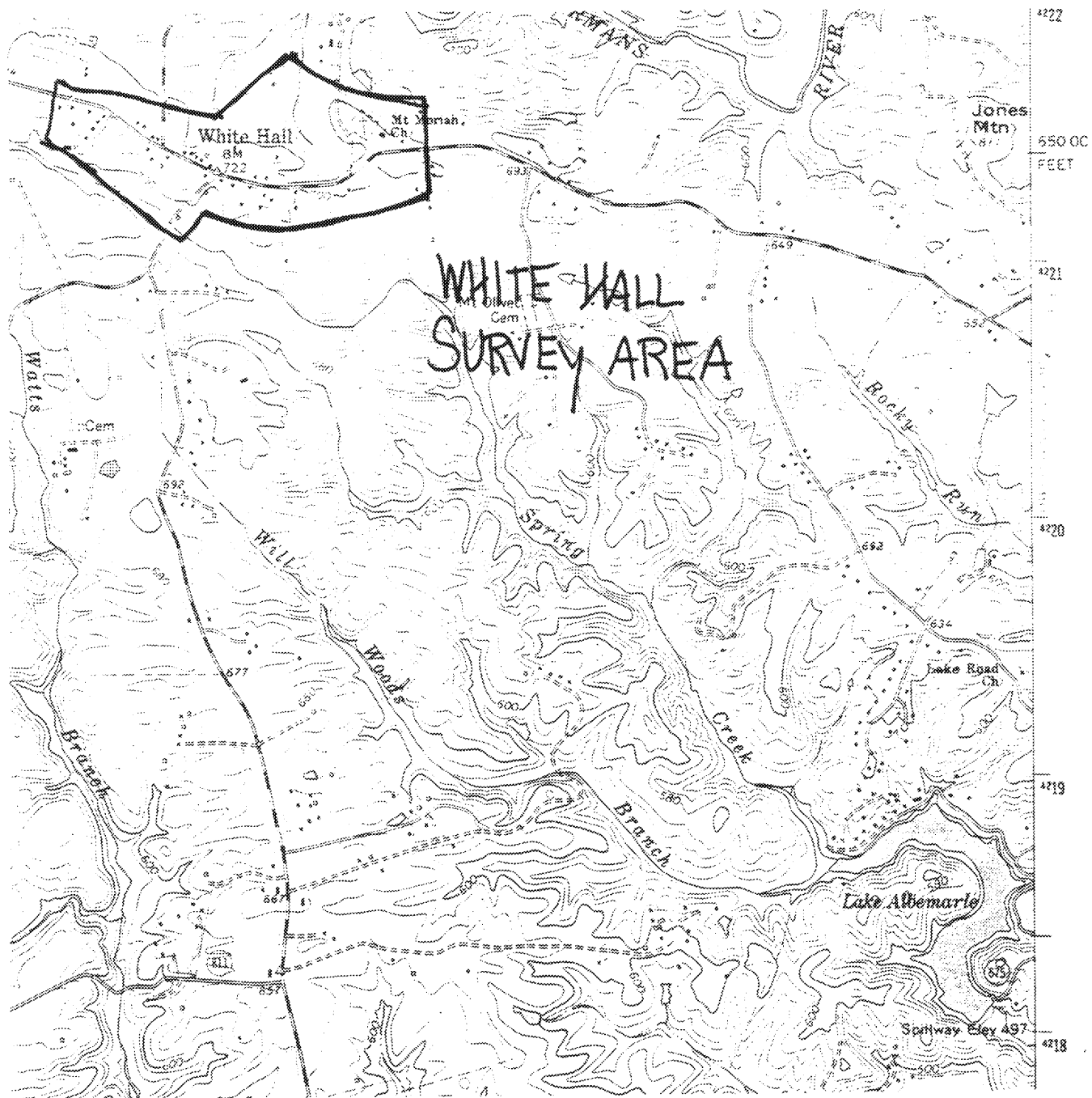
02-0315	Piedmont Store	Commerce
02-0316	Piedmont	Domestic
02-0317	Wyant House	Domestic
02-0318	Whitehall	Domestic
02-0319	The Home Place	Domestic
02-0320	The Parsonage	Domestic
02-0322	Mount Moriah Methodist Church	Religion
02-1873	White Hall School (White)	Education

During this project these resources were resurveyed, along with two additional historic resources:

02-2165	Wyant Store	Commerce
02-2166	White Hall Community Center	Social

MAP 6.11.1 WHITE HALL SURVEY AREA

SOURCE: USGS



### 6.11.3 ORIGIN OF NAME

White Hall is a crossroads village located on the old Brown's Gap Road, one of the earliest in Albemarle County, and according to tradition the village took its name from an inn operated along this route by the White family in the early nineteenth century. By 1835, White Hall had become the established name for the community. Prior to that it had been an election precinct under the successive names of Glenn's Store, William Maupin's Store, Maupin's Tavern, Miller's Tavern, and Shumate's Tavern (VRT 9, vol. 1:1; Woods 1901: 22).

### 6.11.4 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789)

Settlement in the White Hall area began in the 1730s when it was still part of Goochland County. The earliest land patent on the Moorman's River was recorded by David Mills in 1739 for 2,850 acres on its north fork. In 1741, Dennis Doyle was granted 800 acres along the same stream which came to be called Doyle's River. The same year, Thomas Moorman patented land lower down the river, hence the name applied to the main branch today (Woods 1901: 6).

In 1744, the White Hall area was included in the newly formed Albemarle County. Other early land patents in the White Hall area include those acquired by the Jameson family, with patents on the Moorman's River in 1741 and 1747 (Woods 1901: 234) and the Mills family, which took out patents between 1744 and 1756 for land along the foot of Bucks Elbow between Crozet and White Hall (Woods 1901: 276). The Maupin family, whose descendants still live in this area, first patented land in the White Hall area in 1748 (Woods 1901: 267).

The Harris family patented land near Doyle's River in 1750 (Woods 1901: 221). As late as the 1950s an early frame house, likely dating to the eighteenth century and built by James Harris, stood on Route 614 near the White Hall, but it has since been dismantled (CDP 3/8/1956). North of White Hall, towards the Blue Ridge, the Brown family entered patents between 1747 and 1760 for over six thousand acres on both sides of Doyles River (Woods 1901: 151). Brown's Cove and Brown's Gap are named for this family.

Settlement in this area of Albemarle County had grown enough by the 1740s to warrant the construction of a road for its residents. Brown's Gap Road, in existence by 1745, followed the approximate course of today's Route 810 as it continues north out of the village toward the Blue Ridge Mountains. Brown's Gap Road was an early route for Shenandoah Valley farmers who crossed the Blue Ridge Mountains and traveled through Albemarle County with their produce to such James River ports as Scottsville. There, produce was shipped to Richmond and Tidewater via the James River (VRT 9, v. 2: introduction).

Today's Route 614 through White Hall was a part of the old Buck Mountain Road, which by 1783 connected Stony Point in the eastern part of Albemarle County to the area around Crozet, south of White Hall. The eastern part of the road was laid out in 1742, extending from present day Louisa County to Rocky Creek, between Free Union and White Hall. Loss of records makes it difficult to determine precisely when it was extended to the west, but by 1783, and probably much earlier, the road ran through the White Hall area (VRT 2, v.1: 6-7).

During the colonial period, the Anglican Church was the official religion in Virginia. Nevertheless, several different religious sects were represented in Albemarle County. Methodists apparently established themselves in the White Hall area in the 1780s. The forerunner of Mt. Moriah Methodist Church in White Hall is first mentioned in a 1788 deed, and was thus the home of the first Methodist meeting in the county.

#### **6.11.5 EARLY NATIONAL PERIOD (1789-1830)**

The Brown's Gap Road became an increasingly important transportation artery during this period, stimulating economic growth in the White Hall community. In 1805, William Jarman and Brightberry Brown, acting under authorization granted by the General Assembly five years earlier, upgraded the old Brown's Gap Road to a turnpike, the first in Albemarle County. This road was an important link for Shenandoah Valley farmers to shipping points on both the Rivanna and James Rivers. The name of "White Hall" is believed to derive from an inn built on this road which was once owned by the White family (VRT 9, v. 1: 1). The present building

known as White Hall (VDHR #2-318)(Figure 6.11.1) may or may not be this inn, although architectural evidence indicates an early nineteenth century date of construction. It has been added onto considerably over its history and has served as the village post office, a school, and a doctor's office.

Farmers in the surrounding area grew a variety of crops during this period, although cereal grains predominated. White Hall served not only as a way station for travelers on the Brown's Gap Turnpike, but as a local trading center for the surrounding farms. Beginning in 1829, a post office appeared under the name of Moreman's (sic) River in postal directories, located in or near present-day White Hall.

An early house in White Hall is the Wyant House (VDHR #02-0317)(Figure 6.11.2), a tall two-story, gable-roofed frame house that may date from the late eighteenth or early nineteenth centuries. A store has been associated with this house since the early nineteenth century, although the present Wyant's Store (VDHR #02-2177), dates from the twentieth century. The earliest section of Piedmont (VDHR #02-0316), located west of the Wyant House, also dates from the early nineteenth century.

In 1825, a German traveler and diarist, the Duke of Saxe-Weimar-Eisenach, described traveling the Brown's Gap Turnpike west from Weyer's Cave to Charlottesville, noting that once he had crossed the mountains "the road became less hilly...[but] nevertheless the road continued to be very rough, and we were badly shaken up before...we reached Charlottesville." It took his party nearly eight hours to travel from Brown's Cove to Charlottesville (MACH 7: 30-1).

**FIGURE 6.11.1    WHITEHALL, WHITE HALL**

**Source: Geoffrey Henry, Dames & Moore**



**FIGURE 6.11.2**    **WYANT HOUSE, WHITE HALL**  
Source: Geoffrey Henry, Dames & Moore





#### **6.11.6 ANTEBELLUM PERIOD (1830-1860)**

White Hall continued to rely on traffic along the busy Brown's Gap Turnpike for much of its economic livelihood. The Piedmont Store (VDHR #02-0315)(Figure 6.11.3) was built sometime between 1847 and 1853 by the Maupin family, although it may have incorporated an earlier building. It is one of the oldest extant commercial buildings in Albemarle County. It served both farmers from the Valley and from the immediate area and was in operation until the early twentieth century.

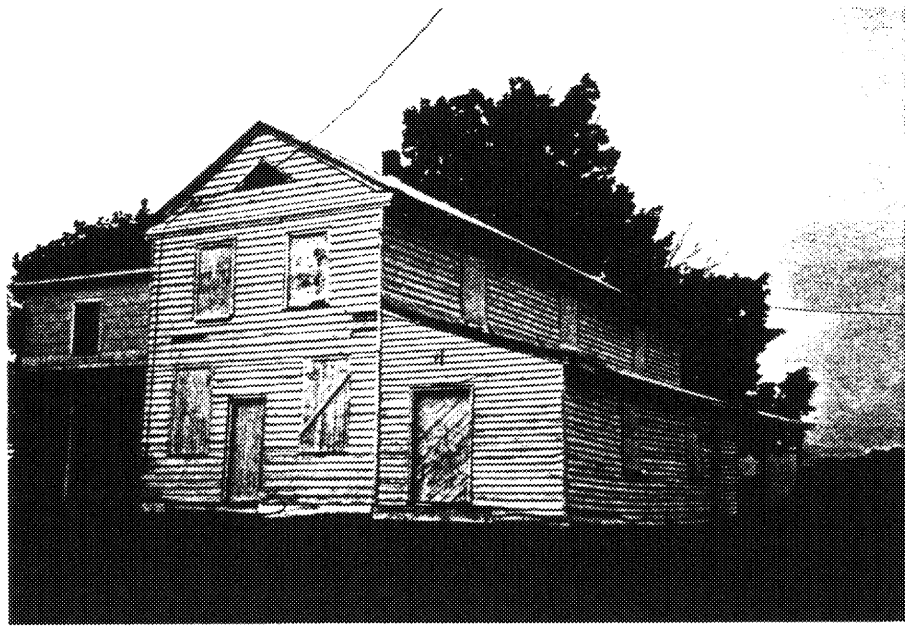
The Methodist congregation in White Hall grew considerably during the antebellum period. In 1834, a lot for a new church was given by the Maupin family. The present Mt. Moriah Methodist Church (VDHR #02-0322)(Figure 6.11.4) was built soon after. A portion of the present church dates from 1834, although it was significantly enlarged and remodeled in 1854. It has been altered several times since then (CDP 9/15/1955 & 10/4/1962). A typical classical brick meeting house from this period, it resembles such churches as the Free Union Baptist Church and the Batesville Methodist Church. In its early history the church was known as Maupin's Meeting House (Woods 1901: 134-35; Moore 1976: 80).

#### **6.11.7 CIVIL WAR (1861-1865)**

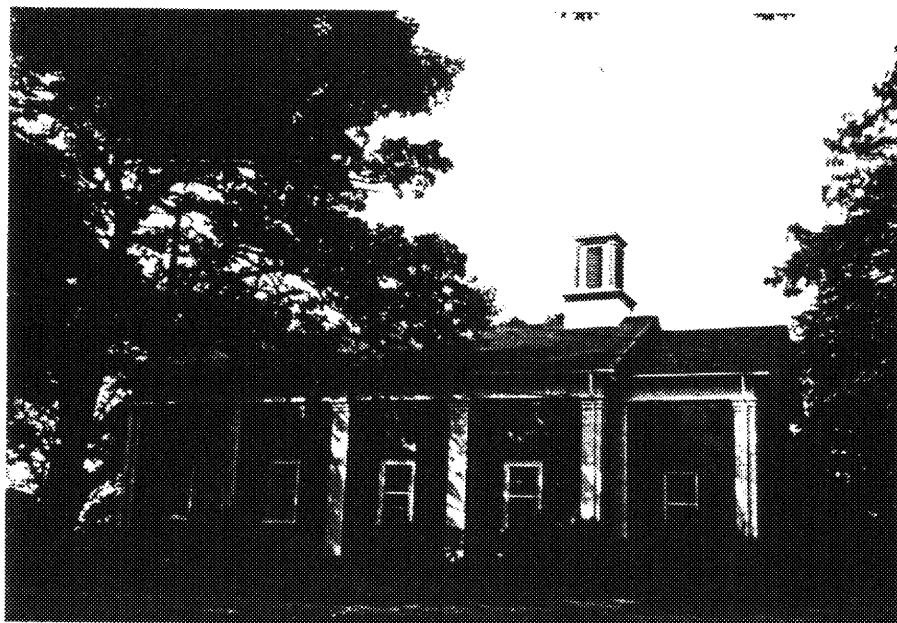
Albemarle County saw little military activity during the Civil War, and no engagements were fought in the White hall area. The Brown's Gap Turnpike, however, was a major route for troops traveling east from the Shenandoah Valley to the Piedmont.

**FIGURE 6.11.3    PIEDMONT STORE, WHITE HALL**

**Source: Geoffrey Henry, Dames & Moore**



**FIGURE 6.11.4** MOUNT MORIAH METHODIST CHURCH, WHITE HALL  
Source: Geoffrey Henry, Dames & Moore



Wilbur Fisk Davis, whose father was minister at Mount Moriah Church, was a resident of White Hall during the early days of the Civil War and in his reminiscences recorded some of the villagers' activities:

"Day after day the men of the Village met in the P. O. at Antrim's (Maupin's) Store at mail time. The daily Richmond paper was taken out and I acted as reader to the listening crowd. The Holcomb Guards -- volunteer comp. -- was organized at once and drilled....The ladies of the vicinity united in making uniforms for them -- meeting for the purpose in the rooms above the store....The comp. was soon mustered into service as part of the 7th Va. Regt....we home guards took to patrolling the community at night--to see that the negroes were in their homes and quiet--& also to look after any disaffected whites. The negroes were invariably found all right -- and always at home -- go when we would....after a few weeks becoming satisfied that they had no idea of any insubordination, we gave it up." (MACH 44:35).

In May 1862, Stonewall Jackson, along with about half his troops, some 8,500 men, slipped eastward out of the Shenandoah Valley by way of the Brown's Gap Turnpike and traveled through White Hall on their way to the railroad depot at Mechum's River. Jackson and his troops are supposed to have camped on the grounds of Piedmont. At Mechum's River Jackson and his troops boarded trains to slip back into the Valley at Staunton, a maneuver which successfully surprised and confused the enemy (MACH 22: 19-20; McPherson 1982: 239).

#### **6.11.8 RECONSTRUCTION AND GROWTH (1865-1914)**

White Hall was bypassed by the railroad and declined in importance during this period. It remained, however, a small trading community for the surrounding farms and once supported

at least three stores, along with a blacksmith shop. Wyant's Store was built in 1888 by merchant Adam K. Wyant and once housed a social hall on the second floor. It burned in 1918 and was replaced by the present store building.

Although no community by the name of White Hall appears in the 1911 Chataigne's directory, there are listings for businesses, churches and professionals at Moorman's River. For example, Mount Moriah Methodist Church is listed at Moorman's River, as is White Hall Episcopal Church (no longer extant), and the community is described as having a population of 30. Among businesses listed are general merchants E. L. Harris, R. L. Powell and A. K. Wyant; two blacksmiths and wheelwrights; two livestock dealers; two corn and flour mills; four saw mills; a sassafras oil manufacturer; a shingle manufacturer; a tanner; one teacher and one physician (Chataigne 1911: 85-100). White Hall's School for white students was built in 1906. The two-story concrete school building (VDHR #02-1873)(Figure 6.11.5) was closed in the 1950s but recently was converted to a residence.

#### **6.11.9 WORLD WAR I to WORLD WAR II (1914-1945)**

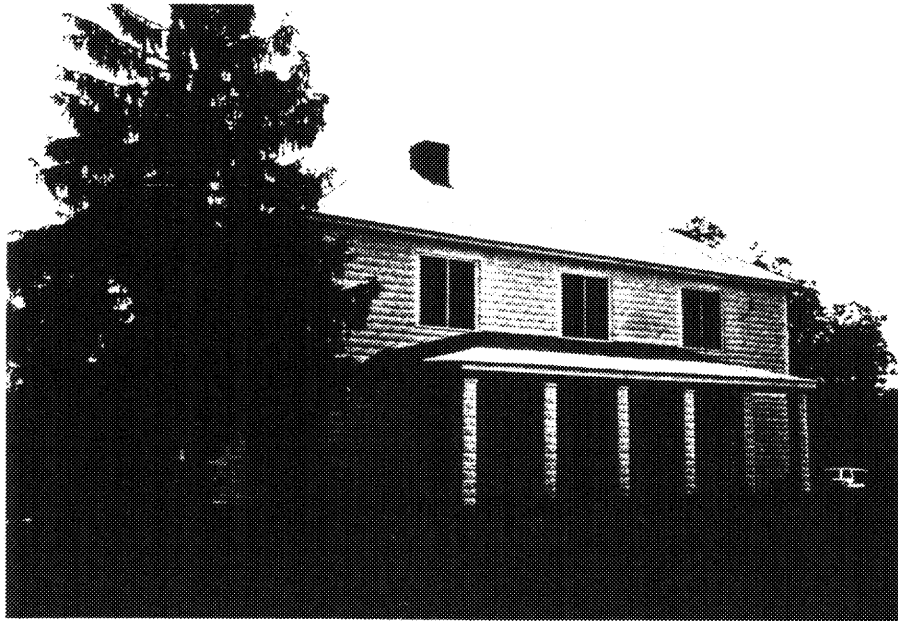
In 1933, a Civilian Conservation Corps (CCC) camp was established near White Hall on Route 614 as a part of New Deal relief programs following the Great Depression (Moore 1976: 385). In August 1944, this former CCC camp was converted into Camp Albemarle to house about 250 German prisoners of war. About ten to twelve barracks remaining from the CCC camp housed these men, and the main addition to the facility was a high fence with barbed wire at the top and guard towers at the corners. These prisoners were employed as agricultural laborers for surrounding orchards and farms at a time when the labor shortage was severe. The last occupants left the camp in May of 1946, and the buildings deteriorated. By the mid-1950s, almost all the structures were removed from the site (MACH 51: 131-7).





MAP 6.11.3 PEYTON MAP OF ALBEMARLE COUNTY (1875), SHOWING THE WHITE HALL AREA

FIGURE 6.11.5 WHITE HALL SCHOOL (WHITE), WHITE HALL





## 6.11.9

### ARCHITECTURAL DESCRIPTION OF WHITE HALL

White Hall is a small rural village located along two minor colonial era roads in northwestern Albemarle County. Consisting of approximately 10 historic resources, the village includes a variety of building types, including examples of domestic, religious, educational, and commercial architecture.

Of the residential buildings in White Hall, the Wyant House (VDHR 02-317) is probably the oldest. A two-story, gable roofed frame building from the late eighteenth or early nineteenth century, it also has a number of historic outbuildings on the property. Nearby is Piedmont (VDHR 02-316), part of which dates from the early 1800s. Originally a side-passage plan house, Piedmont has been expanded over the years and is now a typical center-hall-plan dwelling. Two other houses in White Hall date from the early and mid 1800s. Whitehall (VDHR 02-318), which has served as a tavern and home throughout its history, is a large, two-story, gable-roofed frame building. The imposing two-story front porch dates from the early 1900s. Home Place (VDHR 02-319) is a classic two-story, three-bay, gable roofed frame house with a two-over-two floor plan. All of these buildings are in a good state of preservation.

Of the two commercial buildings in White Hall, the Piedmont Store (VDHR 02-315) is the oldest and dates from the 1850s. It is in only fair condition, however. The Wyant Store (VDHR 02-2165) dates from the early 1920s. It is a typical small rural country store, with a gable-end entrance, front porch, and pressed tin ceiling on the interior.

Mount Moriah Methodist Church (VDHR 02-322) is located at the southern approach to the village. A large, two-story, gable-roofed brick building with a gable-end steeple, it was built in the 1830s and added onto subsequently several times. Along with its historic cemetery, it is an important historic resource in White Hall.

The old White Hall School (VDHR 02-1873) is one of the larger and better preserved twentieth century school buildings in the county. A two-story, concrete block building from the early 1900s, it is in good condition.

