

**COST-SHARE CULTURAL RESOURCE
SURVEY OF 23 AREAS OF
HISTORIC INTEREST WITHIN
CULPEPER COUNTY, VIRGINIA**

by

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Prepared for

**Virginia Department of Historic Resources and
Culpeper County, Department of Planning**

Prepared by

DOVETAIL
CULTURAL RESOURCE GROUP

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23 Areas of Historic Interest Within
Culpeper County, Virginia**

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ABSTRACT

In January of 2008, Dovetail Cultural Resource Group began a multi-phase reconnaissance-level investigation of architectural and archaeological resources located within 23 specified Areas of Historic Interest (AOHI) in Culpeper County, Virginia. The project was completed at the request of the Culpeper County Department of Planning in satisfaction of requirements outlined in the Virginia Department of Historic Resources (DHR) cost-share survey program contract. The multi-phase survey comprised a Phase I-level investigation of all historic architectural properties over 50 years in age and a general evaluation of each area's potential archaeological value. Following the fieldwork, a comprehensive Data Sharing System packet was completed for each surveyed resource, including an architectural description, statement of significance, location maps, and sets of both black & white and color digital photographs. In addition, three of the areas of interest deemed potentially eligible for listing as historic districts on the National Register of Historic Places (NRHP) were subjected to more in-depth investigations and documented in a Preliminary Information Form (PIF) to be submitted to the DHR for their review.

The 23 surveyed AOHI's included: Brandy Station, Cedar Mountain Battlefield, Cunningham Farm, Fleetwood Hill, Griffinsburg, Hansborough Ridge, Hansborough Ridge Encampment, Hazel River, Jeffersonston, Jonas Run, Kelly's Ford, La Grange, Lignum, Mitchell's, Mount Pony, Mountain Run, Raccoon Ford, Rapidan, Richard's Ford, St. James Church, and Stevensburg. Two other areas, Beverly's Ford and the Rappahannock River Fortifications, were also among the original list of twenty-three AOHI's. However, due to issues with scheduling and restricted property access, surveys at each locale could not be completed in time for their inclusion in this summary of findings. Dovetail is still working to resolve the issues described.

In total, Dovetail completed surveys of 274 new and previously-recorded historic properties in 21 of the 23 targeted areas of historic interest. The resultant pool of surveyed resources spans the entire spectrum of Culpeper County's cultural development, dating from early prehistoric periods through the current millennium. The temporal distribution of individually recorded sites is consistent with the pattern seen in many other areas of the state: a scattering of pre-Civil War era buildings intermixed with a preponderance of buildings dating to both the postbellum period and the years between the two world wars. In Culpeper County, 99 of the 274 recorded properties (36.1 percent) were constructed between 1865 and 1917, and another 65 (23.7 percent) between 1917–1945, the result of successive building booms, which took place in the wake of Reconstruction and again in the years following World War I.

Culpeper County's heritage resources also comprise a diverse collection of site types, landscape features, and built elements. Individually, they reflect an equally diverse spectrum of function and purpose: domestic, commerce/trade, transportation, industry, education, religion, and military. When examined collectively, this constructed historic

landscape also very clearly reflects the County's rich rural heritage and pattern of lifeways and, to a slightly lesser extent its long-standing role as a crossroads community (i.e., transportation themes).

Though many of Culpeper's rural areas and landscapes have managed to survive largely intact, increasing pressures in recent decades from population growth, new development, and economic fluctuations have begun impacting many of the area's cultural heritage resources. Signs of pervasive deterioration and neglect were noted in many of the areas of historic interest surveyed. The loss of this built heritage, in turn, impacts public memory and erodes the long-standing historic identities of many of Culpeper's communities. Recommendations for future historic preservation efforts include the maintenance of a consistently-updated inventory, the hiring of a preservation planner, completion of a formal Countywide Preservation Plan, expanded preservation-oriented education and outreach efforts, and a more nuanced approach to heritage tourism.

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INTRODUCTION

In January of 2008, Dovetail Cultural Resource Group began a broad reconnaissance-level investigation of architectural and archaeological resources located within 23 identified Areas of Historic Interest (AOHIs) in Culpeper County, Virginia (Figure 1, p. 2). The selection and delineation of boundaries for these specific AOHIs were primarily based on information and recommendations provided by Eugene Scheel in a 1994 report summarizing the results of a countywide historic resource survey that he conducted between 1992 and 1994.

This project was completed at the request of the Culpeper County Department of Planning in satisfaction of requirements outlined in connection with the Virginia Department of Historic Resources (DHR) cost-share survey program. The survey consisted of a Phase I-level investigation of all historic architectural properties over 50 years of age situated within the 23 AOHIs. The work also included a more general assessment of extant archaeological resources and each area's potential to contain buried archaeological remains. Three of the AOHIs deemed to be potentially eligible for listing as districts on the National Register of Historic Places (NRHP) were selected for more in-depth investigations. As part of this step, a Preliminary Information Form (PIF) was completed for each area for submittal to the DHR.

The goals of the survey were to: one, identify all properties over 50 years in age within each AOHI; two, synthesize the general architectural character and composition of each AOHI's built historic resources; and three, make recommendations on the need for additional work and/or specialized planning strategies to facilitate the effective management of heritage resources in each of these areas. Fieldwork for the project was completed between February and September 2008. The survey was carried out under the direction of Mr. Sean Maroney, who acted as the Senior Architectural Historian and Principal Investigator for the project. He was assisted by Heather M. Dollins, Andrew Stempel, Kate Husband, Kerry Schamel-González, Kristen Bloss, Kate Egner, and Kerri S. Barile.

PROJECT AREA DESCRIPTION

The project included architectural and archaeological investigations within the 23 AOHIs: Brandy Station, Cedar Mountain Battlefield, Cunningham Farm, Fleetwood Hill, Griffinsburg, Hansborough Ridge, Hansborough Ridge Encampment, Hazel River, Jeffersonton, Jonas Run, Kelly's Ford, La Grange, Lignum, Mitchell's, Mount Pony, Mountain Run, Raccoon Ford, Rapidan, Richard's Ford, St. James Church, and Stevensburg (Figure 2, p. 4).

Although the Beverly's Ford and Rappahannock River Fortification areas were also to be included within this study, the property owners of each area denied the team access, thus

the resources could not be recorded. Also, during the course of the survey, it was found that two of the AOHI, Mountain Run and Jonas Run, greatly overlapped in terms of land coverage, date of resources, and represented themes. These two areas were thus merged into one AOHI and will be discussed as such within the results.

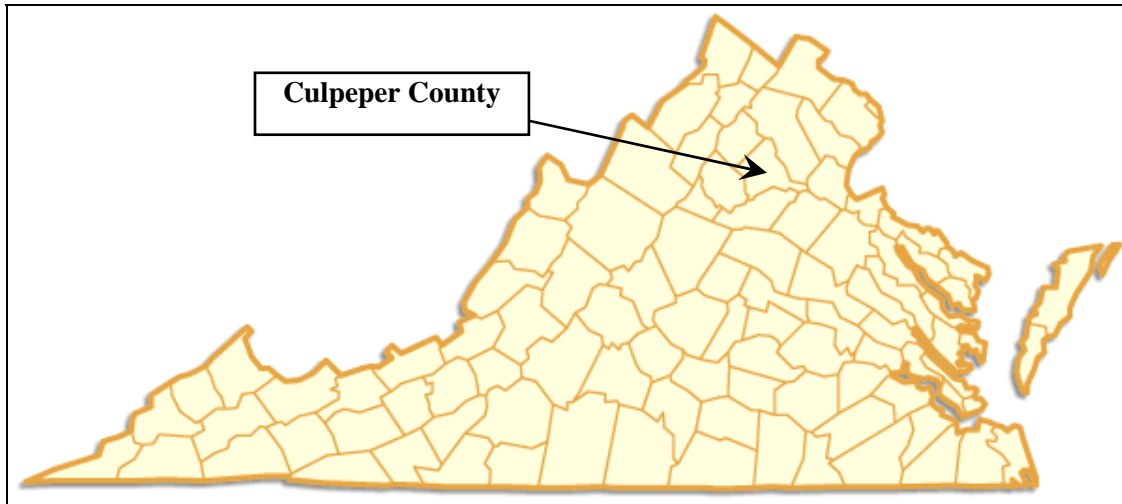


Figure 1: Map of Virginia and Culpeper County.

Current Survey and Report Organization

The goals of the current survey were to revisit the historic properties inspected by Scheel in the 1990s within each of the AOHI and document each individual resource within the DHR’s catalogue system. This data was then synthesized to provide an analysis of the preservation of historic resources in the county over the past 15 years and ensuing recommendations on preservation efforts in the future.

This report is organized to present the results of the research, fieldwork and subsequent analysis to both understand each AOHI as an individual element and to evaluate all AOHI within the larger context of Culpeper County as a whole. Following the Project Methodology and Historic Context sections, general results of the survey as a whole and a description of cultural resource properties within each AOHI is presented. This data is then analyzed to examine important themes and points of interest derived from the survey. Finally, a synthesis of the results as they pertain to the overall county is given in the Summary and Recommendations section. The recommendations include notes on types of properties that have become, or are rapidly becoming, obsolete and should therefore receive special attention during planning matters, as well as recommendations on additional studies. Lists of the recorded resources organized by both DHR number, AOHI, and property date are included in Appendix A–C. In addition, the three completed PIFs are also included as Appendix D.

Acknowledgements

The Dovetail staff would like to extend their gratitude and sincerest thanks to all of those who generously provided their support and guidance throughout this project.

Dovetail would also like to convey thanks and deep appreciation to the residents of Culpeper County and the owners of the properties we visited. Your cooperation, interest, and willingness to share your homes and memories not only made the work possible, but enjoyable as well. Second, many individuals at the local and state repositories and agencies we visited provided timely help and many useful insights during our research.

At the DHR, the archives staff and the cost-share and Northern Virginia staff assisted greatly, helping us obtain records and other documentation for the background phase of the project and responding to our many site form requests. This includes Jolene Smith, the Archaeological Data Manager and Jeff Smith, the DSS Architecture Inventory Manager, in Richmond, and Joanie Evans, Program Specialist/Architectural Historian, in Northern Regional Office. Dovetail would like to offer a special thank you to the DHR cost-share survey program's co-coordinators, David Edwards and Susan Smead. Their guidance, encouragement, and Sue's understanding nature in particular, made the project possible.

Laura Loveday, Culpeper County's Comprehensive Planner and appointed liaison for the project, and other members of the Planning Department staff, including Department Director, John Egertson, and GIS Coordinator, Pamela N. Schiermeyer, all gave generously of their time and provided invaluable guidance and support.

Finally here at Dovetail, we would like to thank our colleagues for helping organize the large body of data, process photographs, create plans, and all of the other details needed on a project of this size.

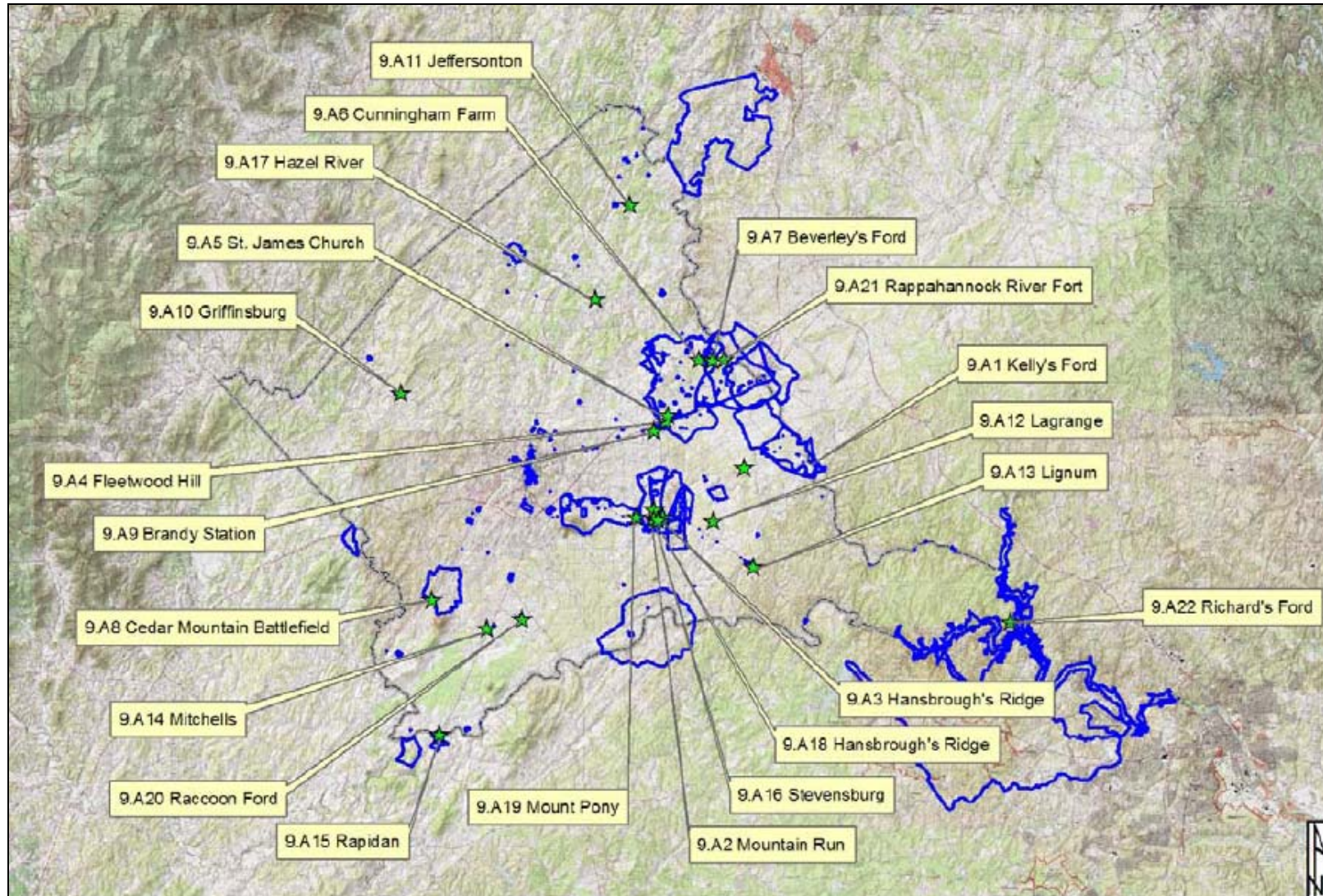


Figure 2: Location of AOHIs Within Culpeper County.

PROJECT METHODOLOGY

The goals of the current survey included the completion of a preliminary background review and the documentation and analysis of all historic resources 50 years or older in each of the 23 AOHIs. The background research included a thorough literature review and records search of Culpeper County. This phase also involved an investigation of all available documentation and materials maintained by the DHR and the County regarding previous cultural resource investigations in the area. Dovetail obtained copies from the DHR on all architectural and archaeological documentation forms and any additional support materials acquired during prior survey efforts in and around the 23 areas of interest. A number of other research repositories were also visited including, but not limited to, the Culpeper County Circuit Court, the Culpeper County Historical Society, and the Virginia Room at the Central Rappahannock Regional Library in Fredericksburg. Finally, an online search was conducted of electronic records and historical materials accessible through the web portals of the Library of Congress in Washington D.C., the Library of Virginia in Richmond, and several other historical institutions.

Fieldwork comprised a reconnaissance evaluation of all previously-identified architectural properties and the recordation of all undocumented historic properties within each of the 23 AOHIs. This includes standing buildings, objects, and structures. In addition to standing buildings, several cultural landscapes, including battlefields, were recorded and evaluated as part of this task.

Each of the 23 areas of interest was inspected through a combination of a pedestrian and vehicular survey to locate and identify all properties within the area's boundaries. Individual properties were documented through survey forms, written notes, black & white photographs, and digital imaging. Site plans of each property were sketched in the field and property locations were plotted on U.S.G.S. 7.5-minute topographic quadrangle maps. This resulting documentation, in conjunction with materials obtained during the background review and a review of each area's local historic context, helped researchers evaluate which properties and AOHIs were potentially eligible for listing on the NRHP.

The associated archaeological survey comprised several steps, all conducted to evaluate the potential for NRHP-eligible archaeological sites within each area of interest. First, based on information obtained from the background review, each previously-recorded archaeological site within all 23 areas of interest received a pedestrian survey. The purpose of the work was to relocate recorded sites, document their current condition, and evaluate the potential for additional intact archaeological deposits. No subsurface excavations were conducted during the reconnaissance, but surface artifacts and features were noted and recorded through written records, digital photographs, and drawings.

Following the completion of the research and fieldwork, Dovetail compiled documentation packets for each surveyed resource. This included updated DSS forms on all previously-recorded properties (buildings, districts, sites, objects, and structures),

completed DSS forms for all newly-recorded properties, and all other relevant supporting documents including maps, photographs, and site plans.

In addition, Dovetail conducted more in-depth investigations on three of the AOHI's selected in consultation with the DHR and County representatives. The three targeted areas chosen—Jeffersonton, Mitchell's, and Mountain Run—were each deemed to possess sufficient historical integrity and significance to warrant their consideration as potential NRHP districts. As part of this phase of the project, a Preliminary Information Form (PIF) was completed for each area, providing extended physical descriptions of the bounded locale and its constituent architectural and archaeological resources, and an assessment of each area's potential to contain additional intact archaeological sites, and a brief statement regarding the historical significance and potential NRHP-eligibility of each AOHI.

HISTORIC CONTEXT

Although the majority of the project included the recordation of historic properties (post-1607), a portion of the survey had an archaeological component including a revisit of prehistoric sites. As such, the historic context presented here includes details on both the historic and prehistoric occupations of Culpeper County.

Prehistoric Periods

The prehistoric cultural sequence of Virginia's eastern Piedmont parallels that of the other areas of Virginia and the Middle Atlantic Region. It is generally broken into three periods, Paleoindian (13,000–10,000 B.P.), Archaic (10,000–3,200 B.P.) and Woodland (3,200–400 B.P.). These periods are often divided into Early, Middle and Late periods. While this sequence represents a cultural continuum, archaeologists have noted that periods of adaptational stability are punctuated by periods of rapid change that do not necessarily correlate with the traditional cultural periods (Custer 1984; Smith 1986).

Paleoindian Period (13,000–10,000 B.P.)

The Native American occupation of the eastern portion of North America dates to approximately 13,000 to 10,000 B.P. The Paleoindian settlement-subsistence pattern revolved around hunting and foraging in small nomadic bands. These bands focused on hunting caribou, elk, deer, and now extinct mega-fauna (Goodyear et al. 1979; Meltzer 1988; Smith 1986). Evidence for this occupation is manifest in fluted projectile points used for hunting. Fluted points are rare and often identified as isolated occurrences. While these discoveries are infrequent, the eastern half of the United States has some of the highest concentrations of these finds. Almost 1,000 known fluted projectile points have been discovered in Virginia (Anderson and Faught 1998). While the fluted Clovis and Folsom projectile points are the best known of the Paleoindian point types, others include Hardaway-Dalton and Hardaway Side-Notched (Barber and Barfield 1989). Paleoindian stone tools are usually made from high quality cryptocrystalline lithic material. The Paleo tool kit included scrapers, graters, unifacial tools, wedges, hammerstones, abraders, and other tools used for chopping and smashing (Gardner 1989).

In 2004, archaeologists excavated the Brook Run site in southeastern Culpeper County, just north of the Route 3 corridor. A hearth feature from the site revealed a radio carbon date of 11,670 B.P. suggesting a Paleoindian occupation. Additional dates at the site provide evidence for a later Early Archaic occupation as well. This site sits on a jasper seam that would have provided good quality lithic material for tool production (Voigt 2004).

Archaic Period (10,000–3200 B.P.)

The Archaic Period is generally divided into three phases, Early (10,000–8800 B.P.), Middle (8800–5500 B.P.), and Late (5500–3200 B.P.). There does not appear to be a dramatic change in the tool kits of the Early Archaic and their Paleoindian predecessors. Actually, their settlement and subsistence patterns appear to be very similar (Anderson et al. 1996; Cable 1996). The transition into the Archaic period is marked by an increase in site size and artifact quantity, as well as an increase in the number of sites (Egloff and McAvoy 1990). Diagnostic artifacts of the Early Archaic period include the Kirk Corner-Notched and Palmer Corner-Notched projectile points (Coe 1964; Custer 1990). In addition, some bifurcated stem points such as St. Albans and LeCroy appear to be associated with the increased use of hafted endscapers (Coe 1964). The Early Archaic also marks the first appearance of ground stone tools such as axes, celts, adzes and grinding stones. At the close of this period, we see a shift to an increased reliance on a wider range of lithic resources.

While there appears to be a relatively high degree of cultural continuity between the Early and Middle Archaic periods, sites dating to the Middle Archaic period are more numerous suggesting an increase in population, and sites appear to be occupied for longer periods of time. The Middle Archaic period coincides with a relatively warm and dry period that may have resulted in widespread population movements (Delcourt and Delcourt 1987; Stoltman and Baerreis 1983). Mouer (1991:10) sees the primary cultural attributes of the Middle Archaic as “small-group band organization, impermanent settlement systems, infrequent aggregation phases, and low levels of regional or areal integration and interaction”. Projectile points diagnostic of the Middle Archaic period include Stanley Stemmed, Morrow Mountain Stemmed, Guilford Lanceolate, and Halifax Side-Notched.

The Late Archaic period is often seen as the culmination of trends that began during the Early and Middle Archaic (Dent 1995:178). Dent (1995:178) suggests that the Late Archaic is “a time that contains both the ends of one way of life and the beginnings of a significant redirection.” The artifact assemblage is dominated by bifacial tools; however, expedient flake scrapers, drills, perforators and utilized flakes are characteristic of these assemblages. Groundstone tools, including adzes, celts, gorges and axes are seen during this period, with the grooved axe making its first appearance during the Late Archaic (Dent 1995:181–182). Diagnostic projectile points of the narrow blade tradition, often viewed as the early portion of the Late Archaic period, include the Vernon, Bare Island/Lackawaxen, Clagett, and Holmes (Dent 1995; Mouer 1991).

The period of time from approximately 4500 B.P. to 3200 B.P. is referred to as the Transitional Period by some (Mouer 1991), while others argue that due to the lack of ceramics it is more accurately classified as an extension of the Late Archaic (Dent 1995:180). By the early portion of this time period, glacial retreat had led to higher sea levels on the Atlantic seaboard. This allowed for the development of large estuaries and tidal wetlands that were conducive to the development of coastal resources such as fish and shellfish. Sites dating to this time period are often located in areas where populations can exploit these types of resources, such as river valleys, the lower portion of the coastal

plain tributaries of major rivers, and near swamps. This has lead archaeologists to postulate that fish began to play a larger role in the subsistence system. Platform hearths seen during this period are interpreted as being associated with fish processing (Dent 1985:185). The first definitive evidence of shellfish exploitation is seen during this period on the lower reaches of the Potomac (Potter 1982).

Transitional Period sites tend to be larger than those of the Archaic periods, likely reflecting an increase in population, however, there is still no evidence for year-round occupation. Dent (1995) argues that the larger sites may be misinterpreted as reflecting longer term occupation and may simply be sites that were revisited for short period on many occasions. Material culture associated with the Transitional Period includes steatite or soapstone vessels as well as the groundstone tools discussed above. Broad-blade points associated with the later portion of the Late Archaic or Transitional Period include the Savannah River, Susquehanna, Perkiomen, Dry Brook, and Orient Fishtail projectile points (Dent 1995; Mouer 1991).

Woodland Period (3200–400 B.P.)

The Woodland period is divided into three phases, Early (3200 B.P.–2300 B.P.), Middle Woodland (2300–1100 B.P.), and Late (1100–400 B.P.). The introduction of ceramics, agriculture, and a more sedentary lifestyle mark the emergence of the Woodland period. The population surge that began in the Archaic continues in this period. The concurrent development of agriculture and ceramics lead early theorists to posit that they were linked; however few still support this position. Alternatively, the evolution of technological and subsistence systems as well as various aspects of pan–Eastern interaction are currently believed to underlie the evolution of ceramic vessels (Egloff 1991).

Steatite tempered Marcey Creek ceramics, dating to the Early Woodland period, are thought to be the earliest ceramic wares in Virginia’s Piedmont. Marcey Creek ware, considered experimental, were typically shallow, slab built forms (Dent 1995; McLearn 1991). Another steatite-tempered ware, Selden Island, followed Marcey Creek and soon other temper types appear in the archaeological record (McLearn 1991). Approximately 1100 B.P. there is a shift from the earlier slab construction techniques to coil and conoidal or globular vessels. This shift is accompanied by the introduction of surface treatments such as cord marking and net impression (Dent 1995; McLearn 1991). Projectile points associated with the Early Woodland period include Rossville Stemmed and possibly Piscataway Stemmed (Dent 1995).

The Middle Woodland is marked by the rise of certain sociocultural characteristics that include “interregional interaction spheres, including the spread of religious and ritual behaviors which appear in locally transformed ways; localized stylistic developments that sprung up independently alongside interregional styles increased sedentism and evidence of ranked societies or incipient ranked societies” (McLearn 1992:55). While there is a degree of commonality among Middle Woodland peoples, one of the striking characteristics of this period is the rise of regional trends, particularly in ceramics.

Coastal Plain and Piedmont ceramic styles can be distinguished, as well as north-south differences that correspond to river drainages that drain into the Chesapeake Bay or Albemarle Sound. The diversity of surface treatments increase after 1500 B.P. and analysis of the regional ceramics indicates that the Potomac, the Rappahannock, and Upper Dan were slightly different cultural subareas in the physiographic province of the Piedmont (Hantman and Klein 1992). The Middle Woodland period also sees the introduction of the triangular or Levanna projectile point.

The Late Woodland period is marked by an increased reliance on agriculture, attendant population growth, larger villages and increased sociocultural complexity (Turner 1992). Ceramic types of the Late Woodland period in the Piedmont include the quartz-tempered Gaston Simple Stamped and sand/crushed rock-tempered Dan River pottery (Hantman and Klein 1992). The trend towards sedentary settlements continues throughout the Late Woodland period. In the early portion of this period, settlements consist of small clusters of houses with little to no internal organization. However, by 400 B.P., larger villages are observed. Features associated with these villages include palisades, houses, hearths, storage pits, and burials (Hantman and Klein 1992). The smaller Madison triangular projectile point is generally associated with the Late Woodland period.

Contact Period

At the fulcrum between the Late Woodland and the Historic periods is a time archaeologists refer to as the Contact Period. The Contact Period has received increasing attention recently and, with the impending 400th anniversary celebration of the establishment of the Jamestown Colony, much research in Virginia is currently focused on this time period in preparation for this celebration.

The Contact Period offers archaeologists an important new line of inquiry, ethnohistoric records of colonial encounters in the New World. These accounts provide an interesting window into life in the Colonies, as well as recording the details of anglo interactions with Native people. It is important that researchers using the ethnohistoric record understand the complex context in which these documents were produced. While these records provide valuable insight into history, they also can also be very misleading. These documents were written by people who were under constant stress and often in extremely dangerous situations. In addition, the things they were recording were foreign to them. Ethnohistorians likely did not have a good frame of reference for many aspects of Native life that they were recording. Much of the information they recorded relies on translations of information provided by Native individuals. The natives languages were generally of three linguistic groups: Eastern Algonquian, Iroquoian and Sioux; however, there were numerous dialects of each. These translations in and of themselves can prove to be extremely problematic. In addition to the language barrier, it is known that almost all Europeans who came to colonies had a hegemonic world view. The Natives they encountered were recorded as simplistic “savages”, who would eventually require cultural assimilation. This blatant assertion of anglo superiority lead to biased descriptions and interpretations within the written record

The eastern half of Culpeper County was occupied by the Mannahoac Indians during the Contact Period. The Mannahoac territory appears to have covered the upper portions of the Rappahannock and Rapidan Rivers in what is today Culpeper, Orange and Fauquier Counties and possibly extending as far west as Rappahannock County. Cultural boundaries that generally coincide with the Mannahoac culture area appear in the archaeological record as early as 1100 B.P. (Potter 1993:142). The first historic record of the Mannahoac comes from Captain John Smith's documentation of his "Second Voyage of Discovery" in the late summer and early fall of 1608. Captain Smith spent extensive time exploring the Chesapeake Bay region and traveled up many of the major tributaries to the Bay. His "Second Voyage of Discovery" ventured up the Rappahannock River. In 1624, Smith published one of the earliest and considered most accurate maps of Virginia based on his travels.

As Captain Smith and his crew approached the fall line of the Rappahannock, near what is today Fredericksburg, he was attacked by a large group of Natives. One of the injured Natives, referred to as Amoroleck, spoke to Smith through Mosco, a native Potomac interpreter. Amoroleck communicated that he was of the "Hussinunga," of which there were "three kings more, like unto them—namely, the king of Stegara, the king of Tanxsnitania, and the king of Shackalakonia." Smith later referred to this grouping as the "Mannahoacks" and wrote that they lived along the upper Rappahannock River (Smith 1624). Amoroleck informed Smith that the Mannahoac groups had come to a hunting town just west of the fall line referred to as Mahaskahod (Smith 1970:59).

Historic Period

Settlement to Society Period (1607–1750)

Although Culpeper County was formally created in 1748 (Culpeper Historical Society 1974:1), exploration and settlement by Anglo populations occurred decades earlier. The first recorded exploration by Europeans occurred in August of 1670. John Lederer, a German physician, traveled through a portion of the county at the request of Governor William Berkeley (Museum of Culpeper History 2005). Over the next 40 years, the occasional explorer entered into the area, but no settlement or large-scale expeditions traversed the county until 1716. In that year, Lieutenant Governor Alexander Spotswood led his Knights of the Golden Horseshoe expedition on the first detailed, recorded excursion into the Virginia mountain region (e.g., Caruthers 1970; Fontaine 1972; Havighurst 1967). The expedition documented numerous natural features in the vicinity and ushered in a period of westward expansion, helping to push the boundary of white settlement into previously uninhabited regions. Settlement of the county was also fostered by the Treaty of Albany, a peace agreement between the colonists and the Iroquois nation, negotiated by Spotswood in 1722 (Dowdey 1969:308–309). This treaty greatly eased Native/European relations, especially within the western territory of the east coast colonies.

During the first quarter of the eighteenth century, the majority of riverfront acreage was deeded to some of the wealthiest families in the colony. These included the Ludwells,

Beverleys, and Carters. Although large portions of the county were held in deed by very prevalent families, settlement was relatively sparse (e.g., Scheel 1983). Settlement comprised occupation of the large parcels by tenant farmers or overseers who planted tobacco, wheat, and other cash crops. They administered the general workings of the plantations and, in particular, the activities of the enslaved workforce. While the system of indentured servitude was employed in the region, enslaved African-Americans became the prominent labor source towards the middle of the eighteenth century, as the practice of indentured servitude slowly dissipated in favor of a more permanent labor supply (Morgan 1975).

Colony to Nation Period (1750–1789)

The county of Culpeper was officially created in 1748, with the first court meeting held in the summer of 1749. The land was originally part of Essex County and was annexed as a portion of the new Spotsylvania County in 1720. It became the western part of Orange County when it was developed in 1734 and, due to a rapidly growing area population, finally achieved its own county status over a decade later. This new county included what is today Culpeper, as well as the future counties of Madison and Rappahannock. The county was named for Lord Thomas Culpeper, Governor of Virginia from 1680 until 1683. The county seat was established in 1759 and named Fairfax in honor of Culpeper's grandson Thomas, the sixth Lord Fairfax and Baron of Thorsing (Slaughter 1976:75). However, the town was regularly referred to as Culpeper Court House, and by the nineteenth century, the name had stuck. It was shortened to Culpeper in the 1870s (Culpeper Historical Society 1974:5).

The population of the county steadily grew in the second half of the eighteenth century. Prior to the American Revolution, Culpeper County was rural and most of the residents were employed in agriculture. "Culpeper was a mixture of vast landholders and small farmers; of merchants, tradesmen, and frontiersmen" (Willyard 1995:1). The residents were greatly opposed to British actions at this time, and at the onset of the war, the Culpeper Minute Men were organized. Their flag read: "Liberty or Death" and "Don't Tread on Me." The men fought in the Battle of Great Bridge near Norfolk, the first Revolutionary War battle fought on Virginia soil, in December of 1775 (Kearns 1976:23–24).

Early National and Antebellum Periods (1789–1860)

Into the nineteenth century, the county continued to have a dispersed population and a steady economy. Agribusiness expanded from wheat and tobacco to include corn, oats, and fruit orchards. With the expansion of agriculture to corn and wheat water milling became important in the Culpeper area to process these crops. Water mills not only became significant in the grinding of corn and wheat, but also helped to expand Culpeper's economy by facilitating sawing, grinding plaster, and carding wool (Scheel 1983:100). Other crops such as flax and hemp were used in the production of cloth and rope, and rye was used for the production of alcoholic beverages. The county's first newspaper, the *Culpeper Gazette*, was founded by James Caldwell in May 1827

(Museum of Culpeper History 2005). In the 1830s and 1840s, a small gold rush occurred in Culpeper spurred by the licensing of the state's first gold mining company in 1832. The boom peaked in 1849 (Museum of Culpeper History 2005).

Culpeper's rural character required improvements in its transportation infrastructure in order to compete with other localities close to ports where their goods could be shipped out. This struggle for improved transportation corridors is one of the defining features of this period in the county's history. It began with the virtual abandonment of the Carolina Road for anything other than local traffic around 1800 (Scheel 1983:138). This served to isolate Culpeper in many ways since non-local people were no longer passing through the area or helping to support the economy. To remedy this, county leaders attempted to bring a number of turnpikes through Culpeper, but all attempts failed and the condition of the existing roads continued to deteriorate (Scheel 1983). Finally, in 1827 stage service came to Culpeper as a method of travel and of mail delivery (Scheel 1983:153).

While this provided a better connection for the people of Culpeper with the surrounding area it still did not help to greatly improve the economy, which needed an efficient way to move its goods, mostly crops, to ports for shipment. The answer to this problem seems to appear three years later in 1830 when the Rappahannock Canal, and other local canals such as Powells, started moving closer to the county and allows goods to reach the port town of Fredericksburg (Scheel 1983). However, this solution was short-lived as the canal in the Culpeper area was poorly funded and only saw sporadic use. In 1852 the Orange and Alexandria Railroad came to Brandy Station and arrived in the town of Culpeper by 1853 (Scheel 1983). This line linked the county to Alexandria and Washington, DC, seemingly solving the problems with moving goods to markets. However, this period of prosperity would be cut short by the impending Civil War.

Civil War Period (1861–1865)

Like almost all Virginia counties, Culpeper County was caught up in the intense four-year turmoil of the Civil War. Enslaved Africans made up a large percentage of the population in 1860, and the majority of the county residents were employed in agriculture. The devastation that accompanied the war left many residents with fallow fields and ruined homes. Three battles and numerous skirmishes occurred within the county during the war. On August 9, 1862, the armies met at the Battle of Cedar Run, also called the Battle of Slaughter's Mountain. Union Major General John Pope and his troops were sent to capture the rail junction in Gordonsville, but on their way, they encountered Confederate Major General Nathaniel Banks and his men. Over 2,700 men died during the fighting at Cedar Run. The Confederate troops defeated the Union army, thus shifting the focus of the battle from the Peninsula to Northern Virginia and giving General Robert E. Lee a distinct strategic advantage (Civil War Sites Advisory Committee [CWSAC] 2005a).

On March 17, 1863, the Union cavalry (under Brigadier General William W. Averall) met Confederate Brigadier General Fitzhugh Lee's cavalry at Kelly's Ford within the small community of Kellysville. The resulting Battle of Kelly's Ford comprised 3,000

troops fighting to gain control of the ford over the Rappahannock River. The fighting resulted in 200 casualties, but the results of the battle were inconclusive (CWSAC 2005b).

The third battle occurred on June 9, 1863. At the Battle of Brandy Station, the Union cavalry launched a surprise attack on the Confederate cavalry, lead by Jeb Stuart. The ensuing fighting was the largest cavalry battle of the war. More importantly, the federal troops gained important momentum from the battle. This was the opening engagement of the Gettysburg Campaign, leading to the Union's greatest victory at Gettysburg a month later (CWSAC 2005c).

Reconstruction and Growth Period (1865–1917)

The Civil War led to the destruction of many homes and farms in Culpeper. However, the residents of the county started rebuilding soon after Lee's surrender continuing in the rural tradition of previous generations. The establishment of the Freedman's Bureau in Culpeper in 1865 no doubt helped with rebuilding by keeping many African Americans in the county who worked often as tenant farmers or laborers, supporting the agriculturally based economy (Scheel 1983:215). However, by the 1870s the diversity of Culpeper greatly decreased because of the loss of the African American majority to cities due to the fact that local farmer were too poor to pay for labor (Scheel 1983:219). Still rural in character, Culpeper began to change and modernize by being drawn even further into the national and global economic systems through technological innovation.

Access to technology and broader markets was certainly aided by the Orange and Alexandria Railroad which resumed service five months after Lee's surrender in September 1865 (Scheel 1983:227). Perhaps the first sign of Culpeper's incorporation into larger economies was the decline of mills in the county, which had been significant commercial ventures since the eighteenth century. In the late nineteenth century mills began to lose business as people in the area began to purchase flour and even bread from larger companies that were able to make their flour whiter, and seemingly cleaner, than local mills (Scheel 1983:247). Agriculture in the area also began to change, while most people were unable to afford expensive equipment, the agricultural strategy shifted slightly. Agricultural societies were formed as well as the Piedmont Dairy Association in 1916, indicating the increase in dairy farms that took place at the turn of the twentieth century (Scheel 1983:251). However, local farmers were able to take advantage of advances in seeds and planting. Due to better seed corn the yield of this crop went through the roof at the turn of the century indicated by the number of silos increasing from 20 in 1911 to 225 by 1915 (Scheel 1983:249).

Culpeper also began to take on the aspects of a twentieth century community during this period in terms of organization and technology. Modern local political organization began to appear in 1870 when the Board of Supervisors was formed (Scheel 1983:242). By 1871 a public school system was in place for the county (Scheel 1983:268). Culpeper got its first public utility, a water system, at the county seat in 1896 (Museum of Culpeper History 2008). Not long after this the first telephones was installed by the Culpeper Telephone Company in 1901 (Scheel 1983:291). Electric lights came to the streets of the

town of Culpeper in 1904 (Scheel 1983:282). Despite the early dates for these modern amenities it would still take years for the entire county to be electrified and receive telephone service. The first automobile in the county was purchased in 1905 and ownership continued to grow through the 1910s (Scheel 1983:235). However, automobile ownership was mostly limited to the wealthier residents of the county for a long time. These advances in technology and modernization served to connect Culpeper more strongly with the economies and affairs of the region, state, nation, and world. Soon the two World Wars and the Great Depression would connect them even more with the world and begin to change the community's character forever.

World War I and World War II Period (1917–1945)

In the early twentieth century, the economy continued to rely on agriculture, but residents began to expand their farms to include animal husbandry, although the number of farms began to decrease slowly starting in 1920 (Culpeper County 2005). Poultry and livestock grew as an exported product into the twentieth century as transportation routes improved. Automobiles traveled along old colonial roads, including what became State Routes 3 and 29. Villages and hamlets continued to persist and grow at the crossings of these colonial roads as they had for nearly two hundred years, though their heyday would come to an end with the creation of Routes 3 and 29. Nearby counties grew in the first decades of the century, while Culpeper County population remained relatively stable. In the 1920s, Culpeper County was ranked as the second healthiest place in the United States (behind Asheville, North Carolina). Culpeper was not spared from involvement in World War I and in 1917 the Culpeper Minutemen were mobilized in addition to a draft board being set up with a total of about 350 men serving in the war (Scheel 1983:333). The civilian residents of Culpeper also found themselves in the midst of the Great War. Many of the women at home worked for the Red Cross sewing sheets and setting up relief funds (Scheel 1983:329). Interestingly, three Culpeper residents were aboard the *Tuscania* when it was torpedoed in 1918, killing one of the men, the only civilian casualty from Culpeper as a result of the war (Scheel 1983:330).

Life in Culpeper soon returned to its normal pace after the war for much of the remainder of the 1920s. The next decade proved to be a time of hardship in the county with the onset of the Great Depression. However, the Depression did not hit the county as hard as it could have due to the rural and agricultural nature of the area. The majority of the people were still able to provide for themselves despite the failing economy. The year 1941 marked the beginning of American military involvement in World War II, yet another engagement that would test the mettle of Culpeper's fighting men and their civilian support system. Of the men sent to Europe and the Pacific from Culpeper County 30 never came home, more than tripling the casualty rate from World War I (Culpeper County 2005). The positive aspect coming from this war was the fact that Culpeper finally came out of the Depression, which would spur growth in the county that has continued to the present.

The New Dominion Period (1945–Present)

Beginning in 1950 the agricultural character of Culpeper began to shift as farms started to decrease significantly from 1950 onward in conjunction with a steady population increase during the same time period (Culpeper County 2005). While retaining a bucolic feel, Culpeper County's agricultural strategy has shifted greatly in the past 50 years going from mostly small family farms to larger horse farms. This shift indicates an increase in wealth in the county as well as a sort of agribusiness as many of these horse farms board and offer riding lessons for the more upper-class residents of the area. This shift in strategy has served to preserve a good deal of agricultural land, but has also endangered the preservation of folk lifeways and culture in rural Culpeper County.

This recent influx of wealth, and the wealthy, has come to Culpeper County as a result of its proximity to Washington, DC and northern Virginia. This shift from farming community to DC bedroom community could be seen in the 1980s with the increase in white collar jobs compared to blue collar jobs, which continues (Culpeper County 2005). Before this, in 1971, the Department of the Interior listed the Culpeper/Warrenton corridor as one of the seven most desirable places to live in the nation (Culpeper Historical Society 1974:2). Recently, however, commuter traffic from Culpeper to DC, Richmond, Charlottesville, and northern Virginia has begun to encroach on the county, resulting in the construction of many new homes and accompanying commercial venues. This can be seen in the population explosion that took place from 1990–2000 with the population growing from 27,000 to 34,000 (Culpeper County 2005). The growth of the past 50 years, facilitated by roadways such as routes 3 and 29, has drastically changed the character of Culpeper County bringing wealth, industry, and development to this small Piedmont community.

SURVEY RESULTS

Dovetail's survey of the 23 identified AOHI's resulted in the recordation of over 270 individual architectural and archaeological resources, comprising a rich and diverse mix of historic buildings, sites, objects, structures, districts, and cultural landscapes. Approximately one-half of these had been previously recorded with the DHR, while the other half represented largely undocumented properties. As already noted, although the Beverly's Ford and Rappahannock River Fortification areas were also to be included within this study, scheduling issues and, in one case, the local property owner's denial of access, prevented their completion. Also, during the course of the survey, it was determined that two of the AOHI's, Mountain Run and Jonas Run, and their respective individually contributing resources, exhibited sufficient temporal, spatial, and thematic overlap to warrant their evaluation as a single bounded area.

The results will be presented in two phases. First, an overview of the survey will be provided, showing relative quantities and the frequency distributions of surveyed resources by time period and thematic associations. Second, each AOHI will be addressed individually to present information on specific resources and facilitate more in-depth examinations of localized trends. The individual AOHI sections, presented in alphabetical order, detail each locale's geographic location and boundary dimensions, and provide descriptions of cultural resources surveyed within each area. Finally, the results and raw data presented in these first two sections will be evaluated to identify underlying trends and prevailing themes, and discuss them within the larger context of Culpeper County's historical development and contemporary preservation milieu. References to information and findings noted in Eugene Scheel's 1994 survey report will also be made for comparative purposes.

Overview of Survey Results

A total of 274 historic properties, including new and previously-recorded sites, were recorded within the surveyed AOHI's. This includes 228 buildings (or collections of buildings), nine objects (including commemorative markers and roads), six structures (locks, bridges, and dams), four districts (historic districts and battlefields), and 27 archaeological sites (including below-ground remains, known encampments, fords, and cemeteries). Most resources recorded under the building category contained multiple built elements, such as a main house and its complement of outbuildings. The four districts also contained varying numbers of contributing elements within their boundaries. The remaining 41 resources typically contained only a single resource.

The 274 documented properties were divided into their respective AOHI's to demonstrate geographic distributions (Table 1, p. 18; Figure 3, p. 19). The area with the highest number of surveyed resources proved to be Brandy Station, containing 47 recorded properties (17.2 percent of the total). Encompassing just 59 acres, the Brandy Station AOHI therefore also has one of the highest resource-to-total area ratios: one historic

property per 1.25 acres. Stevensburg housed the second highest number of documented resources at 30 (10.9 percent), and resource-to-area ratio of one per every 1.7 acres. The communities of Mitchells and Mount Pony were tied for third with 21 constituent resources recorded in each (7.7 percent). Their comparatively larger size however results in vastly different resource-to-area ratios than those noted for Brandy Station and Stevensburg. Mitchells covers 97 acres, producing a property to acreage ratio of 4.6. For Mount Pony, the largest of the 23 surveyed AOHI's at 1,773 acres, the ratio is significantly higher with 1 property per every 84.4 acres. This AOHI is characterized by a group of plantations-turned-farming properties, situated on large tracts of land. Such properties typically contain a complex of buildings including a primary dwelling and an associated complement of outbuildings, which is in turn surrounded by big open fields and scattered groves of trees.

Table 1: Listing of 23 AOHI's With Total Acreage and Number of Surveyed Properties.

AOHI	Acreage	Properties Surveyed	Percentage of Total
Brandy Station	59	47	17.2%
Cedar Mountain Battlefield	281	10	3.6%
Cunningham Farm	571	2	0.7%
Fleetwood Hill	1,370	9	3.3%
Griffinsburg	34	13	4.7%
Hansboroughs Ridge	427	4	1.5%
Hansboroughs Ridge 1863-64 Encampment	46	1	0.4%
Hazel River / Ryland Chapel	1,316	10	3.6%
Jeffersonton	96	16	5.8%
Jonas Run	N/A	5	1.8%
Kellys Ford	610	15	5.5%
Lagrange	19	4	1.5%
Lignum	111	20	7.3%
Mitchells	97	21	7.7%
Mount Pony	1,773	21	7.7%
Mountain Run	178	9	3.3%
Raccoon Ford	15	7	2.6%
Rapidan	100	18	6.6%
Richards Ford-Hassininga	51	6	2.2%
St. James Church	120	6	2.2%
Stevensburg	51	30	10.9%
TOTAL	7325	274	100%

The prize for the fewest number of recorded resources (1) goes to the Hansborough Ridge Civil War Winter Encampment area situated on the north side of Route 3, just east of the village of Stevensburg. Its boundaries more or less coincide with those established for the previously-recorded winter encampment itself (DHR ID #: 023-0068). In this case, straight statistical reporting masks the fact that the encampment, while recorded as a single resource, is essentially a large district containing a number of diverse contributing resources, including extant landscape features such as trenches, pits, hut hole depressions, and earthworks left by the soldiers who wintered there in 1863–1864. The Cunningham Farm AOHI had the highest dispersion of properties per acre, one per 285.5 acres, of all the areas visited. But again, this number does not tell the whole story. In this instance, Dovetail field personnel were unable to complete a thorough and comprehensive survey of the grounds because a local landowner denied access to portions of the area. Also, it should be noted that a significant part of this AOHI is contained within the boundaries of a large preserved sector of the Civil War-era Brandy Station Battlefield. The latter is itself a large district resource containing a diverse assemblage of sites, features, and built elements. St. James Church, Hansborough Ridge, and Lagrange each contained four recorded resources. Much of the Hansborough Ridge area is occupied by the steeply sloped stretch of high ground from which the AOHI derives its name. The locale’s densely wooded and undulating terrain is largely unsuitable for domestic occupation, resulting in a relatively low density ratio (one per 106.8 acres). Lagrange, on the other hand, is a small crossroads community encompassing just 19 acres of land with resource-to-area ratio of one per 4.75 acres.

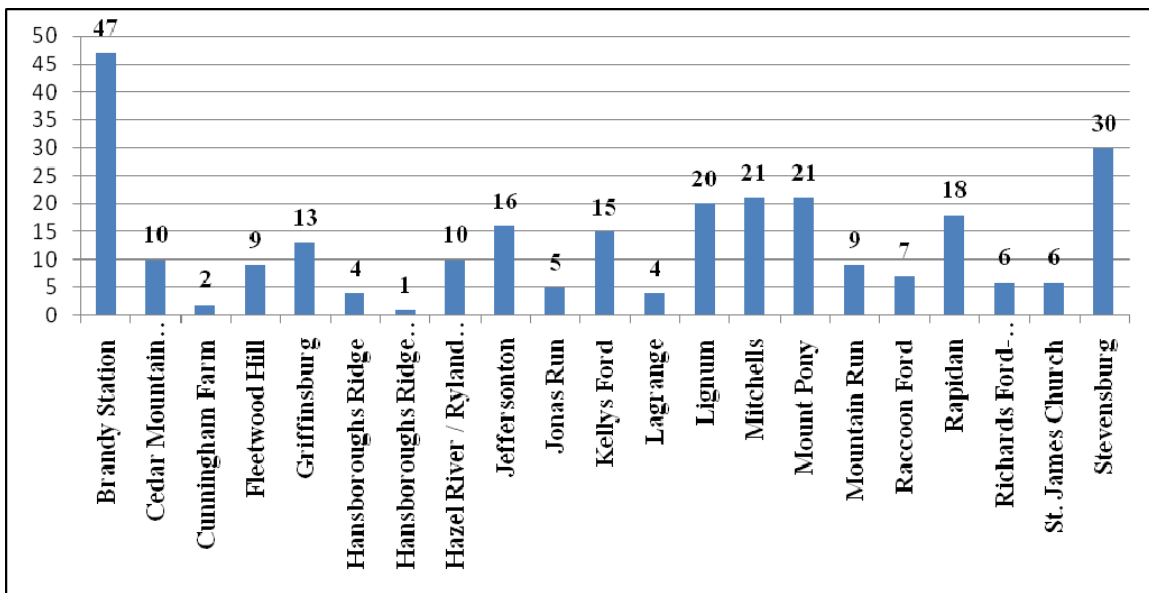


Figure 3: Number of Recorded Resources Per AOHI.

The 274 historic properties recorded during the survey also date from all phases of Culpeper County’s cultural development, from the Paleoindian Period (12,000 years B.P.) through the present (Table 2, p. 21). Although additional post-1955 resources were found within each AOHI, only those properties that had been previously recorded within the DSS system or noted by Scheel in his 1992–1994 survey were resurveyed during the

current work. As such, the percentages presented within the 1945–Present category primarily date between 1945 and 1958 (the 50-year age cut off for the NRHP) with a scattering of more modern buildings eschewing the curve toward the present.

As shown, the majority of surveyed resources (99 or 36 percent) were constructed between the years 1865–1917. This span roughly coincides with a period of fairly strong economic growth in Culpeper, which manifested in the wake of the Reconstruction era and sparked a building boom in the later decades of the nineteenth century. Interestingly, this spike in new construction also evolved in part as the county’s residents began rebuilding homes, outbuildings, and businesses that had been damaged or destroyed during the Civil War. This reality also helps explain the comparatively lower numbers of Pre-Civil War era resources encountered during the survey. In addition, the post-war years were a time of large-sale modifications to the economic system. Yet another factor was the fundamental shift in the local farming system that occurred after the 1860s. Prior to the War, the area’s work force was largely comprised of enslaved Africans who resided in small wood-frame quarters/outbuildings on large farming properties owned by one individual. Emancipation changed this dynamic and eventually gave rise to the tenant system of agriculture and a proliferation of small tenant homes built along major roadways to house an emerging migrant laborer class demographic. This new home type often sat on a small parcel surrounded by a modest yard for planting gardens, raising chickens and other small livestock.

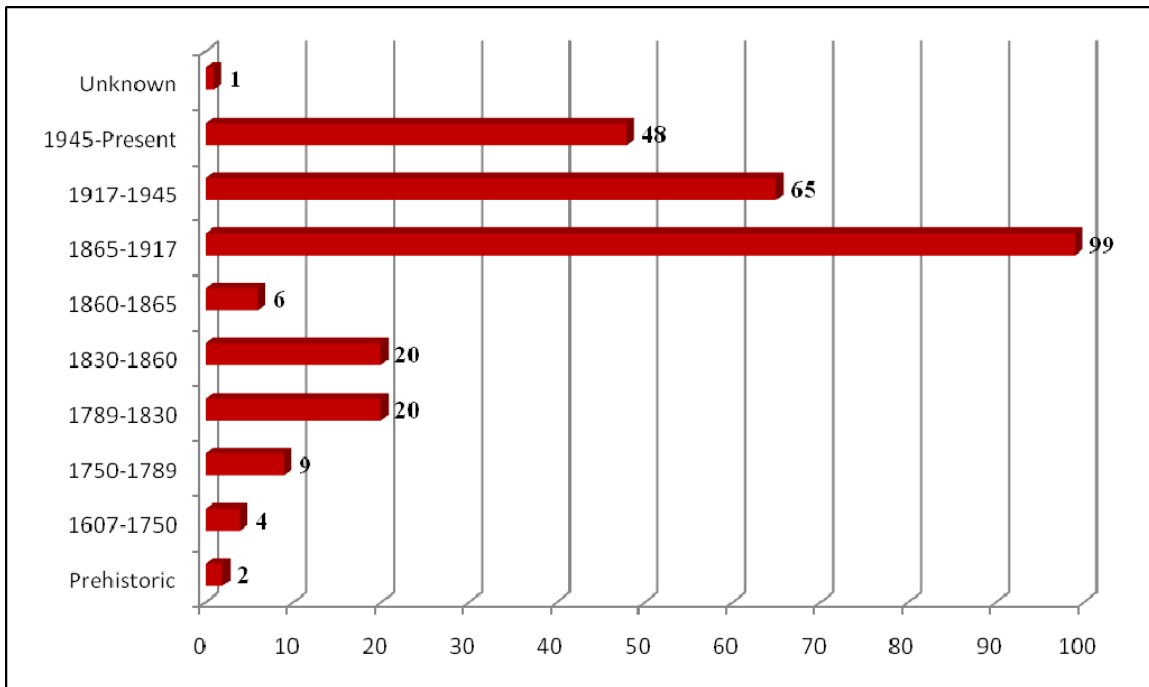


Figure 4: Resources Per Time Period, From Oldest (bottom) to Youngest (top).

The time period with the second-highest count of resources covers the years between World War I and World War II (1917–1945). A total of 65 resources (23.7 percent) date to this second quarter of the twentieth century bracket.

Table 2: Dispersion of Resources Per Time Period Within Each AOHI.

AOHI	Prehistoric	1607-1750	1750-1789	1789-1830	1830-1860	1860-1865	1865-1917	1917-1945	1945-Present	Unknown
Brandy Station					4		20	14	9	
Cedar Mountain Battlefield						2	2	4	2	
Cunningham Farm				1			1			
Fleetwood Hill				2	1		1	3	2	
Griffinsburg							4	4	5	
Hansboroughs Ridge		1					1	2		
Hansboroughs Ridge Encampment						1				
Hazel River / Ryland Chapel				2	2		3	2	1	
Jeffersonton			1	4	2		7		2	
Jonas Run							2	1	2	
Kellys Ford		1	1	2	1	2	2	2	3	1
Lagrange		1					1	2		
Lignum					1	1	12	4	2	
Mitchells							3	15	3	
Mount Pony		1	4	2	1		8	5		
Mountain Run			2		1		2		4	
Raccoon Ford					1		5	1		
Rapidan			1		2		10	4	1	
Richards Ford-Hassininga	1			5						
St. James Church	1				3		2			
Stevensburg				2	1		13	2	12	
TOTAL	2	4	9	20	20	6	99	65	48	1
PERCENTAGE	0.7%	1.5%	3.3%	7.3%	7.3%	2.2%	36.1%	23.7%	17.5%	0.4%

As previously mentioned, the above-ground remains only represent those resources that survived the war and were occupied or used after that time period. It is probable that a high percentage of pre-Civil War archaeological sites have not been recorded within the county. Notes on specific AOHI that have a moderate and high probability to contain intact colonial and antebellum sites are stated within each AOHI description to follow.

Like the construction time periods, the associated theme(s) (or use(s)) noted for each of the recorded properties were also quite disparate. Most major aspects and phases of Culpeper County’s political, economic, and social development are embodied and reflected in the region’s multi-faceted built heritage (*Note: All resources were categorized based on the theme of their primary resource*). For the vast majority of properties investigated, a single domestic building served as the primary resource (Figure 5). This category comprised 67.9 percent (n=186) of the 274 recorded resources. Resources associated with commerce/transportation-related themes comprised the second highest total at 23 properties (8.4 percent). Some residential resources, including several plantations and farms, contained up to 25 associated outbuildings in addition to their primary dwelling.

Other theme categories represented among the surveyed resources included: Religion (n=16), Funerary (n=2), Industry (n=5), Agricultural (n=4), Education (n=7), and Military (n=9), to name a few (Table 3, p. 23). A particularly interesting category is Transportation. This theme, which includes such resources as roads and canals, comprised the fourth-highest number of resources at 13 (4.7 percent). This number is reflective of Culpeper’s centuries-long history as an important regional crossroads community.

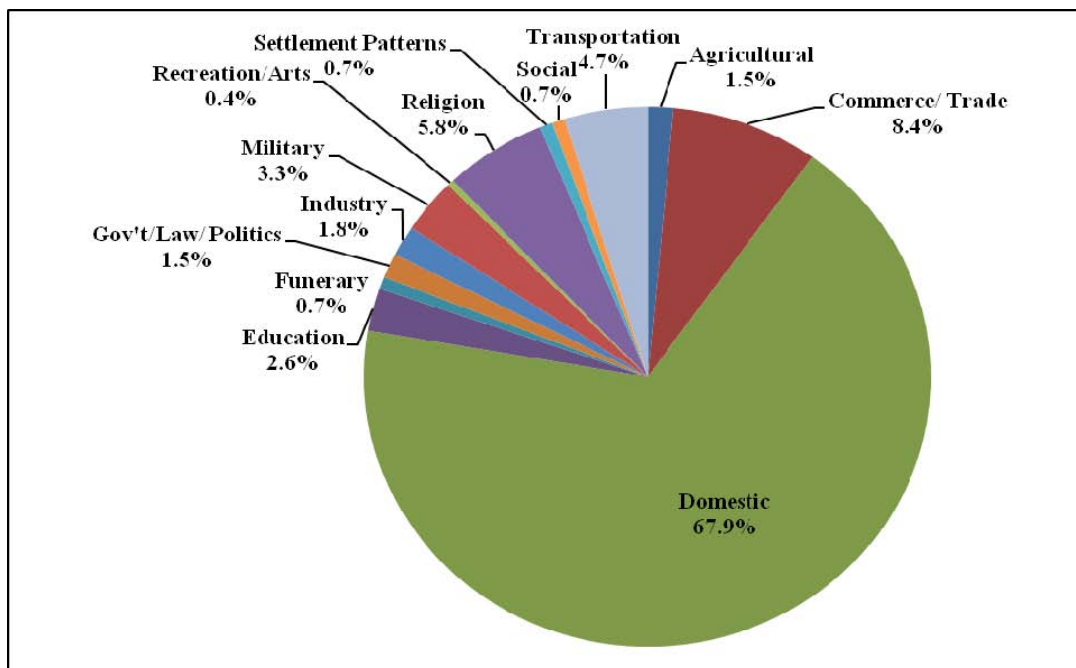


Figure 5: Percentage of Properties Within Each Primary Theme/Use Category.