## 6.12 YANCEY MILLS

### 6.12.1 LOCATION

The community known today as Yancey Mills is located on either side of Route 797, north of Rt. 250 and east of I-64. The village is located in the White Hall magisterial district and its historic resources are within the Waynesboro-East USGS Quad. The Yancey Mill survey area is shown on Map 6.12.1

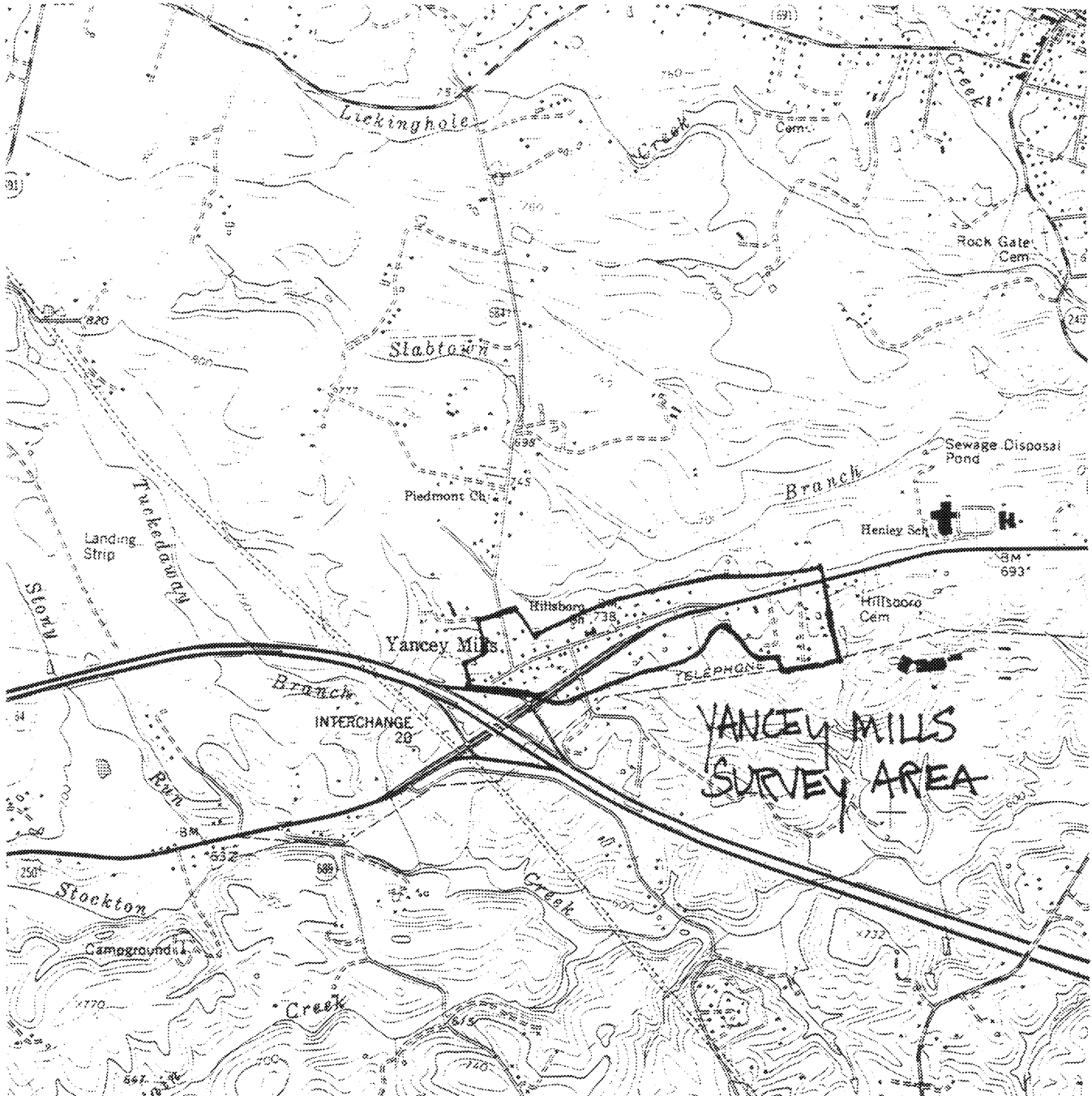
### 6.12.2 EXISTING CONDITIONS

No historic resources within the Yancey Mills Survey area are listed on the National Register of Historic Places. Ten resources within the survey area have been surveyed previously by VDHR. These resources, along with the applicable VDHR historic themes, are:

02-0126	Hillsboro Baptist Church	Religion
02-0447	Creasy House	Domestic
02-0835	Monger House	Domestic
02-0836	Green Teapot Hotel	Domestic
02-0837	Yancey Tavern	Domestic
02-9838	Brown House	Domestic
02-0839	Apperson-Boswell House	Domestic
02-0840	Masonic Hall	Social
02-0848	F.W. Yancey House	Domestic
02-0852	Five Oaks	Domestic

MAP 6.12.1 YANCEY MILLS SURVEY AREA

Source: USGS



During this project these resources were re-surveyed and an additional seven resources were surveyed. These resources, along with the applicable VDHR historic themes, are:

02-2179	Bollendorff House	Domestic
02-2180	House, U.S. 250	Domestic
02-2181	House, Route 749	Domestic
02-2182	Shuler House	Domestic
02-2183	House, Route 648	Domestic
02-2184	Otis Shifflett House	Domestic
02-2185	Dutch Garden Restaurant and Motel	Domestic

### **6.12.3 ORIGIN OF NAME**

The present village of Yancey Mills was formerly known as Hillsboro. References to Yancey Mills or Yancey's Mills which predate about 1875 usually refer to a community located about a mile west of Hillsboro along present U.S. 250. This first Yancey Mills was named for Charles Yancey, who operated a mill, distillery and tannery at this location. Hillsboro gradually became known as Yancey Mills when the Yancey Mills post office was moved to Hillsboro in the last quarter of the nineteenth century. Although the post office is no longer operating, the surrounding community has retained the name of Yancey Mills.

### **6.12.4 EARLY SETTLEMENT (1607-1750); COLONY TO NATION (1750-1789)**

Few communities in Albemarle County are as closely linked with road transportation as Hillsboro/Yancey Mills. One of the earliest roads in the county ran eastward from Rockfish Gap in the Blue Ridge, through the Yancey Mills area, and on to the Mechum's River Depot area. It was first authorized by a road order dating to 1748, only four years after Albemarle County was formed. At Mechum's River the road joined the Three Notch'd Road, which ran west from Richmond to the Blue Ridge (Introduction by Pawlett in VRT 10, vol. 1: n.p.).

The village of Hillsboro (now Yancey Mills) stands on land along the upper length of Mechum's River acquired by the Barksdale family, especially Jonathan Barksdale (d. 1831). Some of the Barksdale lands may have been purchased by his father, William Barksdale between 1765 and his death in 1796 (Woods 1901: 141-142).

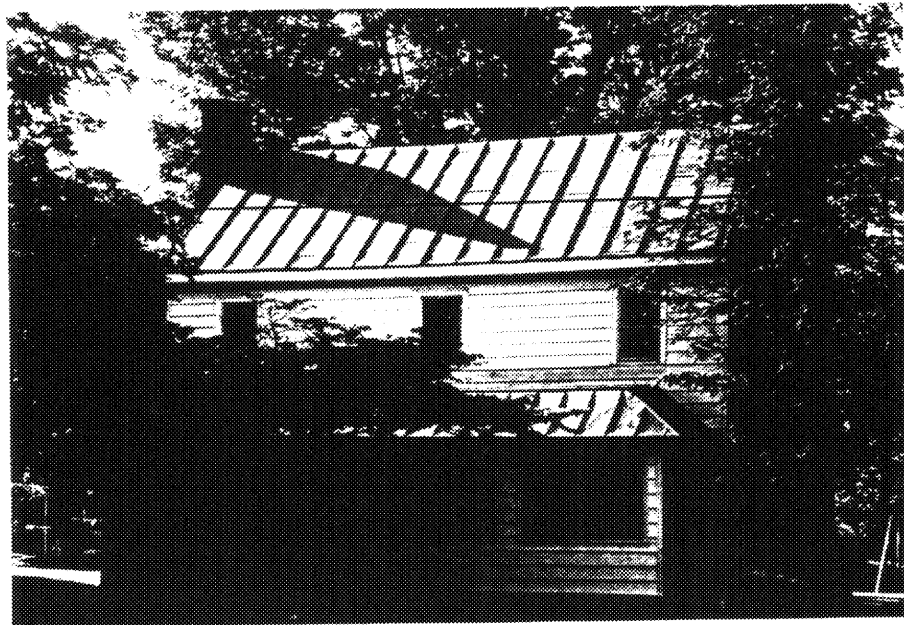
The road from Rockfish Gap ran directly through the present community of Hillsboro/Yancey Mills and encouraged the movement of settlers and businesses to this area. Called the Rockfish Road, the Rockfish Gap Road or the old Staunton Road (VRT 10. vol. 1: n. p.), this road was incorporated into the Rivanna and Rockfish Gap Turnpike in the early nineteenth century. The road leading northward from Hillsboro toward Crozet, today's Route 684, is referred to as Buck Mountain Road in some nineteenth-century deeds. It is not clear how early this extension of the early Buck Mountain Road came into use (Meeks interview, 10/02/95).

Taverns and ordinaries were an essential feature of the transportation system in Albemarle County during this period. Several taverns are known to have been built in the Hillsboro/Yancey Mills vicinity during the eighteenth and early nineteenth centuries. Black's Tavern, located one mile west of Hillsboro/Yancey Mills along present U.S. 250, is said to date from the 1760s. A two-story frame house, long known during the nineteenth century as Yancey's Tavern (VDHR#02-837)(Figure 6.12.1), stands on the south side of present Route 749 in Yancey Mills. It may date from as early as 1800.

As happened in other parts of the county, the original Yancey Mill village grew up around a grist mill. Hugh Alexander built a mill on Stockton Creek "not far from the foot of the hill west of Hillsboro" sometime during the eighteenth century (Woods 1901: 246-247). This mill was probably located along present U.S. 250 near the house now known as the Cedars between Greenwood and Hillsboro/Yancey Mills. This mill later was called Keye's Mill and still later, Humphrey's Mill.. It was "at one time...a noted centre in that section; roads were made to it from every quarter." (Woods 1901: 246-47). This mill was probably the same, or at least on the same site, as that later owned by the Yancey family.

**FIGURE 6.12.1**      **YANCEY TAVERN, YANCEY MILLS**

Source: Geoffrey Henry, Dames & Moore



### 6.12.5 EARLY NATIONAL PERIOD (1789-1830)

A post office was established at Keye's Mill around 1804. Salma Keys was appointed its first postmaster in July 1804. For a brief period this community was called Keys' Mills in postal records. One source says the name of the post office was changed to Yancey's Mills in November 1813 (Axelson 1991: 7). Hall reported Yancey's Mills listed in postal directories beginning in 1805 through 1859 and beyond (Hall 1973: 97).

Yancey Mills is named for Charles Yancey, who operated a tavern, store, mill and distillery in the early years of the nineteenth century (this has no relation to the previously mentioned Yancey Tavern, which was operated by a different Yancey somewhat later in the nineteenth century). Charles Yancey's enterprise was also known as May's Tavern and, after 1827, as Cocke's Tavern (Woods 1901: 358; 171). Some sources say these enterprises were operated by a Robert Yancey (VDHR #02-843). The site of the mill and tavern was on the south side of U.S. Route 250, just east of the historic building now called "Long House" and across the road from the Cedars (VDHR #02-843). Presumably the Charles Yancey mill was the same one formerly called Keys or Keyes's mill.

Both Hillsboro and Yancey Mills grew rapidly during this period. Mount Pleasant Methodist Church was built in 1828 on a hill "three or four hundred yards west" of Hillsboro (Woods 1901:136, 147-8). Thomas Bowen purchased the old Isaac Hardin property near Greenwood in 1837. He taught school in a building next to this church when he first came to the county (Woods 1901: 147-8).

Construction began on the Rivanna and Rockfish Gap Turnpike in 1829. This toll road connected Brook's Tavern at the foot of Afton Mountain with several shipping points on the Rivanna. It followed the routes of the former Rockfish and Three Notch'd roads through Charlottesville and on to Meriwether's Bridge across the Rivanna at the Woolen Mills (VRT 10, vol. 1: n.p.). The turnpike stimulated further growth in both Yancey Mills and Hillsboro.



### 6.12.6 ANTEBELLUM PERIOD (1830-1860)

The antebellum period was characterized by increased economic activity in both Yancey Mills and Hillsboro, due in large part to road traffic along the turnpike. In 1835, the community of Yancey Mills is described as being on the Rivanna and Rockfish Gap Turnpike "between Charlottesville and Staunton, 16 miles from the former, and 24 from the latter....It contains a tavern, one mercantile store and a blacksmith shop. Liberty Meetinghouse, in the neighborhood, is free for all denominations" (Martin 1835: 126). There was, however, no mention of the community of Hillsboro, and this description should be applied to the earlier location of Yancey's Mills.

Several buildings still standing in Hillsboro (now Yancey Mills) date from the antebellum period, although most have been added onto over their history. The original part of the building now known as the Green Teapot Hotel (VDHR #02-836) probably dates from the 1830s. The log portion of the Apperson-Brown House (VDHR #02-839)(Figure 6.12.2) also dates from the 1830s, and is a rare example of log domestic architecture in this part of the county. A small house (VDHR #02-2180)(Figure 6.12.3) standing on U.S. Route 250 just east of the present village of Yancey Mills, may also be log and appears to date from the antebellum period.

In October 1839, Hillsboro Baptist Church was founded at its present location, although the current church building (VDHR #02-126) dates from 1905. It replaced the original church destroyed by fire (CDP 8/26/1989). Hillsboro Church was an important focus for the community throughout the nineteenth century. Among the residents known to have lived in Hillsboro during the antebellum period are Peter McGehee, who was a merchant in Hillsboro for a time (Woods 1901: 260) and Addison Gentry, who taught a school for girls near the village (Woods 1901: 249).

**FIGURE 6.12.2**    **APPERSON-BROWN HOUSE, YANCEY MILLS**

Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.12.3 HOUSE, U.S. 250, YANCEY MILLS**

Source: Geoffrey Henry, Dames & Moore



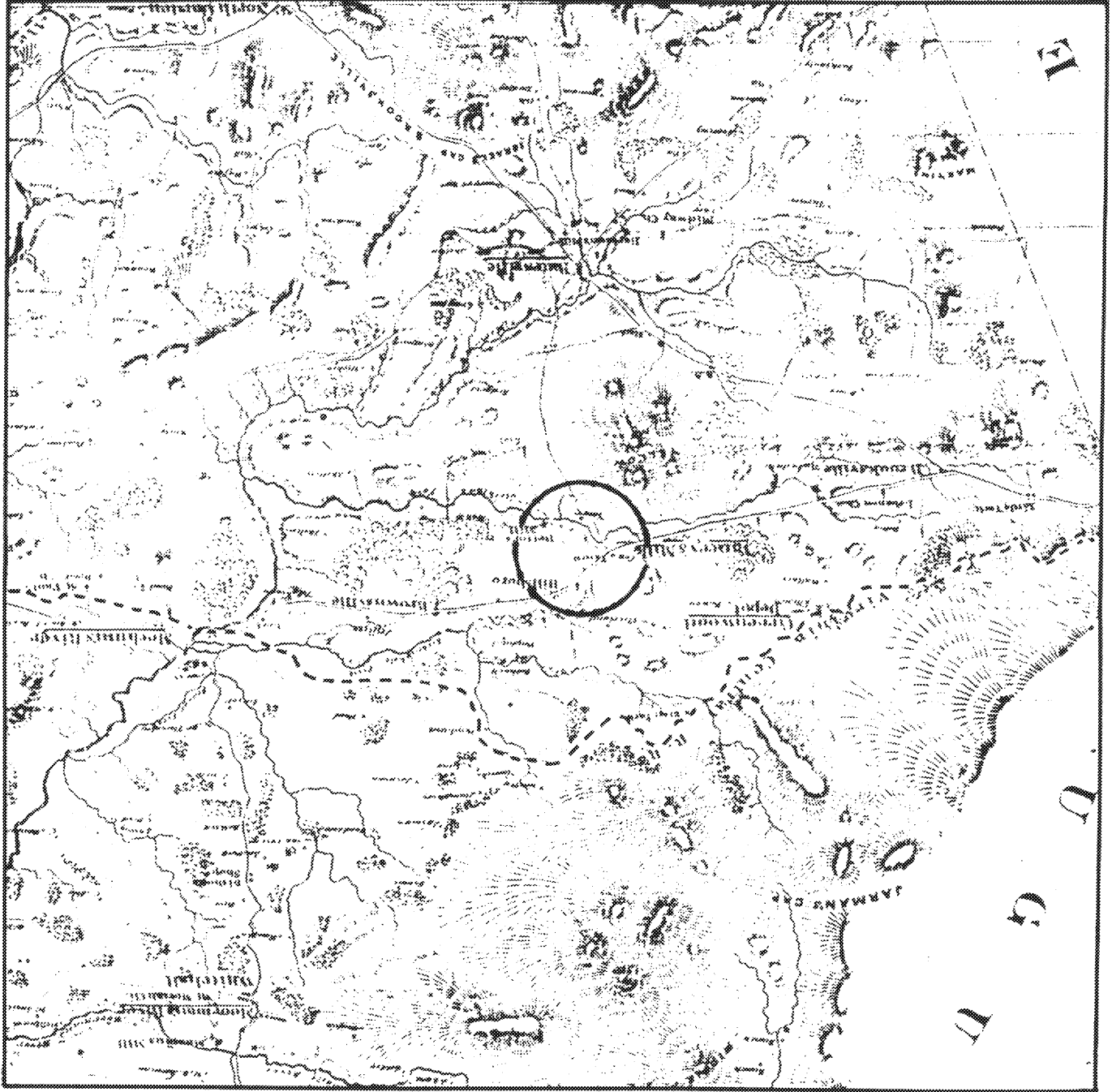
The railroad arrived in western Albemarle County in the 1850s, drastically changing the transportation patterns in this area. Traffic along the Rivanna and Rockfish Turnpike declined sharply, as farmers turned to the cheaper and quicker service offered by the railroad. In 1857, the turnpike was sold to Albemarle County, which administered it for the rest of the century (Moore 1976: 180).

#### 6.12.7 CIVIL WAR (1860-1865)

Relatively little military action occurred in either the Hillsboro/Yancey Mills area or Albemarle County during the Civil War. Hillsboro supplied men for its own company on the Confederate side (Moore 1976: 460). Men from Hillsboro made up Company K, the "Blue Ridge Rifles," one of ten companies which brought the 19th Virginia Regiment to full strength. (A company averaged eighty-three men). Company K was mustered into service in late May of 1861 (MACH 25:5-6).

#### 6.12.8 RECONSTRUCTION AND GROWTH (1865-1914)

A comparison of the two maps of Albemarle County published in 1866 and 1875 illustrates the shift of population and economic activity from Yancey Mills to Hillsboro, with the latter appropriating the former's name by the 1870s or 1880s. The 1866 Hotchkiss map of Albemarle County (Map 6.12.2) shows both Hillsboro and the postal village called "Yancey's Mills" located one mile west, next to "Cox's Tavern." The 1875 Peyton map (Map 6.12.3) indicates about thirteen buildings clustered along the road at Hillsboro. The church shown at this location is Hillsboro Baptist Church. Neither the former community of Yancey Mills or the gristmill are shown on this later map.



MAP 6.12.2 HOTCHKISS MAP (1866) OF ALBEMARLE COUNTY SHOWING  
HITTSBORO AND YANCEY MILLS

MAP 6.12.3 PEYTON MAP OF ALBEMARLE COUNTY (1875), SHOWING HILLSBORO AND YANCEY MILLS



Sometime between 1875 and 1885, the post office was moved from its location at the old Yancey Mills to Hillsboro. To avoid confusion with the town of Hillsboro in Loudoun County, the post office retained the name of Yancey Mills.

Chataigne's gazetteer of 1884-85 lists four general merchants, one florist, one corn mill and one wool dealer in Yancey Mills as well as twenty-six principal farmers in the surrounding countryside (Chataigne 1884-85: 74-80).

Because Yancey Mills was bypassed by the railroad in the nineteenth century, the town grew little in the period between the Civil War and the early 1900s. By 1911, the village's population was estimated at twenty-five (Chataigne 1911: 85-100).

One nearby resident described Yancey Mills in the early years of the twentieth century as "a quiet spot...with only a few houses, a church, a country store and an inn on one village street" (Smith: 38). Several older houses in Yancey Mills were remodeled during this period. A few houses, such as the Monger House (VDHR #02-835)(Figure 6.12.4) and the Brown House (VDHR #02-0838) were built in the first decade of the twentieth century.

The local Masonic lodge (VDHR #02-840) built a hall across from the Hillsboro Baptist Church sometime around 1910 which was used for other local gatherings as well. It is now owned by the Veterans of Foreign Wars.

Even though late nineteenth-century gazetteers referred to the village as Yancey Mills, the name of Hillsboro continued in use for some time, undoubtedly causing confusion. In providing directions for motorists, the 1908 *Automobile Blue Book* refers to "Hillsbury," meaning Hillsboro, with no mention of the name Yancey Mills (Moore 1976: 294).

**FIGURE 6.12.4 MONGER HOUSE, YANCEY MILLS**

Source: Geoffrey Henry, Dames & Moore





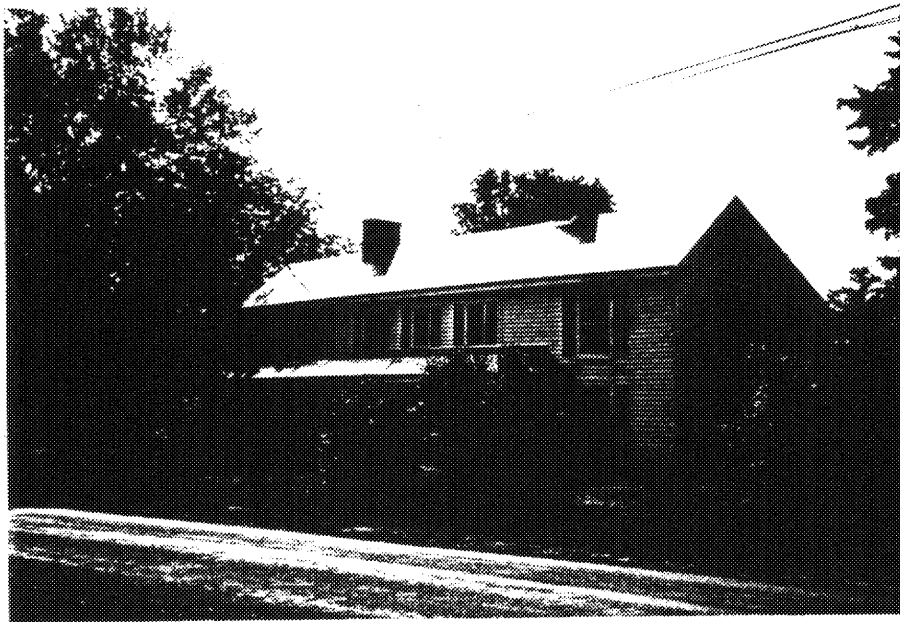
The automobile brought numerous changes to Yancey Mills. The present U.S. Route 250 was the result of highway department efforts to bypass communities with new highways. At Yancey Mills, this occurred between 1932 and 1948. Automobile tourism also increased in this area in the 1920s, as visitors traveled to the area's numerous historic monuments and scenic beauty spots. During the 1920s, a house in the village was converted to an inn or guesthouse called the Green Teapot (VDHR #02-836)(Figure 6.12.5). It was operated by two sisters from Philadelphia and the inn gained a reputation for its fine food and international clientele, among them several artists, actors, and writers (VDHR # 02-836; Smith 1972: 37).

The Dutch Garden Restaurant and Motel (VDHR #2-2185)(Figure 6.12.6) was another local landmark. The establishment was opened and operated by a Dutchman in the 1920s and continued in business until he returned to Holland during World War II. The three frame tourist cabins to the rear of the restaurant are among the earliest associated with the automobile era in Albemarle County.

Most of the houses still standing in Yancey Mills date from this period. Such houses as the Bollendorff House (VDHR #02-2184)(Figure 6.12.7) and the Otis Shifflet House(VDHR #02-2179) display features typical of the 1920s and 1930s. The Bollendorff may be a "catalogue" house, ordered from a manufacturer such as Sears & Roebuck or Montgomery Ward and assembled on site.

Most of Yancey Mills' importance as a commercial center declined after World War II. Albemarle County's economy changed from one based solely on agriculture and small towns, to a service and trading economy centered in Charlottesville. The construction of Interstate 64 in the late 1960s removed much commercial and tourist traffic from U.S. 250, further contributing to Yancey Mills' decline. Today Yancey Mills is an exclusively residential community.