Table 3: Number of Properties Per Primary Theme/Use Within Each AOHI.

AOHI	Agricultural	Commerce/ Trade	Domestic	Education	Funerary	Gov't/Law/ Politics	Industry	Military	Recreation/ Arts	Religion	Settlement Patterns	Social	Transportation
Brandy Station		10	32			1	1			2		1	
Cedar Mountain Battlefield		1	5					4					
Cunningham Farm			2										
Fleetwood Hill			8	1									
Griffinsburg		1	11		1								
Hansboroughs Ridge			4										
Hansboroughs Ridge Encampment								1					
Hazel River/Ryland Chapel	1		8		1								
Jeffersonton		1	9	3		1				2			
Jonas Run			5										
Kellys Ford		1	8				1	2	1				2
Lagrange		1	2										1
Lignum		3	10	2			1	1		2		1	
Mitchells	1	1	15	1			1			2			
Mount Pony	1		19										1
Mountain Run			5				1	1					2
Raccoon Ford			7										
Rapidan		2	11			1				2			2
Richards Ford-Hassininga											1		5
St. James Church			3							2	1		
Stevensburg	1	2	22			1				4			
TOTAL	4	23	186	7	2	4	5	9	1	16	2	2	13
PERCENTAGE	1.5%	8.4%	67.9%	2.6%	0.7%	1.5%	1.8%	3.3%	0.4%	5.8%	0.7%	0.7%	4.4%

Individual AOHI

While a statistical overview of the survey's documented resources is useful in terms of identifying and evaluating broader patterns and trends, an in-depth look at each of the AOHI provides an invaluable perspective on the unique attributes and nuances of their cultural heritage and development. An analysis of data on the location, physical attributes, and condition of each AOHI and their individual contributing resources will help inform a broader discussion of the current state of preservation in Culpeper County.

Brandy Station

The Brandy Station AOHI is located in the northeastern portion of the county, east of the town of Culpeper and west of the Rappahannock River (Figure 6). The area is roughly bounded by Route 15/29 on the north, Carpenter's Branch Road on the west, and undeveloped land on the south and east (Figure 7, p. 25). Because this relatively small AOHI (59 acres) contained the highest number of properties, and thus the densest property to acreage ratio, the area was divided into four subsections (1–4). Figure 8–Figure 11 (pp. 26–29) are detailed maps showing each subsection and the historic properties recorded within each subsection boundary.

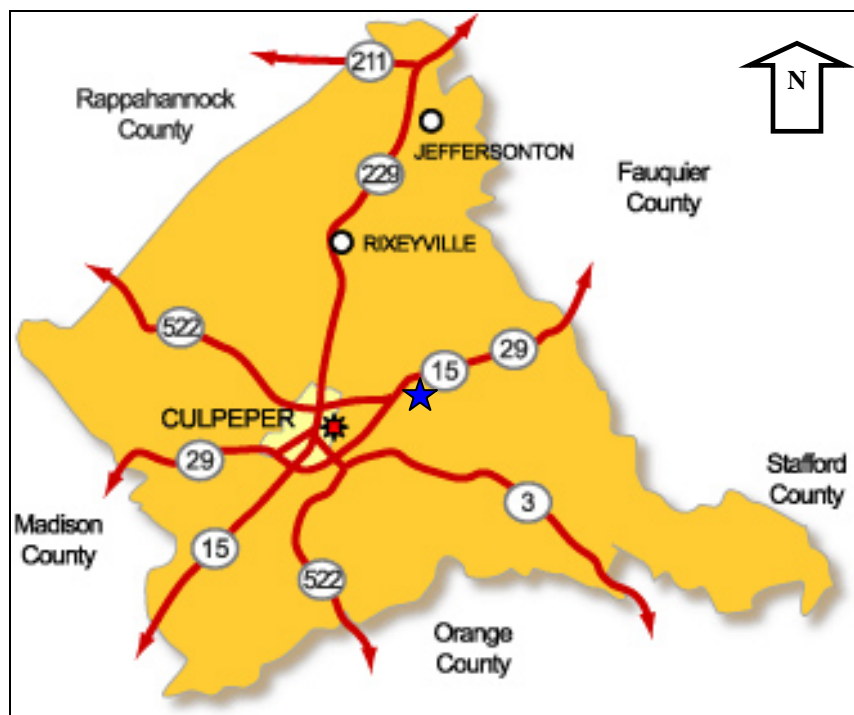


Figure 6: Location of Brandy Station AOHI Within Culpeper County (★).

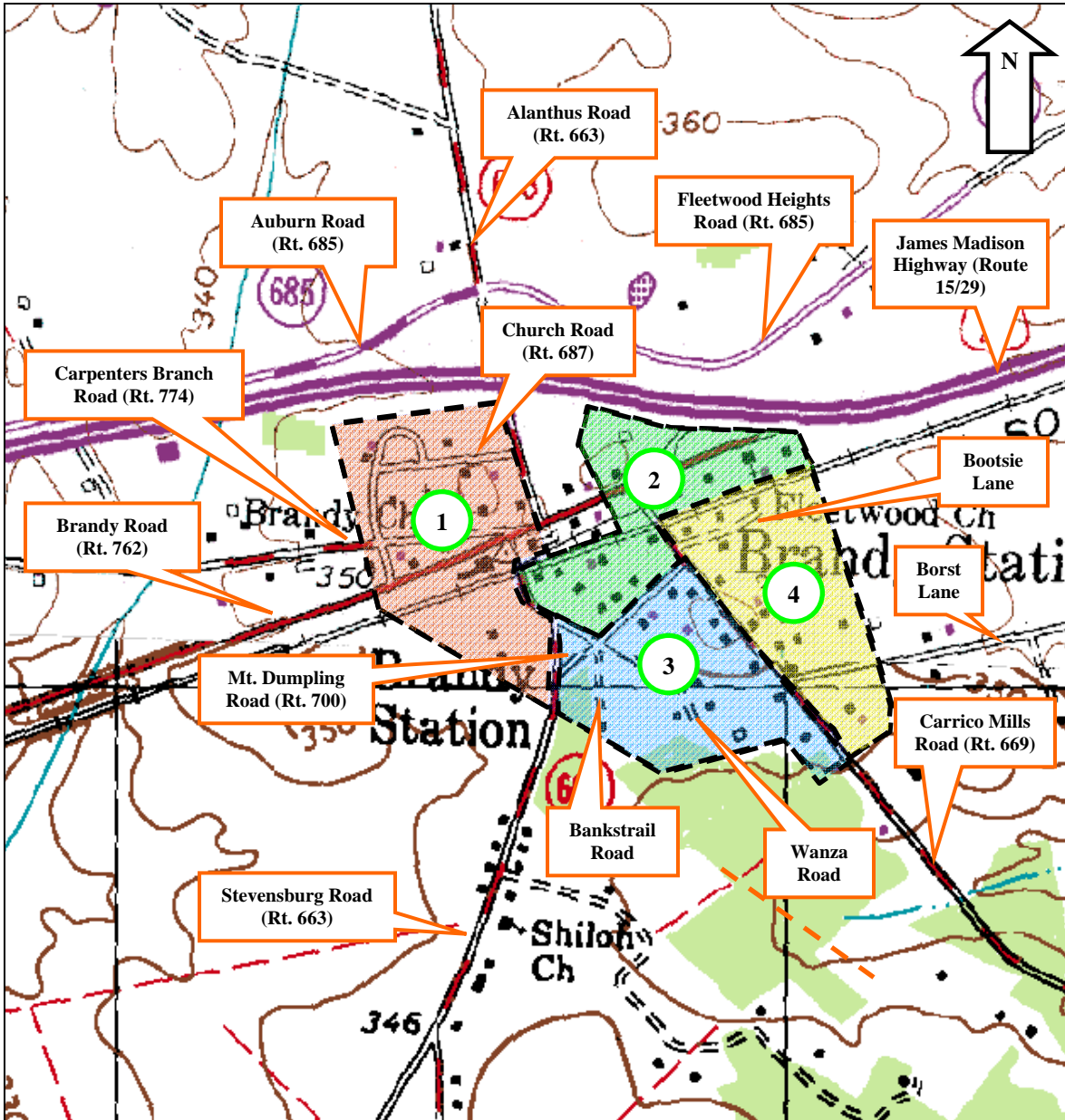


Figure 7: Detail of the Brandy Station AOHI As Shown on the USGS Brandy Station 7.5-Minute Topographic Quadrangle. The subsections denoted by green circles are detailed in subsequent maps.

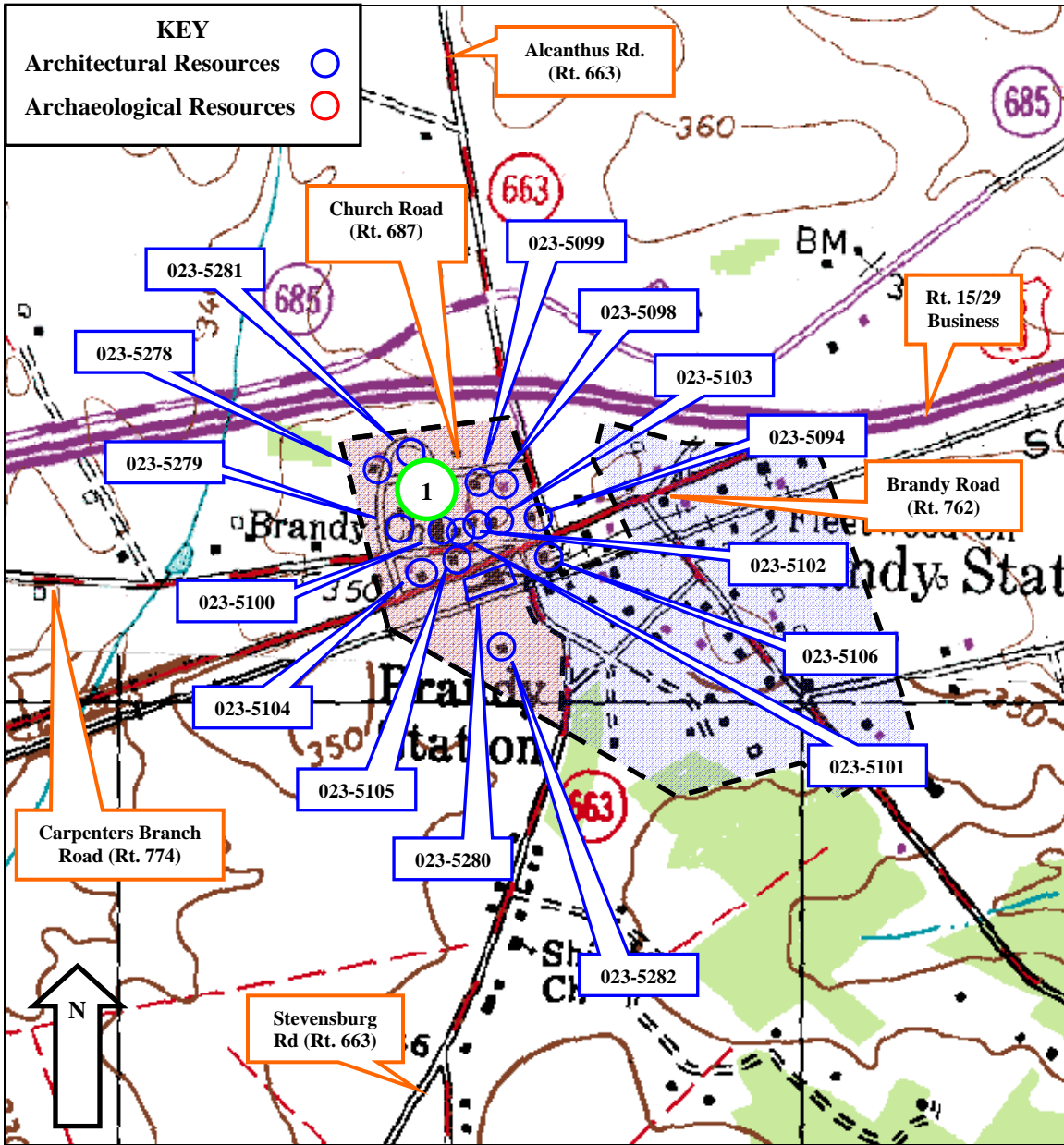


Figure 8: Detailed map of Subsection 1 Within the Brandy Station AOHI Showing the Locations of Recorded Historic Properties.

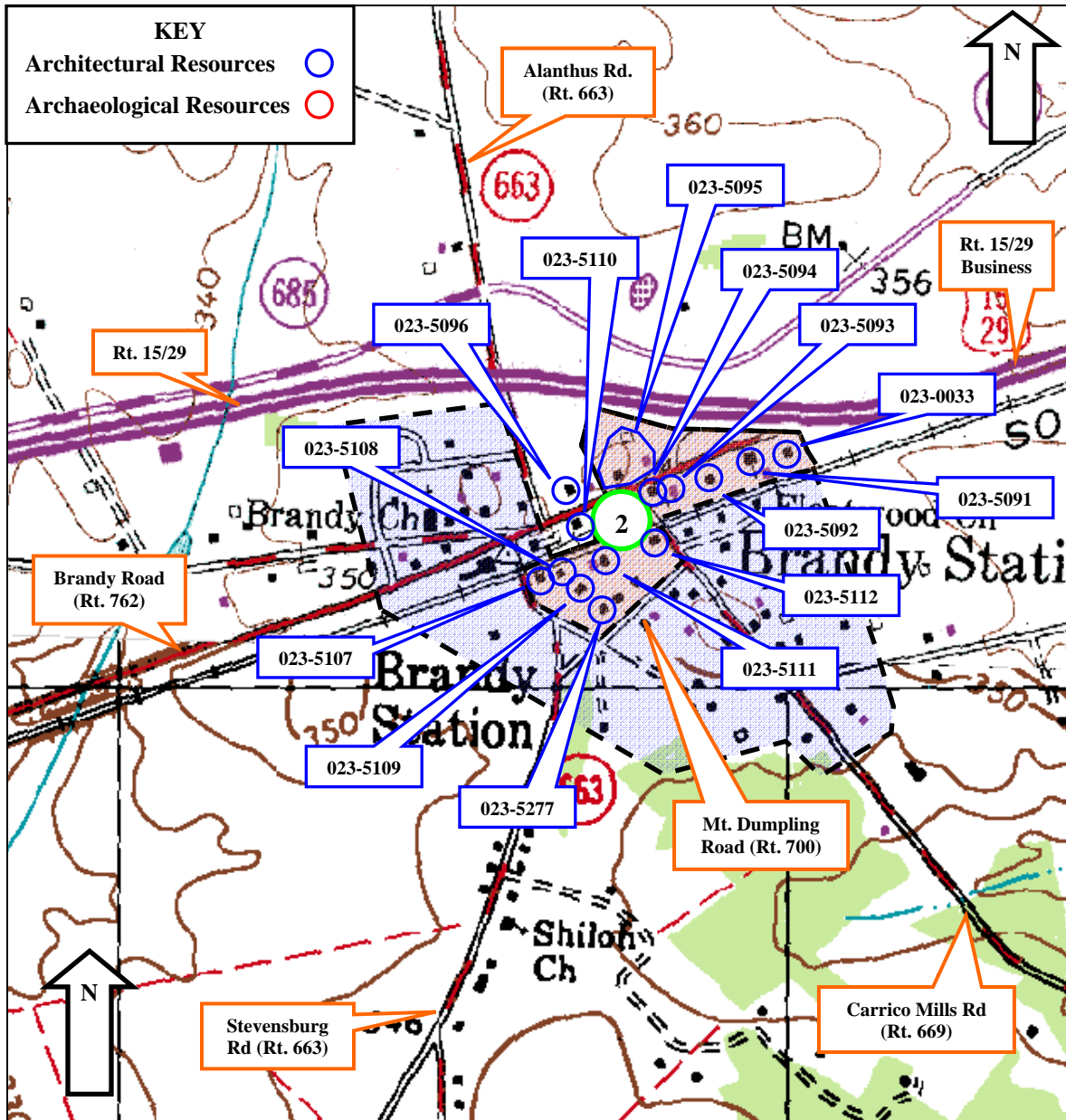


Figure 9: Detailed map of Subsection 2 Within the Brandy Station AOHI Showing the Locations of Recorded Historic Properties.

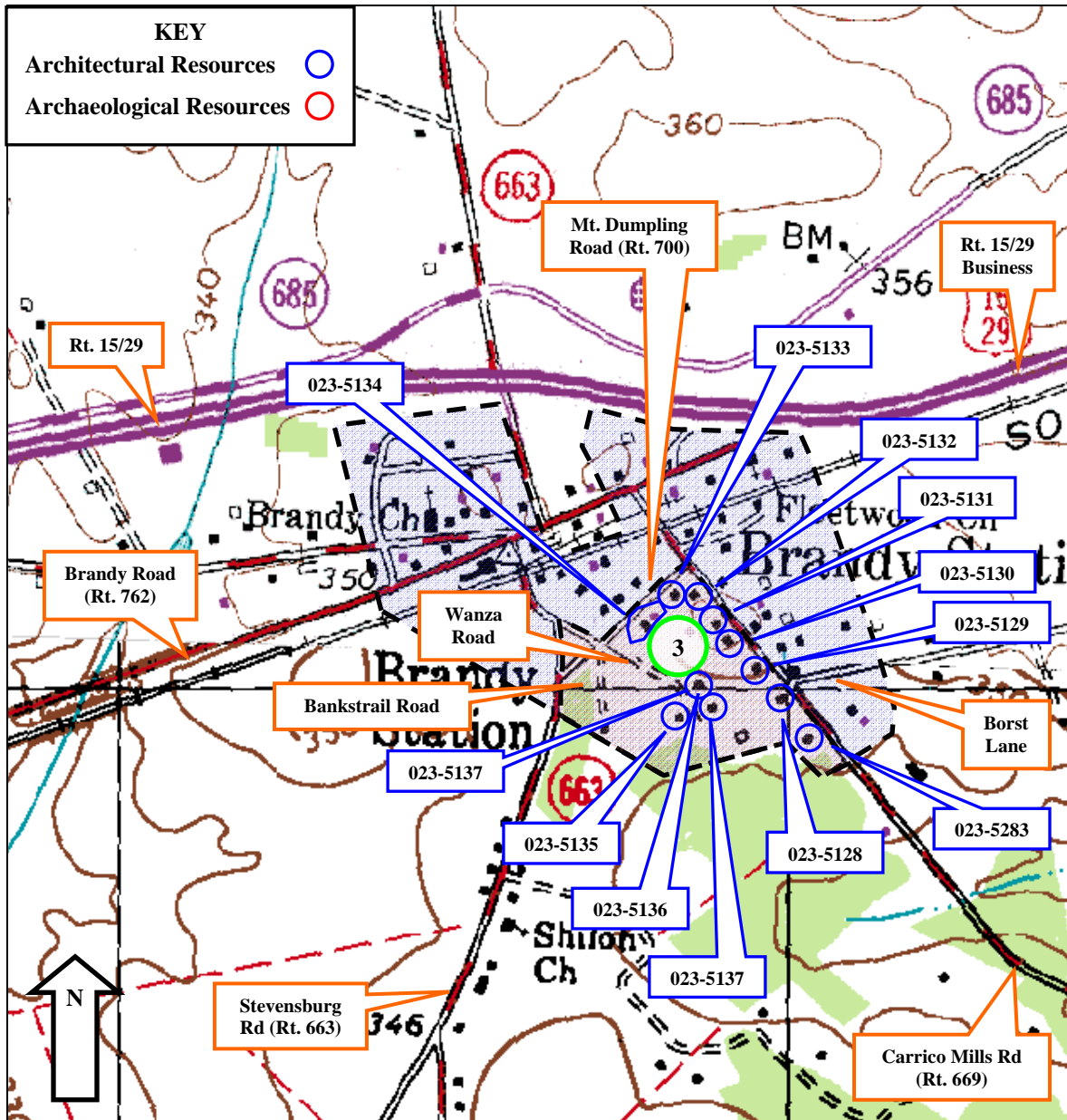


Figure 10: Detailed map of Subsection 3 Within the Brandy Station AOHI Showing the Locations of Recorded Historic Properties.

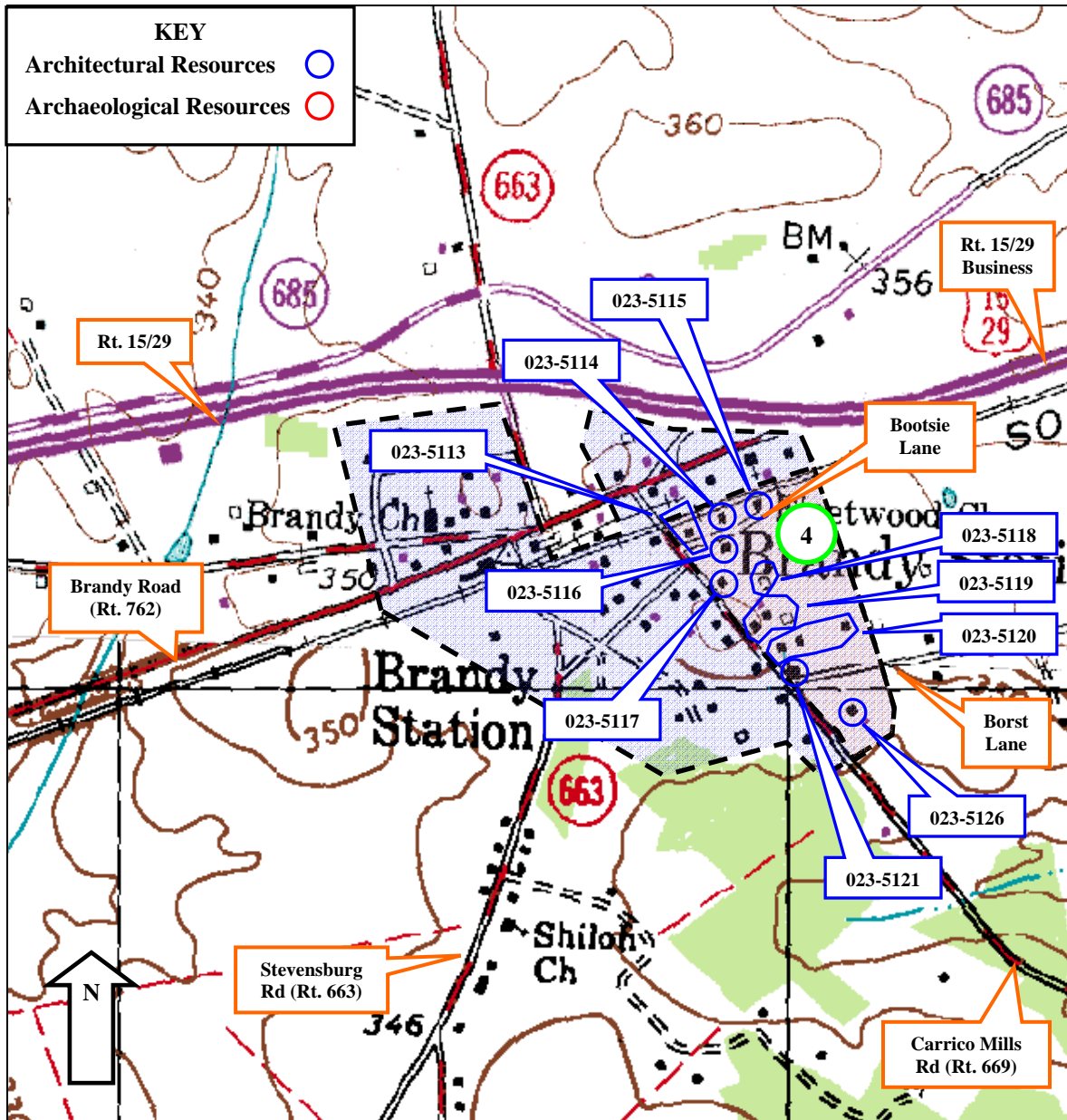


Figure 11: Detailed map of Subsection 4 Within the Brandy Station AOHI Showing the Locations of Recorded Historic Properties.

Brandy Station AOHI contains a total of 47 surveyed resources. Of these 47 resources 32 are, or were, dwellings, nine are commercial buildings, three are churches, one is a Masonic lodge, one is a fire department, and one is a warehouse (Table 4). The buildings range from one to two-and-a-half stories with the majority of the one-story buildings dating from the second quarter of the twentieth century, showing a decrease in building height over time.

Table 4: Historic Resources Recorded Within Brandy Station.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-5091	Fleetwood Church	19526 Brandy Road	1890	Religion
023-5092	Graffiti House	19508 Brandy Road	1858	Domestic
023-5093	Highway Safety Supply	19478 Brandy Road; 19486 Brandy Road	1940	Commerce/ Trade
023-5094	R.J. Merkel, Inc.	Commercial Building, 19478 Brandy Road	1950	Commerce/ Trade
023-5095	House, 19465 Brandy Road	19465 Brandy Road	1890	Domestic
023-5096	Gas Station, 19443 Brandy Road	19443 Brandy Road	1950	Commerce/ Trade
023-5097	Fisher Auto Parts	19417 Brandy Road	1950	Commerce/ Trade
023-5098	Brandy Episcopal Church	14586 Alanthus Road	1948	Religion
023-5099	House, 19668 Church Road	19668 Church Road	1880	Domestic
023-5100	Brandy Baptist Church	19343 Carpenter's Branch Road	1890	Commerce/ Trade
023-5101	House, 19351 Carpenter's Branch Road	19351 Carpenter's Branch Road	1910	Domestic
023-5103	House, 19373 Carpenter's Branch Road	19373 Carpenter's Branch Road	1910	Domestic
023-5104	Steve's Car Store	19363 Brandy Road	1940	Commerce/ Trade
023-5105	House, 19350 Carpenter's Branch Road	19350 Carpenter's Branch Road	1900	Domestic
023-5106	Manuels Garage/Used Cars	Brandy Road	1960	Commerce/ Trade
023-5107	House, 14671 Stevensburg Road	14671 Stevensburg Road	1890	Domestic
023-5108	House, 14647 Stevensburg Road	14647 Stevensburg Road	1920	Domestic
023-5109	George Stone House	14635 Stevensburg Road	1850	Domestic
023-5110	Warehouse, 19424 Brandy Road	19424 Brandy Road	post-1850	Industry
023-5112	Bailey's Store	14624 Carrico Mills Road	1880	Commerce/ Trade
023-5113	Masonic Lodge #169	19489 Bootsie Lane	1884	Social

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-5114	House, 19489 Bootsie Lane	19489 Bootsie Lane	1910	Domestic
023-5115	Myers House	19507 Bootsie Lane	1900	Domestic
023-5116	House, 19484 Bootsie Lane	19484 Bootsie Lane	1880	Domestic
023-5117	Loysen House	14655 Carrico Mills Road	1890	Domestic
023-5118	House, 14671 Carrico Mills Road	14671 Carrico Mills Road	1975	Domestic
023-5119	House, 14685, 14689 Carrico Mills Road	14685 Carrico Mills Road; 14689 Carrico Mills Road	1900	Domestic
023-5120	House, 14699 Carrico Mills Road	14699 Carrico Mills Road	1920	Domestic
023-5121	House, 14707 Carrico Mills Road	14707 Carrico Mills Road	1900	Domestic
023-5126	House, 14739 Carrico Mills Road	14739 Carrico Mills Road; 14741 Carrico Mills Road	1920	Domestic
023-5128	House, 14720 Carrico Mills Road	14720 Carrico Mills Road	1920	Domestic
023-5129	House, 14694 Carrico Mills Road	14694 Carrico Mills Road	1929	Domestic
023-5130	House, 14676 Carrico Mills Road	14676 Carrico Mills Road	1939	Domestic
023-5131	House, 14666 Carrico Mills Road	14666 Carrico Mills Road	1890	Domestic
023-5132	House, 14648 Carrico Mills Road	14648 Carrico Mills Road	1880	Domestic
023-5133	House, 19726 Mt. Dumpling Road	19726 Mt. Dumpling Road	1880	Domestic
023-5134	House, 19706 Mt. Dumpling Road	19706 Mt. Dumpling Road	1850	Domestic
023-5135	House, 14720 Wanza Road	14720 Wanza Road	1930	Domestic
023-5136	House, 14713 Wanza Road	14713 Wanza Road	1870	Domestic
023-5137	House, 14727 Wanza Road	14727 Wanza Road	1920	Domestic
023-5277	House, Mt. Dumpling Road	19689 Mt. Dumpling Road	1909	Domestic
023-5278	House, 19627 Church Road	19627 Church Road	1939	Domestic
023-5279	Brandy Volunteer Fire Department	Church Road	1952	Government/ Law/Political
023-5280	Commercial Building, Brandy Road	Brandy Road	1930	Commerce/ Trade
023-5281	Fyne Wire Specialists	Church Road	1980	Commerce/ Trade
023-5282	House, 14686 Stevensburg Road	14686 Stevensburg Road	1929	Domestic
023-5283	House, 14746 Carrico Mills Rd.	14746 Carrico Mills Road	1929	Domestic

The construction dates for the majority of the buildings in this area fall into two main periods. The first period, like most other areas in Culpeper County, runs from the late-nineteenth to early-twentieth centuries, more specifically, 1865–1917. This first time period captures 20 (43 percent) of the buildings surveyed in this AOHI. The subsequent time period, 1917–1945, was also a period of growth for Brandy Station, as 14 recorded resources (30 percent) date to the World War I through World War II years. The first period of building in Brandy Station may indicate a population increase in the late-nineteenth century, while the second period may indicate Brandy Station’s shift toward a commercial center for the surrounding area in the pre-World War II era.

Interestingly, although Brandy Station today is primarily known for its association with Civil War activities, only four buildings (8 percent) within the AOHI pre-date the war—three were constructed in 1850 and one in 1858. It is assumed that most structures standing in Brandy Station at the time of the war were destroyed or notably damaged by the intense fighting in this area.

The oldest standing structure in Brandy Station is the George Stone House (023-5109). According to DHR and County records, it was originally built around 1850 with later alterations (Photo 1). This L-plan house, while it survived the Civil War, has fallen victim to the ravages of time and neglect, and as a result, has lost much of its integrity and is now in danger of possibly being lost due to structural problems. The second oldest building, the Graffiti House (023-5092), was built just after 1858 and is unique because of its connection with the Civil War actions in the area of Brandy Station (Photo 2, p. 33). This house gains its name from graffiti written on the walls by Civil War soldiers from both the North and South. Additionally, this property is potentially eligible for the NRHP for its ability to yield important information on the Civil War.



Photo 1: George Stone House (023-5109), Primary Elevation.



Photo 2: The Graffiti House (023-5092), Primary Elevation.

Fleetwood Church (023-5091) is another unique property in the Brandy Station AOHI. Built around 1890, this folk Victorian-style church has lost a great deal of its physical integrity in recent years, but still acts as an interesting example of the folk adaptation of the Victorian style (Photo 3, p. 34). Masonic Lodge 169 (023-5113) is one of the more recognizable buildings in Brandy Station and has been a landmark in the town for years. Built around 1884, this building is significant because of its association with the Masons in and around Brandy Station, many of whom were prominent members of the community (Photo 4, p. 35).

An excellent example of Brandy Station's building campaign that took place after 1880 is the house at 14648 Carrico Mills Road (023-5132). Constructed after 1880, this house retains much of its integrity and serves as a good example of the Queen Anne style (Photo 5, p. 35). The fact that many of its architectural details are picked out in pastel colors also adds to its charm and distinctiveness. The warehouse at 19424 Brandy Road (023-5110) is also significant to the community, but not for its architecture (Photo 6, p. 36). The warehouse was built around 1920 adjacent to the Brandy Station Railroad Depot, which was soon torn down. This property is therefore significant for its archaeological potential to yield important information about transportation and commerce in Brandy Station from the mid-nineteenth century to early-twentieth century.

In sum, Brandy Station sprung up as a railroad stop in the mid-eighteenth century and since then has seen several important local, regional, and national historic events. Most significant is its association with the Civil War Battle of Brandy Station and other

military actions. However, on the local and regional level its resources convey the growth and development of the area after the Civil War into the early-twentieth century. It also represents a small mid-twentieth-century commercial area with a number of stores from that period that likely provided services to the population for miles around. Given time, these twentieth-century resources will likely become more significant due to their relation to Virginia's changing economy in the early- and mid-twentieth century. In the meantime, however, the archaeological remains of Brandy Station should be explored more fully as there is likely the potential to learn a great deal about this mid-nineteenth-century railroad town and the local Civil War actions.



Photo 3: Fleetwood Church (023-5091), Primary Elevation.



Photo 4: Masonic Lodge (023-5113), Northwest Oblique.



Photo 5: House at 14648 Carrico Mills Road (023-5132), Primary Elevation.



Photo 6: Warehouse at 19424 Brandy Road (023-5110), Looking Northwest.

Cedar Mountain Battlefield

The Cedar Mountain Battlefield AOHI is located in southwestern Culpeper County (Figure 12, p. 37). The size and shape of the area are based on battlefield activity recorded by the DHR and the CWSAC. In addition to the battlefield itself, this 281-acre AOHI includes several built resources located along Route 15 and Route 657, once the main road to downtown Culpeper. Bisected by Route 15, the area is roughly bounded on the northwest by a densely-vegetated knoll that is primarily undeveloped, on the southwest by land used as the Piedmont Vocational School, on the southeast by a tributary creek of the Rapidan River, and on the northeast by open farmland (Figure 13, p. 38).

A total of 10 resources was recorded within the Cedar Mountain Battlefield AOHI (Table 5, p. 37). This number accounts for 4 percent of all resources recorded during the Culpeper County project. This count includes five domestic properties, four military-related areas, and one commercial venue. As expected, this area has the highest percentage of military resources (40 percent of the properties recorded in this AOHI) among the 21 surveyed areas.

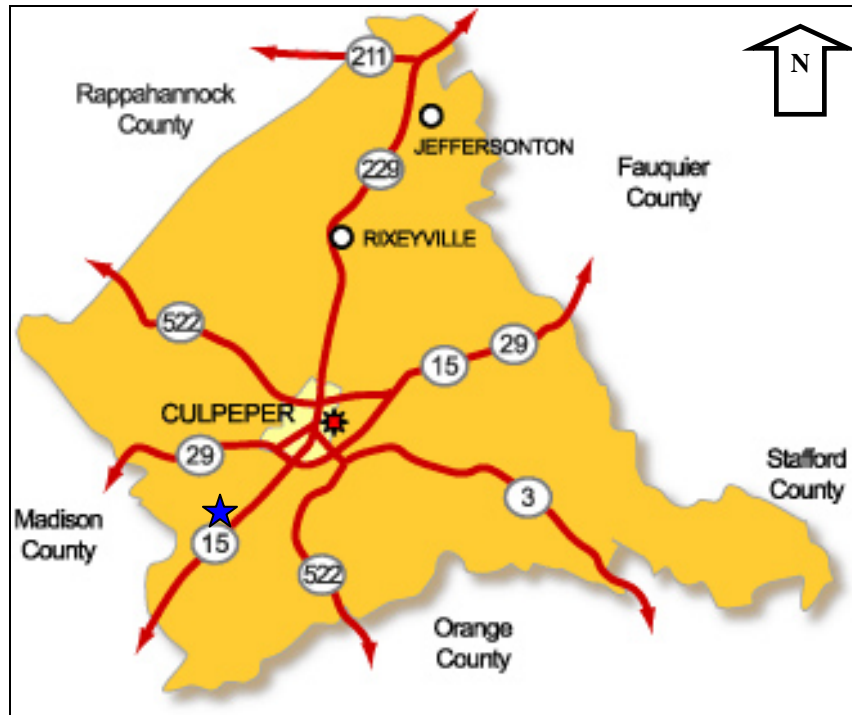


Figure 12: Location of the Cedar Mountain Battlefield AOHI (★).

Table 5: Resources Recorded Within the Cedar Mountain AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0045	Cedar Mountain Battlefield	James Madison Highway, North of	1862	Military
023-5285	House, 9623 James Madison Highway	9623 James Madison Highway	1932	Domestic
023-5286	Store, 9607 James Madison Highway	9607 James Madison Highway	1932	Commerce/Trade
023-5287	House, 21620 Dovehill Road	21620 Dove Hill Road	1964	Domestic
023-5289	Crittenden House Ruins, Farm Lane	Farm Lane	19th Century; 1862	Domestic
023-5290	United Daughters of the Confederacy Monument	General Winder Road, North of	Post 1920	Military
023-5291	Monument, Wisconsin 3rd	Dove Hill Road, West of	1906	Military
023-5301	House, 21725 Dovehill Road	21725 Dove Hill Road	1988	Domestic
023-5336	Cedar Mountain Battlefield Commemorative Markers (aka: J. Gordon Thomas Markers)	Cedar Mountain Battlefield Area; James Madison Highway, North of	1929	Military
023-5340	House, General Winder Road [Throckmorton's]	9517 General Winder Road	Early 20th Century	Domestic

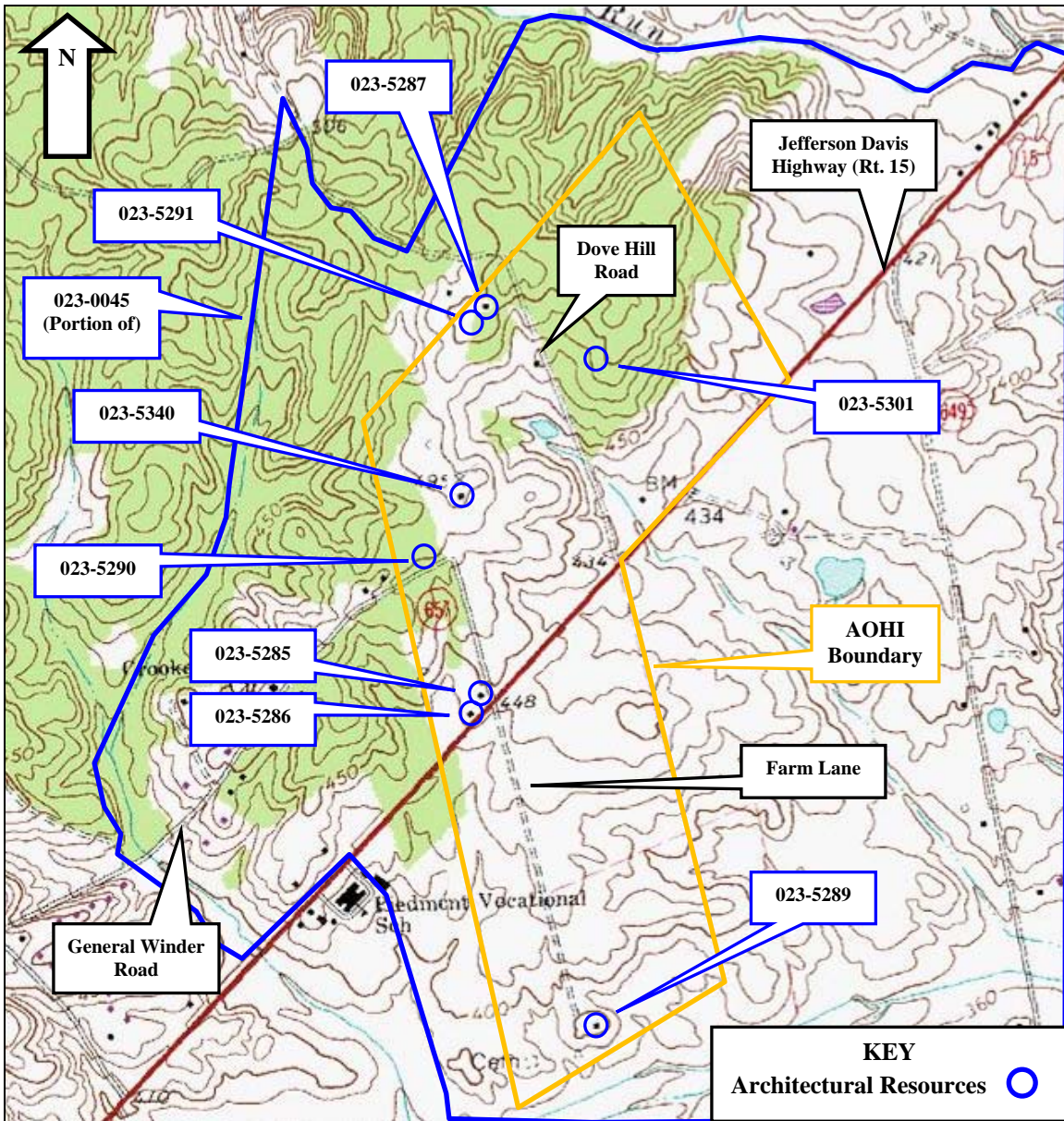


Figure 13: Boundaries of the Cedar Mountain Area of Historic Interest (In Gold) as Shown on the Culpeper West 7.5-Minute Topographic Quadrangle.

The largest and most notable resource recorded during this survey is the AOHI's namesake—the Cedar Mountain Battlefield (023-0045). The battlefield includes land and resources involved in the August 9, 1862 battle involving 28,000 active troops under the command of Confederate Major General Thomas J. “Stonewall” Jackson and Union Major General John Pope (Figure 14, p. 40). The battle is considered by many as a crucial preliminary battle in the Second Manassas Campaign.

Today, the Cedar Mountain Battlefield area comprises approximately 150 contiguous acres along both sides of the Jefferson Davis Highway (Route 15) roughly between Virginia State Routes 547 (General Winder Road) on the west and 642 (Dove Hill Road) on the east (Photo 7, p. 40). The battlefield area contains a number of secondary resources including an early-twentieth century farming complex (023-5340), a collection of stone historical markers and monuments dedicated to various Union and Confederate participants in the August 9, 1862 Civil War Battle of Cedar Mountain (023-5336), and a system of interpretive panels/kiosks placed at various points along a network of walking trails that traverse the grounds north of Jefferson Davis Highway (Route 15). The resource was determined to be eligible for the NRHP in 1988.

One additional historic resource is directly associated with the battle. The Crittenden House (023-5289), once located on what is today Farm Lane, was constructed in the first half of the nineteenth century (Photo 8, p. 41). The home was located directly within the contested battle area in 1862 and subsequently destroyed. Several outbuildings including a barn and a silo still remain on the property. Although the home itself is no longer standing and thus not available for additional architectural study, the site has a very high potential to contain intact archaeological remains of both antebellum occupation and the events surrounding the war-time activities in this area.

The remainder of the resources were constructed in the twentieth century. The earliest standing house in this area is the main house of a farming complex located at 9517 General Winder Road (023-5340) within the current boundaries of the battlefield district. Constructed in the early-twentieth century, the primary dwelling is a two-story, five-bay residence with a wrap-around open porch (Photo 9, p. 41). It appeared to have been vacant for some time and is exhibiting signs of deterioration and neglect. The associated complex of wood-frame outbuildings scattered to the north, east, and southeast, are collectively in even worse shape than the main house. Several, in fact, have collapsed or are in various stages of structural failure.

In 1932, a home and a store were both constructed at the intersection of Route 15 and Route 657. Proctor's Store (023-5286) was constructed by the Proctor family as a small village crossroads store. In style and material, it is typical of such small commercial buildings constructed in Culpeper County during this era that catered to the newly-mobile area population (Photo 10, p. 42). Concurrent with construction of the new store, the family built a residence just north of the store (023-5285). The home is a one-and-a-half-story, wood-frame building constructed in the Bungalow style (Photo 11, p. 42). Although both buildings have been repeatedly altered over the past several decades, oral history states that the parcel was once known as Hudson's Place, a pre-Civil War home

used as General Stonewall Jackson's headquarters during the engagement at Cedar Mountain. The latter is today represented by a shallow depression and an old well opening capped by cement. If archaeological remains are indeed located on the property, the site could also be potentially eligible for the NRHP under Criterion D.



Figure 14: Historical Sketch Entitled, “The battle at Cedar Mountain, Aug. 9th, 1862. Charge of Crawford's Brigade on the right” (Published by Currier & Ives 1862–1872).



Photo 7: Overview of Interpretive Panels and Commemorative Markers at Cedar Mountain Battlefield, Looking South.



Photo 8: The Crittenden House Site (Foreground) Showing Remaining Outbuildings, Looking South.



Photo 9: North Elevation of the Farming Dwelling (023-5340) Located at 9517 General Winder Road, within the Cedar Mountain Battlefield District (023-0045).



Photo 10: Proctor's Store (023-5286), East Elevation Facing Route 15.



Photo 11: Proctor House (023-5285), Primary Elevation.

Cunningham Farm

The Cunningham Farm AOHI encompasses a 571-acre tract located north of Route 15/29 in north-central Culpeper County (Figure 15). It is bounded on the north by the Hazel River, on the west by St. James Church Road, on the south by open land, and on the east by the Beverly's Ford cultural resource area (Figure 16, p. 44). Most of the land comprises open, agricultural fields that are recorded as part of the Brandy Station Battlefield (023-0053). A small gravel parking area with interpretive signage is located within the southern section of this AOHI to cater to Brandy Station battlefield tourists.

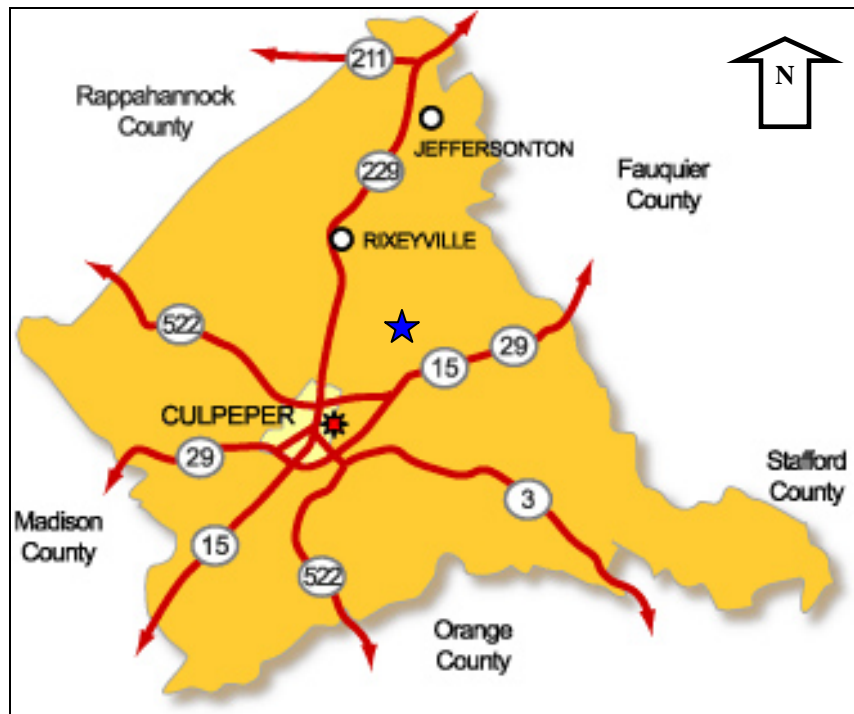


Figure 15: Location of the Cunningham Farm AOHI (★).

Only two resources were recorded within this AOHI, but both properties provide useful insights into the distinct agricultural history of this area (Table 6, p. 45). The Cunningham Overseer's House (023-0053-0260), located north of Beverly's Ford Road, is the only remaining building of what was once the larger Cunningham Farm. This two-story, three bay dwelling was constructed in two phases sometime in the first half of the nineteenth century (Photo 12, p. 45). Its random rubble foundation and relatively austere exterior are representative of many farm dwellings in this portion of the county. Several outbuildings surround the overseer's home. Most are in very poor condition.

The second resource is the Button Tenant House (023-0053-0256). This property reflects the shift in Culpeper County's agricultural economy from a slave-based to tenancy system that occurred in the second half of nineteenth century (Photo 13, p. 45). Unfortunately, this turn-of-the-century working family home, like many of the County's

tenant homes, has been lost due to neglect. When the home was recorded in 1993, the condition was listed as poor. Sometime between 1993 and the current survey, the home was demolished.

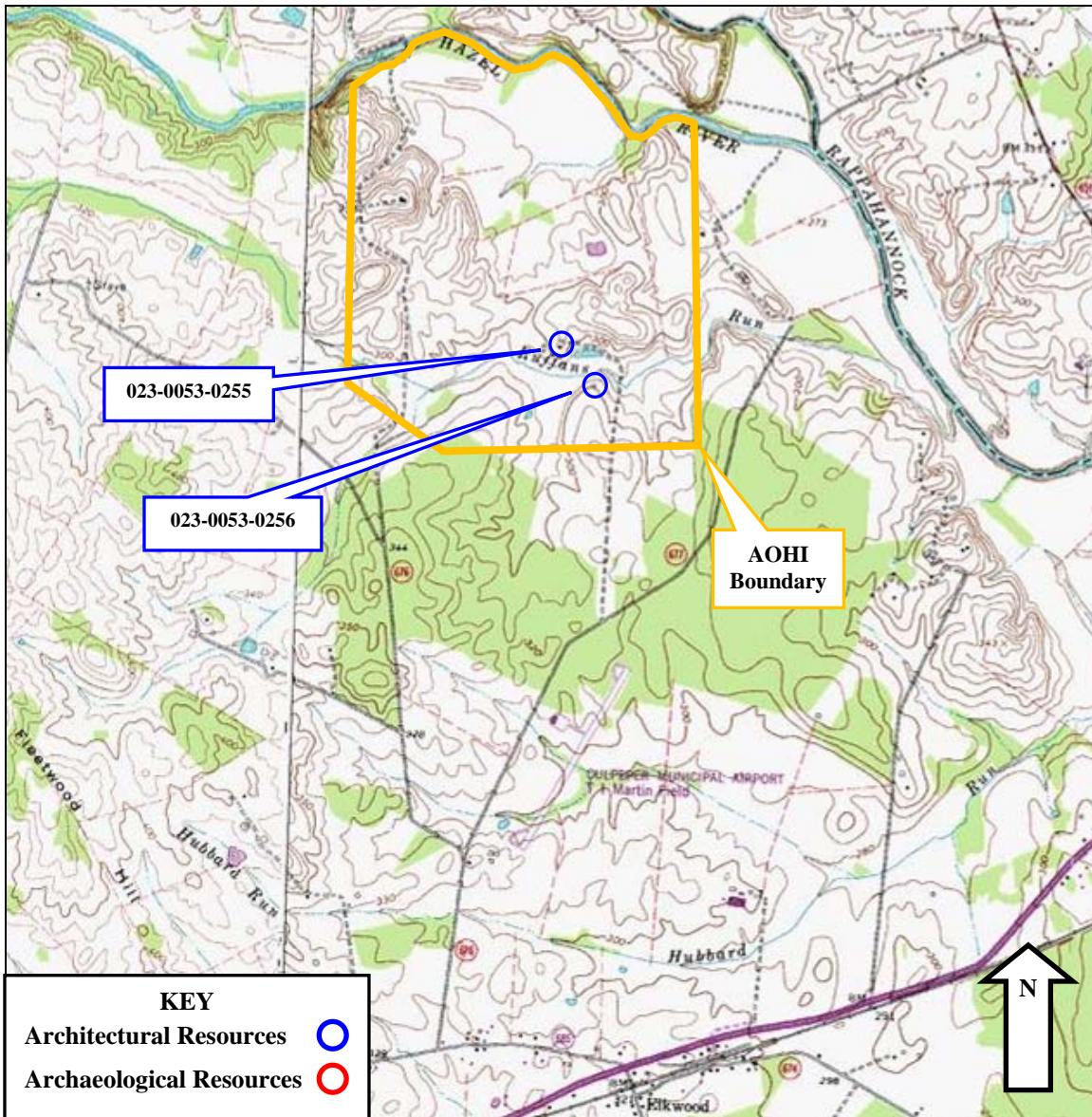


Figure 16: Map Depicting the Boundaries of the Cunningham Farm Area of Historic Interest (In Gold) as Shown on the Remington 7.5-Minute Topographic Quadrangle.

Table 6: Resources Recorded Within the Cunningham Farm AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0053-0256	Button Tenant House	North of Beverlys Ford Rd	1900	Domestic
023-0053-0260	Stone Walls, Cunningham Overseer's House	Beverlys Ford Road (Route 673), North of	Post-1800	Domestic



Photo 12: Cunningham Overseer's House (023-0053-0260), Primary Elevation.



Photo 13: Former Location of the Button Tenant House (023-0053-0256), Looking West.

Fleetwood Hill

The Fleetwood Hill AOHI, located in central Culpeper County near Brandy Station (Figure 17), is the second-largest AOHI at 1,370 acres (almost 20 percent of the entire project acreage). The long, thin area is north of Route 15 and straddles Fleetwood Hill, a notable topographic rise (Figure 18, p. 47). Fleetwood Heights Road and Farley Road cross the area southwest-northeast. The AOHI is bounded on the south by Route 15, on the west by a portion of Alanthus Road, on the north by Brandy Rock Farm Lake, and on the east by the Culpeper Regional Airport and the St. James Church AOHI (discussed later in this report). Like most of this part of Culpeper County, the Fleetwood Hill area is primarily still used for agricultural purposes, and most of the land comprises cultivated fields.

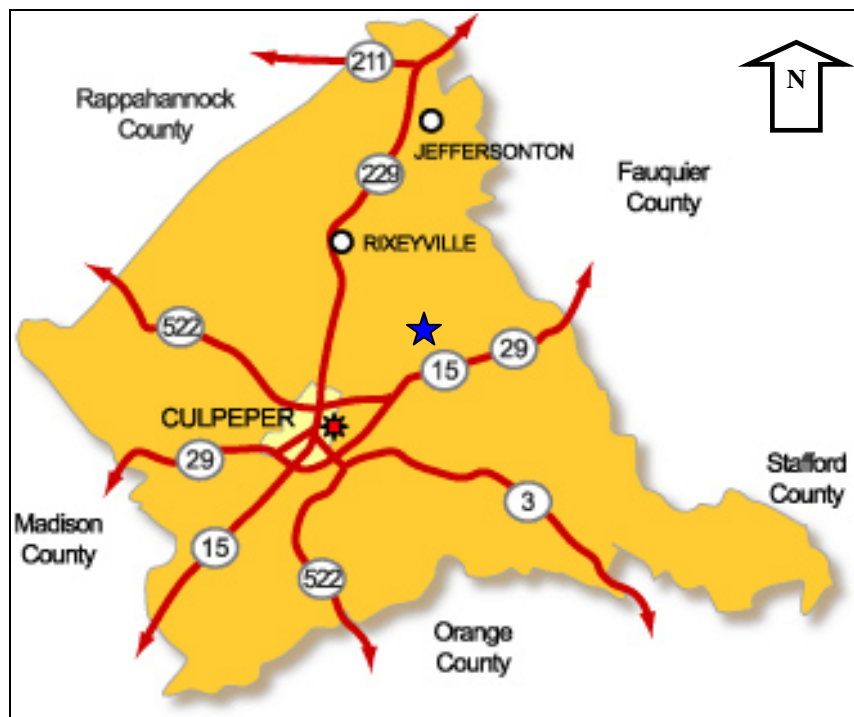


Figure 17: Location of the Fleetwood Hill AOHI (★).

In addition to the aforementioned Brandy Station Battlefield (023-0053), nine resources were recorded within the Fleetwood Hill AOHI (3.3 percent of overall total) (Table 7, p. 48). The majority of the resources (8 of the 9) are domestic properties, several of which have agricultural outbuildings. The remaining property is the Brandy High School Auditorium, which falls under the Education theme. The resources span from 1801 through 1960, with three pre-Civil War-period resources present within the boundaries and six twentieth century-constructions.

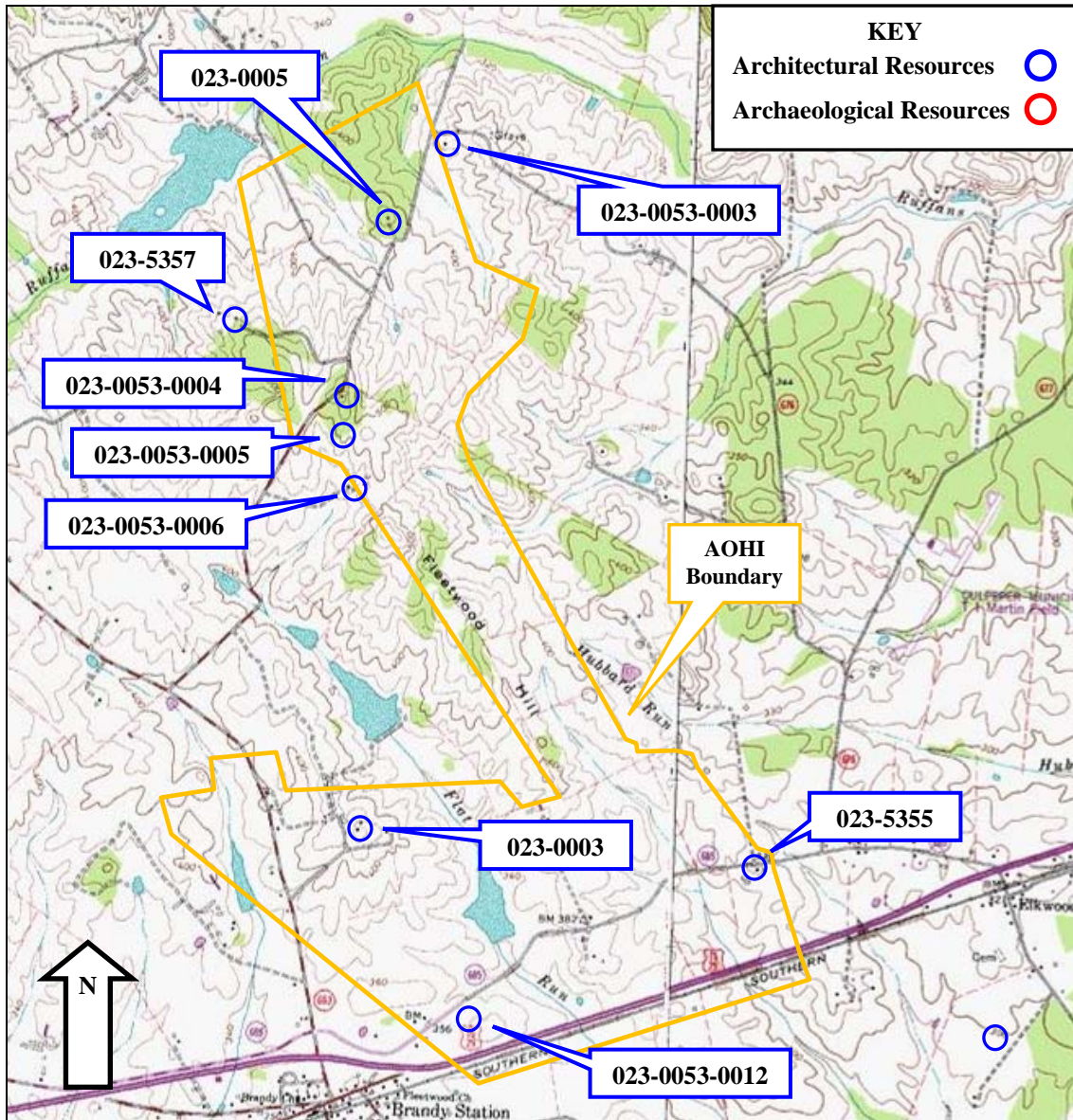


Figure 18: Boundaries of the Fleetwood Hill Area of Historic Interest (In Gold) as Shown on the Brandy Station 7.5-Minute Topographic Quadrangle.