**FIGURE 6.12.5 GREEN TEAPOT HOTEL, YANCEY MILLS**  
Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.12.6**     **DUTCH GARDEN RESTAURANT AND MOTEL, YANCEY MILLS**  
Source: Geoffrey Henry, Dames & Moore



**FIGURE 6.12.7 BOLLENDORFF HOUSE, YANCEY MILLS**

Source: Geoffrey Henry, Dames & Moore



Yancey Mills is a small rural village located along Route 749 in western Albemarle County. Primarily a residential community, Yancey Mills contains buildings spanning several periods of Albemarle County's architectural history. Although most houses are of frame construction, there are at least two log buildings in the community. Several buildings also have served as taverns or hotels during their history.

Several houses, such as the Yancey Tavern (VDHR 2-837), Apperson-Boswell House (VDHR 2-839), and the Green Teapot Hotel (VDHR 2-836) date from the antebellum period. Part of the Apperson Boswell House is log, as is a small, gable-roofed house presently located on the south side of U.S. Route 250 at the eastern approach to the village.

Numerous houses were built in Yancey Mills during the last half of the nineteenth century and first twenty years of the twentieth century. They are typical two-story, gable-roofed I-houses, usually with a projecting wing on the rear or on the front. The Creasy House (VDHR 2-447) is a well-preserved example of a late nineteenth century I house and also features a number of historic outbuildings. The Shuler House (VDHR 2-2145) and the F.W. Yancey House also date from this period. The Monger House (VDHR 2-2148) is a large Queen Anne-style residence with a wrap-around porch and decorative wood trim. It possesses a number of historic outbuildings.

Yancey Mills experienced great popularity as a stop on the way to the scenic Blue Ridge Mountains during the early years of automobile travel. The Dutch Garden Restaurant and Motel was built in the 1920s and includes three small wooden tourist cabins, as well a frame restaurant building. The Green Teapot Hotel was enlarged during this period, with its front porch and interior detailing dating from the 1910-1920 period.

Two other important early-twentieth century buildings stand in Yancey Mills. Hillsboro Baptist Church (VDHR 2-126) dates from 1906 and is a medium-sized gable-roofed brick church

with a prominent steeple. A two-story frame Masonic Lodge (VDHR 2-840), now the VFW Hall, is important as an early and relatively intact masonic hall in Albemarle County.

## 7.0 RESEARCH DESIGN

### 7.1 OBJECTIVES

An historic resource survey is most effective when it is integrated into comprehensive historic preservation planning. Goals for survey activities can then be identified as part of the planning process. Survey goals were established from the beginning among the VDHR, the ACDP, and D&M architectural historians. These survey goals included:

- Conduct a complete and comprehensive architectural survey, according to VDHR standards and guidelines, of eleven villages and towns in Albemarle County. The scope of work was amended to include architectural survey work in the village of Milton.
- Prepare oral and written presentations of findings, including a written final report for the project. This final report would include a comprehensive historic context for each of the villages and towns according to the 18 historic themes developed by the VDHR. The scope of work later was amended to include an historic context for the village of Milton. The requirement for an historic context for Crossroads/North Garden was eliminated.
- Provide the necessary historical and architectural information to recommend nomination of historic districts within the surveyed villages to the National Register of Historic Places and the Virginia Landmarks Register.
- Increase public awareness of and interest in the historic villages of Albemarle County.

## 7.2 SURVEY METHODOLOGY

The survey methodology as proposed by Dames & Moore and their subcontractor Melinda Frierson was accepted by the VDHR and the ACDP. It consisted of the following five components:

### **Archival Research**

In cooperation with VDHR, Dames & Moore historians and architectural historians and Ms. Frierson developed a research plan for this study. The plan involved an examination of previous survey work in the study areas; a review of existing historical information on the study areas; and the search for and distillation of additional information on the villages and towns.

Ms. Frierson conducted research at numerous archives and libraries during this project. Research was conducted at the Alderman Library and the Fiske-Kimball Fine Arts Library at the University of Virginia in Charlottesville, the library of the Charlottesville-Albemarle Historical Society in Charlottesville, and the VDHR archives in Richmond. Additional research was conducted by Dames & Moore architectural historians at the Library of Congress in Washington, D.C.

A wide variety of research sources was used throughout the survey. Business gazetteers and directories for Virginia published at irregular intervals between 1835 and 1917 were consulted. They proved invaluable sources for population figures, contemporary descriptions, and names and activities of businesses in most of the surveyed villages.

Historic maps of Albemarle County include the Gilmer map of 1864, the Hotchkiss map of 1866, the Peyton map of 1875, the Massie map of 1907, and the Pittner Map of 1922. These



maps were consulted for information on names of property owners, location of important historic landmarks, and the evolution of towns and villages in general in Albemarle County.

Albemarle County possesses two excellent general histories, both of which were consulted extensively throughout the research phase of this project. These are *Albemarle County in Virginia* (1907) by Rev. Edgar Woods, and *Albemarle-Jefferson's County* (1976) by John Hammond Moore.

Existing information on file at the VDHR archives in Richmond was also consulted. This included National Register nomination forms for the three properties (Spring Hill, Cove Church, and Crossroads Tavern) located within the twelve villages. Survey forms on resources previously surveyed by VDHR were copied and reviewed for completeness and accuracy.

### **Fieldwork Methodology**

VDHR and Dames & Moore staff conducted a preliminary field visit to each of the twelve villages in Albemarle County and established preliminary survey area boundaries. Generally, only those resources considered contributing to a potential historic district were surveyed. Fieldwork began in January and ended in late April 1995. All resources were surveyed on the reconnaissance level by Dames & Moore architectural historians working as a team. Simple site plans were drawn for all surveyed resources, and at least two photographs were taken of the primary resource as well as contributing secondary resources. Although no resources were surveyed on the intensive level, the interiors of a limited number of buildings were viewed and recorded.

### **Data Entry**

Data entry of survey information was done at Dames & Moore by computer technicians trained in IPS. Dames & Moore employees Aileen Dorney and Susan Travis, and architectural historians Geoffrey Henry and Steven Moffson.

## **Written Presentation of Findings**

This written survey report, detailing findings of the survey, evaluations of surveyed resources, and recommendations for further study was the final product of the architectural survey of villages and towns in Albemarle County. This final report includes an historic context for each village researched and written by Dames & Moore's subcontractor Melinda Frierson.

## **Public Involvement**

The involvement of residents and property owners in each of the villages surveyed was a high priority of the VDHR, the ACDP and Dames & Moore. To this end, news releases describing the architectural survey were distributed to the print, radio, and television media. Reporters from television station WVIR and radio station WINA, both in Charlottesville, interviewed architectural historian Geoffrey Henry on the goals, purposes, and expected findings of the architectural survey. A public meeting was held at the beginning of the project in January at the Albemarle County Office Building in Charlottesville. Approximately 50 citizens attended this informational meeting at which survey personnel were introduced, the survey purpose and methodology were explained, and some likely results of the survey were discussed. Local historians and other interested residents were contacted throughout the survey for both specific information on particular buildings, and a general history of the project area. At the end of the project, a public meeting was held with VDHR staff, the Albemarle County Supervisors, Albemarle County Department of Planning staff, and interested citizens.

## **7.3 EXPECTED RESULTS**

Based on a review of previously surveyed resource materials, historic maps, and oral histories, it was expected that there would be several villages potentially eligible for listing on

the National Register as historic districts. These villages have been the subject of numerous magazine and newspaper articles, and have been studied previously by both VDHR staff and students from the University of Virginia School of Architecture. A computer search by ACDP staff identified those buildings in each village that were pre-1900 in date. This formed the basis for the 200 historic resources specified in the Request for Proposals. Field inspections of the twelve proposed survey areas by VDHR architectural historian Marc Wagner confirmed that there were potentially many more historic resources in the villages than the 200 specified in the Request for Proposal for this survey.

## 8.0 SURVEY FINDINGS

Data from the architectural survey of twelve villages and towns in Albemarle County was entered into the Integrated Preservation Software (IPS) program. Results of the survey are presented in the form of reports for each individual village or town. These are found in the following appendices.

- Appendix B Advance Mills Reports
- Appendix C Batesville Reports
- Appendix D Covesville Reports
- Appendix E Crossroads/North Garden Reports
- Appendix F Crozet Reports
- Appendix G Free Union Reports
- Appendix H Greenwood Reports
- Appendix I Ivy Reports
- Appendix J Milton Reports
- Appendix K Proffit Reports
- Appendix L White Hall Reports
- Appendix M Yancey Mills Reports

## 9.0 EVALUATION

During the architectural survey, each village was evaluated by Dames & Moore historians and architectural historians for its potential eligibility for listing on the National Register of Historic Places. (Because the survey was conducted on the reconnaissance level and only the exterior appearance of buildings was assessed, no evaluations of individual resources for their potential eligibility for the National Register were performed). Each village was evaluated according to the National Register criteria, and according to National Register standards for integrity.

### 9.1 POTENTIAL HISTORIC DISTRICTS

As a result of this survey, six potential National Register-eligible districts were identified. These potential historic districts are:

- Advance Mills Historic District
- Batesville Historic District
- Crozet Historic District
- Proffit Historic District
- White Hall Historic District
- Yancey Mills Historic District

### 9.2. NATIONAL REGISTER CRITERIA

Of the four National Register criteria, three--Criteria A, B, and C--relate to the potential historic districts in the twelve surveyed Albemarle County villages and towns. The National Register criteria are stated in Appendix A and the relevant criteria are explained below.

## **Criterion A**

Criterion A relates to the broad patterns of history, as well as specific events. Most of the historic resources in the surveyed villages of Advance Mills, Batesville, Crozet, Proffit, White Hall and Yancey Mills contribute to the districts' significance under Criterion A. For example, many buildings in Crozet relate to the prominent role played in the town's history by the railroad, the apple and peach orchard industry and other commercial activities. Historic resources in the six potential historic districts represent a number of different historic themes or broad patterns of history. These include, agriculture, architecture, manufacturing-processing, religion, transportation, recreation-art, social, and commerce.

## **Criterion B**

Criterion B relates to significant individuals. A few of the six potential historic districts contain resources associated with prominent individuals, usually on the local level. For example, the J.M. Fray House in Advance Mills is potentially significant as the home of J.M. Fray, founder of the village. More intensive research on individual buildings in these villages will undoubtedly reveal further associations with prominent individuals.

## **Criterion C**

Criterion C relates to a resource significant as the work of a master or which embodies a distinctive building type or style. Nearly all of the surveyed villages contain good examples of several important American architectural styles from the late eighteenth, nineteenth and twentieth centuries. Batesville Methodist Church in Batesville is an excellent example of a small classical revival brick church from the nineteenth century. Its builder is also known. Kirklea, in Ivy, and the McCormick House, in Covesville, are rare examples of the Queen Anne style.

## **Criterion D**

Criterion D relates to the ability of a resource to contribute data to understanding history or pre-history. None of the villages were evaluated according to criterion D.

### **9.3 INTEGRITY**

An historic district must also possess integrity. Integrity is the ability of the individual property or district to convey its significance. To be listed on the National Register of Historic Places, a district must not only be significant under at least one of the National Register criteria, but it must also possess integrity. Within the concept of integrity, the National Register recognizes seven aspects that in various qualities define integrity. These aspects are location, design, setting, materials, workmanship, feeling and association. These aspects were considered in the process for all properties in the Albemarle County survey, whether they are surveyed on the intensive or the reconnaissance level.

### **9.4 EVALUATION**

Each of the twelve surveyed villages was evaluated by Dames & Moore architectural historians according to the National Register criteria. Steps in assessing the integrity of a potential historic district include: defining the essential physical features of the district; determining whether the essential physical features are visible; determining whether the district need(s) to be compared to other properties; and determining which aspects of integrity are essential to the districts' nomination to the National Register of Historic Places.

The applicable criteria used in evaluation also determine the degree to which considerations of integrity apply. A district evaluated according to its significance under Criterion C will usually need to possess a higher level of integrity than one evaluated according to either Criterion A or B.

The integrity of each of the surveyed villages was assessed to determine whether each is eligible for listing on the National Register. For a district to retain integrity as a whole, the majority of the components that make up the district's historic fabric must possess integrity even if they are individually undistinguished. Character defining features such as building height and distribution, materials, scale, and treatment all must be assessed when determining both the significance of the district and the district's boundaries.

As a result of this survey, six potential National Register-eligible districts were identified. Boundaries for these potential historic districts were identified in the field and drawn on USGS maps. The boundaries were drawn to include the historic resources associated with the most important historic themes and time periods associated with each village.

The six potential historic districts are described below, along with a statement of significance:

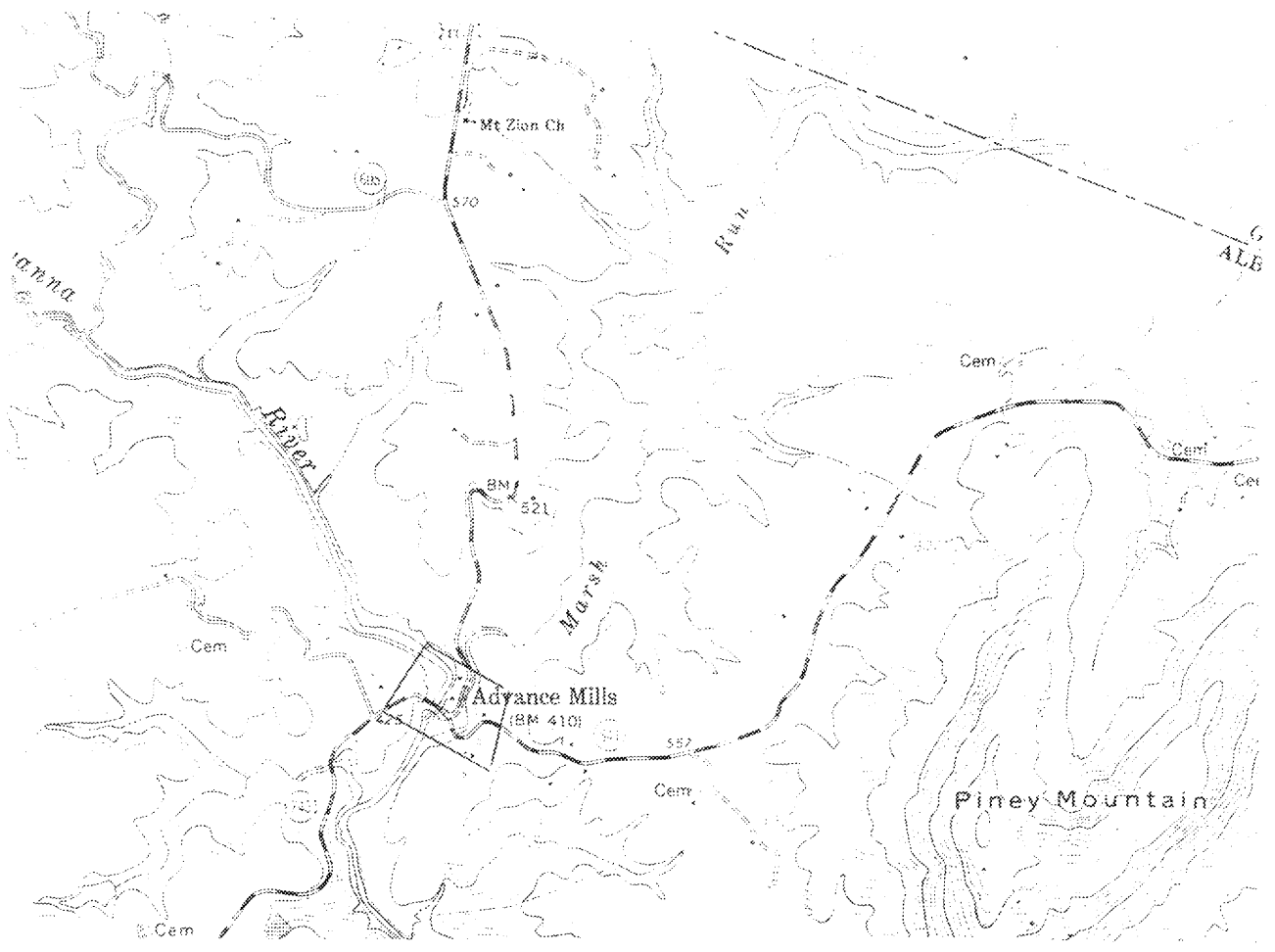
#### **1. Advance Mills Historic District**

The boundaries for the potential Advance Mills Historic District are shown on Map 9.4.1.

The Advance Mills Historic District is significant on the local level under Criterion A in the areas of agriculture, domestic, transportation, and manufacturing. The outbuildings associated with the J.M. Fray House are an outstanding collection of nineteenth and twentieth century agricultural and domestic outbuildings. The village contains a small but intact collection of domestic buildings dating between the late eighteenth to early twentieth centuries. The Advance Mills Bridge is a rare late nineteenth-century metal truss bridge. Although the locally important nineteenth-century Fray Grist Mill is no longer extant, the associated mill dam, mill race, turbines, and mill foundations are still extant.



**MAP 9.4.1 BOUNDARIES OF POTENTIAL ADVANCE MILLS HISTORIC DISTRICT**



The Advance Mills Historic District is also significant under Criterion C. Sunnybank, built by the Fray family in the early 1900s, is a significant and well-preserved example of the Colonial Revival style. It is one of the most noteworthy houses of this style in this area of Albemarle County.

The Advance Mills Historic District retains a good level of architectural integrity.

## **2. Batesville Historic District**

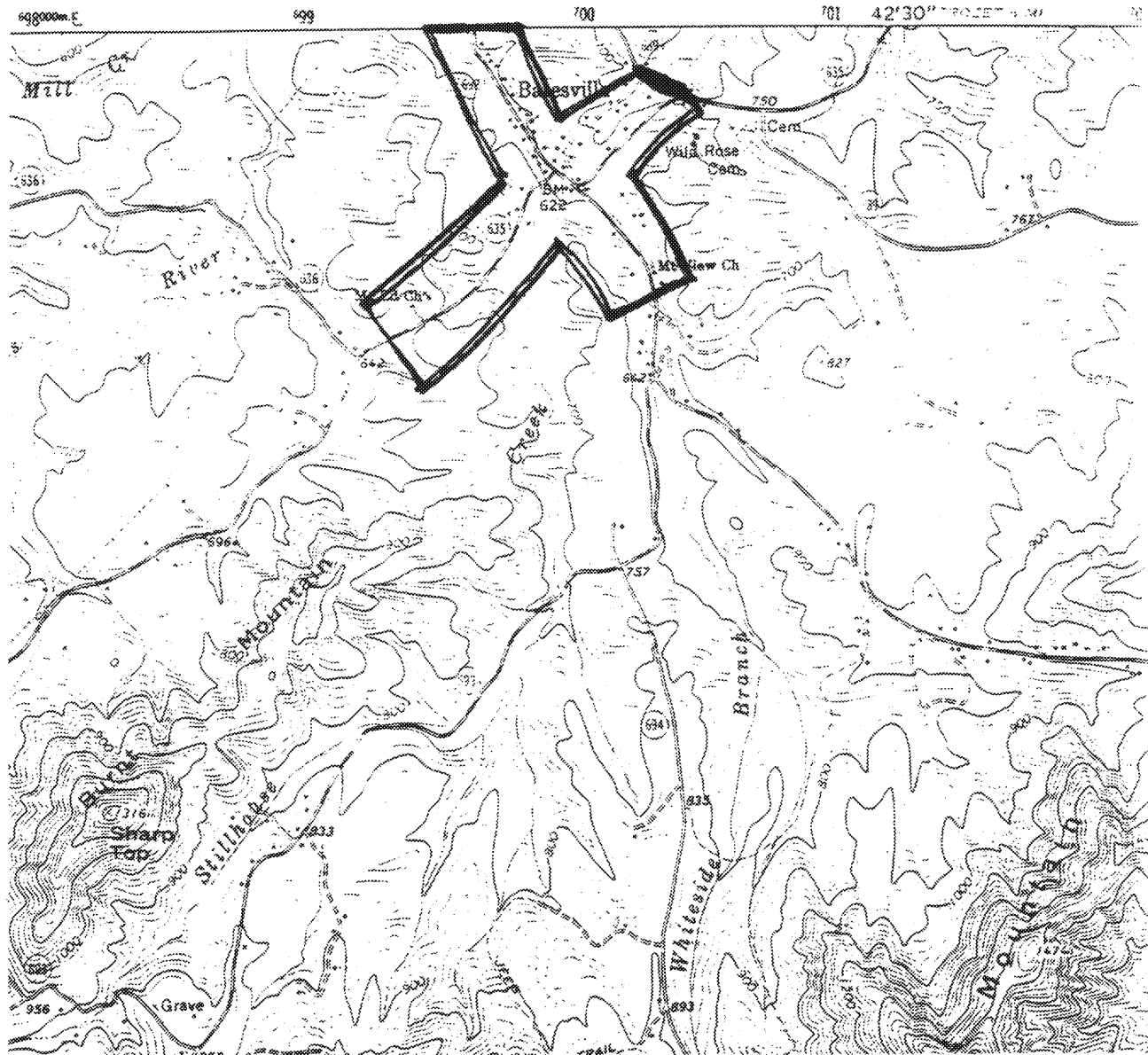
The boundaries of the potential Batesville Historic District are shown on Map 9.4.2.

The Batesville Historic District is significant under Criterion A in the areas of domestic, commerce, government/law, education, and religion. The village contains a large and well-preserved collection of historic dwellings ranging in date between the early nineteenth and early twentieth centuries. Batesville contains four extant historic commercial buildings from the late nineteenth and early twentieth centuries. The Batesville Post Office is housed in Page's Store, and is one of the oldest functioning rural post offices in Albemarle County. The Batesville School, built in 1913, is a generally well-preserved early twentieth century school building, one of only a few still standing in Albemarle County. Batesville's three historic churches reflect the growth of religious activity in Batesville during the nineteenth century.

The Batesville Historic District is also significant under Criterion C. The village contains superlative examples of the Federal, Classical Revival, Colonial revival, and Victorian styles. Batesville Methodist Church was built in 1862 by brickmason James Via. Via was also probably responsible for the construction of the Mount Ed Baptist Church in Batesville.

MAP 9.4.2 BOUNDARIES OF POTENTIAL BATESVILLE HISTORIC DISTRICT

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



The Batesville Historic District retains a good level of architectural integrity.

### **3. Crozet Historic District**

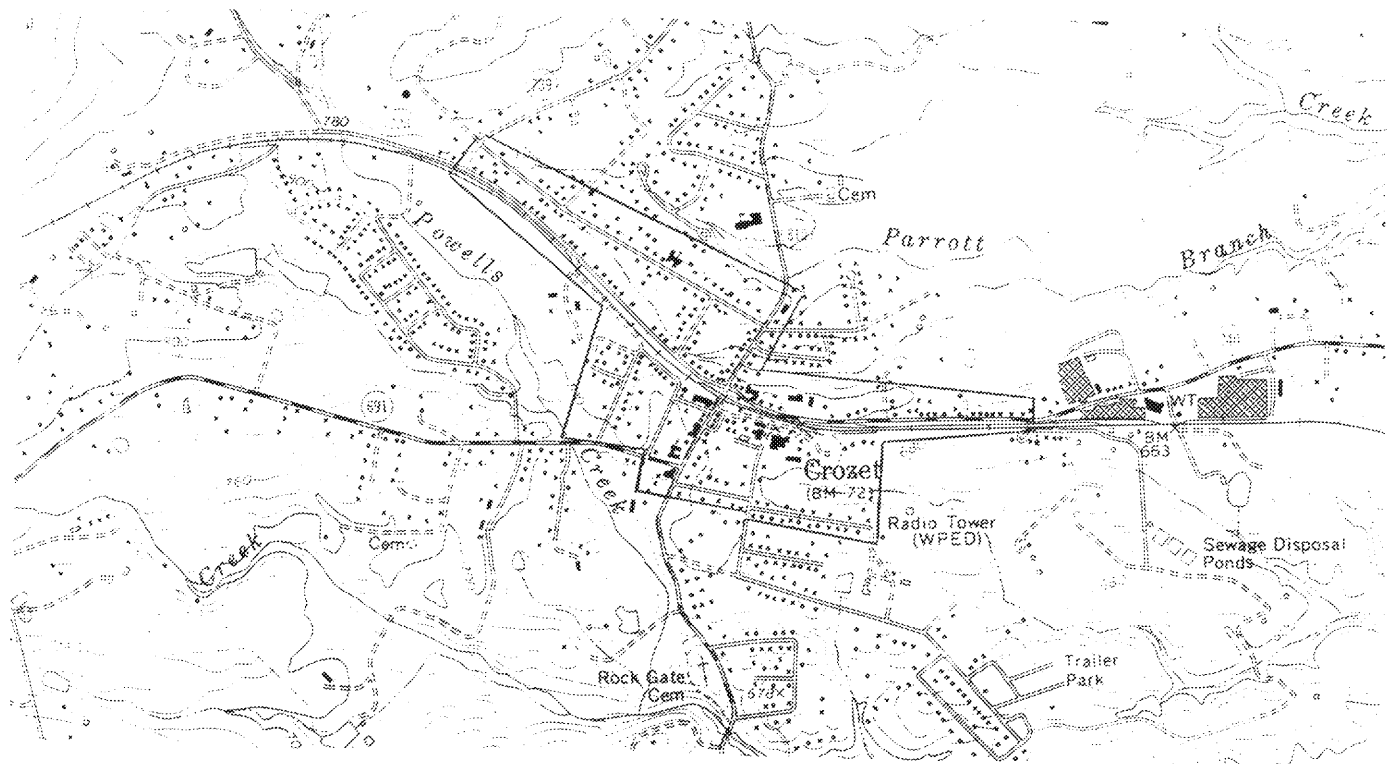
The boundaries of the potential Crozet Historic District are shown on Map 9.4.3

The Crozet Historic District is potentially significant on the local level under Criterion A in the areas of domestic, education, religion, commerce, transportation, manufacturing, and social. The town contains a large and well-preserved collection of dwellings ranging in date between the mid nineteenth to the mid twentieth centuries. Crozet High School was built in 1925 and is a well-preserved example of a multi-room brick school in Albemarle County. Crozet's three historic churches and two historic parsonages date from the late nineteenth and twentieth centuries and reflect the growth of religious activity in the town during this period. Crozet contains a large and relatively intact commercial district, with buildings ranging in date between the late nineteenth and early twentieth centuries. The Crozet train station and railroad overpass are important reminders of the town's close historical association with the C&O Railroad. The district also contains two early twentieth-century gas stations. Several historic factories and warehouses associated with the once-important apple and peach packing industries still stand in Crozet. The Crozet Woman's Club was housed for many years in a building in Crozet dating from the 1910s.

The Crozet Historic District is also significant under Criterion C. The district contains numerous well-preserved examples of the Colonial Revival, American Four Square, Bungalow, Tudor Revival, and Gothic Revival styles.

The Crozet Historic District retains a good level of architectural integrity.

MAP 9.4.3 BOUNDARIES OF POTENTIAL CROZET HISTORIC DISTRICT



#### **4. Proffit Historic District**

The boundaries of the potential Proffit Historic District are shown on Map 9.4.4.

The Proffit Historic District is potentially significant on the local level under Criterion A in the areas of domestic, ethnic, religion, and manufacturing. The village contains a small collection of well-preserved dwellings from the late nineteenth and early twentieth centuries. Proffit is a rare surviving historically black community in Albemarle County. It contains a number of dwellings built in the late nineteenth century by the town's original settlers. Evergreen Church is significant for its association with an historically black congregation. The remains of the operations of the Ohio Sulphur Mining Company in Proffit are significant as an unusual mine complex in Albemarle County.

The potential Proffit Historic District retains a fair level of architectural integrity.

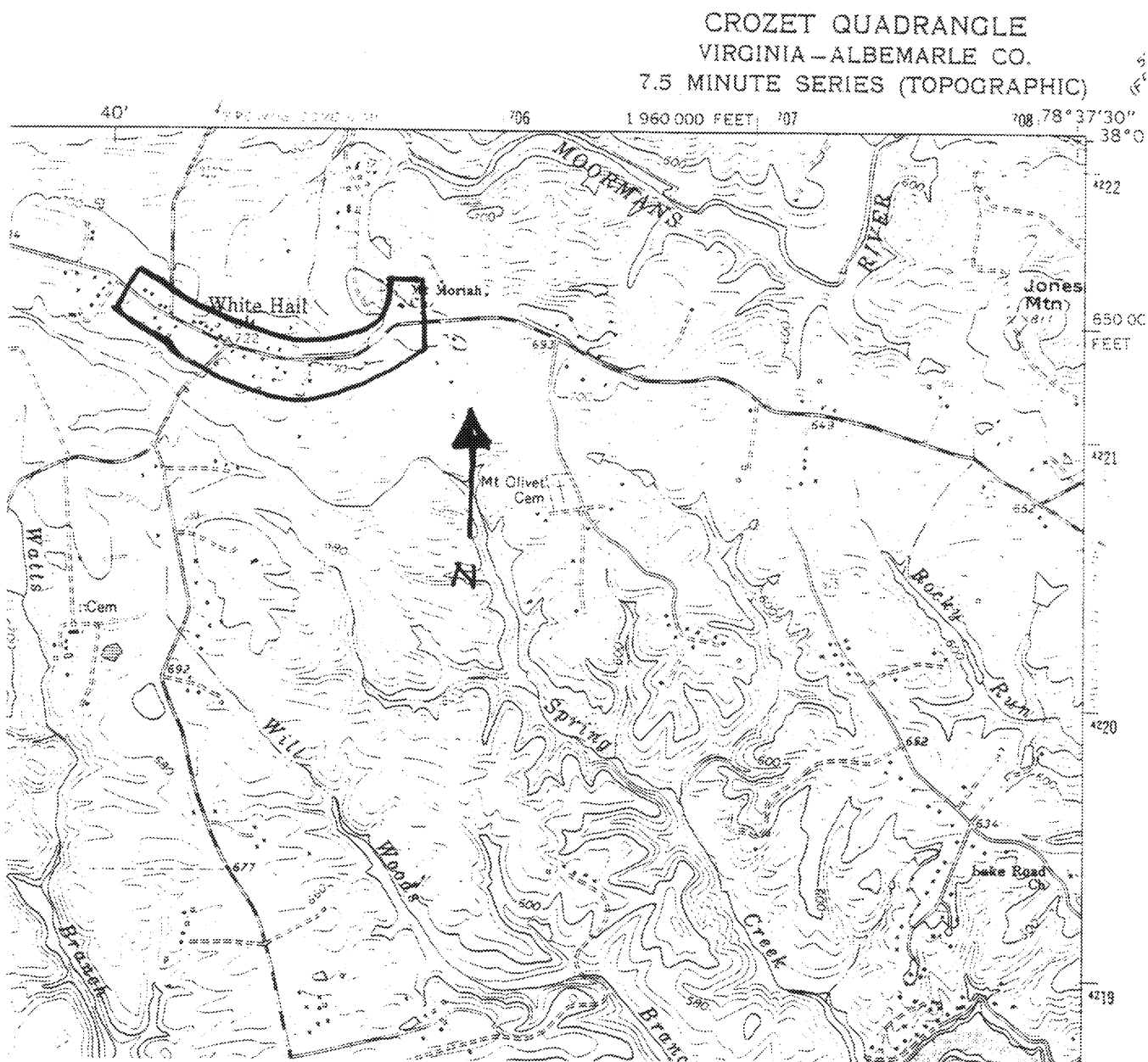
#### **5. White Hall Historic District**

The boundaries of the potential White Hall Historic District are shown on Map 9.4.5

The White Hall Historic District is potentially significant on the local level under Criterion A in the areas of domestic, commerce, education, and religion. The village contains a small but well-preserved collection of domestic buildings ranging in date between the late eighteenth to the early twentieth centuries. Wyant's Store is a well-preserved rural general store from the early twentieth century. The former White Hall School is a rare example of an early-twentieth-century, multi-room school building in



MAP 9.4.5 BOUNDARIES OF POTENTIAL WHITE HALL HISTORIC DISTRICT





Albemarle County. Mount Moriah Church is significant for its association with one of the oldest Methodist congregations in the county.

The White Hall Historic District is also significant under Criterion C. The district contains several significant examples of the Federal, Greek Revival, and Classical Revival styles.

The White Hall Historic District retains a good level of architectural integrity.

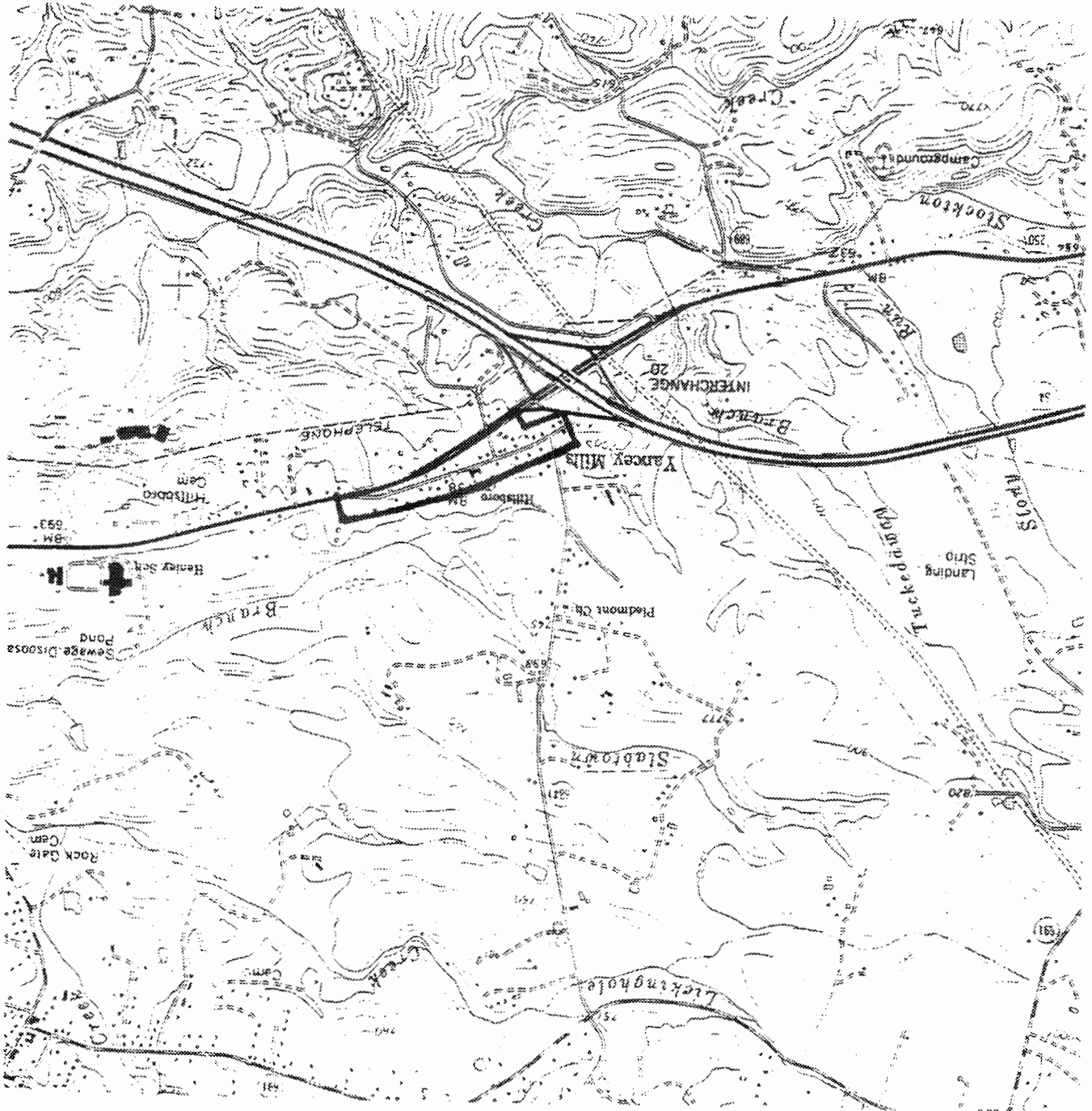
#### **6. Yancey Mills Historic District**

The boundaries of the potential Yancey Mills Historic District are shown on Map 9.4.6.

The Yancey Mills Historic District is potentially significant on the local level under Criterion A in the areas of domestic, social, and religion. The village contains a large and well-preserved collection of domestic buildings ranging in date between the early nineteenth and early twentieth centuries. There are also several taverns and historic motel buildings in Yancey Mills, indicative of the village's long history as a way station on several transportation routes. The Yancey Mills Masonic Lodge Building is a rare historic fraternal lodge hall in Albemarle County. The Hillsboro Baptist Church is associated with the long history of Baptist religious activity in this area of Albemarle County.

The Yancey Mills Historic District is also significant under Criterion C. The village contains several superior examples of the Federal, Gothic Revival, and Colonial Revival styles.

The Yancey Mills Historic District retains a good level of architectural integrity.



MAP 9.4.6 BOUNDARIES OF POTENTIAL YANCEY MILLS HISTORIC DISTRICT

## 10.0 RECOMMENDATIONS

### 10.1 INTRODUCTION

Numerous architectural surveys have been conducted in Albemarle County over the years. Since the mid 1970s architecture students at the University of Virginia have conducted studies of individual buildings in Albemarle County under the guidance of Professor K. Edward Lay. Between 1978 and 1981 VDHR architectural historian Jeff O'Dell conducted a comprehensive reconnaissance-level architectural survey of Albemarle County. A pre-historic and historic context for Albemarle County was prepared for Albemarle County in 1994-1995 by the consulting firm of Garrow & Associates, Inc. The survey of historic villages and towns conducted by Dames & Moore during 1995 resulted in the survey of twelve villages and towns in Albemarle County and the preparation of historic context statements for eleven of these communities. Despite this extensive survey coverage, there is still need for further survey and registration activity in Albemarle County.

### 10.2 RECOMMENDATIONS FOR FUTURE SURVEY ACTIVITY IN ALBEMARLE COUNTY

There are four additional survey activities recommended for Albemarle County:

1. **Reconnaissance Level Survey of Additional Resources within the villages of Batesville, Covessville, Crozet, Free Union, Ivy, Greenwood/Country Store, and White Hall**

Additional survey work is warranted in seven of the twelve villages and towns surveyed during this project. These villages, and the approximate number of historic resources within each village that need to be surveyed are:

- Batesville 5 resources
- Coveseville 5 resources
- Free Union 5 resources
- Crozet 35 resources
- Greenwood/Country Store 5 resources
- Ivy 10 resources
- White Hall 5 resources

**2. Intensive Survey of Historic Resources Within the villages of Coveseville, Crossroads/North Garden, Free Union, Greenwood/Country Store, Ivy, and Milton**

The villages of Coveseville, Crossroads/North Garden, Free Union, Greenwood/Country Store, Ivy, and Milton are not recommended for listing as historic districts on the National Register of Historic Places and the Virginia Landmarks Register. However, there are historic resources within each village, that are potentially eligible for listing on the two registers. These resources will require intensive survey and formal evaluation by the VDHR staff before it can be determined whether any are eligible for listing on the National Register. The following resources are recommended for intensive survey:

- **Coveseville**  
 Boaz House  
 Cove Lawn Farm  
 McCormick House  
 Lackey Store  
 Johnson Store  
 McClanahan Apple Packing Plant
- **Crossroads/North Garden**  
 Woodson's Mill and Miller's House  
 Meadowfield Farm

- **Free Union**  
Harris Store  
Free Union Baptist Church
- **Greenwood/ Country Store**  
Greenwood School
- **Ivy**  
Valley Point farm  
Home Tract  
Brick Store  
Kirklea  
Mt. Calvary Baptist Church  
Wood House
- **Milton**  
Locust Grove  
Milton Farm

**3. Identification and Reconnaissance-Level Survey of Additional Towns and Villages in Albemarle County**

Along with the previously surveyed town of Scottsville, the twelve villages and towns surveyed during this project are the best known communities in Albemarle County. However, numerous other villages and settlements in Albemarle County are in need of survey and possible listing as National Register Historic Districts. The following communities in Albemarle County are recommended for reconnaissance level survey:

- Alberene
- Boonesville
- Brown's Cove
- Burnleys
- Carter's Bridge
- Esmont
- Farmington
- Greenwood Depot

- Hatton
- Howardsville
- Keene
- Millington
- Newtown
- Nortonsville
- Red Hill
- Rio
- South Garden
- Warren

#### **4. Preparation of an Historic Context for Crossroads/North Garden**

VDHR and ACDP budgetary constraints prevented the preparation of an historic context for the village of Crossroads/North Garden. Thus, the village of Crossroads/North Garden was not evaluated for listing on the National Register of Historic Places and the Virginia Landmarks Register, pending the preparation of an historic context statement for this community.

### **10.3 RECOMMENDATIONS FOR FUTURE REGISTRATION ACTIVITY IN ALBEMARLE COUNTY**

#### **1. Nomination of the Villages of Advance Mills, Batesville, Crozet, Proffit, White Hall, and Yancey Mills to the National Register of Historic Places and the Virginia Landmarks Register**

Six of the villages and towns surveyed during this project are recommended for listing on the National Register of Historic Places and the Virginia Landmarks Register. These villages, and the criteria under which they are recommended for nomination are:

- **Advance Mills Historic District**, eligible under Criterion A in the areas of Industry/Processing, transportation, and agriculture; and Criterion C in the area of architecture.
- **Batesville Historic District** eligible under Criterion A in the areas of domestic, religion, commerce, government/law, and education; and under Criterion C in the area of architecture.
- **Crozet Historic District**, eligible under Criterion A in the areas of transportation, domestic, commerce, Industry/Processing, religion, social, and education; and under Criterion C in the area of architecture.
- **Proffit Historic District**, eligible under Criterion A in the areas of ethnic, religion, Industry/Processing, and commerce.
- **White Hall Historic District**, eligible under Criterion A in the areas of domestic, religion, education, and commerce; and under Criterion C in the area of architecture.
- **Yancey Mill Historic District**, eligible under Criterion A in the areas of domestic, religion and social; and under Criterion C in the area of architecture.

**2. Nomination of a Greenwood Rural Historic District to the National Register of Historic Places and the Virginia Landmarks Register**

There is a potential Greenwood Rural Historic District that includes the communities of Greenwood/Country Store, Greenwood Depot, and Newtown, as well as the surrounding farms and estates. It is recommended that boundaries for this district be defined and the district nominated to the National Register of Historic Places and the

Virginia Landmarks Register. Many resources in the Greenwood area are already listed individually on the two registers.



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**APPENDIX A**  
**NATIONAL REGISTER CRITERIA**

## CRITERIA FOR LISTING PROPERTIES IN THE NATIONAL REGISTER

Properties are judged to be eligible for listing in the National Register of Historic Places according to criteria established by the National Historic Preservation Act. These criteria are used to determine the significance of any type of historic property.

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, objects of National, State and local importance that possess integrity of location, design, setting, materials, workmanship, feelings and associations, and

- (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) That are associated with the lives of persons significant in our past or present; or
- (c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) That have yielded, or may be likely to yield, information.