Table 7: Resources Recorded Within the Fleetwood AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0003	Beauregard	Beauregard Lane	1840	Domestic
023-0005	Farley	11732 Farley Road	1801	Domestic
023-0053-0003	Monument Hill Farm	11727 Farley Road	1830	Domestic
023-0053-0004	Spillman Tenant House	Farley Road	1960	Domestic
023-0053-0005	Dogwood Hill; Spillman House	Farley Road	1980	Domestic
023-0053-0006	Beauregard Tenant House	Farley Road	1900	Domestic
023-0053-0012	Brandy High School Auditorium	Fleetwood Heights Road	1930	Education
023-5355	House, 21064 Fleetwood Heights Road	21064 Fleetwood Heights Road	1929	Domestic
023-5357	Brandy Rock Farm	12178 Farley Road	1934	Domestic

The oldest resource is Farley (023-0005). Located near the intersection of Routes 663 and 679, Farley was constructed in 1801 (Photo 14, p. 49). This very large, Federal-style dwelling was constructed with a vernacular form of a Palladian plan, and several outbuildings still exist around the house including a meat house, slave quarters, and a school. The ruins of several additional outbuildings are on the outskirts of the property, highlighting the potential for intact archaeological remains. The property was listed on the VLR in 1975 and the NRHP in 1976. Monument Hill Farm (023-0053-0003) was originally constructed in 1830 (Photo 15, p. 49). This area was part of the larger Farley Plantation and included several slave quarters to house the individuals to work the land. By the 1930s the quarters had fallen into great disrepair, and the original chimney of one of the quarters was used in the reconstruction of the existing home.

In 1840, a second large plantation house was built in the area. Beauregard (023-0003) is located in a rural area just east of Alanthus Road at the terminus of Beauregard Road. The main house at Beauregard Farms is an excellent early example of an Italianate-style home (Photo 16, p. 50). Its well-preserved Italianate details, including elaborate brackets, window arches, and low-pitched hipped roof, make it a rarity within the area of Fleetwood Heights and the County of Culpeper. In addition to the main building, there are several outbuildings associated with this resource. Just north of the home is a smoke/meat house, garage, servant/tenant house, and agricultural complex.

Of the six twentieth-century buildings within this AOHI, three are over 50 years in age. The Beauregard Tenant House (023-0053-0006), like several tenant buildings recorded in the county, was constructed around 1900 for paid laborers who worked the agricultural fields on the old plantation. The House at 21064 Fleetwood Heights Road (023-5355) was built in 1929 as a single-family dwelling. The one-story, three-bay home has a one-story porch along the entire primary elevation—a very common architectural element seen throughout the county (Photo 17, p. 50). Brandy Rock Farm (023-5357) was built in

1936. This vernacular Chateausque home was built by local laborers using cut stone (Photo 18–19, p. 51). The one non-domestic building in this area is the Brandy High School Auditorium, constructed in 1930. The related Brandy High School building itself was demolished several years ago, but the auditorium building remains extant.



Photo 14: Farley (023-0005), Northeast Oblique.



Photo 15: Monument Hill Farm (023-0053-0003), Southeast Oblique. The circa 1830 stone chimneys are all that is left of a slave quarter.



Photo 16: Beauregard (023-0003), Primary Elevation.



Photo 17: House at 21064 Fleetwood Hill Road, Northwest Oblique.



Photo 18: Primary (East) Elevation of Brandy Rock Farm (023-5357).



Photo 19: Detail of Stone Chimney and Slate Roof at Brandy Rock Farm.

Griffinsburg

The community of Griffinsburg straddles Route 522 (Snickersville Turnpike) in western Culpeper County (Figure 19). It is bounded on the west by Route 646, on the south and east by a portion of Route 634, and on the north by an unnamed tributary drainage (Figure 20, p. 53). This area is the third-smallest of the AOHIs at only 34 acres, and most of the resources are clustered around Route 522 itself.



Figure 19: Location of the Griffinsburg AOH (★).

Griffinsburg AOH contains 13 total surveyed resources, the majority of which (n=nine) are dwellings (Table 8, p. 54). In addition, the area contains two collections of outbuildings, one cemetery, and one store. Based upon the standing architecture, there appear to be two main episodes of building in Griffinsburg. The first period took place from about 1900 until World War II and encompasses the majority of the surveyed resources (n=8). The second period of building started in about 1950 and went to the mid 1980s encompassing four of the surveyed structures. The dwellings in the area range from one to two-and-a-half stories in height with a slight majority (n=5) being two stories or greater, but showing no discernable pattern in date of construction and height.

The fact that Griffinsburg is one of the “newer” historic areas in Culpeper County is illustrated in the construction dates of the recorded properties. The oldest resource, the Yates Cemetery, dates to 1889, while the oldest building dates to 1906. This is an interesting fact considering that the Snickersville Turnpike is one of the oldest roadways

in the area. The comparative youth of Griffinsburg, however, does not reduce its historical significance, as it is representative of the type of growth and commerce that Culpeper and much of western Virginia has seen in the past century.

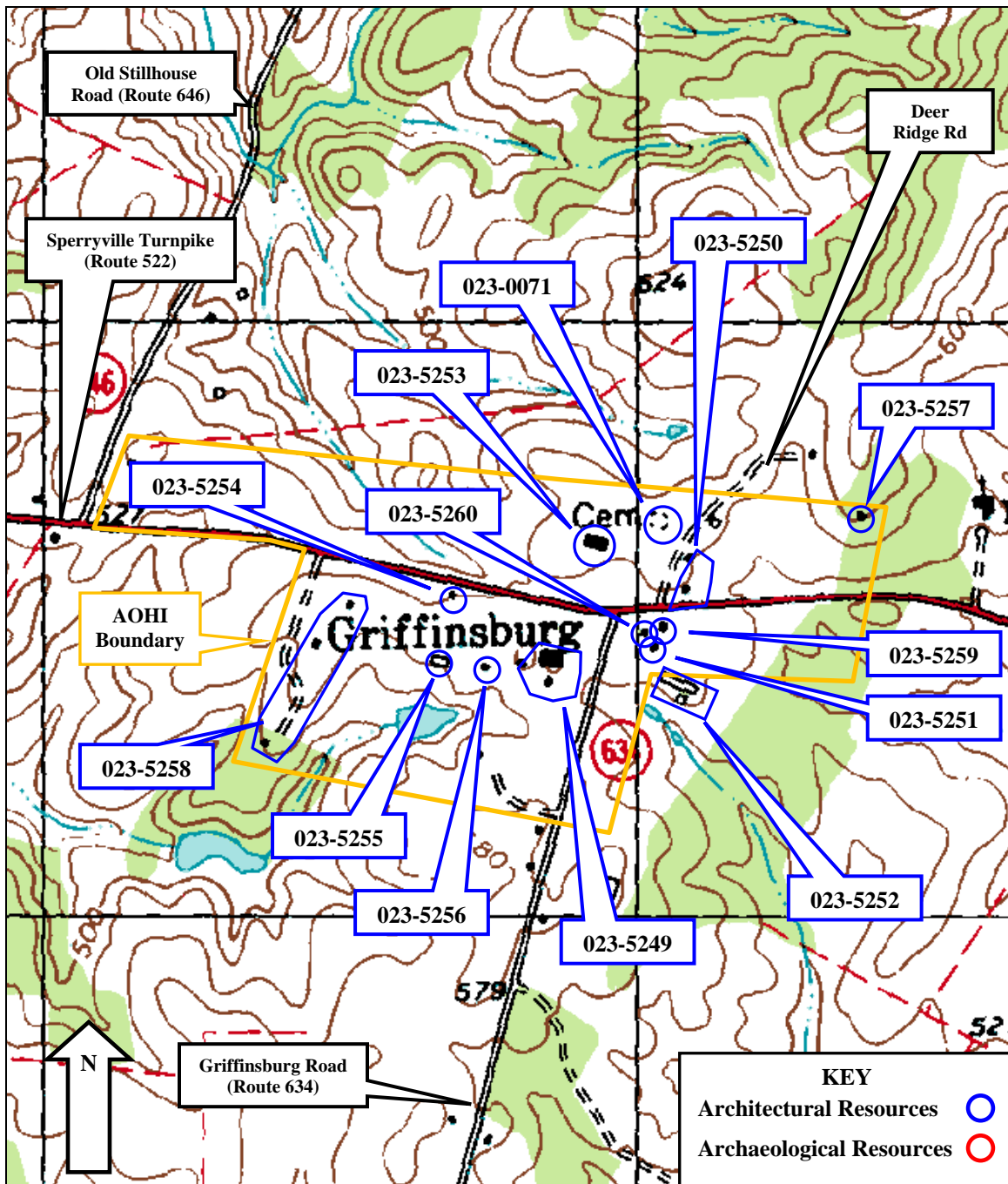


Figure 20: Surveyed Historic Resources Located in the Hamlet of Griffinsburg as Shown on the Castleton [VA] 7.5-Minute Topographic Quadrangle.

Table 8: Historic Properties Recorded Within the Griffinsburg AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0071	Yates Family Cemetery	Sperryville Pike (Route 522)	1889	Funerary
023-5249	Soldiers' Rest	8002 Sperryville Turnpike	1913	Domestic
023-5250	Yates Inn	8075 Sperryville Turnpike	1930	Domestic
023-5251	House, 8058 Sperryville Turnpike	8058 Sperryville Turnpike	Post-1950	Domestic
023-5252	Windmore	8060 Sperryville Turnpike	Post-1900	Domestic
023-5253	House, Sperryville Turnpike	8015 Sperryville Turnpike	1955	Domestic
023-5254	House, 7472 Sperryville Turnpike	7472 Sperryville Turnpike	1986	Domestic
023-5255	House, 13177 and 13179 Lovett Lane	13177 and 13179 Lovett Lane	1948	Domestic
023-5256	House, 13173 Lovett Lane	13173 Lovett Lane	1913	Domestic
023-5257	Beattie Place	8145 Sperryville Turnpike	1921	Domestic
023-5258	Sterile Acres	Lovett Lane	1948	Domestic
023-5259	Yates Store	8052 Sperryville Turnpike	post-1920	Commerce/ Trade
023-5260	House, 8048 Sperryville Turnpike	8048 Sperryville Turnpike	1929	Domestic

The influence of the Yates family in founding Griffinsburg cannot be overlooked, particularly since three of the properties surveyed have Yates family ties. These properties include the oldest resource surveyed: the Yates Family Cemetery (023-0071) dating to 1889 (Photo 20, p. 55) and the oldest standing structure the Yates Inn (023-5250), dating to 1906. In addition to these, there is also the Yates Store (023-5259), which acts as an example of this area's only extant country store and a physical representation of Griffinsburg's commerce (Photo 21, p. 55).

In addition to the Yates Store and Inn as examples of commercial development in Griffinsburg, Soldiers' Rest (023-5249) represents a shift toward building retreats, convalescent homes, and inns in the mountains in the early twentieth century. Soldiers' Rest, built in 1913, functioned as a retreat and convalescent home for soldiers returning from World War I as well as helping to support the economy of Griffinsburg (Photo 22, p. 56). The property still contains not only the main building but also several cabins and other outbuildings that surrounded the main residence (Photo 23, p. 56). Although several cabins and other exterior resources are now gone, there is a high probability that intact archaeological remains are present that can reveal a great deal on early-twentieth century domestic and medical practices in Virginia.

The Beattie Place (023-5257), built in 1921, serves as an interesting architectural example of the Craftsman style, common to Culpeper County. However, unlike many

buildings of its type and age in Griffinsburg and Culpeper, the Beattie Place retains its historical and physical integrity making it potentially eligible for the NRHP.



Photo 20: Yates Family Cemetery (023-0071), Looking NW.



Photo 21: Yates Store (023-5259) at 8052 Sperryville Road.

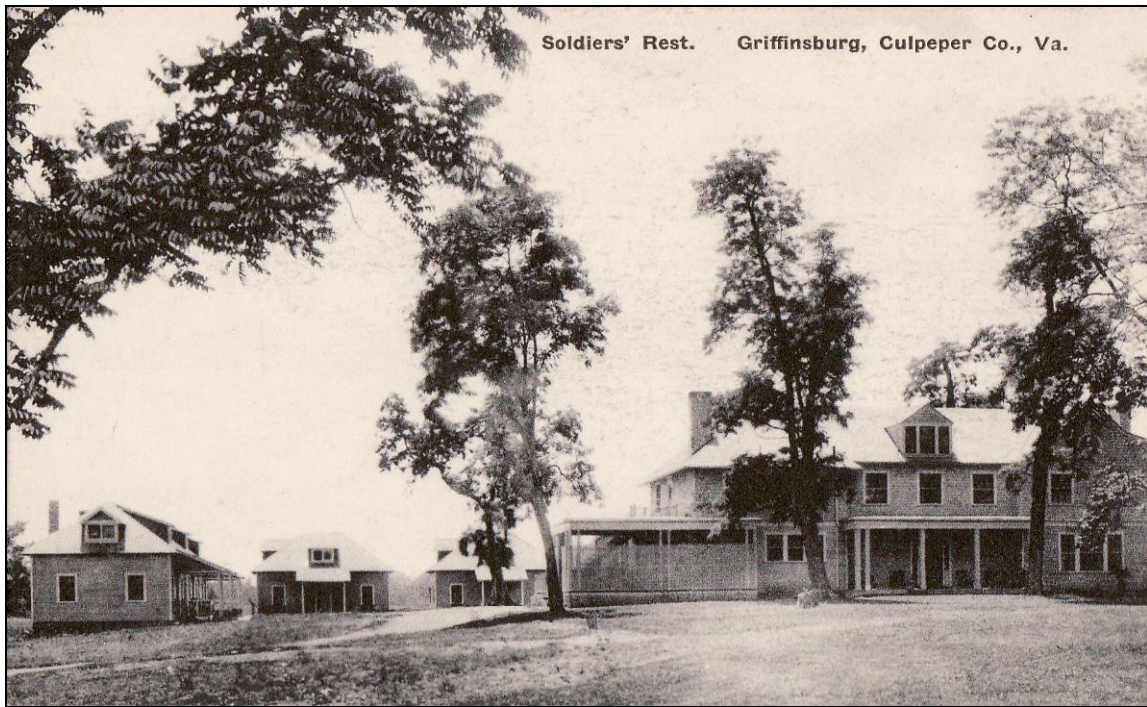


Photo 22: Historic Postcard of Soldiers' Rest (023-5249) (Original postcard in the collection of property owner). Note the main house on the right and the cabins on the left.



Photo 23: The Rear of Soldiers' Rest Today, Showing the Main House (left) and the Remaining Cabins (center and right).

The relatively young age of the surveyed resources in Griffinsburg is misleading, as the history of this area goes back much further than above ground resources may indicate. For example, the original incarnation of Soldiers' Rest was built in 1769 and stood until the end of the nineteenth century when it was destroyed by fire. Therefore, the potential for significant archaeological resources throughout Griffinsburg is very good and should certainly be explored in the future.

Hansborough Ridge and Hansborough Ridge Winter Encampment

The Hansborough Ridge area is located along the Germanna Highway (Route 3) east of Culpeper and Lignum (Figure 21). As the moniker alludes, this 427-acre area is concentrated around Hansborough Ridge, a linear knoll that runs roughly north-south through the center of this area. Route 3 runs east-west through the center of the area. The 46-acre Hansborough Ridge Encampment AOH is located within the main Hansborough Ridge area and centered around the uppermost knoll of the ridge (Figure 22, p. 58). Because of the overlapping nature of these AOHIs, they will be analyzed together.

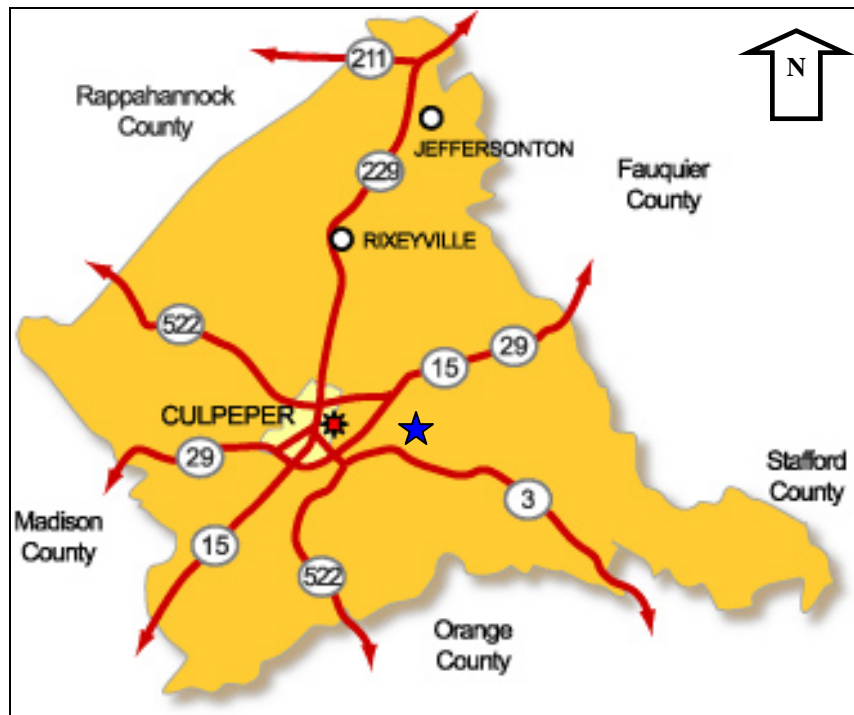


Figure 21: Location of the Hansborough Ridge AOHIs (★).

Summary of Hansborough Ridge Cultural Resources

Although the Hansborough Ridge AOH is relatively large in size (427 acres), only four resources were recorded within its boundaries (Table 9, p. 59). Most of the land within this area was originally part of the Salubria tract (023-0020), the oldest property recorded within the Hansborough Ridge AOH and during the Culpeper survey as a whole (Photo 24, p. 59). Constructed in the mid-eighteenth century by the Thompson family, Salubria

is the oldest brick house in Culpeper County. After marrying Lady Butler Brayne Spotswood, the widow of Lieutenant Governor Alexander Spotswood, Reverend John Thompson commissioned the building of a home worthy of his new bride. The main house is built of brick laid in Flemish bond with segmental arches over the windows and basement door. Two exterior-end chimneys with corbelled caps flank the hipped roof. It is one of the finest examples of Georgian architecture in Virginia.

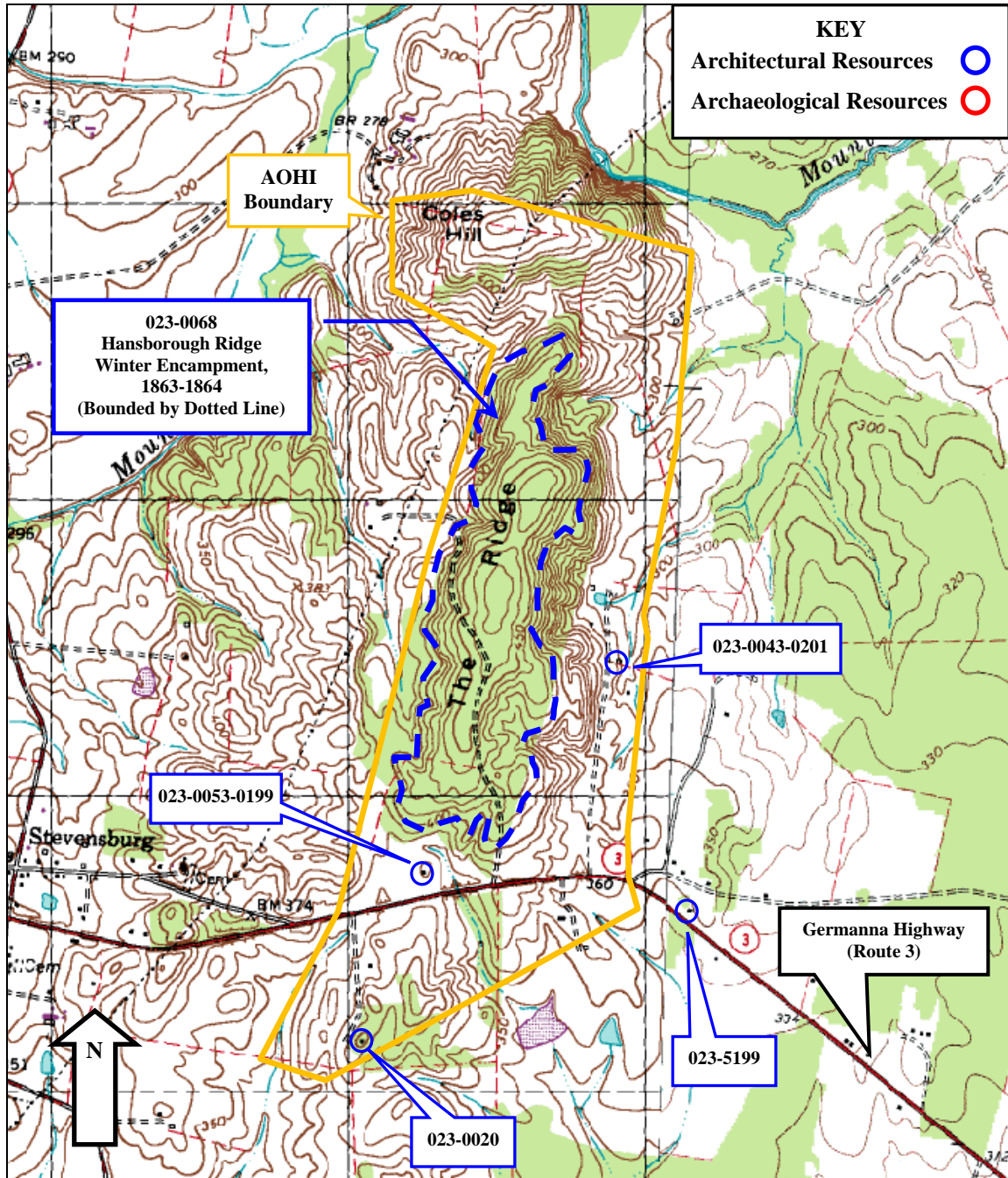


Figure 22: Boundaries of the Hansborough Ridge and Hansborough Ridge Winter Encampment, Areas of Historic Interest (In Gold) as Shown on the Culpeper East 7.5-Minute Topographic Quadrangle.

The home and surrounding acreage were sold after the death of John Thompson. The home was later occupied by the Barbour, Hansborough, and Grayson families (Photo 25, p. 60). Today, it is owned by the Memorial Foundation of the Germanna Colonies in Virginia, a nonprofit group supporting the descendents and history of the Germanna colony. Salubria was listed on the VLR on December 2, 1969 and on the NRHP on February 16, 1970.

Table 9: Resources Within the Hansborough Ridge AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0020	Salubria	East of Culpeper and Stevensburg; South of Route 3 (eastbound)	1742	Domestic
023-0053-0199	House, 20193 Germanna Highway	20193 Germanna Highway	1928	Domestic
023-0053-0201	Sandy Springs Farm	18212 Sandy Springs Road	1880	Domestic
023-5199	House, 20485 Germanna Highway	20485 Germanna Highway	1940	Domestic



Photo 24: Salubria, Primary (North) Elevation Today.



Photo 25: Salubria in the 1890s (Germanna Foundation 2008).

During the Grayson tenure of ownership, in response to an economic downturn that manifested in the late 1800s and continued into the early-twentieth century, portions of the Salubria Plantation property were subdivided and sold. Several of the new lots along the Germanna Highway were purchased by individuals to house single-family dwellings. Among these was the Sandy Springs Farm (023-0053-0201) built in 1880 at present day 18212 Sandy Springs Road. This was followed in 1929 by the construction of the house currently located at 20193 Germanna Highway (023-0053-0199) and in 1940 by the dwelling presently located at 20485 Germanna Highway (023-5199).

The House at 20193 Germanna Highway (023-0053-0199) is situated on the north side of Route 3. It is a one-and-a-half story Bungalow-style dwelling resting on a raised foundation (Photo 26, p. 61). According to the homeowner and the findings of an onsite visual inspection, the building appears to be a kit house, possibly manufactured by Sears & Roebuck, as indicated by the uniquely characteristic shape and design of its front central dormer. It is one of the few kit houses recorded during this most recent survey and it has excellent physical integrity. As such, it is recommended potentially eligible for individual listing on the NRHP under Criterion C at the local level and regional level.

The House at 20485 Germanna Highway (023-5199) is a standard one-story, three-bay vernacular dwelling constructed just prior to World War II (Photo 27, p. 61). It faces south onto Route 3 and was likely inhabited by families working on area farms. The

entire front porch has been enclosed over the past few decades, which is representative of a recurring modification seen on several resources within Culpeper County.



Photo 26: Kit House at 20193 Germanna Highway, Southwest Oblique



Photo 27: House at 20485 Germanna Highway, Southeast Oblique.

Summary of Hansborough Ridge Encampment AOHI Resources

This AOHI includes one large Civil War-era resource—a 46-acre Civil War encampment that extended along the heights of Hansborough Ridge on the north side of present-day Route 3, just east of the village of Stevensburg (Table 10). During the winter months of 1863–1864, this location was home to a large contingent of Union soldiers from the Second and Third Divisions of the Second Corps of the Army of the Potomac (Photo 28, p. 63). It is reported to be the largest winter-season camp established during the War. The camp’s layout followed standard army practice, which prescribed individual sleep huts placed back-to-back along a linear network of streets. The gathering was so large in fact, it had to be subdivided into numerous “subcamps” spread out over the ridge top area. This property contains a number of visible landscape features including shallow depressions left over from the excavation of hut holes, trash pits, and trenches. This site was listed on the VLR in 1991 and determined eligible for listing on the NRHP in 1992. It is situated on private land and closed to public access. During an informal interview conducted in August 2008, a neighboring property owner reported that the parcel’s owner does periodically allow groups to metal detect on the ridge top. The resultant impact on the site’s integrity is unknown.

Table 10: Resource Within the Hansborough Ridge AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0068	Germanda Highway, North of, at Hansborough Ridge	Hansborough Ridge Winter Encampment, 1863-1864	1863-1864	Military

Several of the hut depressions are still evident today. The amount of relic hunting that has occurred in this area is unknown. It is probable that a good portion of the site has been metal detected, however it is likely that subsurface features could still exist. As such, the probability for intact subsurface features related to camp life is quite high. Features that could be encountered in this area include hut holes, ash pits, latrines, parade grounds, officers’ quarters, a kitchen mess, and more. Because a formal archaeological investigation has not been completed on this site, its integrity is not known. It is recommended that an archaeological survey with systematic metal detecting, mapping using a total station, and archival research be completed on this campsite. It is possible that Phase II archaeological testing would also reveal information on the construction of the huts and layout of the camps.

In addition to being recorded as a single property during this study, the Hansborough Ridge encampment was recorded as part of a larger Army of the Potomac Encampment Multiple Property District (023-5052). Because of its significance within local, state, and national Civil War-period history (Criterion A) and the high quality of the physical remains at the site (Criterion D), the Army of the Potomac Multiple Property District was listed on the NRHP in 1992.



Photo 28: Field Hospital of the Third Division, Second Corps (Gardner 1864).

Hazel River/Ryland Chapel

The Hazel River AOHI is located in northern Culpeper County (Figure 23, p. 64). The area encompasses a large swath of primarily open farmland straddling Ryland Chapel Road, comprising a total of 1,316 acres. Wooded areas exist along Hazel River and within the western periphery of the area. The Hazel River AOHI is bounded by the Hazel River on the north, Jamesons Mill Road on the west, wooded parcels on the south, and a portion of Ryland Chapel Road on the east (Figure 24, p. 65).

The Hazel River AOHI contains 10 surveyed historic resources, consisting of eight domestic properties, a complex of barns, and a cemetery (Table 11, p.66). The dwellings on these domestic properties represent two main periods of construction in this area. The first period, which includes five of the dwellings and numerous outbuildings, encompasses the late-eighteenth century through the third quarter of the nineteenth century and represents the use of the properties as plantations. The second main period of construction, which includes three dwellings, the Haught cemetery, the Madeira barns, and various outbuildings, begins in the 1890s and ends prior to 1930, representing more agricultural use of the area, but without slave labor. In addition to this, the existence of tenant houses on some of these properties represents the use of tenant labor in the post-

Civil War period. A final shift in agricultural strategy is visible in the way the properties appear today. This comes in the form of horse farming in the area. A good number of the properties have more modern outbuildings for the stabling and care of horses. This shift has probably aided in the preservation of some of the older outbuildings as they have been reused for the storage of hay or other equine equipment, though they may have not been originally intended for this purpose.