**APPENDIX B**  
**SURVEY FINDINGS FOR ADVANCE MILLS**

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0541-000	Advance Mills Bridge	EARLYSVILLE
002-2158-000	Advance Mills Supply; J.M. Fray & Co. (Site)	EARLYSVILLE
	Advance Mills Store	
002-2159-000	Fray, Gaines House	EARLYSVILLE
002-2160-000	Dam, Advance Mills	EARLYSVILLE
002-2161-000	A.G. Fray Mill (Site)	EARLYSVILLE
002-2162-000	Bank Barn, Advance Mills	EARLYSVILLE
002-2163-000	Fray, Gaines House (II)	EARLYSVILLE
	Sunnybank	
002-2164-000	Fray, J.M. House	EARLYSVILLE
	Holly Tree Farm	
002-2165-000	Ballard House	EARLYSVILLE
	Fray's Mill Miller's House	

9 RECORDS IN THIS REPORT



## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-2161-000	A.G. Fray Mill (Site)	EARLYSVILLE
002-0541-000	Advance Mills Bridge	EARLYSVILLE
002-2158-000	Advance Mills Supply; J.M. Fray & Co. (Site)	EARLYSVILLE
	Advance Mills Store	
002-2165-000	Ballard House	EARLYSVILLE
	Fray's Mill Miller's House	
002-2162-000	Bank Barn, Advance Mills	EARLYSVILLE
002-2160-000	Dam, Advance Mills	EARLYSVILLE
002-2159-000	Fray, Gaines House	EARLYSVILLE
002-2163-000	Fray, Gaines House (II)	EARLYSVILLE
	Sunnybank	
002-2164-000	Fray, J.M. House	EARLYSVILLE
	Holly Tree Farm	

9 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-2164-000	1810	Fray, J.M. House Holly Tree Farm
002-2161-000	1860	A.G. Fray Mill (Site)
002-0541-000	1890	Advance Mills Bridge
002-2165-000	1890	Ballard House Fray's Mill Miller's House
002-2159-000	1890	Fray, Gaines House
002-2163-000	1909	Fray, Gaines House (II) Sunnybank
002-2162-000	1910	Bank Barn, Advance Mills
002-2160-000	1920	Dam, Advance Mills
002-2158-000	1948	Advance Mills Supply; J.M. Fray & Co. (Site) Advance Mills Store

9 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0541-000	Advance Mills Bridge	Bridge
002-2158-000	Advance Mills Supply; J.M. Fray & Co. (Site)	Commercial Building
002-2159-000	Advance Mills Store Fray, Gaines House	Single Dwelling
002-2160-000	Dam, Advance Mills	Dam
002-2161-000	A.G. Fray Mill (Site)	Ruins
002-2162-000	Bank Barn, Advance Mills	Barn
002-2163-000	Fray, Gaines House (II) Sunnybank	Single Dwelling
002-2164-000	Fray, J.M. House Holly Tree Farm	Single Dwelling
002-2165-000	Ballard House Fray's Mill Miller's House	Single Dwelling

9 RECORDS IN THIS REPORT

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0541-000	State Route 743	Advance Mills Bridge
002-2158-000	Rt. 743 (Advance Mills Road)	Advance Mills Supply; J.M. Fray & Co. (Site)
		Advance Mills Store
002-2159-000	Rt. 743, Advance Mills Road	Fray, Gaines House
002-2160-000		Dam, Advance Mills
002-2161-000	Rt. 641	A.G. Fray Mill (Site)
002-2162-000	Rt. 743 (Advance Mills Road)	Bank Barn, Advance Mills
002-2163-000	Route 743	Fray, Gaines House (II)
		Sunnybank
002-2164-000	Rt. 641	Fray, J.M. House
		Holly Tree Farm
002-2165-000	Rt. 641	Ballard House
		Fray's Mill Miller's House

9 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0541-000	1890	Advance Mills Bridge	
002-2158-000	1948	Advance Mills Supply; J.M. Fray & Co. (Site)	
		Advance Mills Store	
002-2159-000	1890	Fray, Gaines House	
002-2160-000	1920	Dam, Advance Mills	
002-2161-000	1860	A.G. Fray Mill (Site)	
002-2162-000	1910	Bank Barn, Advance Mills	
002-2163-000	1909	Fray, Gaines House (II) Sunnybank	
002-2164-000	1810	Fray, J.M. House Holly Tree Farm	
002-2165-000	1890	Ballard House Fray's Mill Miller's House	

9 RECORDS IN THIS REPORT

**APPENDIX C**  
**SURVEY FINDINGS FOR BATESVILLE**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0094-000	Route 692 (Plank Road)	Westbury; Moon House Rothenberger House
002-0445-000	Route 692	Walters-Page House
002-0655-000	Route 635 (Craig's Store Road)	Mount Ed Baptist Church
002-0656-000	Route 635 (Craig's Store Road)	Castlebrook
002-0657-000	Route 635 (Craig's Store Road)	Woodlea
002-0658-000	Route 692 (Plank Road)	Page's Store
002-0659-000	Route 692	Batten House
002-0660-000	Route 692 (Plank Road)	Batesville United Methodist Church
002-0666-000	Route 692 (Plank Road)	Green, William House
002-0667-000	Route 692	House, Log, Route 692
002-0669-000	Route 692 (Plank Road)	Goolsby-Pugh House
002-0671-000	Route 635 (Miller School Road)	Barksdale House Underhill House
002-0672-000	Route 692 (Plank Road)	Foster-Layman House Page, Charles House
002-0673-000	Route 692	Batesville Blacksmith Shop
002-0675-000	Route 692 (Plank Road)	Baber House Pollock House
002-0677-000	Route 692 (Plank Road)	Batesville Elementary School Ecole
002-0679-000	Route 635 (Miller School Road)	Smith, Dr. House; Old Methodist Parsonage
002-2186-000	Route 635	Ney's Store
002-2187-000	Route 692	Mountain View Baptist Church (Colored)

19 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0094-000	Westbury; Moon House Rothenberger House	CROZET
002-0445-000	Walters-Page House	COVESVILLE
002-0655-000	Mount Ed Baptist Church	CROZET
002-0656-000	Castlebrook	CROZET
002-0657-000	Woodlea	CROZET
002-0658-000	Page's Store	CROZET
002-0659-000	Batten House	CROZET
002-0660-000	Batesville United Methodist Church	CROZET
002-0666-000	Green, William House	CROZET
002-0667-000	House, Log, Route 692	CROZET
002-0669-000	Goolsby-Pugh House	CROZET
002-0671-000	Barksdale House Underhill House	CROZET
002-0672-000	Foster-Layman House Page, Charles House	CROZET
002-0673-000	Batesville Blacksmith Shop	COVESVILLE
002-0675-000	Baber House Pollock House	CROZET
002-0677-000	Batesville Elementary School Ecole	CROZET
002-0679-000	Smith, Dr. House; Old Methodist Parsonage	CROZET
002-2186-000	Ney's Store	COVESVILLE
002-2187-000	Mountain View Baptist Church (Colored)	COVESVILLE

19 RECORDS IN THIS REPORT



## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0675-000	Baber House	CROZET
	Pollock House	
002-0671-000	Barksdale House	CROZET
	Underhill House	
002-0673-000	Batesville Blacksmith Shop	COVESVILLE
002-0677-000	Batesville Elementary School	CROZET
	Ecole	
002-0660-000	Batesville United Methodist Church	CROZET
002-0659-000	Batten House	CROZET
002-0656-000	Castlebrook	CROZET
002-0672-000	Foster-Layman House	CROZET
	Page, Charles House	
002-0669-000	Goolsby-Pugh House	CROZET
002-0666-000	Green, William House	CROZET
002-0667-000	House, Log, Route 692	CROZET
002-0655-000	Mount Ed Baptist Church	CROZET
002-2187-000	Mountain View Baptist Church	COVESVILLE
	(Colored)	
002-2186-000	Ney's Store	COVESVILLE
002-0658-000	Page's Store	CROZET
002-0679-000	Smith, Dr. House; Old Methodist	CROZET
	Parsonage	
002-0445-000	Walters-Page House	COVESVILLE
002-0094-000	Westbury; Moon House	CROZET
	Rothenberger House	
002-0657-000	Woodlea	CROZET

19 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-0445-000	1800	Walters-Page House
002-0667-000	1820	House, Log, Route 692
002-0094-000	1825	Westbury; Moon House Rothenberger House
002-0666-000	1830	Green, William House
002-0655-000	1856	Mount Ed Baptist Church
002-0660-000	1861	Batesville United Methodist Church
002-0679-000	1873	Smith, Dr. House; Old Methodist Parsonage
002-0671-000	1890	Barksdale House Underhill House
002-0659-000	1890	Batten House
002-0672-000	1900	Foster-Layman House Page, Charles House
002-0669-000	1900	Goolsby-Pugh House
002-0656-000	1903	Castlebrook
002-0673-000	1905	Batesville Blacksmith Shop
002-2186-000	1905	Ney's Store
002-0658-000	1905	Page's Store
002-0677-000	1913	Batesville Elementary School Ecole
002-0657-000	1915	Woodlea
002-2187-000	1920	Mountain View Baptist Church (Colored)
002-0675-000	1928	Baber House Pollock House

19 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0094-000	1825	Westbury; Moon House Rothenberger House	
002-0445-000	1800	Walters-Page House	
002-0655-000	1856	Mount Ed Baptist Church	
002-0656-000	1903	Castlebrook	
002-0657-000	1915	Woodlea	
002-0658-000	1905	Page's Store	
002-0659-000	1890	Batten House	
002-0660-000	1861	Batesville United Methodist Church	
002-0666-000	1830	Green, William House	
002-0667-000	1820	House, Log, Route 692	
002-0669-000	1900	Goolsby-Pugh House	
002-0671-000	1890	Barksdale House Underhill House	
002-0672-000	1900	Foster-Layman House Page, Charles House	
002-0673-000	1905	Batesville Blacksmith Shop	
002-0675-000	1928	Baber House Pollock House	
002-0677-000	1913	Batesville Elementary School Ecole	
002-0679-000	1873	Smith, Dr. House; Old Methodist Parsonage	
002-2186-000	1905	Ney's Store	
002-2187-000	1920	Mountain View Baptist Church (Colored)	

19 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0094-000	Westbury; Moon House Rothenberger House	Single Dwelling
002-0445-000	Walters-Page House	Single Dwelling
002-0655-000	Mount Ed Baptist Church	Church
002-0656-000	Castlebrook	Single Dwelling
002-0657-000	Woodlea	Single Dwelling
002-0658-000	Page's Store	Commercial Building
002-0659-000	Batten House	Single Dwelling
002-0660-000	Batesville United Methodist Church	Church
002-0666-000	Green, William House	Single Dwelling
002-0667-000	House, Log, Route 692	Single Dwelling
002-0669-000	Goolsby-Pugh House	Single Dwelling
002-0671-000	Barksdale House Underhill House	Single Dwelling
002-0672-000	Foster-Layman House Page, Charles House	Commercial Building
002-0673-000	Batesville Blacksmith Shop	Blacksmith Shop
002-0675-000	Baber House Pollock House	Single Dwelling
002-0677-000	Batesville Elementary School Ecole	School
002-0679-000	Smith, Dr. House; Old Methodist Parsonage	Single Dwelling
002-2186-000	Ney's Store	Commercial Building
002-2187-000	Mountain View Baptist Church (Colored)	Church

19 RECORDS IN THIS REPORT

**APPENDIX D**  
**SURVEY FINDINGS FOR COVESVILLE**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0705-000	Route 840	Cove Presbyterian Church
002-0978-000	U.S. Route 29 South	Kennedy Store
002-0979-000	U.S. Route 29	Johnson House
002-0980-000	U.S. Route 29	McCormick House
		Jones House
002-0981-000	U.S. Route 29	Covesville Store; Johnson Store
002-0982-000	U.S. Route 29	Cider Warehouse (Site)
002-0984-000	Route 840	Smith House
002-0985-000	Route 840	Covesville School
002-0986-000	Route 840	Blaines House
002-0989-000	Cove School Road	Pugh House
002-0990-000	Cove School Road	Pugh House
002-0991-000	Route 837	Old Covesville School (White)
002-0992-000	Lackey Road	Covesville Post Office/Lackey Store
002-0994-000	Lackey Road	Lackey House
002-2166-000	Route 840	House, Route 840
002-2167-000	Route 699	Boaz House
002-2168-000	Route 699	Cove Lawn Farm; Hart House
		McClanahan House
002-2169-000	U.S. Route 29	McClanahan Apple Packing Plant
		Harvey Apple Packing Plant

18 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-2168-000	1780	Cove Lawn Farm; Hart House McClanahan House
002-2167-000	1790	Boaz House
002-0705-000	1809	Cove Presbyterian Church
002-0986-000	1840	Blaines House
002-0989-000	1850	Pugh House
002-0980-000	1870	McCormick House Jones House
002-0979-000	1880	Johnson House
002-0991-000	1890	Old Covesville School (White)
002-0978-000	1900	Kennedy Store
002-0990-000	1900	Pugh House
002-0985-000	1905	Covesville School
002-0982-000	1910	Cider Warehouse (Site)
002-0992-000	1910	Covesville Post Office/Lackey Store
002-0981-000	1910	Covesville Store; Johnson Store
002-2166-000	1910	House, Route 840
002-0994-000	1910	Lackey House
002-0984-000	1910	Smith House
002-2169-000	1920	McClanahan Apple Packing Plant Harvey Apple Packing Plant

18 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0705-000	Cove Presbyterian Church	COVESVILLE
002-0978-000	Kennedy Store	COVESVILLE
002-0979-000	Johnson House	COVESVILLE
002-0980-000	McCormick House	COVESVILLE
	Jones House	
002-0981-000	Covesville Store; Johnson Store	COVESVILLE
002-0982-000	Cider Warehouse (Site)	COVESVILLE
002-0984-000	Smith House	COVESVILLE
002-0985-000	Covesville School	COVESVILLE
002-0986-000	Blaines House	COVESVILLE
002-0989-000	Pugh House	COVESVILLE
002-0990-000	Pugh House	COVESVILLE
002-0991-000	Old Covesville School (White)	COVESVILLE
002-0992-000	Covesville Post Office/Lackey Store	COVESVILLE
002-0994-000	Lackey House	COVESVILLE
002-2166-000	House, Route 840	COVESVILLE
002-2167-000	Boaz House	COVESVILLE
002-2168-000	Cove Lawn Farm; Hart House	COVESVILLE
	McClanahan House	
002-2169-000	McClanahan Apple Packing Plant	COVESVILLE
	Harvey Apple Packing Plant	

18 RECORDS IN THIS REPORT



## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0986-000	Blaines House	COVESVILLE
002-2167-000	Boaz House	COVESVILLE
002-0982-000	Cider Warehouse (Site)	COVESVILLE
002-2168-000	Cove Lawn Farm; Hart House McClanahan House	COVESVILLE
002-0705-000	Cove Presbyterian Church	COVESVILLE
002-0992-000	Covesville Post Office/Lackey Store	COVESVILLE
002-0985-000	Covesville School	COVESVILLE
002-0981-000	Covesville Store; Johnson Store	COVESVILLE
002-2166-000	House, Route 840	COVESVILLE
002-0979-000	Johnson House	COVESVILLE
002-0978-000	Kennedy Store	COVESVILLE
002-0994-000	Lackey House	COVESVILLE
002-2169-000	McClanahan Apple Packing Plant Harvey Apple Packing Plant	COVESVILLE
002-0980-000	McCormick House Jones House	COVESVILLE
002-0991-000	Old Covesville School (White)	COVESVILLE
002-0989-000	Pugh House	COVESVILLE
002-0990-000	Pugh House	COVESVILLE
002-0984-000	Smith House	COVESVILLE

18 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0705-000	1809	Cove Presbyterian Church	
002-0978-000	1900	Kennedy Store	
002-0979-000	1880	Johnson House	
002-0980-000	1870	McCormick House Jones House	
002-0981-000	1910	Covesville Store; Johnson Store	
002-0982-000	1910	Cider Warehouse (Site)	
002-0984-000	1910	Smith House	
002-0985-000	1905	Covesville School	
002-0986-000	1840	Blaines House	
002-0989-000	1850	Pugh House	
002-0990-000	1900	Pugh House	
002-0991-000	1890	Old Covesville School (White)	
002-0992-000	1910	Covesville Post Office/Lackey Store	
002-0994-000	1910	Lackey House	
002-2166-000	1910	House, Route 840	
002-2167-000	1790	Boaz House	
002-2168-000	1780	Cove Lawn Farm; Hart House McClanahan House	
002-2169-000	1920	McClanahan Apple Packing Plant Harvey Apple Packing Plant	

18 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0705-000	Cove Presbyterian Church	Church
002-0978-000	Kennedy Store	Commercial Building
002-0979-000	Johnson House	Single Dwelling
002-0980-000	McCormick House	Single Dwelling
	Jones House	
002-0981-000	Covesville Store; Johnson Store	Commercial Building
002-0982-000	Cider Warehouse (Site)	Ruins
002-0984-000	Smith House	Single Dwelling
002-0985-000	Covesville School	School
002-0986-000	Blaines House	Single Dwelling
002-0989-000	Pugh House	Single Dwelling
002-0990-000	Pugh House	Single Dwelling
002-0991-000	Old Covesville School (White)	School
002-0992-000	Covesville Post Office/Lackey Store	Commercial Building
002-0994-000	Lackey House	Single Dwelling
002-2166-000	House, Route 840	Single Dwelling
002-2167-000	Boaz House	Single Dwelling
002-2168-000	Cove Lawn Farm; Hart House	Single Dwelling
	McClanahan House	
002-2169-000	McClanahan Apple Packing Plant	Warehouse
	Harvey Apple Packing Plant	

18 RECORDS IN THIS REPORT

**APPENDIX E**  
**SURVEY FINDINGS FOR CROSSROADS/NORTH**  
**GARDEN**

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0785-000	Crossroads Mill; Darrow Mill	COVESVILLE
002-0784-000	Crossroads Miller's House	COVESVILLE
002-2141-000	Log Buildings, Route 692, Crossroads	COVESVILLE
002-0786-000	Meadowbrook Farm	COVESVILLE
002-0686-000	Trinity Methodist Church	COVESVILLE

5 RECORDS IN THIS REPORT

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0686-000	Route 692	Trinity Methodist Church
002-0784-000	Route 692	Crossroads Miller's House
002-0785-000	Route 692	Crossroads Mill; Darrow Mill
002-0786-000	Route 692	Meadowbrook Farm
002-2141-000	Route 692	Log Buildings, Route 692, Crossroads

5 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-2141-000	1820	Log Buildings, Route 692, Crossroads
002-0786-000	1820	Meadowbrook Farm
002-0785-000	1821	Crossroads Mill; Darrow Mill
002-0784-000	1821	Crossroads Miller's House
002-0686-000	1892	Trinity Methodist Church

5 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0686-000	Trinity Methodist Church	COVESVILLE
002-0784-000	Crossroads Miller's House	COVESVILLE
002-0785-000	Crossroads Mill; Darrow Mill	COVESVILLE
002-0786-000	Meadowbrook Farm	COVESVILLE
002-2141-000	Log Buildings, Route 692, Crossroads	COVESVILLE

5 RECORDS IN THIS REPORT



## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0686-000	1892	Trinity Methodist Church	
002-0784-000	1821	Crossroads Miller's House	
002-0785-000	1821	Crossroads Mill; Darrow Mill	
002-0786-000	1820	Meadowbrook Farm	
002-2141-000	1820	Log Buildings, Route 692, Crossroads	

5 RECORDS IN THIS REPORT

PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0686-000	Trinity Methodist Church	Church
002-0784-000	Crossroads Miller's House	Single Dwelling
002-0785-000	Crossroads Mill; Darrow Mill	Single Dwelling
002-0786-000	Meadowbrook Farm	Single Dwelling
002-2141-000	Log Buildings, Route 692, Crossroads	Kitchen

5 RECORDS IN THIS REPORT

**APPENDIX F**  
**SURVEY FINDINGS FOR CROZET**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-2072-000	Railroad Avenue	House, Railroad Avenue
002-2073-000	Railroad Avenue	Carter House
002-2074-000	Railroad Avenue	House, Railroad Avenue
002-2075-000	Railroad Avenue	House, Railroad Avenue
002-2076-000	Railroad Avenue	Wood House, Railroad Avenue
002-2077-000	Railroad Avenue	Shiflett House, Railroad Avenue
002-2078-000	Railroad Avenue	House, Railroad Avenue
002-2079-000	St. George Street	House, St. George Street
002-2080-000	Route 1217--"The Square"	Crozet Hotel/ Crozet Hardware Company Crozet Drug Company
002-2081-000	Route 1217--"The Square"	Crozet Hardware Company/Barksdale's
002-2082-000	Route 240	Crozet Cold Storage Windham Retirement Home
002-2083-000	Route 240	Crozet Railroad Station/ C&O Depot Crozet Branch Library
002-2084-000	Route 240 (Three Notched Road)	Fruit Growers Cooperative Minda's Clothing Store
002-2085-000	Route 240 (Three Notched Road)	The Olive Tree
002-2086-000	Route 240 (Three Notched Road)	Crozet Cooperage Company
002-2087-000	Rts. 810 and 788	Sinclair/Esso Gas Station Exxon Gas/Service Station
002-2088-000	Rt. 810 (Crozet Avenue)	Hall House
002-2089-000	Rt. 810 (Crozet Avenue)	House, Crozet Avenue
002-2090-000	Rt. 810	House, Crozet Avenue
002-2091-000	Crozet Avenue (Rt. 810)	House, Crozet Avenue
002-2092-000	Crozet Avenue (Rt. 810)	House, Crozet Avenue
002-2093-000	Crozet Avenue (Rt. 810)	House, Crozet Avenue
002-2094-000	Railroad Avenue	A.E. Rea Store; Tomlin Bros.; Crozet Post Office
002-2095-000	Route 240 (Three Notched Road)	Crozet Cooperage Company Office Crozet Pizza
002-2096-000	Crozet Avenue (Rt. 240)	Rogers, W.H. Building Modern Barber Shop
002-2097-000	Crozet Avenue	Blue Goose Building
002-2098-000	Crozet Avenue	Hand Crafters Ltd.
002-2099-000	1156 Crozet Avenue	Crozet Methodist Church
002-2100-000	Crozet Avenue	Bicker's Tea Room Crozet Chevron & Auto Service
002-2101-000	1122 Crozet Avenue	House, 1122 Crozet Avenue
002-2102-000	1118 Crozet Avenue	McCue House
002-2103-000	1114 Crozet Avenue	House, 1114 Crozet Avenue
002-2104-000	Tabor Street	Tabor Presbyterian Church
002-2105-000	5780 Tabor Street	Crickenberger House
002-2106-000	Crozet Avenue	House, Crozet Avenue
002-2107-000	1171 Crozet Avenue	House, 1171 Crozet Avenue
002-2108-000	Crozet Avenue	House, Crozet Avenue
002-2109-000	Crozet Avenue	House, Crozet Avenue
002-2110-000	Crozet Avenue (Rt. 240)	House, Crozet Avenue
002-2111-000	Crozet Avenue	House, Crozet Avenue
002-2112-000	White Street	House, White Street
002-2113-000	White Drive	House, White Drive

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-2114-000	White Street	Coleman House
002-2115-000	Apple Grove Lane	House, Apple Grove Lane
002-2116-000	Apple Grove Lane	House, Apple Grove Lane
002-2117-000	Jarman's Gap Road	House, Jarman's Gap Road
002-2118-000	5865 Jarman's Gap Road	House, 5865 Jarman's Gap Road
002-2119-000	Route 1201	Crozet Methodist Church Parsonage
002-2120-000	Blue Ridge Lane	Lafferty House
002-2121-000	Blue Ridge Avenue	Smith House
002-2122-000	Rt. 1201 (Center Lane)	Crozet Woman's Club
		Anna Rose Gallery
002-2123-000	5675 St. George Avenue	House, 5675 St. George Avenue
002-2124-000	111 St. George Avenue	Colyer House
002-2125-000	St. George Avenue	Sandridge House, St. George Avenue
002-2126-000	St. George Avenue	House, St. George Avenue
002-2127-000	5592 St. George Avenue	House, 5592 St. George Avenue
002-2128-000	St. George Avenue	Anderson Funeral Home
002-2129-000	St. George Avenue	House, St. George Avenue
002-2130-000	St. George Avenue	House, St. George Avenue
002-2131-000	105 St. George Avenue	House, 105 St. George Avenue
002-2132-000	St. George Avenue	House, St. George Avenue
002-2133-000	106 St. George Avenue	Rauch House
002-2134-000	447 Blue Ridge Lane	House, 447 Blue Ridge Lane
002-2135-000	1216 Blue Ridge Avenue	Phillips House
		Baber House
002-2136-000	Blue Ridge Lane	Crozet Print Shop
002-2137-000	Blue Ridge Lane	House, Blue Ridge Lane
002-2138-000	Blue Ridge Lane	Pleasant Green
002-2139-000	Blue Ridge Lane	House, Blue Ridge Lane
002-2140-000	Railroad Avenue	Crozet Lumber Co. Mill Office
002-2142-000	White Hall Road	Crozet School
		Crossroads Waldorf School
002-2188-000	Route 240	C&O Railroad Bridge, Crozet

71 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-2138-000	1832	Pleasant Green
002-2099-000	1889	Crozet Methodist Church
002-2139-000	1890	House, Blue Ridge Lane
002-2105-000	1900	Crickenberger House
002-2098-000	1900	Hand Crafters Ltd.
002-2101-000	1900	House, 1122 Crozet Avenue
002-2123-000	1900	House, 5675 St. George Avenue
002-2090-000	1900	House, Crozet Avenue
002-2091-000	1900	House, Crozet Avenue
002-2108-000	1900	House, Crozet Avenue
002-2107-000	1900	House, 1171 Crozet Avenue
002-2102-000	1900	McCue House
002-2086-000	1902	Crozet Cooperage Company
002-2095-000	1902	Crozet Cooperage Company Office
		Crozet Pizza
002-2128-000	1905	Anderson Funeral Home
002-2124-000	1905	Colyer House
002-2131-000	1905	House, 105 St. George Avenue
002-2106-000	1905	House, Crozet Avenue
002-2126-000	1905	House, St. George Avenue
002-2129-000	1905	House, St. George Avenue
002-2120-000	1905	Lafferty House
002-2125-000	1905	Sandridge House, St. George Avenue
002-2121-000	1905	Smith House
002-2080-000	1909	Crozet Hotel/ Crozet Hardware Company
		Crozet Drug Company
002-2097-000	1910	Blue Goose Building
002-2081-000	1910	Crozet Hardware Company/Barksdale's
002-2088-000	1910	Hall House
002-2127-000	1910	House, 5592 St. George Avenue
002-2089-000	1910	House, Crozet Avenue
002-2072-000	1910	House, Railroad Avenue
002-2074-000	1910	House, Railroad Avenue
002-2075-000	1910	House, Railroad Avenue
002-2132-000	1910	House, St. George Avenue
002-2079-000	1910	House, St. George Street
002-2113-000	1910	House, White Drive
002-2076-000	1910	Wood House, Railroad Avenue
002-2119-000	1912	Crozet Methodist Church Parsonage
002-2092-000	1912	House, Crozet Avenue
002-2130-000	1912	House, St. George Avenue
002-2096-000	1912	Rogers, W.H. Building
		Modern Barber Shop
002-2136-000	1913	Crozet Print Shop
002-2135-000	1913	Phillips House
		Baber House
002-2073-000	1915	Carter House
002-2103-000	1915	House, 1114 Crozet Avenue
002-2134-000	1915	House, 447 Blue Ridge Lane
002-2093-000	1915	House, Crozet Avenue
002-2109-000	1915	House, Crozet Avenue
002-2110-000	1915	House, Crozet Avenue
002-2111-000	1915	House, Crozet Avenue
002-2133-000	1915	Rauch House

CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-2077-000	1915	Shiflett House, Railroad Avenue
002-2104-000	1915	Tabor Presbyterian Church
002-2188-000	1920	C&O Railroad Bridge, Crozet
002-2084-000	1920	Fruit Growers Cooperative Minda's Clothing Store
002-2137-000	1920	House, Blue Ridge Lane
002-2078-000	1920	House, Railroad Avenue
002-2112-000	1920	House, White Street
002-2085-000	1920	The Olive Tree
002-2140-000	1922	Crozet Lumber Co. Mill Office
002-2083-000	1923	Crozet Railroad Station/ C&O Depot Crozet Branch Library
002-2142-000	1923	Crozet School Crossroads Waldorf School
002-2094-000	1925	A.E. Rea Store; Tomlin Bros.; Crozet Post Office
002-2118-000	1925	House, 5865 Jarman's Gap Road
002-2100-000	1928	Bicker's Tea Room Crozet Chevron & Auto Service
002-2122-000	1928	Crozet Woman's Club Anna Rose Gallery
002-2082-000	1929	Crozet Cold Storage Windham Retirement Home
002-2114-000	1930	Coleman House
002-2115-000	1930	House, Apple Grove Lane
002-2116-000	1930	House, Apple Grove Lane
002-2117-000	1930	House, Jarman's Gap Road
002-2087-000	1935	Sinclair/Esso Gas Station Exxon Gas/Service Station

71 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-2072-000	House, Railroad Avenue	CROZET
002-2073-000	Carter House	CROZET
002-2074-000	House, Railroad Avenue	CROZET
002-2075-000	House, Railroad Avenue	CROZET
002-2076-000	Wood House, Railroad Avenue	CROZET
002-2077-000	Shiflett House, Railroad Avenue	CROZET
002-2078-000	House, Railroad Avenue	CROZET
002-2079-000	House, St. George Street	CROZET
002-2080-000	Crozet Hotel/ Crozet Hardware Company	CROZET
	Crozet Drug Company	
002-2081-000	Crozet Hardware Company/Barksdale's	CROZET
002-2082-000	Crozet Cold Storage Windham Retirement Home	CROZET
002-2083-000	Crozet Railroad Station/ C&O Depot Crozet Branch Library	CROZET
002-2084-000	Fruit Growers Cooperative Minda's Clothing Store	CROZET
002-2085-000	The Olive Tree	CROZET
002-2086-000	Crozet Cooperage Company	CROZET
002-2087-000	Sinclair/Esso Gas Station Exxon Gas/Service Station	CROZET
002-2088-000	Hall House	CROZET
002-2089-000	House, Crozet Avenue	CROZET
002-2090-000	House, Crozet Avenue	CROZET
002-2091-000	House, Crozet Avenue	CROZET
002-2092-000	House, Crozet Avenue	CROZET
002-2093-000	House, Crozet Avenue	CROZET
002-2094-000	A.E. Rea Store; Tomlin Bros.; Crozet Post Office	CROZET
002-2095-000	Crozet Cooperage Company Office Crozet Pizza	CROZET
002-2096-000	Rogers, W.H. Building Modern Barber Shop	CROZET
002-2097-000	Blue Goose Building	CROZET
002-2098-000	Hand Crafters Ltd.	CROZET
002-2099-000	Crozet Methodist Church	CROZET
002-2100-000	Bicker's Tea Room Crozet Chevron & Auto Service	CROZET
002-2101-000	House, 1122 Crozet Avenue	CROZET
002-2102-000	McCue House	CROZET
002-2103-000	House, 1114 Crozet Avenue	CROZET
002-2104-000	Tabor Presbyterian Church	CROZET
002-2105-000	Crickenberger House	CROZET
002-2106-000	House, Crozet Avenue	CROZET
002-2107-000	House, 1171 Crozet Avenue	CROZET
002-2108-000	House, Crozet Avenue	CROZET
002-2109-000	House, Crozet Avenue	CROZET
002-2110-000	House, Crozet Avenue	CROZET
002-2111-000	House, Crozet Avenue	CROZET
002-2112-000	House, White Street	CROZET
002-2113-000	House, White Drive	CROZET
002-2114-000	Coleman House	CROZET
002-2115-000	House, Apple Grove Lane	CROZET



## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-2116-000	House, Apple Grove Lane	CROZET
002-2117-000	House, Jarman's Gap Road	CROZET
002-2118-000	House, 5865 Jarman's Gap Road	CROZET
002-2119-000	Crozet Methodist Church Parsonage	CROZET
002-2120-000	Lafferty House	CROZET
002-2121-000	Smith House	CROZET
002-2122-000	Crozet Woman's Club Anna Rose Gallery	CROZET
002-2123-000	House, 5675 St. George Avenue	CROZET
002-2124-000	Colyer House	CROZET
002-2125-000	Sandridge House, St. George Avenue	CROZET
002-2126-000	House, St. George Avenue	CROZET
002-2127-000	House, 5592 St. George Avenue	CROZET
002-2128-000	Anderson Funeral Home	CROZET
002-2129-000	House, St. George Avenue	CROZET
002-2130-000	House, St. George Avenue	CROZET
002-2131-000	House, 105 St. George Avenue	CROZET
002-2132-000	House, St. George Avenue	CROZET
002-2133-000	Rauch House	CROZET
002-2134-000	House, 447 Blue Ridge Lane	CROZET
002-2135-000	Phillips House Baber House	CROZET
002-2136-000	Crozet Print Shop	CROZET
002-2137-000	House, Blue Ridge Lane	CROZET
002-2138-000	Pleasant Green	CROZET
002-2139-000	House, Blue Ridge Lane	CROZET
002-2140-000	Crozet Lumber Co. Mill Office	CROZET
002-2142-000	Crozet School Crossroads Waldorf School	CROZET
002-2188-000	C&O Railroad Bridge, Crozet	CROZET

71 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-2094-000	A.E. Rea Store; Tomlin Bros.; Crozet Post Office	CROZET
002-2128-000	Anderson Funeral Home	CROZET
002-2100-000	Bicker's Tea Room Crozet Chevron & Auto Service	CROZET
002-2097-000	Blue Goose Building	CROZET
002-2188-000	C&O Railroad Bridge, Crozet	CROZET
002-2073-000	Carter House	CROZET
002-2114-000	Coleman House	CROZET
002-2124-000	Colyer House	CROZET
002-2105-000	Crickenberger House	CROZET
002-2082-000	Crozet Cold Storage Windham Retirement Home	CROZET
002-2086-000	Crozet Cooperage Company	CROZET
002-2095-000	Crozet Cooperage Company Office Crozet Pizza	CROZET
002-2081-000	Crozet Hardware Company/Barksdale's	CROZET
002-2080-000	Crozet Hotel/ Crozet Hardware Company Crozet Drug Company	CROZET
002-2140-000	Crozet Lumber Co. Mill Office	CROZET
002-2099-000	Crozet Methodist Church	CROZET
002-2119-000	Crozet Methodist Church Parsonage	CROZET
002-2136-000	Crozet Print Shop	CROZET
002-2083-000	Crozet Railroad Station/ C&O Depot Crozet Branch Library	CROZET
002-2142-000	Crozet School Crossroads Waldorf School	CROZET
002-2122-000	Crozet Woman's Club Anna Rose Gallery	CROZET
002-2084-000	Fruit Growers Cooperative Minda's Clothing Store	CROZET
002-2088-000	Hall House	CROZET
002-2098-000	Hand Crafters Ltd.	CROZET
002-2131-000	House, 105 St. George Avenue	CROZET
002-2103-000	House, 1114 Crozet Avenue	CROZET
002-2101-000	House, 1122 Crozet Avenue	CROZET
002-2134-000	House, 447 Blue Ridge Lane	CROZET
002-2127-000	House, 5592 St. George Avenue	CROZET
002-2123-000	House, 5675 St. George Avenue	CROZET
002-2118-000	House, 5865 Jarman's Gap Road	CROZET
002-2115-000	House, Apple Grove Lane	CROZET
002-2116-000	House, Apple Grove Lane	CROZET
002-2137-000	House, Blue Ridge Lane	CROZET
002-2139-000	House, Blue Ridge Lane	CROZET
002-2089-000	House, Crozet Avenue	CROZET
002-2090-000	House, Crozet Avenue	CROZET
002-2091-000	House, Crozet Avenue	CROZET
002-2092-000	House, Crozet Avenue	CROZET
002-2093-000	House, Crozet Avenue	CROZET
002-2106-000	House, Crozet Avenue	CROZET
002-2108-000	House, Crozet Avenue	CROZET
002-2109-000	House, Crozet Avenue	CROZET
002-2110-000	House, Crozet Avenue	CROZET

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-2111-000	House, Crozet Avenue	CROZET
002-2117-000	House, Jarman's Gap Road	CROZET
002-2072-000	House, Railroad Avenue	CROZET
002-2074-000	House, Railroad Avenue	CROZET
002-2075-000	House, Railroad Avenue	CROZET
002-2078-000	House, Railroad Avenue	CROZET
002-2126-000	House, St. George Avenue	CROZET
002-2129-000	House, St. George Avenue	CROZET
002-2130-000	House, St. George Avenue	CROZET
002-2132-000	House, St. George Avenue	CROZET
002-2079-000	House, St. George Street	CROZET
002-2113-000	House, White Drive	CROZET
002-2112-000	House, White Street	CROZET
002-2107-000	House, 1171 Crozet Avenue	CROZET
002-2120-000	Lafferty House	CROZET
002-2102-000	McCue House	CROZET
002-2135-000	Phillips House	CROZET
	Baber House	
002-2138-000	Pleasant Green	CROZET
002-2133-000	Rauch House	CROZET
002-2096-000	Rogers, W.H. Building	CROZET
	Modern Barber Shop	
002-2125-000	Sandridge House, St. George Avenue	CROZET
002-2077-000	Shiflett House, Railroad Avenue	CROZET
002-2087-000	Sinclair/Esso Gas Station	CROZET
	Exxon Gas/Service Station	
002-2121-000	Smith House	CROZET
002-2104-000	Tabor Presbyterian Church	CROZET
002-2085-000	The Olive Tree	CROZET
002-2076-000	Wood House, Railroad Avenue	CROZET

71 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-2072-000	House, Railroad Avenue	Single Dwelling
002-2073-000	Carter House	Single Dwelling
002-2074-000	House, Railroad Avenue	Single Dwelling
002-2075-000	House, Railroad Avenue	Single Dwelling
002-2076-000	Wood House, Railroad Avenue	Single Dwelling
002-2077-000	Shiflett House, Railroad Avenue	Single Dwelling
002-2078-000	House, Railroad Avenue	Single Dwelling
002-2079-000	House, St. George Street	Single Dwelling
002-2080-000	Crozet Hotel/ Crozet Hardware Company Crozet Drug Company	Commercial Building
002-2081-000	Crozet Hardware Company/Barksdale's	Warehouse
002-2082-000	Crozet Cold Storage Windham Retirement Home	Depot
002-2083-000	Crozet Railroad Station/ C&O Depot Crozet Branch Library	Commercial Building
002-2084-000	Fruit Growers Cooperative Minda's Clothing Store	Commercial Building
002-2085-000	The Olive Tree	Commercial Building
002-2086-000	Crozet Cooperage Company	Commercial Building
002-2087-000	Sinclair/Esso Gas Station Exxon Gas/Service Station	Single Dwelling
002-2088-000	Hall House	Single Dwelling
002-2089-000	House, Crozet Avenue	Single Dwelling
002-2090-000	House, Crozet Avenue	Single Dwelling
002-2091-000	House, Crozet Avenue	Single Dwelling
002-2092-000	House, Crozet Avenue	Single Dwelling
002-2093-000	House, Crozet Avenue	Single Dwelling
002-2094-000	A.E. Rea Store; Tomlin Bros.; Crozet Post Office	Commercial Building
002-2095-000	Crozet Cooperage Company Office Crozet Pizza	Commercial Building
002-2096-000	Rogers, W.H. Building Modern Barber Shop	Commercial Building
002-2097-000	Blue Goose Building	Commercial Building
002-2098-000	Hand Crafters Ltd.	Church
002-2099-000	Crozet Methodist Church	Gas Station
002-2100-000	Bicker's Tea Room Crozet Chevron & Auto Service	Single Dwelling
002-2101-000	House, 1122 Crozet Avenue	Single Dwelling
002-2102-000	McCue House	Single Dwelling
002-2103-000	House, 1114 Crozet Avenue	Single Dwelling
002-2104-000	Tabor Presbyterian Church	Single Dwelling
002-2105-000	Crickenberger House	Single Dwelling
002-2106-000	House, Crozet Avenue	Single Dwelling
002-2107-000	House, 1171 Crozet Avenue	Single Dwelling
002-2108-000	House, Crozet Avenue	Single Dwelling
002-2109-000	House, Crozet Avenue	Single Dwelling
002-2110-000	House, Crozet Avenue	Single Dwelling
002-2111-000	House, Crozet Avenue	Single Dwelling
002-2112-000	House, White Street	Single Dwelling
002-2113-000	House, White Drive	Single Dwelling
002-2114-000	Coleman House	Single Dwelling
002-2115-000	House, Apple Grove Lane	Single Dwelling

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-2116-000	House, Apple Grove Lane	Single Dwelling
002-2117-000	House, Jarman's Gap Road	Single Dwelling
002-2118-000	House, 5865 Jarman's Gap Road	Single Dwelling
002-2119-000	Crozet Methodist Church Parsonage	Single Dwelling
002-2120-000	Lafferty House	Single Dwelling
002-2121-000	Smith House	Single Dwelling
002-2122-000	Crozet Woman's Club Anna Rose Gallery	Commercial Building
002-2123-000	House, 5675 St. George Avenue	Single Dwelling
002-2124-000	Colyer House	Single Dwelling
002-2125-000	Sandridge House, St. George Avenue	Single Dwelling
002-2126-000	House, St. George Avenue	Single Dwelling
002-2127-000	House, 5592 St. George Avenue	Single Dwelling
002-2128-000	Anderson Funeral Home	Single Dwelling
002-2129-000	House, St. George Avenue	Single Dwelling
002-2130-000	House, St. George Avenue	Single Dwelling
002-2131-000	House, 105 St. George Avenue	Single Dwelling
002-2132-000	House, St. George Avenue	Single Dwelling
002-2133-000	Rauch House	Single Dwelling
002-2134-000	House, 447 Blue Ridge Lane	Single Dwelling
002-2135-000	Phillips House Baber House	Single Dwelling
002-2136-000	Crozet Print Shop	Single Dwelling
002-2137-000	House, Blue Ridge Lane	Single Dwelling
002-2138-000	Pleasant Green	Single Dwelling
002-2139-000	House, Blue Ridge Lane	Single Dwelling
002-2140-000	Crozet Lumber Co. Mill Office	Office/Office Bldg.
002-2142-000	Crozet School Crossroads Waldorf School	School
002-2188-000	C&O Railroad Bridge, Crozet	Bridge

71 RECORDS IN THIS REPORT

## STYLE OF PRIMARY RESOURCE REPORT

VDHR FILE #	PROPERTY NAME	YEAR	ARCHITECTURAL STYLE	WUZIT
002-2072-000	House, Railroad Avenue	1910	Bungalow/Craftsman	Single Dwelling
002-2073-000	Carter House	1915	Other	Single Dwelling
002-2074-000	House, Railroad Avenue	1910	Other	Single Dwelling
002-2075-000	House, Railroad Avenue	1910	Other	Single Dwelling
002-2076-000	Wood House, Railroad Avenue	1910	Other	Single Dwelling
002-2077-000	Shiflett House, Railroad Avenue	1915	Other	Single Dwelling
002-2078-000	House, Railroad Avenue	1920	Bungalow/Craftsman	Single Dwelling
002-2079-000	House, St. George Street	1910	Other	Single Dwelling
002-2080-000	Crozet Hotel/ Crozet Hardware Company Crozet Drug Company	1909	Commercial Style	Commercial Building
002-2081-000	Crozet Hardware Company/Barksdale's	1910	Commercial Style	Commercial Building
002-2082-000	Crozet Cold Storage Windham Retirement Home	1929	Other	Warehouse
002-2083-000	Crozet Railroad Station/ C&O Depot Crozet Branch Library	1923	Colonial Revival	Depot
002-2084-000	Fruit Growers Cooperative Minda's Clothing Store	1920	Commercial Style	Commercial Building
002-2085-000	The Olive Tree	1920	Colonial Revival	Commercial Building
002-2086-000	Crozet Cooperage Company	1902	Other	Commercial Building
002-2087-000	Sinclair/Esso Gas Station Exxon Gas/Service Station	1935	Other	Gas Station
002-2088-000	Hall House	1910	Other	Single Dwelling
002-2089-000	House, Crozet Avenue	1910	Other	Single Dwelling
002-2090-000	House, Crozet Avenue	1900	Other	Single Dwelling
002-2091-000	House, Crozet Avenue	1900	Other	Single Dwelling
002-2092-000	House, Crozet Avenue	1912	Other	Single Dwelling
002-2093-000	House, Crozet Avenue	1915	Queen Anne	Single Dwelling
002-2094-000	A.E. Rea Store; Tomlin Bros.; Crozet Post Office	1925	Other	Commercial Building
002-2095-000	Crozet Cooperage Company Office Crozet Pizza	1902	Commercial Style	Commercial Building
002-2096-000	Rogers, W.H. Building Modern Barber Shop	1912	Other	Commercial Building
002-2097-000	Blue Goose Building	1910	Colonial Revival	Commercial Building
002-2098-000	Hand Crafters Ltd.	1900	Other	Commercial Building
002-2099-000	Crozet Methodist Church	1889	Gothic Revival	Church
002-2100-000	Bicker's Tea Room Crozet Chevron & Auto Service	1928	Colonial Revival	Gas Station
002-2101-000	House, 1122 Crozet Avenue	1900	Other	Single Dwelling
002-2102-000	McCue House	1900	Other	Single Dwelling
002-2103-000	House, 1114 Crozet Avenue	1915	Other	Single Dwelling
002-2104-000	Tabor Presbyterian Church	1915	Gothic Revival	Church

## STYLE OF PRIMARY RESOURCE REPORT

VDHR FILE #	PROPERTY NAME	YEAR	ARCHITECTURAL STYLE	WUZIT
002-2105-000	Crickenberger House	1900	Other	Single Dwelling
002-2106-000	House, Crozet Avenue	1905	Other	Single Dwelling
002-2107-000	House, 1171 Crozet Avenue	1900	Queen Anne	Single Dwelling
002-2108-000	House, Crozet Avenue	1900	Italianate	Single Dwelling
002-2109-000	House, Crozet Avenue	1915	Colonial Revival	Single Dwelling
002-2110-000	House, Crozet Avenue	1915	Bungalow/Craftsman	Single Dwelling
002-2111-000	House, Crozet Avenue	1915	Colonial Revival	Single Dwelling
002-2112-000	House, White Street	1920	Colonial Revival	Single Dwelling
002-2113-000	House, White Drive	1910	Other	Single Dwelling
002-2114-000	Coleman House	1930	Bungalow/Craftsman	Single Dwelling
002-2115-000	House, Apple Grove Lane	1930	Tudor Revival	Single Dwelling
002-2116-000	House, Apple Grove Lane	1930	Bungalow/Craftsman	Single Dwelling
002-2117-000	House, Jarman's Gap Road	1930	Other	Single Dwelling
002-2118-000	House, 5865 Jarman's Gap Road	1925	Bungalow/Craftsman	Single Dwelling
002-2119-000	Crozet Methodist Church Parsonage	1912	Other	Single Dwelling
002-2120-000	Lafferty House	1905	Other	Single Dwelling
002-2121-000	Smith House	1905	Other	Single Dwelling
002-2122-000	Crozet Woman's Club Anna Rose Gallery	1928	Other	Commercial Building
002-2123-000	House, 5675 St. George Avenue	1900	Other	Single Dwelling
002-2124-000	Colyer House	1905	Other	Single Dwelling
002-2125-000	Sandridge House, St. George Avenue	1905	Colonial Revival	Single Dwelling
002-2126-000	House, St. George Avenue	1905	Other	Single Dwelling
002-2127-000	House, 5592 St. George Avenue	1910	Bungalow/Craftsman	Single Dwelling
002-2128-000	Anderson Funeral Home	1905	Other	Single Dwelling
002-2129-000	House, St. George Avenue	1905	Other	Single Dwelling
002-2130-000	House, St. George Avenue	1912	Dutch Colonial	Single Dwelling
002-2131-000	House, 105 St. George Avenue	1905	Other	Single Dwelling
002-2132-000	House, St. George Avenue	1910	Other	Single Dwelling
002-2133-000	Rauch House	1915	Colonial Revival	Single Dwelling
002-2134-000	House, 447 Blue Ridge Lane	1915	Bungalow/Craftsman	Single Dwelling
002-2135-000	Phillips House Baber House	1913	Other	Single Dwelling
002-2136-000	Crozet Print Shop	1913	Other	Single Dwelling
002-2137-000	House, Blue Ridge Lane	1920	Bungalow/Craftsman	Single Dwelling
002-2138-000	Pleasant Green	1832	Other	Single Dwelling
002-2139-000	House, Blue Ridge Lane	1890	Other	Single Dwelling
002-2140-000	Crozet Lumber Co. Mill Office	1922	Other	Office/Office Bldg.
002-2142-000	Crozet School Crossroads Waldorf School	1923	Colonial Revival	School
002-2188-000	C&O Railroad Bridge, Crozet	1920	Other	Bridge

71 RECORDS IN THIS REPORT

**APPENDIX G**  
**SURVEY FINDINGS FOR FREE UNION**



## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0333-000	Rt. 665	Free Union Baptist Church
002-0334-000	Rt. 601 (Free Union Road)	Old Maupin Store
002-0337-000	Rt. 665	Twin Orchard
002-0339-000	Rt. 601	Harris Store
		Free Union Community Center
002-0569-000	Rt. 601 and Rt. 665	Huckstep's Garage
002-2170-000	Rt. 601 (Free Union Road)	House, Free Union Country School
002-2171-000	Rt. 601	Maupin House, Rt. 601
002-2172-000	Rt. 601	Free Union Post Office
002-2173-000	Rt. 601	Kyger, Dr. W.A. House and Office
002-2174-000	Rt. 601	Mt. Amos Baptist Church
002-2175-000	Rt. 601, Free Union Road	Warner House
002-2176-000	Rt. 665	Free Union Cemetery

12 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-0333-000	1837	Free Union Baptist Church
002-2176-000	1837	Free Union Cemetery
002-0339-000	1850	Harris Store
		Free Union Community Center
002-2170-000	1850	House, Free Union Country School
002-2171-000	1850	Maupin House, Rt. 601
002-0337-000	1870	Twin Orchard
002-2173-000	1910	Kyger, Dr. W.A. House and Office
002-2174-000	1910	Mt. Amos Baptist Church
002-2175-000	1910	Warner House
002-0334-000	1915	Old Maupin Store
002-0569-000	1925	Huckstep's Garage
002-2172-000	1968	Free Union Post Office

12 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0333-000	Free Union Baptist Church	FREE UNION
002-0334-000	Old Maupin Store	FREE UNION
002-0337-000	Twin Orchard	FREE UNION
002-0339-000	Harris Store	FREE UNION
	Free Union Community Center	
002-0569-000	Huckstep's Garage	FREE UNION
002-2170-000	House, Free Union Country School	FREE UNION
002-2171-000	Maupin House, Rt. 601	FREE UNION
002-2172-000	Free Union Post Office	FREE UNION
002-2173-000	Kyger, Dr. W.A. House and Office	FREE UNION
002-2174-000	Mt. Amos Baptist Church	FREE UNION
002-2175-000	Warner House	FREE UNION
002-2176-000	Free Union Cemetery	FREE UNION

12 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0333-000	Free Union Baptist Church	FREE UNION
002-2176-000	Free Union Cemetery	FREE UNION
002-2172-000	Free Union Post Office	FREE UNION
002-0339-000	Harris Store	FREE UNION
	Free Union Community Center	
002-2170-000	House, Free Union Country School	FREE UNION
002-0569-000	Huckstep's Garage	FREE UNION
002-2173-000	Kyger, Dr. W.A. House and Office	FREE UNION
002-2171-000	Maupin House, Rt. 601	FREE UNION
002-2174-000	Mt. Amos Baptist Church	FREE UNION
002-0334-000	Old Maupin Store	FREE UNION
002-0337-000	Twin Orchard	FREE UNION
002-2175-000	Warner House	FREE UNION

12 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

<u>VDHR FILE #</u>	<u>YEAR</u>	<u>PROPERTY NAME</u>	<u>POTENTIAL FOR NR CRITERIA</u>
002-0333-000	1837	Free Union Baptist Church	
002-0334-000	1915	Old Maupin Store	
002-0337-000	1870	Twin Orchard	
002-0339-000	1850	Harris Store	
		Free Union Community Center	
002-0569-000	1925	Huckstep's Garage	
002-2170-000	1850	House, Free Union Country School	
002-2171-000	1850	Maupin House, Rt. 601	
002-2172-000	1968	Free Union Post Office	
002-2173-000	1910	Kyger, Dr. W.A. House and Office	
002-2174-000	1910	Mt. Amos Baptist Church	
002-2175-000	1910	Warner House	
002-2176-000	1837	Free Union Cemetery	

12 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0333-000	Free Union Baptist Church	Church
002-0334-000	Old Maupin Store	Commercial Building
002-0337-000	Twin Orchard	Single Dwelling
002-0339-000	Harris Store	Commercial Building
002-0569-000	Free Union Community Center	
002-0569-000	Huckstep's Garage	Commercial Building
002-2170-000	House, Free Union Country School	Single Dwelling
002-2171-000	Maupin House, Rt. 601	Single Dwelling
002-2172-000	Free Union Post Office	Post Office
002-2173-000	Kyger, Dr. W.A. House and Office	Single Dwelling
002-2174-000	Mt. Amos Baptist Church	Church
002-2175-000	Warner House	Single Dwelling
002-2176-000	Free Union Cemetery	Cemetery

12 RECORDS IN THIS REPORT

**APPENDIX H**  
**SURVEY FINDINGS FOR GREENWOOD/COUNTRY**  
**STORE**

ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-1212-000	Rt. 690	Greenwood Post Office
002-1213-000	Rt. 690	House, Route 690
002-1214-000	Rt. 691	House, Rt. 691
002-1215-000	Rt. 690	Greenwood Country Store
002-1219-000	Rt. 690	Greenwood High School

5 RECORDS IN THIS REPORT



CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-1213-000	1890	House, Route 690
002-1214-000	1890	House, Rt. 691
002-1219-000	1922	Greenwood High School
002-1215-000	1955	Greenwood Country Store
002-1212-000	1965	Greenwood Post Office

5 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-1212-000	Greenwood Post Office	WAYNESBORO EAST
002-1213-000	House, Route 690	WAYNESBORO EAST
002-1214-000	House, Rt. 691	WAYNESBORO EAST
002-1215-000	Greenwood Country Store	WAYNESBORO EAST
002-1219-000	Greenwood High School	WAYNESBORO EAST

5 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-1215-000	Greenwood Country Store	WAYNESBORO EAST
002-1219-000	Greenwood High School	WAYNESBORO EAST
002-1212-000	Greenwood Post Office	WAYNESBORO EAST
002-1213-000	House, Route 690	WAYNESBORO EAST
002-1214-000	House, Rt. 691	WAYNESBORO EAST

5 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-1212-000	1965	Greenwood Post Office	
002-1213-000	1890	House, Route 690	
002-1214-000	1890	House, Rt. 691	
002-1215-000	1955	Greenwood Country Store	
002-1219-000	1922	Greenwood High School	

5 RECORDS IN THIS REPORT

PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-1212-000	Greenwood Post Office	Post Office
002-1213-000	House, Route 690	Single Dwelling
002-1214-000	House, Rt. 691	Single Dwelling
002-1215-000	Greenwood Country Store	Commercial Building
002-1219-000	Greenwood High School	School

5 RECORDS IN THIS REPORT

**APPENDIX I**  
**SURVEY FINDINGS FOR IVY**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0209-000	U.S. Route 250	Valley Point Farm Home Tract
002-0274-000	Route 738 (Morgantown Road)	Lewis, Reuben House Mt. Calvary Baptist Church
002-0277-000	Route 738 (Morgantown Road)	Stevens, A.L. House
002-0278-000	Route 738 (Morgantown Road)	Butler-Dunn House
002-0281-000	Ivy Depot Road	White Store Brick Store, Ivy
002-0283-000	Ivy Depot Road	Hughes House Home Tract
002-0289-000	Route 676 (Owensville Road)	St. Paul's Protestant Episcopal Church St. Paul's Church-Ivy
002-0809-000	Route 676 (Owensville Road)	Kirklea
002-0816-000	Route 738 (Morgantown Road)	Johnson House
002-1180-000	U.S. 250	Siesta Motor Court Ivy Motor Court; Ivy Commons Shops
002-1825-000	U.S. Route 250, Ivy	C&O Railroad Bridge, Ivy
002-2143-000	Route 738 (Morgantown Road)	Footbridge over C&O Railroad Tracks, Ivy
002-2144-000	Dick Woods Road	Velimirovic House
002-2145-000	Dick Woods Road	House, Dick Woods Road
002-2146-000	Dick Woods Road	Hen House, Dick Woods Road
002-2147-000	Dick Woods Road	Cemetery, Ivy

16 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-0209-000	1800	Valley Point Farm Home Tract
002-0283-000	1820	Lewis, Reuben House Hughes House Home Tract
002-0281-000	1820	White Store Brick Store, Ivy
002-0289-000	1868	St. Paul's Protestant Episcopal Church St. Paul's Church-Ivy
002-0277-000	1880	Stevens, A.L. House
002-0274-000	1890	Mt. Calvary Baptist Church
002-0809-000	1896	Kirklea
002-0278-000	1900	Butler-Dunn House
002-2147-000	1900	Cemetery, Ivy
002-0816-000	1900	Johnson House
002-2145-000	1910	House, Dick Woods Road
002-2144-000	1910	Velimirovic House
002-2146-000	1920	Hen House, Dick Woods Road
002-2143-000	1930	Footbridge over C&O Railroad Tracks, Ivy
002-1825-000	1940	C&O Railroad Bridge, Ivy
002-1180-000	1951	Siesta Motor Court Ivy Motor Court; Ivy Commons Shops

16 RECORDS IN THIS REPORT



## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0209-000	Valley Point Farm Home Tract Lewis, Reuben House	CHARLOTTESVILLE WEST
002-0274-000	Mt. Calvary Baptist Church	CHARLOTTESVILLE WEST
002-0277-000	Stevens, A.L. House	CHARLOTTESVILLE WEST
002-0278-000	Butler-Dunn House	CHARLOTTESVILLE WEST
002-0281-000	White Store Brick Store, Ivy	CHARLOTTESVILLE WEST
002-0283-000	Hughes House Home Tract	CHARLOTTESVILLE WEST
002-0289-000	St. Paul's Protestant Episcopal Church St. Paul's Church-Ivy	CHARLOTTESVILLE WEST
002-0809-000	Kirklea	CHARLOTTESVILLE WEST
002-0816-000	Johnson House	CHARLOTTESVILLE WEST
002-1180-000	Siesta Motor Court Ivy Motor Court; Ivy Commons Shops	CHARLOTTESVILLE WEST
002-1825-000	C&O Railroad Bridge, Ivy	CHARLOTTESVILLE WEST
002-2143-000	Footbridge over C&O Railroad Tracks, Ivy	CHARLOTTESVILLE WEST
002-2144-000	Velimirovic House	CHARLOTTESVILLE WEST
002-2145-000	House, Dick Woods Road	CHARLOTTESVILLE WEST
002-2146-000	Hen House, Dick Woods Road	CHARLOTTESVILLE WEST
002-2147-000	Cemetery, Ivy	CHARLOTTESVILLE WEST

16 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0209-000	1800	Valley Point Farm Home Tract Lewis, Reuben House	
002-0274-000	1890	Mt. Calvary Baptist Church	
002-0277-000	1880	Stevens, A.L. House	
002-0278-000	1900	Butler-Dunn House	
002-0281-000	1820	White Store Brick Store, Ivy	
002-0283-000	1820	Hughes House Home Tract	
002-0289-000	1868	St. Paul's Protestant Episcopal Church St. Paul's Church-Ivy	
002-0809-000	1896	Kirklea	
002-0816-000	1900	Johnson House	
002-1180-000	1951	Siesta Motor Court Ivy Motor Court; Ivy Commons Shops	
002-1825-000	1940	C&O Railroad Bridge, Ivy	
002-2143-000	1930	Footbridge over C&O Railroad Tracks, Ivy	
002-2144-000	1910	Velimirovic House	
002-2145-000	1910	House, Dick Woods Road	
002-2146-000	1920	Hen House, Dick Woods Road	
002-2147-000	1900	Cemetery, Ivy	

16 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0209-000	Valley Point Farm Home Tract Lewis, Reuben House	Single Dwelling
002-0274-000	Mt. Calvary Baptist Church	Church
002-0277-000	Stevens, A.L. House	Single Dwelling
002-0278-000	Butler-Dunn House	Single Dwelling
002-0281-000	White Store Brick Store, Ivy	Commercial Building
002-0283-000	Hughes House Home Tract	Single Dwelling
002-0289-000	St. Paul's Protestant Episcopal Church St. Paul's Church-Ivy	Church
002-0809-000	Kirklea	Single Dwelling
002-0816-000	Johnson House	Single Dwelling
002-1180-000	Siesta Motor Court Ivy Motor Court; Ivy Commons Shops	Motel/Motel Court
002-1825-000	C&O Railroad Bridge, Ivy	Bridge
002-2143-000	Footbridge over C&O Railroad Tracks, Ivy	Bridge
002-2144-000	Velimirovic House	Single Dwelling
002-2145-000	House, Dick Woods Road	Single Dwelling
002-2146-000	Hen House, Dick Woods Road	Single Dwelling
002-2147-000	Cemetery, Ivy	Cemetery

16 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0278-000	Butler-Dunn House	CHARLOTTESVILLE WEST
002-1825-000	C&O Railroad Bridge, Ivy	CHARLOTTESVILLE WEST
002-2147-000	Cemetery, Ivy	CHARLOTTESVILLE WEST
002-2143-000	Footbridge over C&O Railroad Tracks, Ivy	CHARLOTTESVILLE WEST
002-2146-000	Hen House, Dick Woods Road	CHARLOTTESVILLE WEST
002-2145-000	House, Dick Woods Road	CHARLOTTESVILLE WEST
002-0283-000	Hughes House Home Tract	CHARLOTTESVILLE WEST
002-0816-000	Johnson House	CHARLOTTESVILLE WEST
002-0809-000	Kirklea	CHARLOTTESVILLE WEST
002-0274-000	Mt. Calvary Baptist Church	CHARLOTTESVILLE WEST
002-1180-000	Siesta Motor Court Ivy Motor Court; Ivy Commons Shops	CHARLOTTESVILLE WEST
002-0289-000	St. Paul's Protestant Episcopal Church St. Paul's Church-Ivy	CHARLOTTESVILLE WEST
002-0277-000	Stevens, A.L. House	CHARLOTTESVILLE WEST
002-0209-000	Valley Point Farm Home Tract Lewis, Reuben House	CHARLOTTESVILLE WEST
002-2144-000	Velimirovic House	CHARLOTTESVILLE WEST
002-0281-000	White Store Brick Store, Ivy	CHARLOTTESVILLE WEST

16 RECORDS IN THIS REPORT

**APPENDIX J**  
**SURVEY FINDINGS FOR MILTON**

ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0299-000	Locust Grove	CHARLOTTESVILLE EAST
002-1617-000	Milton Farm	CHARLOTTESVILLE EAST

2 RECORDS IN THIS REPORT

CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-0299-000	1840	Locust Grove
002-1617-000	1850	Milton Farm

2 RECORDS IN THIS REPORT

PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0299-000	Locust Grove	Single Dwelling
002-1617-000	Milton Farm	Single Dwelling

2 RECORDS IN THIS REPORT



ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0299-000	Route 729	Locust Grove
002-1617-000	Route 729	Milton Farm

2 RECORDS IN THIS REPORT

POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0299-000	1840	Locust Grove	
002-1617-000	1850	Milton Farm	

2 RECORDS IN THIS REPORT

**APPENDIX K**  
**SURVEY FINDINGS FOR PROFFIT**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0643-000	Rt. 649 and Rt. 741	Evergreen Baptist Church
002-2148-000	Rt. 649	Cox, Elijah House
002-2149-000	Rt. 649	Mocking Bird Hill
002-2150-000	Rt. 649	House, Rt. 649
002-2151-000	Rt. 649	Graves, Seth House
002-2152-000	Proffit Depot Road	Lewis, W.R. Store Peregoy House
002-2153-000	Rt. 649	Proffitt, Samuel House
002-2154-000	Rt. 649	Station Master's House Deepdene; Loewenstein House
002-2155-000	Proffit Depot Road	Proffit Depot (Site)
002-2156-000	Rt. 649	Ohio Sulphur Mine Company Site
002-2157-000	Rt. 649	Flanagan Houses

11 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-2153-000	1880	Proffitt, Samuel House
002-2157-000	1890	Flanagan Houses
002-2151-000	1890	Graves, Seth House
002-2152-000	1890	Lewis, W.R. Store Peregoy House
002-2155-000	1890	Proffit Depot (Site)
002-0643-000	1892	Evergreen Baptist Church
002-2154-000	1892	Station Master's House Deepdene; Loewenstein House
002-2149-000	1896	Mocking Bird Hill
002-2150-000	1902	House, Rt. 649
002-2148-000	1915	Cox, Elijah House
002-2156-000	1917	Ohio Sulpher Mine Company Site

11 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0643-000	Evergreen Baptist Church	CHARLOTTESVILLE EAST
002-2148-000	Cox, Elijah House	CHARLOTTESVILLE EAST
002-2149-000	Mocking Bird Hill	CHARLOTTESVILLE EAST
002-2150-000	House, Rt. 649	CHARLOTTESVILLE EAST
002-2151-000	Graves, Seth House	CHARLOTTESVILLE EAST
002-2152-000	Lewis, W.R. Store Peregoy House	CHARLOTTESVILLE EAST
002-2153-000	Proffitt, Samuel House	CHARLOTTESVILLE EAST
002-2154-000	Station Master's House Deepdene; Loewenstein House	CHARLOTTESVILLE EAST
002-2155-000	Proffit Depot (Site)	CHARLOTTESVILLE EAST
002-2156-000	Ohio Sulpher Mine Company Site	CHARLOTTESVILLE EAST
002-2157-000	Flanagan Houses	CHARLOTTESVILLE EAST

11 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-2148-000	Cox, Elijah House	CHARLOTTESVILLE EAST
002-0643-000	Evergreen Baptist Church	CHARLOTTESVILLE EAST
002-2157-000	Flanagan Houses	CHARLOTTESVILLE EAST
002-2151-000	Graves, Seth House	CHARLOTTESVILLE EAST
002-2150-000	House, Rt. 649	CHARLOTTESVILLE EAST
002-2152-000	Lewis, W.R. Store Peregoy House	CHARLOTTESVILLE EAST
002-2149-000	Mocking Bird Hill	CHARLOTTESVILLE EAST
002-2156-000	Ohio Sulpher Mine Company Site	CHARLOTTESVILLE EAST
002-2155-000	Proffit Depot (Site)	CHARLOTTESVILLE EAST
002-2153-000	Proffitt, Samuel House	CHARLOTTESVILLE EAST
002-2154-000	Station Master's House Deepdene; Loewenstein House	CHARLOTTESVILLE EAST

11 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0643-000	1892	Evergreen Baptist Church	
002-2148-000	1915	Cox, Elijah House	
002-2149-000	1896	Mocking Bird Hill	
002-2150-000	1902	House, Rt. 649	
002-2151-000	1890	Graves, Seth House	
002-2152-000	1890	Lewis, W.R. Store Peregoy House	
002-2153-000	1880	Proffitt, Samuel House	
002-2154-000	1892	Station Master's House Deepdene; Loewenstein House	
002-2155-000	1890	Proffit Depot (Site)	
002-2156-000	1917	Ohio Sulpher Mine Company Site	
002-2157-000	1890	Flanagan Houses	

11 RECORDS IN THIS REPORT



## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0643-000	Evergreen Baptist Church	Church
002-2148-000	Cox, Elijah House	Single Dwelling
002-2149-000	Mocking Bird Hill	Single Dwelling
002-2150-000	House, Rt. 649	Single Dwelling
002-2151-000	Graves, Seth House	Single Dwelling
002-2152-000	Lewis, W.R. Store Peregoy House	Commercial Building
002-2153-000	Proffitt, Samuel House	Single Dwelling
002-2154-000	Station Master's House Deepdene; Loewenstein House	Single Dwelling
002-2155-000	Proffit Depot (Site)	Depot
002-2156-000	Ohio Sulpher Mine Company Site	Mining Structure
002-2157-000	Flanagan Houses	Single Dwelling

11 RECORDS IN THIS REPORT

**APPENDIX L**  
**SURVEY FINDINGS FOR WHITE HALL**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0315-000	Rt. 614	Piedmont Store
002-0316-000	Rt. 614	Piedmont (White Hall)
002-0317-000	Rt. 614	Wyant House
002-0318-000	Rt. 614	Whitehall; Maupin, Thomas House
002-0319-000	Rt. 614	Homeplace
002-0320-000	Rt. 614	The Parsonage
002-0322-000	Rt. 614	Mt. Moriah Methodist Church
002-1873-000	Rt. 614	White Hall School
002-2177-000	Rt. 614	Wyant's Store
002-2178-000	Rt. 614	White Hall Community Building

10 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-0318-000	1810	Whitehall; Maupin, Thomas House
002-0317-000	1810	Wyant House
002-0319-000	1820	Homeplace
002-0316-000	1820	Piedmont (White Hall)
002-0315-000	1847	Piedmont Store
002-0322-000	1854	Mt. Moriah Methodist Church
002-0320-000	1900	The Parsonage
002-1873-000	1909	White Hall School
002-2177-000	1919	Wyant's Store
002-2178-000	1920	White Hall Community Building

10 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0315-000	Piedmont Store	CROZET
002-0316-000	Piedmont (White Hall)	CROZET
002-0317-000	Wyant House	CROZET
002-0318-000	Whitehall; Maupin, Thomas House	CROZET
002-0319-000	Homeplace	CROZET
002-0320-000	The Parsonage	CROZET
002-0322-000	Mt. Moriah Methodist Church	CROZET
002-1873-000	White Hall School	CROZET
002-2177-000	Wyant's Store	CROZET
002-2178-000	White Hall Community Building	CROZET

10 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0319-000	Homeplace	CROZET
002-0322-000	Mt. Moriah Methodist Church	CROZET
002-0316-000	Piedmont (White Hall)	CROZET
002-0315-000	Piedmont Store	CROZET
002-0320-000	The Parsonage	CROZET
002-2178-000	White Hall Community Building	CROZET
002-1873-000	White Hall School	CROZET
002-0318-000	Whitehall; Maupin, Thomas House	CROZET
002-0317-000	Wyant House	CROZET
002-2177-000	Wyant's Store	CROZET

10 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0315-000	1847	Piedmont Store	
002-0316-000	1820	Piedmont (White Hall)	
002-0317-000	1810	Wyant House	
002-0318-000	1810	Whitehall; Maupin, Thomas House	
002-0319-000	1820	Homeplace	
002-0320-000	1900	The Parsonage	
002-0322-000	1854	Mt. Moriah Methodist Church	
002-1873-000	1909	White Hall School	
002-2177-000	1919	Wyant's Store	
002-2178-000	1920	White Hall Community Building	

10 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0315-000	Piedmont Store	Commercial Building
002-0316-000	Piedmont (White Hall)	Single Dwelling
002-0317-000	Wyant House	Single Dwelling
002-0318-000	Whitehall; Maupin, Thomas House	Single Dwelling
002-0319-000	Homeplace	Single Dwelling
002-0320-000	The Parsonage	Single Dwelling
002-0322-000	Mt. Moriah Methodist Church	Church
002-1873-000	White Hall School	School
002-2177-000	Wyant's Store	Commercial Building
002-2178-000	White Hall Community Building	Other

10 RECORDS IN THIS REPORT



**APPENDIX M**  
**SURVEY FINDINGS FOR YANCEY MILLS**

## ADDRESS REPORT

VDHR FILE #	ADDRESS	PROPERTY NAME
002-0126-000	Rt. 749 (Hillsboro Road)	Hillsboro Baptist Church
002-0447-000	Rt. 749 (Hillsboro Road)	Yancey, R.A. House Creasey House
002-0835-000	Rt. 749 (Hillsboro Road)	Walton House Monger House
002-0836-000	Rt. 749 (Hillsboro Road)	Green Teapot Hotel
002-0837-000	Rt. 749 (Hillsboro Road)	Yancey Tavern
002-0838-000	Rt. 749 (Hillsboro Road)	Apperson, John House Brown House
002-0839-000	Rt. 749 (Hillsboro Road)	Apperson-Boswell House
002-0840-000	Rt. 749 (Hillsboro Road)	Masonic Hall- Yancey's Mill VFW Hall - Yancey's Mill
002-0848-000	Rt. 749 (Hillsboro Road)	Yancey, F.W. House
002-0852-000	U.S. Rt. 250	Five Oaks
002-2179-000	Rt. 749 (Hillsboro Road)	Bollendorff House
002-2180-000	U.S. Route 250	House, Log, U.S. Route 250
002-2181-000	Rt. 749 (Hillsboro Road)	House, Route 749
002-2182-000	Rt. 749 (Hillsboro Road)	Shuler House
002-2183-000	Rt. 648	House, Route 648
002-2184-000	Rt. 749 (Hillsboro Road)	Shifflett, Otis House
002-2185-000	Rt. 749 (Hillsboro Road)	Dutch Garden Restaurant/Motel