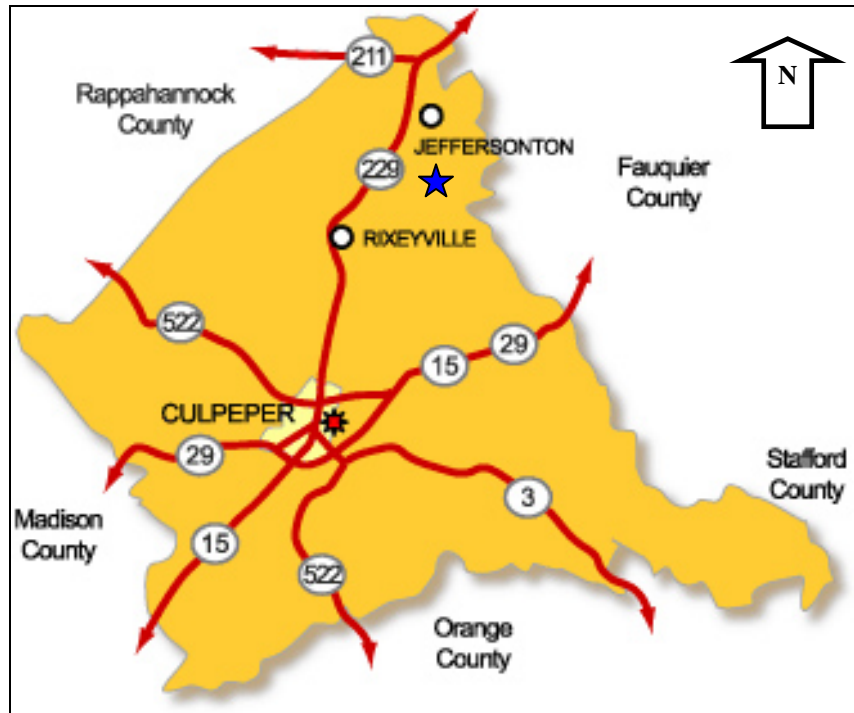


Figure 23: Location of the Hazel River/Ryland Chapel AOHI (★).

The dwellings, like the landscape and outbuildings in this area, have also been altered over time, but likely survive in better shape because of their association with this shift in agricultural strategy. All of the dwellings are at least two stories, with North Cliff (023-5349) being the tallest at two-and-a-half stories (Photo 29, p. 67). All of the buildings have either brick (three structures) or rubble stone (five structures) foundations, which do not represent any temporal correlation. Almost all of the domestic properties are accessed by a lane or long driveway as they are set away from the road. Without exception, all of the dwellings have been added onto over their lifetimes. In most cases this action has compromised their integrity, but shows how these farms have changed and grown through time, evidenced also by the numerous agricultural outbuildings that every domestic property possesses. Additions by their owners, along with development, are seemingly the two most significant threats to these properties.

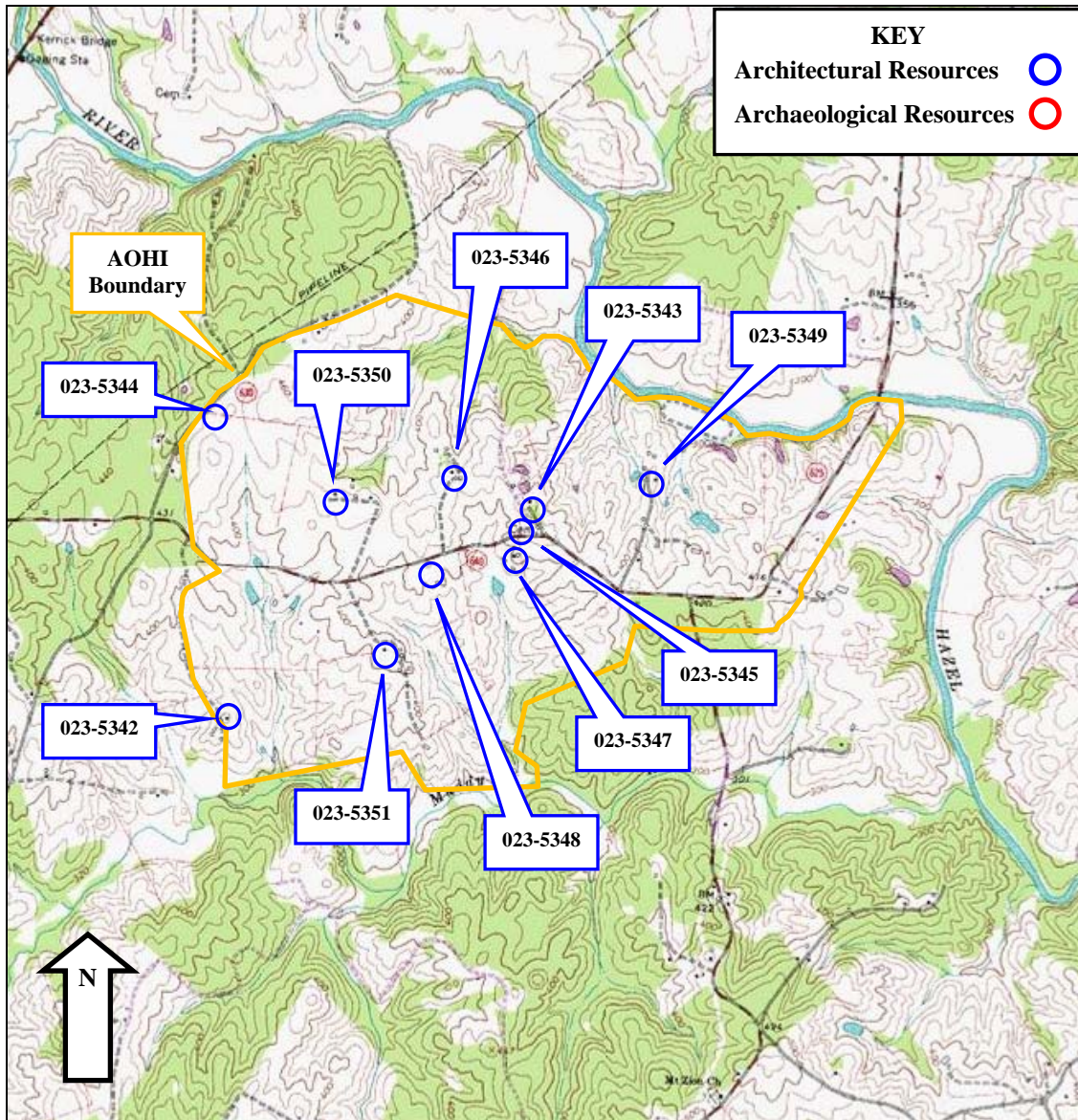


Figure 24: Boundaries of the Hazel River Area of Historic Interest (In Gold) as Shown on the Brandy Station 7.5-Minute Topographic Quadrangle.

Table 11: Hazel River/Ryland Chapel AOHI Recorded Resources.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME
023-5342	Clover Hill	10109 Clover Hill Lane	1830	Domestic
023-5343	Coons Place	17191 Ryland Chapel Road	1895	Domestic
023-5344	Edgewood	8471 Jameson Mill Road	1810	Domestic
023-5345	Haught Cemetery	Ryland Chapel Road	post-1924	Funerary
023-5346	Haught Place	9286 Chapel Lane	1920	Domestic
023-5347	Homeland	17136 Ryland Chapel Road	post-1850	Domestic
023-5348	Madeira Barns	16352 Ryland Chapel Road	post-1900	Agricultural
023-5349	North Cliff	9198 North Cliff Lane	1947	Domestic
023-5350	Rock Springs	16401 Ryland Church Road	1900	Domestic
023-5351	Spring Hill	19534 Spring Hill Lane	1837	Domestic

While many of these properties are very similar to one another, there are a few aspects of a couple properties that stand out. The earliest and latest dwellings, as surveyed, are Edgewood (023-5344) and the Haught Place (023-5346) with dates of 1810 and 1920, respectively (Photo 30 and Photo 31, p. 67). The latest property, however, is the Haught Cemetery (023-5345), with its earliest stone dating to 1924. The oldest structure surveyed was a corn crib at North Cliff (023-5349) dating to 1781 (Photo 32, p. 68), indicative of the plantation on the property before the construction of the extant dwelling. The only detached kitchen surveyed in this area that still remains detached stands at Spring Hill (023-5351) and dates from the late-eighteenth or early-nineteenth century, again indicating the plantation that existed before the construction of the existing house (Photo 33, p. 69). The property that has retained the greatest amount of integrity over the years is Clover Hill (023-5342) as later additions did not obscure earlier architectural elements, but instead added to them showing how the structure has grown and changed through time (Photo 34, p. 69). The Madeira Barns (023-5348) are also worth mentioning because they are the only remaining elements of an early-twentieth century farm whose dwelling was replaced in the 1970s.



Photo 29: The Main House at North Cliff (023-5349), Southeast Oblique.



Photo 30: Edgewood (023-5344), Primary (West) Elevation.



Photo 31: Haught Place (023-5346), Primary (South) Elevation.



Photo 32: Corn Crib at North Cliff (023-5349), Northwest Oblique.



Photo 33: Detached Kitchen at Spring Hill, Northwest Oblique.



Photo 34: Clover Hill (023-5342), Northwest Oblique. The building exhibits at least six building episodes.

The properties in the Hazel River AOHI, while not all retaining their integrity, work together to represent the shift in agricultural strategy that has taken place in the last 200 years in Culpeper County and throughout much of Virginia’s “horse country.” The reuse of older agricultural buildings for purposes other than originally intended has, in fact, enabled their continued survival over time. Unfortunately, the many alterations to the original building footprint and materials that often result from such changes, have also compromised the integrity of the main structures. While this reality has negatively impacted their individual significance, many still constitute important contributing resources to larger potential historic districts.

Jeffersonton

The town of Jeffersonton is situated in the northern sector of Culpeper County (Figure 25), approximately 1.85 miles west of the Rappahannock River and 1.0 miles east of Rixeyville Road (Route 229). The main local thoroughfare is Jeffersonton Road (Route 621), which enters the north end of town, formerly the village of Jefferson, from the east and intersects with Springs Road before curving southward to the other end of town, formerly the late-eighteenth century hamlet of Wealsborough (Figure 26, p. 72). The surrounding area is largely rural in character with a gently undulating terrain marked by a mix of large open spaces and circumscribed areas of dense woods.

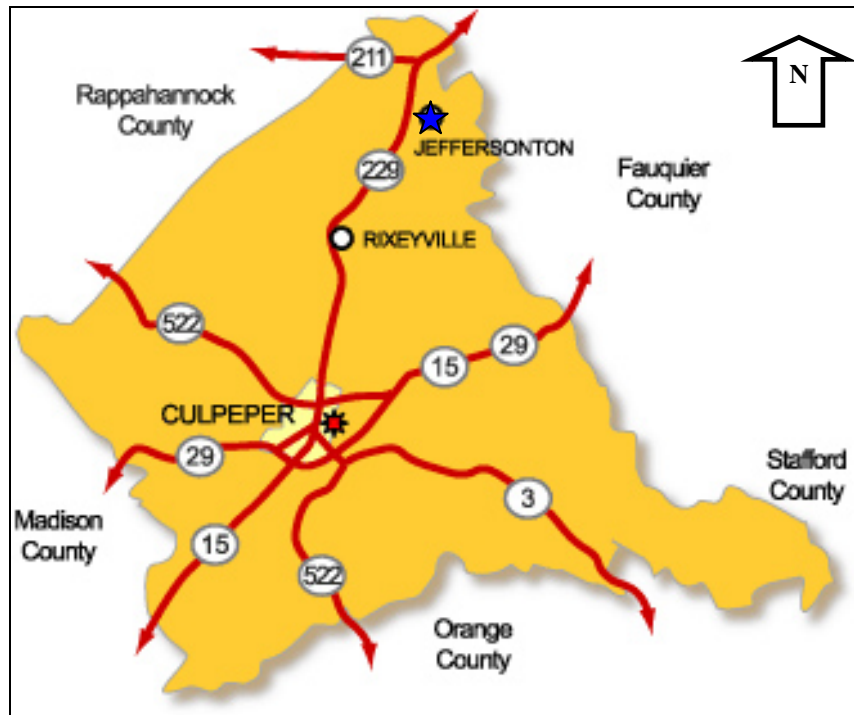


Figure 25: Location of the Jeffersonton AOHI (★).

The Jeffersonton Historic District contains 13 extant built resources and three archaeological sites (Table 12, p. 73). The historic properties primarily fall within the

domestic theme (n=9, 56 percent), while other represented themes include religion (n=2), commerce (n=1), and Government/Law/Politics (n=1). Interestingly, Jeffersonton has the highest number of education-themed properties of all AOHI's investigated during the current survey with three (19 percent of resources within this AOHI).

The town reached its zenith during the antebellum years, as the Rappahannock Canal system, the Jeffersonton Academy, and several other ventures brought new business to town. However, it is due to its postbellum history, namely the abandonment of the canal system after the Civil War and the realignment of Route 229 in 1930, that the community retains such a high degree of integrity.

The extant buildings within the community that are over 50 years in age comprise residential dwellings and ecclesiastic structures. One of the oldest buildings in town is the Fishback House (023-5276). The Fishbacks were one of the founding families of Jeffersonton. The existing home is located north of the intersection of Jeffersonton Road and Springs Road (Photo 35, p. 74). This two-story dwelling, originally constructed in 1828, is an interesting example of changes to a building's orientation due to surrounding development. The original home was a two-story, three-bay dwelling with a brick structural system and an English basement formed of coursed rubble stone. Over time, the intersection grew and expanded with the volume of traffic coming through town. Subsequent owners began to use the west elevation (facing the driveway) as the main entry, and a two-story projecting pedimented porch was built on the west elevation to cover the new primary entry as well as a porch door above on the second story.

Other antebellum homes within Jeffersonton include Wollam Gardens (023-5269) and Crossroads House (023-5270). Like the Fishback House, these buildings were constructed with stone foundations and timber frame structural systems. The Jeffersonton Baptist Church (023-0012), constructed in 1848, was built as a monumental structure in the community (Photo 36, p. 74). Constructed of brick and located on a topographic rise on the east side of town, the church has an interesting combination of Greek Revival and Gothic Revival influences.

After the war, residents remained in the community and rebuilt their lives and their homes. Postbellum dwellings in town resemble those found in other areas of Culpeper County. Most are vernacular homes built with an L- or I-shaped plan, and several exhibit characteristics of Late Victorian styles popular across the country at the time. The Glebe (023-5271), located at 4659 Jeffersonton Road, is a two-story vernacular Queen Anne building constructed with an L-shaped plan (Photo 37, p. 75). Decorative wavy-bottomed shingles can be found covering the structural system under the eave of the front cross gable instead of weatherboard. The same eave has elaborate bargeboard and spindlework. Although the home has undergone small modifications since it was originally constructed, all alterations have been sympathetic to the historic character of the home. Other postbellum dwellings in town include the Goodwillie House (023-5266), the House at 5011 Jeffersonton Road (023-5274), and the House at 5170 Jeffersonton Road (023-5272).

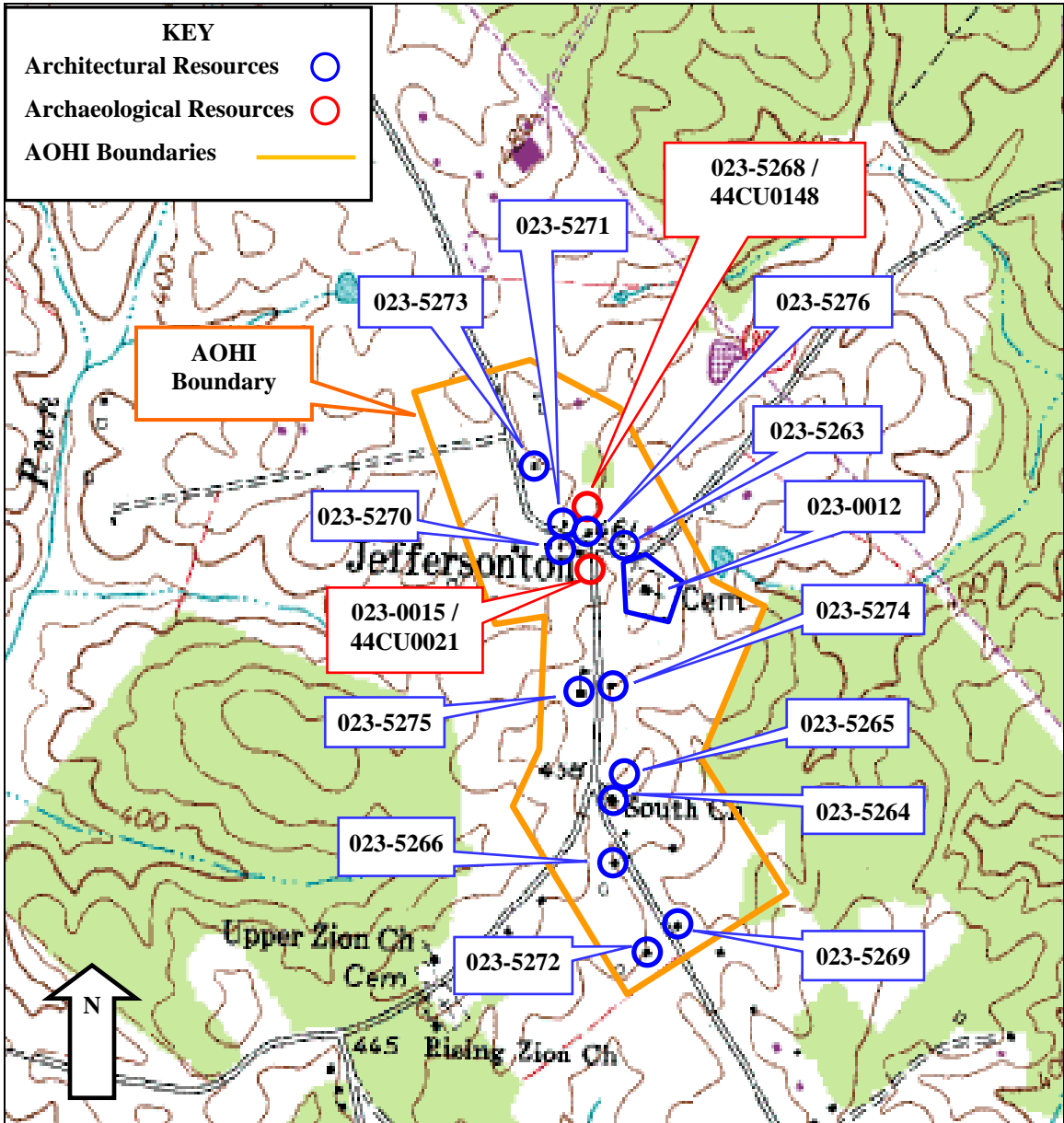


Figure 26: Map of the Jeffersonton AOH boundary as Shown on the Jeffersonton 7.5-Minute Topographic Quadrangle.

Table 12: Resources Recorded within the Jeffersonton AOHL.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0012	Jeffersonton Baptist Church	4717 Jeffersonton Road	1840	Religion
023-0015	Jeffersonton Store / Tavern Lot	Jeffersonton Road and Springs Road Intersection, SW Corner	1800	Commerce/ Trade
023-5263	House, 18485 Springs Road	18485 Springs Road	1900	Domestic
023-5264	Jeffersonton Methodist Church	5085 Jeffersonton Road	1907	Religion
023-5265	Jeffersonton Post Office	5073 Jeffersonton Road	1960	Government/ Law/ Political
023-5266	House, 5114 Jeffersonton Road	5114 Jeffersonton Rd	1870	Domestic
023-5267	Fishback Place	4679 Jeffersonton Road	1830	Domestic
023-5268	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education
023-5269	Wollam Gardens	5167 Jeffersonton Road	1780	Domestic
023-5270	Crossroads; Jeffersonton Road	4666 Jeffersonton Road	1860	Domestic
023-5271	The Glebe, Jeffersonton Road	4659 Jeffersonton Road	1880	Domestic
023-5272	House, 5170 Jeffersonton Road	5170 Jeffersonton Rd	1900	Domestic
023-5273	House, 4615 Jeffersonton Road	4615 Jeffersonton Rd	1947	Domestic
023-5274	House, 5011 Jeffersonton Road	5011 Jeffersonton Rd	1900	Domestic
023-5275	Jeffersonton School	5016 Jeffersonton Rd	1912	Education
44CU0148	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education



Photo 35: West Elevation of the Fishback House (023-5276).



Photo 36: Jeffersonton Baptist Church and Cemetery (023-0012).



Photo 37: Architectural Detail of The Glebe (023-5271).

Because of the developmental conditions that faced the town after 1930, the first half of the twentieth century is only represented by one home and one school. The last large building constructed in town was the Jeffersonton High School (023-5275). Built in the 1920s, the Colonial Revival school is a two-story, five-bay building with a hipped roof, rounded relieving arches above the fenestrations, and decorative oculus windows (Photo 38, p. 76). The only Bungalow/Craftsman-style house is Little Pocono at 4615 Jeffersonton Road (023-5273). This circa 1947 home has an interesting gambrel roof, and it is one of the few buildings in town that is one story in height. Together, the remaining architectural fabric of Jeffersonton is an excellent representation of its historic context—early-nineteenth century prosperity, Civil War destruction, postbellum rebuilding, and twentieth-century transportation bypasses. The town has been able to retain much of its historic charms and qualities, which still reflect its historic rural character.

While the architectural heritage of the community is quite impressive, the town also possesses immense archaeological potential. Because of the paucity of development over the past half century, numerous archaeological sites still exist within the district boundaries. Two known sites include the Jeffersonton Academy site (023-5268/44CU0148) and the Jeffersonton Store site/Old Stage Tavern site (023-0015/44CU0021). The Jeffersonton Academy is noted by the presence of above-ground structural remains (Photo 39, p. 76). Portions of the stone school can still be seen at the site today. In addition, artifacts are scattered on the ground surface. According to the current owners, the school site has never been developed. As such, it has a moderate to high probability to contain intact subsurface deposits, which could reveal a great amount on antebellum education in Virginia—a type of site that has received very little attention.

The Jeffersonton Store Site represents over two centuries of commercial enterprises at this important crossroads (Photo 40, p. 77). Several stores have occupied the lot at the southwest corner of Jeffersonton and Springs Road. Today, only a sole set of steps provides a visible reminder of its previous use. It is believed that this site also has moderate to high potential for intact deposits.



Photo 38: Jeffersonton High School (023-5275), Northeast Oblique.



Photo 39: Stone Wall Visible Above Ground at the Jeffersonton Academy Site.



Photo 40: Jeffersonton Store/Tavern Lot, Looking West.

Because of the notable integrity of the district and its historical significance, Dovetail selected Jeffersonton as one of the three AOHIs that were investigated through the completion of a PIF. The PIF evaluated the community under Criterion A for its association with a notable event, Criterion B for its association with a notable individual, Criterion C for its architectural merit, and Criterion D for its ability to reveal information on area history/prehistory.

Jeffersonton was among the earliest and, during the first half of the nineteenth century, most prominent towns established in Culpeper County. Though no longer the bustling population center it once was, it still persists as a crossroads community, retaining much of its nineteenth century sense of place and rural character. This community is an excellent representation of a crossroads community that was founded in the eighteenth century by foreign settlers looking for a new homestead, rapidly grew in the antebellum years through commerce and industry, and struggled to rebuild after the war. During the automobile age, the main road bypassed Jeffersonton, and development stalled. Because of its association with regional and Culpeper County planning and development, it was recommended that the Jeffersonton Historic District is eligible for the NRHP under Criterion A.

Architecturally, a core of roughly 12–13 extant historic properties are visual representations of the spectrum of Jeffersonton’s history, including two churches dating to the 1840s and 1907, respectively, 10 nineteenth- through early-twentieth century homes, and a twentieth-century Colonial Revival school. Although some of the buildings

have moderate physical and historic integrity as individual properties, together they represent the architectural heritage of this community, retaining a good degree of their location, design, setting, materials, workmanship, feeling and association. As such, it was recommended that the Jeffersonton Historic District is eligible for the NRHP under Criterion C for its architectural merit.

Finally, there are two known archaeological sites that represent very important aspects of the development of town (Jeffersonton Academy and the Jeffersonton Store/Old Stage Tavern), and several additional sites related to the town's earliest homes and commercial venues (e.g., stores, taverns) likely remain intact beneath the soils of now-fallow town lots. The Jeffersonton Academy and the Jeffersonton Store are both already recorded as archaeological sites with intact remains. Although an archaeological survey is required to confirm the locations of several additional now-lost properties, enough evidence exists on the surface and within the written records to confirm the presence of numerous archaeological sites in the district. These sites represent aspects of the once-thriving town that are now gone, including domestic, commercial, industrial, scholastic, and ecclesiastic sites, among others. It was therefore recommended that the Jeffersonton Historic District is eligible for the NRHP under Criterion D for its potential to reveal information on area history.

At their December 2008 review meeting, the DHR discussed the Jeffersonton PIF. The team concurred with Dovetail that the district is eligible for the NRHP under Criteria A, C and D. The DHR recommended that a NRHP district nomination form be completed for this area, and the County is currently considering this action.

Jonas Run and Mountain Run

Although the Jonas Run and Mountain Run AOHI were defined as distinct areas prior to this survey, a review of findings showed that the two areas were both physically and historically intertwined. As such, the two AOHI will be discussed together. The Jonas Run/Mountain Run AOHI is located in east-central Culpeper County (Figure 27, p. 79), approximately 1.0 mile north of the village of Stevensburg AOHI and the Route 3 corridor. As originally mapped, Jonas Run was the northernmost of the two AOHI, located just northeast of the Stevensburg Road/Greens Corner Road intersection. Its boundaries straddled Stevensburg Road and encompassed the built complexes of two constituent historic properties: Bloomsberry (023-5154) and Western View (023-0053-0162). To the south, the prescribed boundaries of the Mountain Run AOHI outlined a roughly rectangular-shaped area encompassing the intersection of Stevensburg Road and Corky's Lane and extending southward to the waterway from which it derives its name.

During the survey, it was found that the small area between the resources was part of the larger historical vista, and several resources spanned both areas (Figure 28, p. 80). Thus, it is recommended that they be discussed as one entity. This new area/district is roughly 430 acres in size bounded by Mountain Run to the south and east, Jonas Run along the north, and Stevensburg Road (Route 663) on the west.

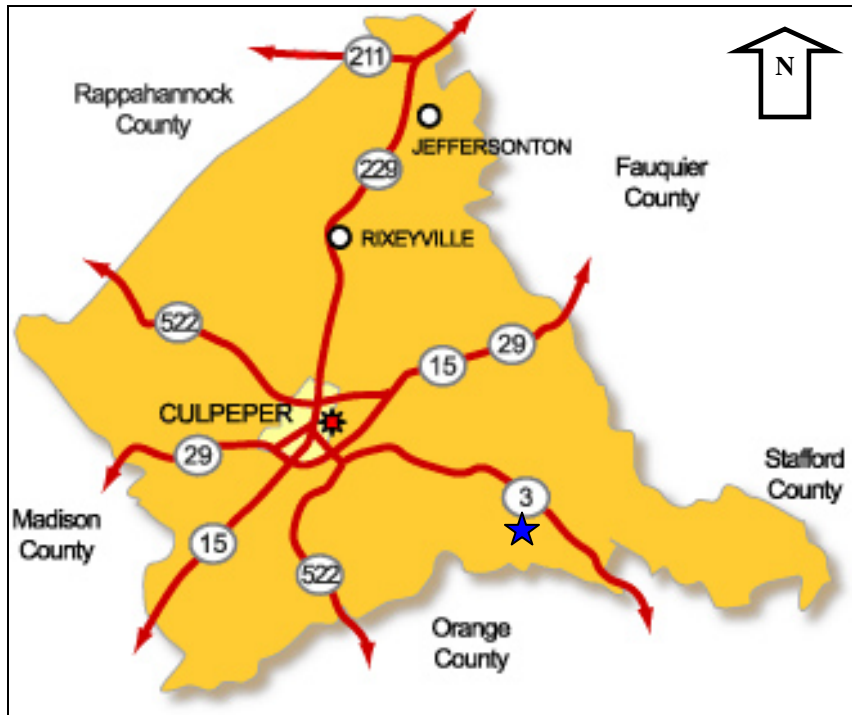


Figure 27: Location of the Jonas Run/Mountain Run AOH (★).

Together, the Jonas Run and Mountain Run AOHs contain 14 resources: the majority of the resources (n=10, 71 percent) are domestic properties, while there is also one industrial property, one military property, and two transportation-related properties (Table 13; Table 14, p. 81). This includes four large farming complexes dating to the late-nineteenth and early-twentieth centuries, the above-ground remains of Norman’s Mill and Dam, traces of the Old Carolina Road, and several Civil War-related archaeological sites and associated landscapes.