17 RECORDS IN THIS REPORT

## CHRONOLOGICAL REPORT

VDHR FILE #	YEAR	PROPERTY NAME
002-0839-000	1830	Apperson-Boswell House
002-0837-000	1830	Yancey Tavern
002-0852-000	1850	Five Oaks
002-0836-000	1850	Green Teapot Hotel
002-2180-000	1850	House, Log, U.S. Route 250
002-0848-000	1850	Yancey, F.W. House
002-2181-000	1890	House, Route 749
002-0447-000	1890	Yancey, R.A. House Creasey House
002-2182-000	1896	Shuler House
002-2183-000	1900	House, Route 648
002-0835-000	1903	Walton House Monger House
002-0126-000	1905	Hillsboro Baptist Church
002-0838-000	1909	Apperson, John House Brown House
002-0840-000	1910	Masonic Hall- Yancey's Mill VFW Hall - Yancey's Mill
002-2179-000	1915	Bollendorff House
002-2185-000	1920	Dutch Garden Restaurant/Motel
002-2184-000	1924	Shifflett, Otis House

17 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0126-000	Hillsboro Baptist Church	WAYNESBORO EAST
002-0447-000	Yancey, R.A. House Creasey House	WAYNESBORO EAST
002-0835-000	Walton House Monger House	WAYNESBORO EAST
002-0836-000	Green Teapot Hotel	WAYNESBORO EAST
002-0837-000	Yancey Tavern	WAYNESBORO EAST
002-0838-000	Apperson, John House Brown House	WAYNESBORO EAST
002-0839-000	Apperson-Boswell House	WAYNESBORO EAST
002-0840-000	Masonic Hall- Yancey's Mill VFW Hall - Yancey's Mill	WAYNESBORO EAST
002-0848-000	Yancey, F.W. House	WAYNESBORO EAST
002-0852-000	Five Oaks	WAYNESBORO EAST
002-2179-000	Bollendorff House	WAYNESBORO EAST
002-2180-000	House, Log, U.S. Route 250	WAYNESBORO EAST
002-2181-000	House, Route 749	WAYNESBORO EAST
002-2182-000	Shuler House	WAYNESBORO EAST
002-2183-000	House, Route 648	WAYNESBORO EAST
002-2184-000	Shifflett, Otis House	WAYNESBORO EAST
002-2185-000	Dutch Garden Restaurant/Motel	WAYNESBORO EAST

17 RECORDS IN THIS REPORT

## ID #, PROPERTY NAME AND USGS MAP LOCATION REPORT

VDHR FILE #	PROPERTY NAME	USGS QUAD MAP
002-0838-000	Apperson, John House Brown House	WAYNESBORO EAST
002-0839-000	Apperson-Boswell House	WAYNESBORO EAST
002-2179-000	Bollendorff House	WAYNESBORO EAST
002-2185-000	Dutch Garden Restaurant/Motel	WAYNESBORO EAST
002-0852-000	Five Oaks	WAYNESBORO EAST
002-0836-000	Green Teapot Hotel	WAYNESBORO EAST
002-0126-000	Hillsboro Baptist Church	WAYNESBORO EAST
002-2180-000	House, Log, U.S. Route 250	WAYNESBORO EAST
002-2183-000	House, Route 648	WAYNESBORO EAST
002-2181-000	House, Route 749	WAYNESBORO EAST
002-0840-000	Masonic Hall- Yancey's Mill VFW Hall - Yancey's Mill	WAYNESBORO EAST
002-2184-000	Shifflett, Otis House	WAYNESBORO EAST
002-2182-000	Shuler House	WAYNESBORO EAST
002-0835-000	Walton House Monger House	WAYNESBORO EAST
002-0837-000	Yancey Tavern	WAYNESBORO EAST
002-0848-000	Yancey, F.W. House	WAYNESBORO EAST
002-0447-000	Yancey, R.A. House Creasey House	WAYNESBORO EAST

17 RECORDS IN THIS REPORT

## POTENTIAL ELIGIBILITY FOR NATIONAL REGISTER REPORT

VDHR FILE #	YEAR	PROPERTY NAME	POTENTIAL FOR NR CRITERIA
002-0126-000	1905	Hillsboro Baptist Church	
002-0447-000	1890	Yancey, R.A. House Creasey House	
002-0835-000	1903	Walton House Monger House	
002-0836-000	1850	Green Teapot Hotel	
002-0837-000	1830	Yancey Tavern	
002-0838-000	1909	Apperson, John House Brown House	
002-0839-000	1830	Apperson-Boswell House	
002-0840-000	1910	Masonic Hall- Yancey's Mill VFW Hall - Yancey's Mill	
002-0848-000	1850	Yancey, F.W. House	
002-0852-000	1850	Five Oaks	
002-2179-000	1915	Bollendorff House	
002-2180-000	1850	House, Log, U.S. Route 250	
002-2181-000	1890	House, Route 749	
002-2182-000	1896	Shuler House	
002-2183-000	1900	House, Route 648	
002-2184-000	1924	Shifflett, Otis House	
002-2185-000	1920	Dutch Garden Restaurant/Motel	

17 RECORDS IN THIS REPORT

## PROPERTY RESOURCE/WUZIT REPORT

VDHR FILE #	PROPERTY NAME	WUZIT(S)
002-0126-000	Hillsboro Baptist Church	Church
002-0447-000	Yancey, R.A. House Creasey House	Single Dwelling
002-0835-000	Walton House Monger House	Single Dwelling
002-0836-000	Green Teapot Hotel	Tavern/Ordinary
002-0837-000	Yancey Tavern	Single Dwelling
002-0838-000	Apperson, John House Brown House	Single Dwelling
002-0839-000	Apperson-Boswell House	Single Dwelling
002-0840-000	Masonic Hall- Yancey's Mill VFW Hall - Yancey's Mill	Other
002-0848-000	Yancey, F.W. House	Single Dwelling
002-0852-000	Five Oaks	Single Dwelling
002-2179-000	Bollendorff House	Single Dwelling
002-2180-000	House, Log, U.S. Route 250	Single Dwelling
002-2181-000	House, Route 749	Single Dwelling
002-2182-000	Shuler House	Single Dwelling
002-2183-000	House, Route 648	Single Dwelling
002-2184-000	Shifflett, Otis House	Single Dwelling
002-2185-000	Dutch Garden Restaurant/Motel	Motel/Motel Court

17 RECORDS IN THIS REPORT

**APPENDIX N**  
**SCOPE OF WORK**



- I. **PURPOSE:** This Request For Proposal is for the purpose of entering into a contract with a qualified consultant to conduct a survey of historic architectural resources in the County of Albemarle, consistent with the procedures established by the Secretary of Interior's Guidelines for a Comprehensive Reconnaissance Survey. Approximately two hundred (200) properties will be documented.
- II. **BACKGROUND:** Over the past several years, Albemarle County has experienced explosive growth. The County has identified eleven areas that are experiencing particularly rapid growth. Currently, the County and DHR are conducting a joint project to develop prehistoric and historic contexts for the County. To build upon this project and develop it into a data-base and document that is helpful in planning for the growth areas, the County as proposed to undertake architectural survey in the eleven areas and evaluate the resources in the context currently being developed.
- III. **STATEMENT OF NEED:** The Contractor shall provide all labor and materials to complete the following project. The architectural survey will be consistent with the procedures established by the Secretary of the Interior's Guidelines for A Comprehensive Reconnaissance Survey. A minimum of two hundred architectural properties will be documented within a survey area consisting of 11 villages:

Crossroads (North Garden)	approx. 11 resources
Crozet (downtown area)	approx. 84 resources
Greenwood	approx. 10 resources
Batesville	approx. 16 resources
Covesville	approx. 10 resources
Free Union	approx. 8 resources
Advance Mills	approx. 10 resources
Ivy	approx. 13 resources
Yancey Mills	approx. 16 resources
White Hall	approx. 6 resources
Proffit	approx. 11 resources

**A. SURVEY PRODUCTS**

1. Two MS-DOS-compatible diskettes (one to DHR; one to Albemarle County) containing survey data on a total of two hundred (200) properties using the Integrated Preservation Software (IPS) provided by DHR. IPS version 3.0L is to be used. Survey data must be submitted on a DOS compatible diskette (either high-density, double-sided 3 1/2" diskette or high-density, double-sided 5 1/4" diskette). This software is compatible with IBM hardware and requires the following software/hardware configuration in order to operate:

- a. An IBM PC/AT or equivalent (a 386 class or higher is recommended).
  - b. DOS version 3.x or higher.
  - c. A high-speed hard disk with an average access time no greater than 40ms, and preferably less than 28ms. For large data bases, 16ms is highly recommended as the maximum.
  - d. 640k minimum of conventional memory. A minimum of 525k must be free in order for IPS to run.
2. Two sets of two hundred (200) IPS-generated hard-copy survey forms and two sets of accompanying photos placed in typed DHR photo envelopes--one set of hard-copy survey forms and photographs to DHR; one set of hard-copy survey forms and photos to Albemarle County. Materials submitted to DHR for each surveyed property shall be placed in typed DHR survey file envelopes. Survey forms will consist of the following:

A minimum of two hundred (200) properties recorded at the RECONNAISSANCE LEVEL. Each reconnaissance-level survey includes:

**SURVEY FORM** -a record for each property, including primary and secondary resources on a single survey form.<sup>1</sup> The form will require a detailed physical description of the primary resource as well as a brief description of each of the secondary resources on the property. It will also require a one- to three- sentence evaluation of the property, placing it in its local historical and architectural context.

**PHOTOGRAPHY** -labeled black-and-white photos that adequately document the resource. Adequate photographic documentation includes several views of the primary resource and a minimum of one photo per contributing secondary resource or group of secondary resources if they are located close together. Photographs must sufficiently illustrate the architectural character of the resource; at least one photograph should be taken at close range.

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<sup>1</sup>Property is defined as a geographic area that contains resources. Resource is defined as a building, structure, site or object.

**SITE PLAN**

-a simple site-plan sketch of the property indicating the relationship between primary and secondary resources. The site plan sketch should show the main road, any significant natural features such as creeks and rivers; and include a north arrow.

**MAPPING**

A copy of the relevant section of the USGS topographic must be attached to each survey form.

While reconnaissance-level survey does not require interior documentation of resources, it is expected that a sampling of interiors will be inspected and described in order for the consultant to better understand resources that are not included in intensive-level survey.  
(SEE ATTACHMENT 1)

3. **SURVEY REPORT:** The survey report will include general historical contexts, following VDHR's eighteen themes, for the **eleven villages**. A complete context report for Albemarle County was recently completed, so the preparation of the **eleven village** report should focus on local contexts and should build upon those context already developed. Historical and architectural contexts should be succinct and accompanied by selected photographic views of single resources and general views of village areas.

The consultant will make a good faith effort to work with local historians and preservation groups who are interested in assisting with the retrieval of historic sources needed to develop the historic context for the **eleven villages**.

The report will include recommendations for potentially eligible single resources and historic districts, and briefly discuss further work needed in light of survey findings.

The consultant shall submit the following:

- a. ten (10) bound illustrated<sup>2</sup> copies (5 copies to DHR; 5 copies to Albemarle County) of the final survey report.

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<sup>2</sup>Illustrations are to be interspersed throughout the text. The author may choose to include clear photocopies of historic and current photographs, archival materials, maps, etc.

- b. two loose-leaf copies of the final survey report (one to DHR; one to Albemarle County) for photocopying convenience.
- c. two computer diskettes (one to DHR; one to Albemarle County) containing the final survey report written in WordPerfect 5.x or ASCII.

**FOR REQUIREMENTS AND DETAILS OF SURVEY REPORT SEE ATTACHMENT 2.**

- 4. **PHOTOGRAPHIC NEGATIVES:** One set of all negatives produced by the survey will be processed according to DHR standards and submitted to DHR upon completion of the survey.

**FOR PHOTOGRAPH LABELING REQUIREMENTS SEE ATTACHMENT 4.**

- 5. **USGS QUADRANGLE MAPS:** All surveyed properties will be mapped and labeled (name of property and survey file number) on one set of appropriate USGS quadrangle maps and entire quadrangle maps will be submitted to DHR. Photocopies of sections of USGS maps and/or city base maps highlighting individual property locations shall be a part of each property survey file.
- 6. **SLIDE PHOTOGRAPHY:** The consultant will provide general slide views of the **eleven villages** to DHR. The views should include building groupings as well as several views of potentially eligible resources. Slides will be appropriately labeled and keyed to a typed list.
- 7. **GENERAL PRESENTATIONS:** In addition to the above products, during the initial phase of the survey project the consultant shall conduct a public meeting to include interested City of Albemarle County officials and interested members of local historical associations to discuss goals and survey strategies and generally inform city residents of the survey project. At the completion of the survey, the consultant shall make a public presentation on the findings of the survey to the Albemarle County or Planning Commission.

**B. SURVEY PREPARATION**

- 1. Consultants must attend an information meeting at the DHR on Friday December 16, 1994 at 10:00 a. m. to discuss the survey project with DHR staff.
- 2. Prior to beginning field work, it is expected that consultants will review all existing materials relevant to the eleven Albemarle County village areas contained

within the DHR archives. This includes, existing architectural survey files, indexes, topographic maps, and unpublished survey reports. This information must be integrated into the final survey products.

The following important sources should be examined: the survey work of VDHR Architectural Historian, Jeffrey M. O'Dell conducted between 1979-1980; the U.S. 29 Corridor Study Phase I Historic Architecture Survey (1988); Jeffrey Hantman's The Archaeology of Albemarle County (1985); The Southwest Mountain Historic District Report (1980s), and the Southwest Mountain Historic District Nomination (1980s); the Albemarle County Archaeological and Architectural Context Report (to be completed fall 1994). Specific primary and secondary resources that cover individual village contexts should be consulted. The consultant should conduct research at the Albemarle Historical Society, University of Virginia's Alderman (general) and Fiske Kimball (architecture) libraries.

3. It is recommended that the consultant ask the local planning staff about future development projects that may affect historic resources. Documents that should be consulted include, the local comprehensive plan, the Virginia Department of Transportation (VDOT) Six-Year Plan, and public utility project plans.

#### C. SURVEY CRITERIA

1. Selected, representative examples of cultural resources over fifty years old should be recorded at the discretion of the consultant, but with general guidance from DHR staff and the County staff. These should include the best-preserved and least-altered examples of various resource types which are subsumed under each of the following DHR historic themes:

- 1) Domestic;
- 2) Subsistence/Agriculture;
- 3) Government/Law/Politics;
- 4) Health Care/Medicine;
- 5) Education;
- 6) Military/Defense;
- 7) Religion;
- 8) Social;
- 9) Recreation/Arts;
- 10) Transportation/Communication;
- 11) Commerce/Trade;
- 12) Industry/Processing/Extraction;
- 13) Landscape;
- 14) Funerary;

- 15) Ethnicity/Immigration;
- 16) Settlement Patterns;
- 17) Architecture/Landscape  
Architecture/Community Planning;
- 18) Technology/Engineering.

The consultant shall pay special attention to the following:

**Types of Resources:**

- 1) early outbuildings and farm structures;
  - 2) significant buildings that are in poor condition or that are threatened by imminent destruction;
  - 3) resources related to ethnic minority cultures;
  - 4) pre-1860 resources, including outbuildings and farm structures;
  - 5) previously surveyed properties that warrant updated or additional information.
  - 6) significant resources that may be effected transportation network improvements (i.e. road and railroad construction).
2. **Properties over fifty years of age that are not selected for survey.** It is understood that this project may not result in a comprehensive survey of every building over fifty years of age in the eleven survey areas. Some properties over fifty years of age will be observed by the consultant in the field but will not be selected for survey because they are not considered of priority for this project. However, the consultant shall circle, on the USGS topographic maps submitted to DHR, all properties over fifty years of age that were observed in the field but were not selected for survey. This level of documentation will assist the County and DHR in determining future survey strategies.

**D. SCHEDULE**

1. Consultants must attend an information meeting at the Department of Historic Resources on Friday December 16, 1994, to discuss the survey project with DHR staff.
2. Consultants must attend a meeting with DHR and local government officials no later than January 20, 1995.
3. If consultants have not already done so, they must complete the Integrated Preservation Software training program. The next training session is scheduled for November 17-18, 1994. Please contact Elizabeth Lipford

at 225-4255 to register for IPS training.

4. By May 1, 1995, the project should be fifty percent complete. At this time, consultants will meet with DHR staff and local government officials to discuss the progress of the project. A draft of the final survey report is also due on May 1, 1995.
5. All the final survey products must be received by DHR no later than September 1, 1995 unless an alternative agreement has been negotiated with DHR staff. During the period of September 1, 1995 to the close of the contract on September 30, 1995 the final survey products will be reviewed by DHR and final payments will be processed.

**APPENDIX O**  
**DAMES & MOORE PROJECT TEAM**  
**BIOGRAPHICAL SKETCHES**



## DAMES & MOORE PROJECT TEAM BIOGRAPHICAL SKETCHES

**Dr. Janet Friedman, Program Manager**, had overall responsibility for the project. An experienced Program Manager with extensive expertise in cultural resource management, she oversaw the conduct of the work, and provided quality control. Dr. Friedman is Director of the Cultural Resource Services for Dames & Moore. Prior to that, she was project manager for several large environmental support contracts to the Departments of Defense and Energy. Dr. Friedman served as Historic Preservation Officer for the US Department of Agriculture, as Head Archeologist for the Forest Service, and as Special Assistant to the Director, Advisory Council on Historic Preservation, among other responsibilities.

**Stephen G. Del Sordo, AICP, the Principal Investigator**, was responsible for the overall management of the project. He reviewed site inventory forms, established preliminary determinations of eligibility, and conducted field verification of survey sites and potential historic districts. He took the lead in developing historic contexts based on themes, and in producing the report, and in making the presentations on the project.

As Senior Historian for Dames & Moore, Mr. Del Sordo has served as Principal Investigator on numerous Dames & Moore cultural resource projects, including the Raritan Arsenal Archives Search and Cultural Resource Assessment; Roebling Steel Mill Historic Buildings Assessment; Fort Ritchie Cultural Resource Management Plan and Cultural Resource Survey and Evaluation; West Valley Demonstration Project Predictive Model, Cultural Resource Management Plan, and Determination of Eligibility; Lake Cushman Cultural Resource Management Plan; and Dover Air Force Base Archeological Predictive Model and National Register nomination of Building 1301. He has also been the principal historical investigator in support of a number of Dames & Moore's archeological projects including the Old Georgetown, Delaware Post Office Archeological Survey; Cherry Hill Peninsula Phase I and The Prince William Institute Phase I surveys in Prince William County, Virginia and the Smithsonian Air And Space Museum Annex at Dulles Airport in Fairfax County, Virginia.

Mr. Del Sordo previously served as Historian in the Delaware State Historic Preservation Office for 11 years, and as a private consultant in architectural history to such clients as the States of Maryland and New Jersey and the National Park Service. While Historian for the State of Delaware, Mr. Del Sordo was the senior staff member who administered the National Register of Historic Places Program, Historic Sites Survey Program, and the Preservation Planning Program. As such, he developed major segments of the Delaware State Plan, wrote historic contexts, and prepared and evaluated National Register nominations. As a result of his extensive work in history and in architectural history, Mr. Del Sordo has developed an expertise in the analysis of historic landscapes for rural agricultural properties, African-American communities, and for formally-designed landscapes for economic-tier plantations and mansion houses in the mid-Atlantic area.

In addition, he has conducted historic building surveys and assessments in New Hampshire, Massachusetts, Connecticut, Rhode Island, Maine, Vermont, New Jersey, New York, Pennsylvania, Maryland, Virginia, North and South Carolina. Mr. Del Sordo maintains 40-hour OSHA certification for work on hazardous-waste sites, plus additional certification as an OSHA-certified hazardous waste site supervisor.

**Geoffrey Henry, Field Director**, has extensive experience in historic site surveys, especially in Virginia and in the Albemarle County vicinity. He holds B.A. and M.A. degrees in Architectural History from the University of Virginia. In addition to having been a professional editor and Architectural Historian for the Maryland Historical Trust, Mr. Henry has been in private practice as an Architectural Historian. Among his projects have been architectural surveys of Lynchburg, Norfolk, Shenandoah County, and Franklin and Floyd Counties in Virginia. He has also conducted historic site surveys in Calvert, Dorchester, and Cecil Counties in Maryland. He has prepared numerous National Register nominations in Virginia and in Maryland and has served as project architectural historian for Historic American Buildings Survey projects in Pennsylvania and in Maryland.

Mr. Henry has written and edited several publications in Maryland based on historic site surveys. He has also written and published several articles on Albemarle County history. In addition to his professional activities, he has served on the Architectural Review Board for Charlottesville, Virginia and on the Historic Preservation Ordinance Committee for the Citizens of Albemarle.

**Steven H. Moffson, Architectural Historian**, is experienced in the identification and evaluation of architectural resources in the mid-Atlantic region. At the Delaware State Historic Preservation Office, Mr. Moffson surveyed the towns of Bethel, Frankford, Magnolia, and Rehoboth Beach and edited the National Register amendment of the Lewes Historic District, which featured over 700 contributing resources. In addition, Mr. Moffson participated in the recordation of farm complexes, mills, and churches in rural Lower Delaware. As a Survey Assistant at the Center for Historic Architecture and Engineering at the University of Delaware, Mr. Moffson recorded threatened buildings with the Historic American Building Survey Team and conducted a survey of over 200 early-twentieth-century row houses and commercial buildings in Wilmington, Delaware.

Mr. Moffson's work at the Southeast Regional Office of the National Park Service included cultural resource surveys and historic resource studies for national parks and national historic sites. In an effort to update the Park Service's List of Classified Structures, the inventory of National Register-eligible properties owned by the Park Service, he conducted comprehensive cultural resource surveys in over twenty parks, including Great Smoky Mountains National Park, the 450-mile Notches Trace Parkway, and Fort Sumter National Monument.

In addition, Mr. Moffson developed Historic Resource Studies and National Register nominations that addressed both the nationally-significant resources for which the parks were established and themes of State and local significance. Mr. Moffson was presented with the Vernacular Architecture Forum's Paul E. Buchanan Award in 1994 for the *Historic Resource Study: Martin Luther King, Jr., National Historic Site*. The study examines Dr. King's life, the American Civil Rights movement, and the growth and development of the "Sweet Auburn"

Avenue neighborhood where Dr. King lived until age eleven. Mr. Moffson participated in National Park Service training courses on Integrated Preservation Software (IPS), Global Positioning System (GPS), and Section 106 of the National Historic Preservation Act.

**Melinda Byrd Frierson, Albemarle History Consultant**, was the Executive Director of the Albemarle County Historical Society. A significant part of her duties at that institution was to conduct primary research into Albemarle County history. This research has been used as background material for a wide range of exhibits and publications at the historical society. Ms. Frierson holds an M.A. degree in Architectural History from the University of Virginia. Accordingly, she is qualified as an architectural historian under the Secretary of the Interior's professional standards guidelines.

Ms. Frierson prepared the historic contexts for the villages included in this survey project. As a recognized expert in the field of Albemarle County history, she was able to identify specific historic themes that applied to the individual villages and to the group of villages as a unit. She was also able to identify and interpret specific property types that appeared to be unique to the County or to the individual villages.