Table 13: Historic Properties Recorded Within the Original Jonas Run AOH.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0053-0162	Western View [Griffith Place]	17121 Stevensburg Road	1896	Domestic
023-5154	Bloomsberry	17084 Stevensburg Road	1890	Domestic
023-5155	Jenkins House	19149 Greens Corner Road	1996	Domestic
023-5159	House, 17212 Stevensburg Rd	17212 Stevensburg Rd	1960	Domestic
023-5160	House, 17230 Stevensburg Rd	17230 Stevensburg Rd	1920	Domestic

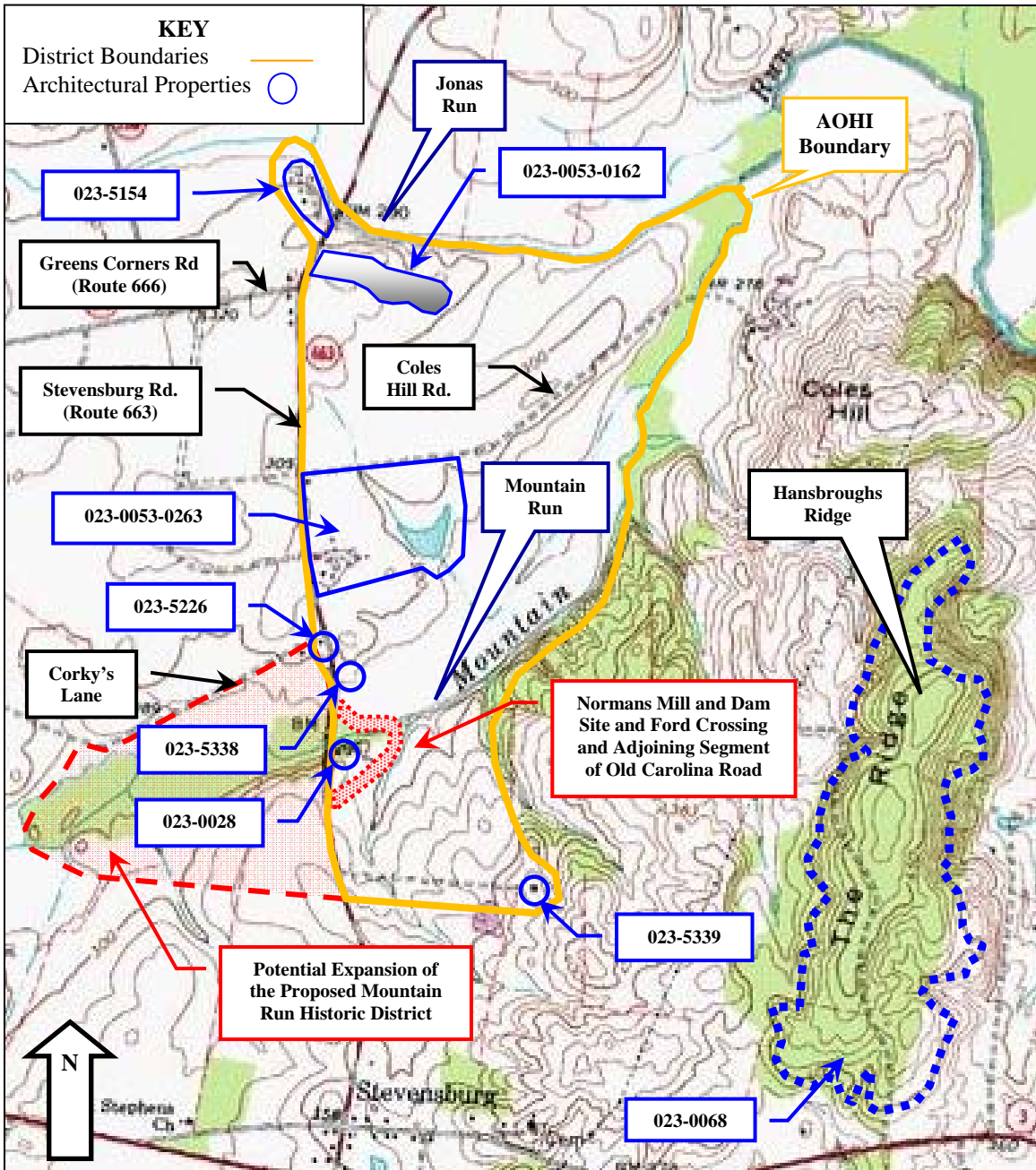


Figure 28: Newly Combined Mountain Run/Jonas Run AOHI as Shown on the Culpeper East 7.5-Minute Topographic Quadrangle.

Table 14: Resources Within the Original Mountain Run AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0028	Norman's Mill Ruins	Stevensburg Road, East Side on Mountain Run	1857	Industry
023-0053-0263	Sunny Brook Farm	17477 Stevensburg Road	1910	Domestic
023-5225	House, 19172 Corky's Lane	19172 Corky's Lane	Post-1960s	Domestic
023-5226	House, 19206 Corky's Lane	19206 Corky's Lane	1950s	Domestic
023-5227	House, 18058 Stevensburg Road	18058 Stevensburg Road	1960s	Domestic
023-5338	Civil War Monument, Stevensburg Road	Stevensburg Road, East of; Across from 18058 Stevensburg Road	1990s	Military
023-5339	Fairfield	18253 Stevensburg Road	1890 / 1910	Domestic
023-5352	Norman's Mill Ford	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation
023-5353	Old Carolina Road Segment	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation

The site of Norman’s Mill and Dam, situated just east of where Mountain Run intersects with Stevensburg Road, remains largely untouched, save for limited grazing. The site contains the remains of the original mill, its 1857 replacement (a large, two-story wood-frame structure supported by a stone foundation and stone retaining wall along the south bank of Mountain Run), and the structures associated with the dam (Photo 41, p. 82).

Norman’s Mill Ford, situated approximately 300 feet east of the mill site, was, prior to the construction of the bridge, one of the only practical crossing points over the Mountain Run in this part of the county. It was used by travelers on the Old Carolina Road—an important north-south transportation route during the eighteenth century—which generally followed the present-day alignment of Stevensburg Road (Route 663). Both the ford and sections of the road remain intact today (Photo 42, p. 82).

The four farming properties are each marked by a large, architecturally distinctive primary dwelling, including three of the most striking Victorian-styled homes in the entire county. The Bloomsberry estate (023-5154), situated near the north end of the district on the south side of Jonas Run and west of Stevensburg Road, contains a two-and-a-half story, wood-frame home built circa 1890 (Photo 43, p. 83). Its tall, conical-

roofed turret, asymmetrical massing, and late-Victorian detailing (e.g., fishscale shingling) characterize and signify its Queen Anne architectural style.



Photo 41: Remains of Norman's Mill (023-0028), Looking South.



Photo 42: A Segment of the Old Carolina Road (023-5353), Looking South.



Photo 43: Bloomsberry (023-5154), Southeast Oblique.

The estate known as Western View (023-0053-0162) to the southeast is similarly characterized by a two-and-a-half story Queen Anne-style house, distinctively marked by its tall, steeply pitched hip roof. Sunny Brook Farm (023-0053-0263), situated on the east side of Stevensburg Road near the center of the proposed district, was constructed circa 1909. The primary dwelling, surrounded by an assortment of outbuildings (e.g., barns and sheds), is a two-story wood-framed building constructed in a vernacular Shingle Style (Photo 44, p. 84). According to the owner, the house was built using a design template and materials purchased from Sears & Roebuck. The fourth residential complex, known locally as Fairfield (023-5339), is located on the hillside overlooking Mountain Run at the southern tip of the district. This vernacular T-plan home, built as the replacement Norman family home near the original, is two-and-a-half stories tall with a wood frame clad in weatherboard and a side gable roof sheathed in standing-seam metal.

The 1930s-era dwelling (023-5226) situated at the southwest corner of the Stevensburg Road (Route 663) and Corky's Lane intersection is also worthy of note. Though rented as a single-family dwelling today, it was reportedly built in the 1930s as living quarters for migrant workers employed by local farmers during the period. The building's combination wood and concrete frame reflects several phases of construction and minor additions. Despite these changes, the core of this dwelling appears to be largely intact and as such is considered a potentially contributing element to the proposed district. Several other small wood-frame dwellings were noted along the east side of Stevensburg Road in the general vicinity (023-5155, 023-5160, 023-5225, 023-5227).



Photo 44: Sunny Brook Farm (023-0053-0263), Southwest Oblique.

In addition to the domestic properties described, the proposed Mountain Run district also falls entirely within, and contains several sites and resources related to, the previously-delineated boundaries of the Brandy Station Battlefield Historic District (023-0053). The latter was determined eligible for listing on the NRHP in 1991. At that time it encompassed a large area, roughly 4,800 acres in size, incorporating several sub-sectors or areas of fighting dating to the June 9th 1863 Battle of Brandy Station. In 1992, a new set of boundaries defining the Brandy Station Battlefield study area (023-5055) were established based on research conducted by the Civil War Advisory Commission (CWSAC). The newly delineated district was determined eligible for listing on the NRHP in 2007.

As relayed in recent oral history research conducted onsite in August of 2008 with Walter Lenn (Maroney 2008), the ground in the Mountain Run area had remained largely untouched between the Civil War era and 1952 when the Lenn brothers purchased the surrounding tract and began cultivating the lowland areas along Mountain Run. The combination of plowing and hard rains that followed led to rapid soil erosion and revealed surface scatters of Civil War-era bullets and other artifacts (e.g., saber fragments). The plowing also removed the remains of a small earthwork and a large portion of a shallow trench line used by Confederate troops in their defense of the Ford at Mountain Run in June of 1863. In the 1990s, the Lenns constructed a small pull-off area (023-5338) on the east side of Stevensburg Road, just south of the intersection with Corky's Lane, and installed several interpretive panels containing maps, text, and artifacts (Photo 45, p. 85). The turn-off area also contains a short cement obelisk-shaped monument dedicated to William Downs Farley, the Chief Scout of Confederate Cavalry

Commander, Colonel J.E.B. Stuart, who died very near the same spot when he and his horse were struck by a shot from Union artillery positioned on the west side of Hansborough Ridge to the east.



Photo 45: Monument and Kiosk Erected by the Lenn Brothers, Facing North.

Several additional Civil War-era sites and resources lie within, and in close proximity to, the proposed Mountain Run historic district. During an early 1990s survey of this area, Eugene Scheel (1994) identified two sites, Site 242 (CSA Butler and Wickham Troop Positions [middle]) and Site 243 (USA Duffie, Troop Positions [middle]), which reportedly mark the positions of Confederate and Union forces on the north and south banks of Jonas Run, respectively, at roughly mid-way through the fighting that occurred as part of the Stevensburg sector of the Battle of Brandy Station. Finally, Coles Hill, the open, rounded hill top near the north end of Hansborough Ridge, was also periodically used as a signal station by Confederate commanders.

Because of the notable integrity of the district and its historical significance, Dovetail selected the Jonas Run/Mountain Run area as one of the three AOHIs that were investigated through the completion of a PIF. The PIF evaluated the community under Criterion A for its association with a notable event, Criterion B for its association with a notable individual, Criterion C for its architectural merit, and Criterion D for its ability to reveal information on area history/prehistory.

The proposed Mountain Run Historic District is a largely pristine and distinctly representative rural landscape in Culpeper County, comprising a complementary mix of cultural and natural resources that embody and reflect several important themes and

phases of local and regional development from the eighteenth century through the present. The Mountain Run area also saw action during the Stevensburg-sector fighting of the larger June 9, 1863 Battle of Brandy Station (023-0053/023-5055)—the largest Cavalry battle fought during the Civil War. Extant trench sections, artifacts, and other landscape features dating to the described engagement, along with a modern interpretive turn-off /kiosk element (023-5338), speak to, and reveal important information concerning, this intense, though still largely understudied, chapter of the War.

In recognition of the area's associations with the region's early settlement patterns and the development of Culpeper County's transportation networks and industrial and agricultural sectors, and its additional historical ties to the Civil War-era Battle of Brandy Station, the Mountain Run Historic District was recommended eligible for the NRHP under Criterion A.

Although some of the buildings in the district exhibit minor physical and historic integrity issues, collectively they remain in overall good condition in terms of location, design, setting, materials, workmanship, feeling and association, and together embody and reflect the unique architectural heritage of this part of Culpeper County. As such the proposed district was also recommended eligible for listing on the NRHP under Criterion C, for its distinctive architectural qualities.

Finally, the potential for below-ground cultural materials relating to the aforementioned Civil War-era activities, and possibly in connection with both the Normans Mill and Dam Site (023-0028) and the Ford at Normans Mill, as well the possible below-ground remains of the Normans House site (if included within the district's boundaries) render the proposed district potentially eligible under Criterion D at the local level.

At their December 2008 review meeting, the DHR discussed the Mountain Run/Jonas Run PIF. The team concurred with Dovetail that the district is eligible for the NRHP under Criteria A, C and D. The DHR recommended that a NRHP district nomination form be completed for this area, and the County is currently considering this action.

Kelly's Ford

The Kelly's Ford AOHI is located in northeast Culpeper County (Figure 29, p. 87). In general, this region is bounded on the west by the Rappahannock River, on the north by Carter's Run, on the west by Edward's Shop Road and open farmland, and on the south by the sharp eastward bend in Edward's Shop Road (Figure 30, p. 88). The region has remained relatively rural due to its location away from major thoroughfares, although an increased traffic flow has resulted in modifications to area roads and bridges. The AOHI specifically contains a mixture of open agricultural fields and wooded areas, which is likely a reflection of its historic use and appearance.

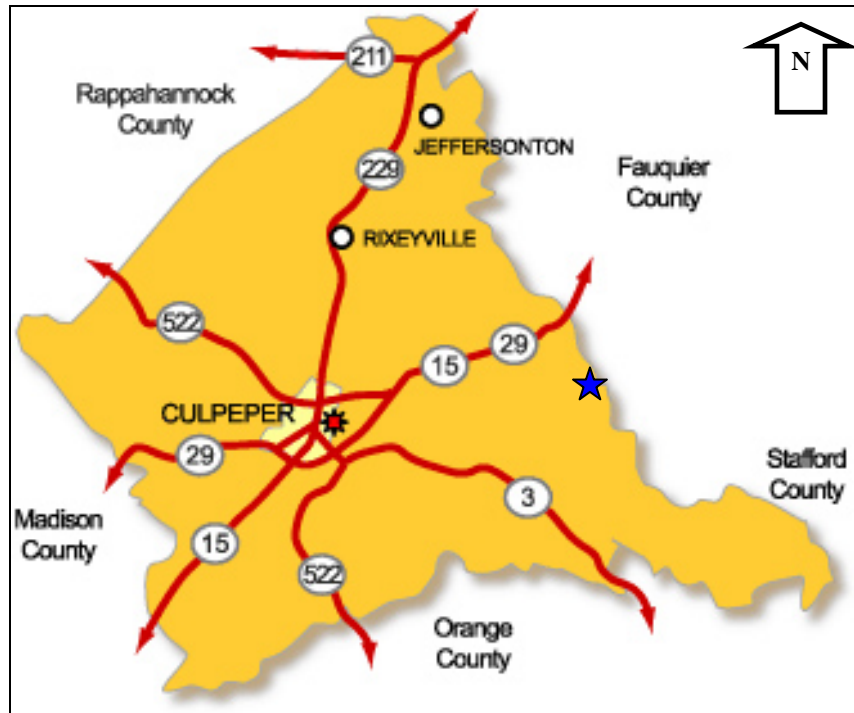


Figure 29: Location of the Kelly's Ford AOHI (★).

Kelly's Ford AOHI contains fifteen resources as surveyed, including both above- and below-ground remains (Table 15, p. 89). Most resources are domestic in nature (n=8, 53 percent) and represent the centuries of occupation in this area. The remaining resources include two military-related sites, one recreation/arts property, one commerce/trade building, two transportation locations, and one industry-related site. These resources represent hundreds of years of history in Kelly's Ford; however, they can generally be split into three main time periods in regards to the built environment. The first period encompasses the last quarter of the eighteenth century and includes three buildings, representing the earliest surveyed constructions in Kelly's Ford.

The second period for construction occurs in the first half of the nineteenth century and includes four properties, while the final construction period encompasses the last quarter of the twentieth century and first few years of the twenty-first century and includes three buildings. Perhaps one of the most significant time periods for Kelly's Ford, however, is not represented in this division. The Civil War played a large role in the development and history of this area and is represented by a battlefield area along with a park and monument constructed in the twentieth century. The three archaeological sites are not able to fit so easily into these categories except that they are all pre-Civil War, but fall within the time periods of the Middle Woodland, the late-eighteenth century, and the antebellum period.

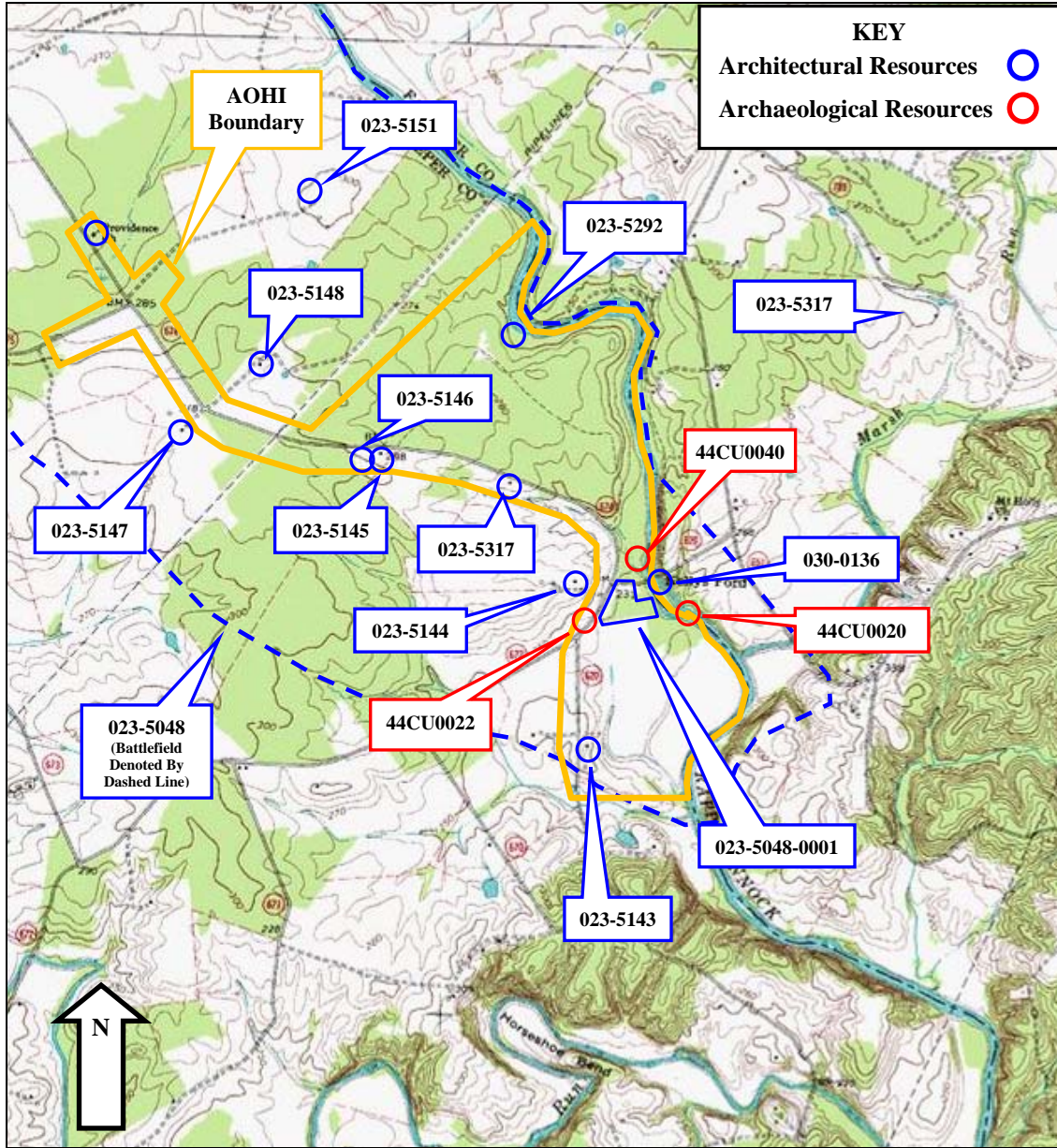


Figure 30: Boundaries of the Kelly's Ford Area of Historic Interest (In Gold) as Shown on the Germanna Bridge 7.5-Minute Topographic Quadrangle.

Table 15: Kelly's Ford Recorded Historic Resources.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-5048	Kelly's Ford Battlefield	Kelly's Ford Road, East and West Sides	1863	Military
023-5048-0001	Kelly's Ford Battlefield Overlook Park	Kelly's Ford Road & Stones Mill Road, SE Corner	1863; Post-1950	Recreation/ Art
023-5143	Inn at Kelly's Ford	16589 Edward's Shop Road	1779	Domestic
023-5144	Wren Farm	26019 Wren Lane	Post-1870	Domestic
023-5145	Bob's Small Engine House	16240 Kelly's Ford Road	1935	Domestic
023-5146	Bob's Small Engine Shop	16240 Kelly's Ford Road, West of	1980	Commerce/ Trade
023-5147	Level Green	15608 Kelly's Ford Road	Post-1790	Domestic
023-5148	House, 15615 Kelly's Ford Road	15615 Kelly's Ford Road	Post-1910	Domestic
023-5151	Wheatley House	Wellford Turf Farm/Kelly's Ford Road	Post-1800	Domestic
023-5292	John Pelham's Marker	Kelly's Ford Road/Rappahannock River	1981	Military
023-5317	House, 16448 Kelly's Ford Road	16448 Kelly's Ford Road	1939	Domestic
030-0136	Bridge #6908, Horseheads Bridge , Kelly's Ford Bridge	Rappahannock River	2003	Transportation
44CU0020	Kelly's Ford	Rappahannock River	post-1700	Transportation
44CU0022	Kelly's Ford Domestic Site	Kelly's Ford Road	historic/ unknown	Domestic
44CU0040	Kelly's Ford Mill Raceway / Ford	Kelly's Ford Road	19th century	Industry

The oldest standing structure within this area is the Inn at Kelly's Ford (023-5143), dating to 1779. However, numerous additions have completely compromised its integrity and it no longer resembles in any way the domestic building originally located on the site (Photo 46, p. 90). Despite its loss of historic integrity, the Inn still provides an important economic backbone to the immediate area, as it houses a notable equestrian center and is a nationally-known bed and breakfast.



Photo 46: Southwest Oblique of the Inn at Kelly's Ford (023-5143)
Showing the Building's Changes.

A historic property with a greater degree of historic integrity is Level Green (023-5147) whose additions have complemented its original form, constructed around 1790 (Photo 47, p. 91). The main house is surrounded by several intact outbuildings, reflecting the early land use pattern in this area of the typical large manor house surrounded by outbuildings and agricultural fields and worked by slave labor. Because of its high physical integrity and its direct association with the original roots of this area, Level Green is recommended as eligible for the NRHP.

The Kelly's Ford Battlefield (023-5048) dating to 1863 is certainly the most significant recorded Civil War-related site in the AOHI and retains much of its historic and physical integrity. At the time of the war, this area was known as Kellysville and contained numerous homes, businesses, and industries (Figure 31, p. 91). The Battle of Kelly's Ford, conducted in March 1863, was one of the early larger scale cavalry fights in Virginia that set the stage for Brandy Station and cavalry actions of the Gettysburg campaign. Cultural resources in the area that reflect this battle include historic road beds, rifle pits, stone walls, earthworks, trenches, the Rappahannock Canal bed, and likely numerous unrecorded archaeological sites.



Photo 47: Primary (East) Elevation of Level Green (023-5147).



Figure 31: A Portion of Robert Sneden's 1863 Map Showing Kellysville and Troop Positions During the Battle of Kelly's Ford (Sneden 1863).

Like many areas in the county, the Civil War left Kellysville in utter ruins. The town disappeared. Only a few farmers remained in the area, most of whom eventually replaced their war-torn homes with new residences. One of the most interesting early-twentieth century buildings in Kelly's Ford is the Wren Farm (023-5144), which has both Queen Anne and Colonial Revival attributes. Although the home has undergone small modifications since it was constructed, all alterations have been sympathetic to the historic character of the home (Photo 48). Wren Farm retains many elements from its original design including the fanlight under the eave of the two-story bay window and the turned columns on the front porch. All represent vernacular versions of high-style elements not found on other buildings in Kelly's Ford. The home is also surrounded by many historic outbuildings that represent the rural character of this farm. It is recommended as potentially eligible for the NRHP.



Photo 48: Wren Farm (023-5144), Southeast Oblique.

The resources dating to the latter half of the twentieth and early part of the twenty-first century, though they may not be eligible for the NRHP, help to show how Kelly's Ford has changed and what the community holds dear. Objects such as John Pelham's Marker (023-5292) illustrate that the people at Kelly's Ford, like many in the South, have a strong connection to the events of the Civil War and choose to remember the people involved in the events and their ensuing actions. The Kelly's Ford Bridge (030-0136), rebuilt in 2003, shows that even with new construction there is still an effort to fit the design with the feel of the place, though it may not always be historically grounded, as is the case with the bridge (Photo 49 and Photo 50, p. 93). While Kelly's Ford is a community that is changing, it tries to keep itself associated with certain events and time periods through its built environment.



Photo 49: Circa 1898 Bridge Over the Rappahannock River (Library of Congress 1996).



Photo 50: The New Circa 2003 Kelly's Ford Bridge, Looking Northeast.

The archaeological sites in the Kelly's Ford area that have the potential to yield important information are 44CU0020, 44CU022, and 44CU0040. Site 44CU0020 appears to be the only surveyed Middle Woodland site in the area and could be helpful in the understanding of this prehistoric period in the Kelly's Ford region. Site 44CU0022 is a domestic site, likely associated with Kellysville. Site 44CU0040 is all that remains of the mill and mill race that once stood in Kelly's Ford and is important as a representative of several mills that stood in Culpeper and are now gone. Unfortunately, very little archaeology has been conducted in the Kelly's Ford area, but it is believed that the majority of the AOHI has a moderate to high potential to contain intact archaeological sites representing the use of the area by prehistoric inhabitants, during its heyday as Kellysville, and as used by soldiers during the Civil War.

Lagrange

The Lagrange AOHI is located in central Culpeper County, just east of the town of Culpeper (Figure 32). The AOHI is situated at the crossroads of Carrico Mills Road and Maddens Tavern Road, north of Route 3/Germanna Highway (Figure 33). This area, measuring 19 acres, is the second-smallest AOHI and comprises only 1.5 percent of the overall acreage surveyed during this project. Like other AOHI in this general area, including Mount Pony and Hansborough Ridge, the area remains relatively rural.

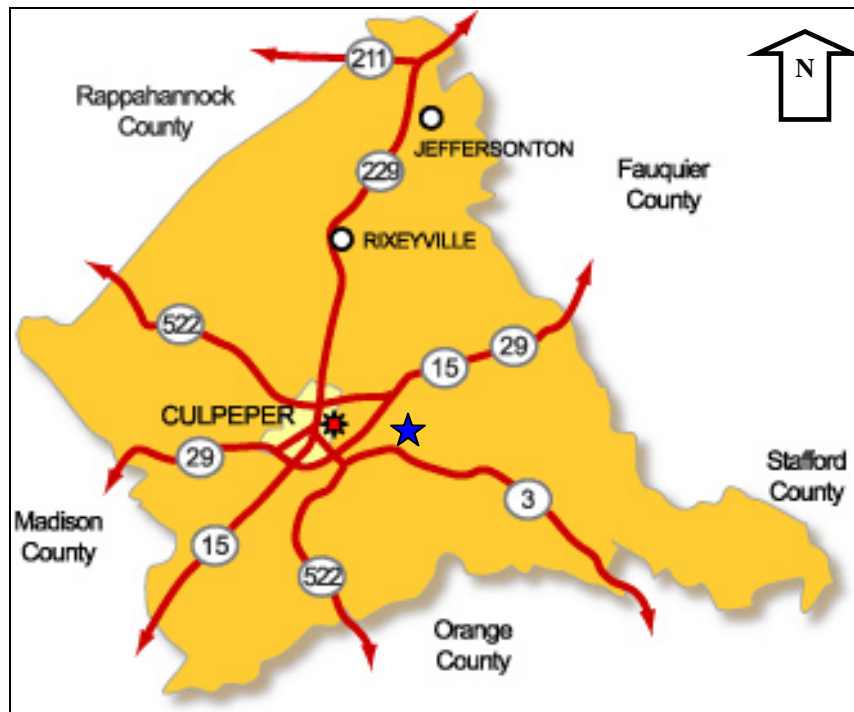


Figure 32: Location of the Lagrange AOHI (★).

This AOHI is rather small and contains only four surveyed resources (Table 16, p. 96). Of these, three are buildings (two dwellings and one commercial building) and one is a

section of historic road. All of the standing buildings date to the very late-nineteenth to early-twentieth century, 1899–1936. All of the buildings also have ties to the Brown family, the most prominent family in Lagrange. The area serves as a good example of a small turn-of-the-century community related to a specific family. Architecturally, the area retains much of its integrity, and thus three of the resources are recommended as potentially eligible for the NRHP.

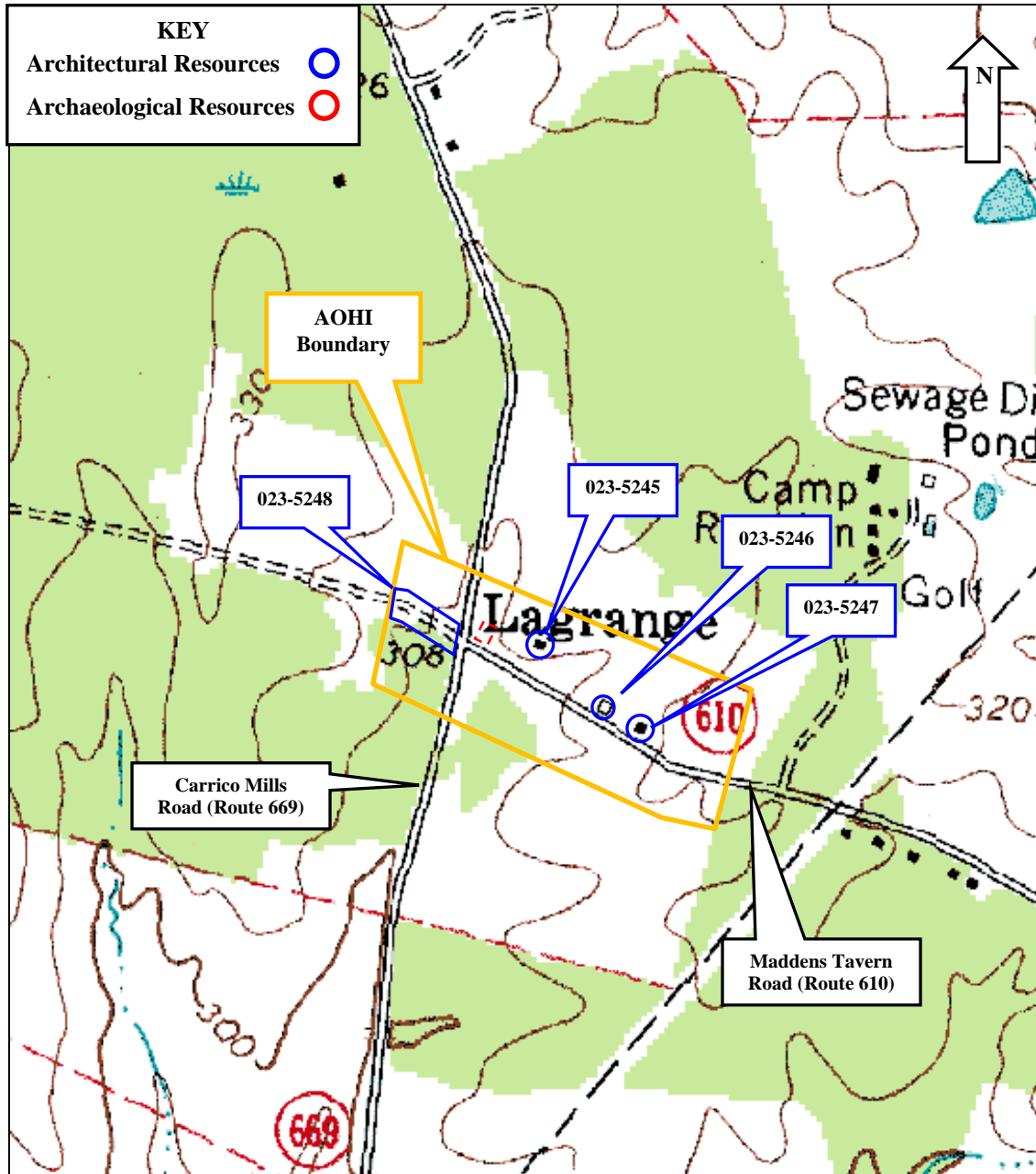


Figure 33: Lagrange AOH (in Gold) as Shown on the USGS Germanna Bridge 7.5-Minute Topographic Quadrangle

Table 16: Resources Within the Lagrange AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-5245	Luther Brown House	22087 Maddens Tavern Road	1898	Domestic
023-5246	Brown's Shop & 2nd LaGrange Post Office	Maddens Tavern Road	1936	Commerce/ Trade
023-5247	Herbert Brown House	22155 Maddens Tavern Road	1928	Domestic
023-5248	Kirtley [Historic] Road Segment	19036 Carrico Mills Road	1730	Transportation

The earliest building is the Luther Brown House (023-5245) dating to around 1899. This building is clearly related to the Brown family, but unlike the other two buildings it has lost much of its integrity due to alterations and loss of outbuildings (Photo 51). The circa 1928 Herbert Brown House (023-5247), on the other hand, has managed to retain many of its outbuildings and hold on to its integrity over the years, causing it to be recommended as potentially eligible for the NRHP (Photo 52, p. 97). Herbert Brown was the owner of Brown's Shop whose design is similar to that of the house's outbuildings. Brown's Shop and Second Lagrange Post Office (023-5246) is the latest building in the area, dating to 1936 (Photo 53, p. 97). However, its design is unique and clearly ties in with its operator's house and outbuildings giving Lagrange a greater sense of unity.



Photo 51: The Luther Brown House (023-5245), Rear (North) Elevation.



Photo 52: The Herbert Brown House (023-5247), East Elevation.



Photo 53: Brown's Store and Post Office (023-5246), Primary Elevation.

The oldest resource, by far, is the section of the Kirtley Historic Road (023-5248) that stretches through the area (Photo 54). This approximately one-mile long section of road is one of the best-preserved parts of this road, which was the main artery running through Culpeper in the mid-eighteenth century. This resource has great potential to yield important data relating to transportation and commerce in eighteenth-century Culpeper, and thus it is recommended as potentially eligible for the NRHP.

In addition to above-ground remains, the area also has great potential to yield significant archaeological data. The site of the first Lagrange Post Office is located across the road from the second post office/store site and it appears to contain intact deposits. This site could reveal very important data on late-nineteenth century commerce in what was then rural Culpeper County. Additional sections of the Kirtley Historic Road are also likely located within the area and may be identified through excavations.

The resources surveyed in the Lagrange AOHI illustrate the long history of this small area of Culpeper County. The standing resources represent the small crossroads town that originated here with the help of the Brown family in the early twentieth century. Two of the buildings are significant on their own. However, when taken together these buildings help represent the growth that took place throughout Culpeper in the early-twentieth century.



Photo 54: Overview of Portion of Kirtley Road (023-5248), Looking West From the Intersection of Carrico Mills Road and Maddens Tavern Road.

Lignum

Lignum is a small community located east of the town of Culpeper (Figure 34). The 111-acre AOHI is south of the Germanna Highway (Route 3). Route 647, a northeast-southwest trending roadway, bisects the area (Figure 35, p. 100). Because of repeated, large-scale modifications to the Route 3 corridor, Lignum has a very different orientation from its historic appearance. A bypass was constructed just north of Lignum to route Germanna Highway traffic around this small enclave. As such, what was once the main thoroughfare from Fredericksburg to Culpeper in this area is now a quiet roadway.

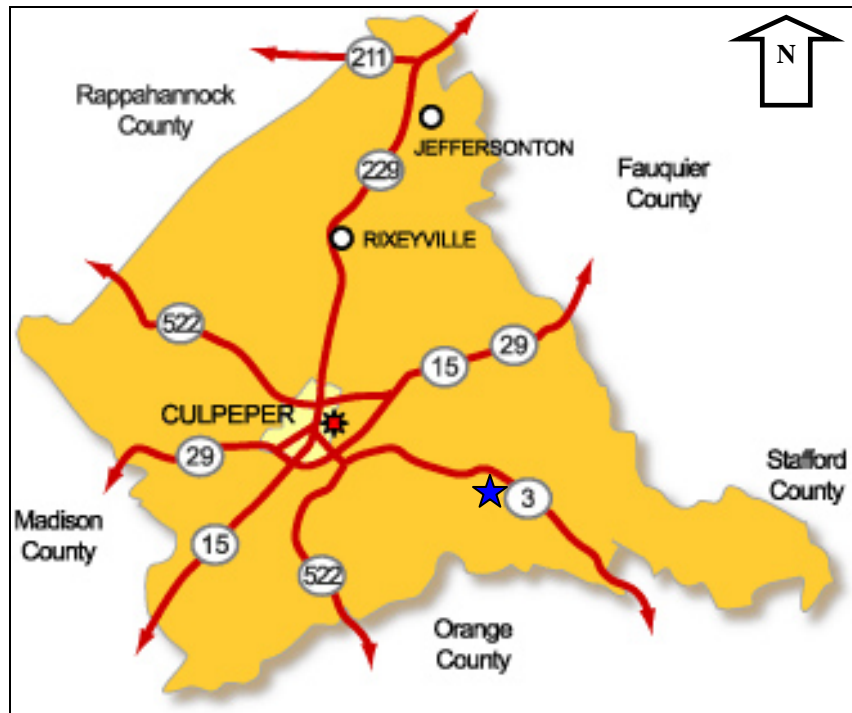


Figure 34: Location of the Lignum AOHI (★).

The Lignum AOHI contains 20 total surveyed resources, which make up seven percent of the total surveyed during the Culpeper project (Table 17, p. 101). Like many of the AOHIs, the majority of the properties recorded during the survey are domestic (n=10, 50 percent). However, this percentage is actually lower than several other AOHIs in the area, where domestic properties make up between 60 and 80 percent of the surveyed resources. The presence of so many other themed buildings illustrates Lignum's history as a large crossroads community with a variety of uses. In addition to residences, the AOHI includes two educational properties, three commercial/trade properties, two religious properties, and one each of social, industrial, and military properties. Most of the buildings (n=13) are one-and-a-half or two stories tall and have seen some modifications or alterations leading to a loss of integrity. Lignum is not without some unique resources that reflect the history and character of the community, however.

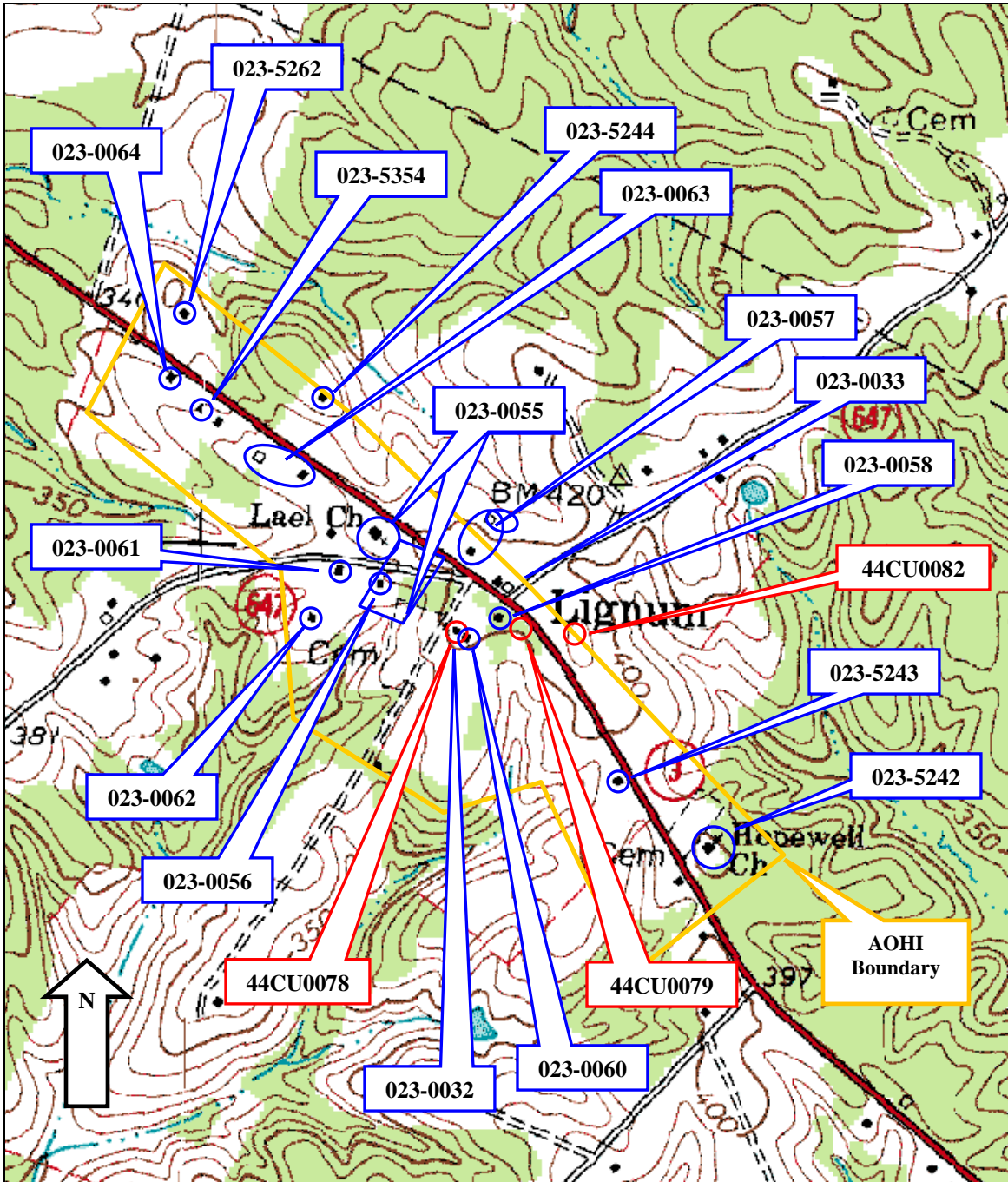


Figure 35: Boundaries of the Lignum Area of Historic Interest (In Gold) as Shown on the Germanna Bridge 7.5-Minute Topographic Quadrangle. Properties in Blue are Architectural Resources, Properties in Red are Archaeological Resources.

Table 17: Lignum AOHI Recorded Historic Properties.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0032	School at Lignum	23371 Lignum Road, South of	1930s	Education
023-0054	Willis Store at Lignum	23371 Lignum Road	1867; 1880s	Commerce/ Trade
023-0055	Lael Baptist Church and Cemetery	[Church:] 23248 Lignum Road (Route 37); [Cemetery:] 23292 Lignum Road (Route 37) (AND Gibson's Lane)	1890	Religion/ Funerary
023-0056	House, 24052 Batna Road	24052 Batna Road	1914	Domestic
023-0057	House, 23353 Lignum Road	23353 Lignum Road	1905	Domestic
023-0058	House, 23382 Lignum Road	23382 Lignum Road	1900	Domestic
023-0060	Ruritan Club Building	20489 Gibson's Lane	1930	Social
023-0061	J. A. Brown Store	24022 Batna Road	1940	Commerce/ Trade
023-0062	Cedar Croft	24022 Batna Road	1900	Domestic
023-0063	Yonder Hills	23248 Lignum Road	1860	Domestic
023-0064	House, 23160 Germanna Highway	23160 Route 3	1909	Domestic
023-0065	Warehouse, 23371 Lignum Road	23371 Lignum Road	1870	Industry
023-5242	Hopewell Methodist Church & Cemetery	23557 Lignum Road	1891; 1960s; 1990s	Religion/ Funerary
023-5243	House, 23502 / 23506 Lignum Road	23502 / 23506 Lignum Road	1900	Domestic
023-5244	House, 23239 Germanna Highway	23239 Germanna Highway	1932	Domestic
023-5262	House, 23149 Germanna Highway	23149 Germanna Highway	1960	Domestic
023-5354	House, 23178 Germanna Highway	23178 Germanna Highway	1968	Domestic
44CU0078	School at Lignum	20489 Gibson's Lane	1907	Education
44CU0079	Willis Lumber Company Office Building	Tax Parcel #67-5; Germanna Highway; Formerly located on Tax Parcel #67-7 (20489 Gibson's Lane or Lignum Rd)	19th Century; 3rd Quarter	Commerce/ Trade
44CU0082	Civil War Encampment	23395 Lignum Road (Route 37)	1860-1865	Military

The oldest standing structure in the area is Yonder Hills, located at 23248 Lignum Road (023-0063), which was constructed around 1860 (Photo 55). The home is a three-bay, two-story wood-frame house. Through a number of additions and modifications, this building has unfortunately lost a good deal of its historic integrity, a common problem with buildings in the area.



Photo 55: Yonder Hills (023-0063), Primary Elevation.

Shortly after the construction of Yonder Hills, the Civil War erupted, and Lignum was in the center of the four-year conflict. A large Civil War encampment (44CU0082) is recorded along Lignum Road, and it is probable that many additional, as-yet-unrecorded Civil War resources are located within the boundaries of this AOHI. Given the probability of undisturbed soils throughout this area and the general lack of development in Lignum, the area has a high potential for both pre-Civil War sites and Civil War-era deposits. An archaeological investigation would identify areas that could contain sites.

The period after the Civil War, from 1865 through 1917, was the most prolific building time in Lignum. Sixty percent (n=12) of the recorded buildings date to this time frame. Two notable dwellings that retain their integrity from this period are Cedar Croft at 24022 Batna Road and the House at 23506 Lignum Road (023-0062 and 023-5243, respectively) (Photo 56 and Photo 57, p. 103). Both were constructed around 1900, and the former serves as a good example of a vernacular adaptation of the late-Victorian style seen in much of Culpeper County.



Photo 56: Cedar Croft (24022 Batna Road; 023-0062), Primary Elevation.



Photo 57: House at 23506 Lignum Road (023-5243), North Oblique.

The Willis Store (023-0054) and J.A. Brown Store (023-0061) both serve as good examples of early-twentieth century country stores that were so common throughout Virginia (Photo 58 and Photo 59, p. 105). The Willis Store, constructed just after the Civil War and enlarged in the 1880s, is especially unique in that it combines vernacular Gothic Revival and vernacular Italianate styles in its construction. The archaeological site 44CU0078 is also of interest from this time period in that it is the site of the first accredited high school in Culpeper County, constructed in 1907. Although the building was demolished about a decade ago, this site represents an important part of Lignum's history and the larger educational history of Culpeper County. No large-scale excavations have been completed on the site, but a reconnaissance survey revealed that the area likely contains intact soils and thus has the potential to shed a great deal of light on the early-twentieth century educational system in Culpeper.

Lignum is fairly common for a small farming community in Culpeper and the rest of Virginia with a collection of early-twentieth century single-family homes, churches, stores, and schools. Unlike some other communities, however, this one has lost a number of its resources to demolition and alteration that has taken place in the past decade or so. Despite these losses, Lignum's extant cultural resources are still able to represent the history and significance of this community, particularly in the early-twentieth century.



Photo 58: Willis Store (023-0054), South Elevation. The section on the far right is the original store and the central section was added in the 1880s.



Photo 59: J. A. Brown Store (023-0061), NW Oblique.

Mitchells

The village of Mitchells, once known as Mitchells Station, is located in southwestern Culpeper County, less than two miles south of the intersection of Routes 522 (Zachary Taylor Highway) and 615 (Rapidan Road) (Figure 36, p. 106). The Norfolk Southern Railroad, formerly the Orange and Alexandria Railway, runs roughly north-south through the middle of the proposed district. Mitchells Road (Route 652), Hardy Lane (Route 651), and Myrals Lane comprise the other main local roadways (Figure 37, p. 107).

This small district contains approximately 21 one- and two-story wood-frame buildings, stretching along Rapidan and Mitchells Roads from Hardy Lane on the north to Myral Lane on the south. The majority are clustered around the intersection of the railroad, Route 615 (Rapidan Road), and Route 652 (Mitchell Road). Although most contributing built resources are residential in nature (n=15, 71 percent), the district also contains two religious buildings, one commerce/trade structure, one agricultural property, one industrial complex, and one educational facility (Table 18, p. 108). Together, these buildings embody and reflect the historical development of this small railroad town.

Unfortunately, many of the village's original mid-nineteenth century buildings have been lost—either replaced by postbellum and twentieth-century structures or slow demise due to years of disuse. The majority of extant resources date primarily to the late-nineteenth

and early decades of the twentieth century, concurrent with the village's second development boom. Documented buildings vary in style and aesthetics.

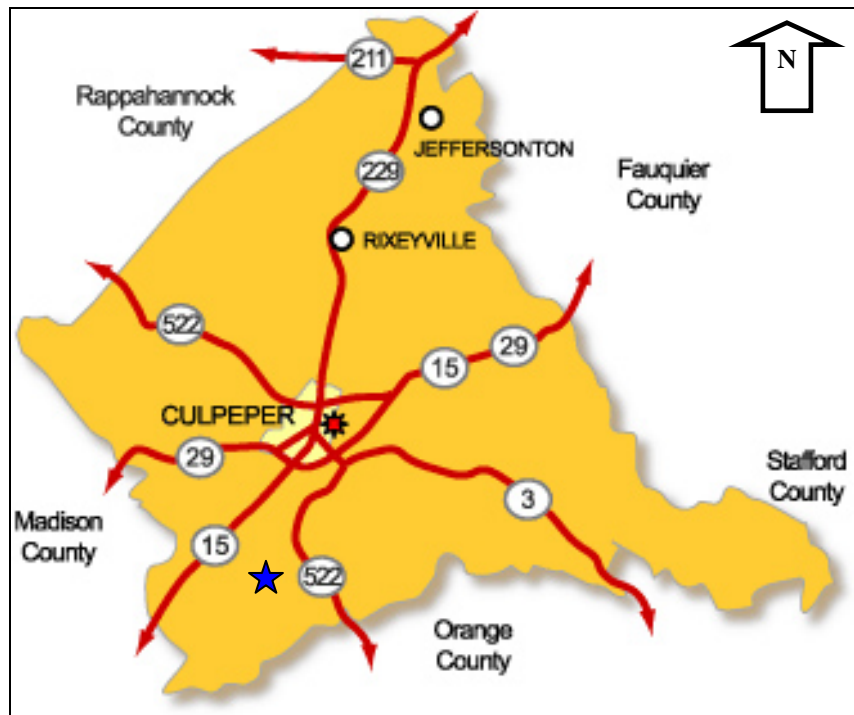


Figure 36: Location of the Mitchells AOHI (★).

One of the oldest buildings in the district is the Mitchells Presbyterian Church (023-0051), built in 1879 (Photo 60, p. 109). This Gothic Revival-styled church is located in the north end of town. Its designer, an Italian named Joseph Dominick Philip Oddenino, decorated the church's interior with trompe-l'oeil frescoes, arguably the best example of this design motif in Virginia. The property was listed on the NRHP in 1980.

Several of the domestic buildings are vernacular, I-house dwellings—a very common house type seen throughout Culpeper County and other areas of Virginia in the later nineteenth century. This includes the two-story homes at 12076 Mitchell Road (023-5323), 12100 Mitchell Road (023-5324), and 24011 Rapidan Road (023-5332). Vernacular representations of more formal architectural styles also exist within the community, including the two-story Colonial Revival dwellings situated at 12130 Mitchells Road (023-5326) and 23473 Rapidan Road (023-5330) (Photo 61, p. 110).

Mitchells Store (023-5318) and Mitchells School (023-5337) both represent life in a small railroad town. Although both have only fair to good physical integrity, these two types of buildings are found at every crossroads community. Mitchells Store, located near the center of town along the railroad tracks, is a one-story, timber frame building. A unique feature is the wide, wrap-around porch on the primary elevation—a place likely used more for socializing than for store operations (Photo 62, p. 110). Mitchells School is

a good example of a small, vernacular Colonial Revival education facility (Photo 63, p. 111). The brick building has a hipped roof and decorative rubbed brick features. Based on its location on a slight topographic rise near the center of town and the use of brick in its construction, it is apparent that the building was a source of civic pride.

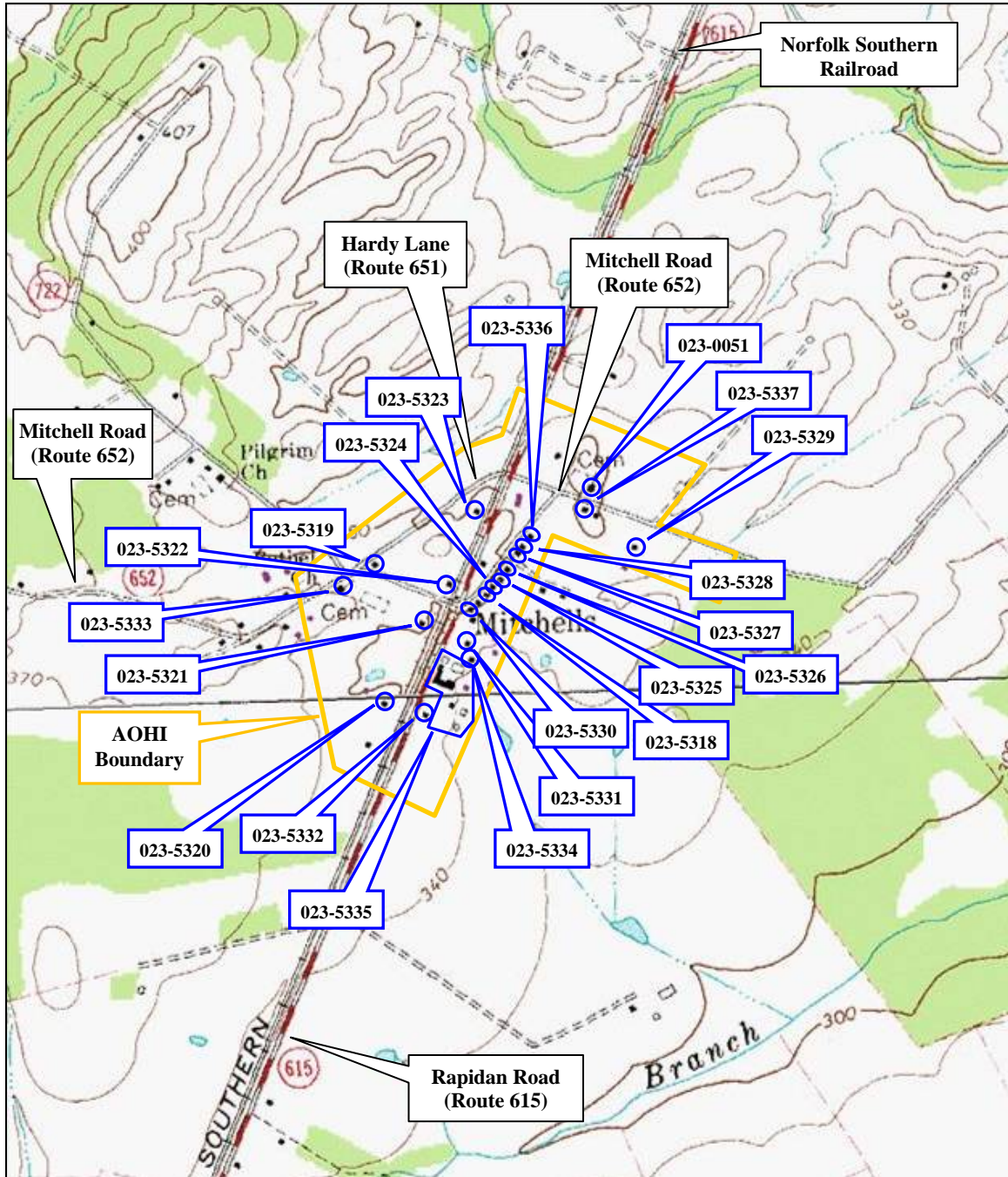


Figure 37: Mitchell's AOHI as Shown on the Culpeper West, VA 77.5-Minute Topographic Quadrangle.

Table 18: Resources Within the Mitchells AOHI

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0051	Mitchells Presbyterian Church	12229 Mitchell Road	1879	Religion
023-5318	Mitchells Store	12100 Mitchell Road, North of	post-1920	Commerce/Trade
023-5319	Outbuildings, 651 Hardy Lane	651 Hardy Lane	post-1900	Agriculture
023-5320	Back-Archers Farm	12037 Myrals Lane	1918	Domestic
023-5321	House, 12058 Mitchell Road	12058 Mitchell Road	1961	Domestic
023-5322	House, 12064 Mitchell Road	12064 Mitchell Road [12065 Mitchell Road]	1918	Domestic
023-5323	House, 12076 Hardy Lane	12076 Hardy Lane	1929	Domestic
023-5324	House, 12100 Mitchell Road	12100 Mitchell Road	1918	Domestic
023-5325	House, 12122 Mitchell Road	12122 Mitchell Road	1934	Domestic
023-5326	House, 12130 Mitchell Road	12130 Mitchell Road	1938	Domestic
023-5327	House, 12142 Mitchell Road	12142 Mitchell Road	2003	Domestic
023-5328	House, 12162 Mitchell Road	12162 Mitchell Road	1944	Domestic
023-5329	Foxleigh Farm	12314 Mitchell Road [12292 Mitchell Road]	1918	Domestic
023-5330	House 23473 Rapidan Road	23473 Rapidan Road	1918	Domestic
023-5331	House, 23489 Rapidan Road	23489 Rapidan Road	1929	Domestic
023-5332	House, 24011 Rapidan Road	24011 Rapidan Road	1961	Domestic
023-5333	Bethel Baptist Church	11520 Mitchell Road	1945	Religion
023-5334	House, East of 23489 Rapidan Road	23489 Rapidan Road, East of	1900	Domestic
023-5335	Carpenter Seed Cleaning Plant	23527 Rapidan Road	1930s	Industry
023-5336	House, Mitchell Road	Mitchell Road, East of	1918	Domestic
023-5337	Mitchells School	12240 Mitchell Road	1944	Education



Photo 60: Mitchell's Presbyterian Church (023-0051),
Primary Elevation.

One of the most interesting properties within the district is the Carpenter Seed Cleaning Plant (023-5335), located at 23527 Rapidan Road (Photo 64, p. 111). The plant complex, built circa 1939, consists of approximately 13 buildings covering over 5,000 square feet of interior space. Seed cleaning involves the separation of the plantable seeds from their surrounding grain shafts. Upon separation, the seeds are then cleaned and sorted for future planting. Because most of Culpeper was employed in the field of agriculture and seed cleaning was imperative to new crop growth, the Carpenter Seed Cleaning Plant is the physical and economic anchor of the community of Mitchells. Not only has it employed a large percentage of the community's population, but the complex and its associated resources dominate the southern portion of town. The exterior of the main plant buildings still retain a high degree of integrity. Even more notable is the fact that the interiors are still intact, and most of the machinery used within the buildings were the original installations almost 80 years ago. Because of its prominence with the local history of Mitchells and its notable physical integrity, it is recommended that the Carpenter Seed Cleaning Plant is individually eligible for the NRHP under Criteria A and C.



Photo 61: Home at 12130 Mitchell Road (023-5326), Southwest Oblique.



Photo 62: Mitchells Store (023-5318), West Elevation.



Photo 63: Mitchells School (023-5337), Primary (North) Elevation.



Photo 64: Overview of the Carpenter's Seed Cleaning Plant (023-5335),
Looking Northeast From the Rail Tracks.

Because of the notable integrity of the district and its historical significance, Dovetail selected Mitchells as one of the three AOHI that were investigated through the completion of a PIF. The PIF evaluated the community under Criterion A for its association with a notable event, Criterion B for its association with a notable individual, Criterion C for its architectural merit, and Criterion D for its ability to reveal information on area history/prehistory.

Like many Virginia communities, the town of Mitchells was originally part of a larger agricultural plantation. Development arrived with the railroad in the 1850s. Although most of the original buildings in town were decimated during the Civil War, the area population grew dramatically in the 1870s and 1880s, and many new businesses and community organizations were established within town. Over the next several decades, the growth in population led to the creation of several new schools, churches, and businesses. The existing community of Mitchells still reflects the developmental history of this area. Trains still run through the center of town, blowing their whistle to announce their arrival; streets still run parallel to the tracks; homes and businesses still face the rails and are clustered within a tight network in the center of town. Mitchells is an excellent representation of a community founded by railroad traffic, and this connection is still very visible today. Because of its notable ties to the creation and proliferation of the railroad industry and associated depot communities in Virginia, it was recommended that the Mitchells Historic District is eligible for the NRHP under Criterion A.

The existing architectural fabric of this community reflects the turn-of-the-century growth of Mitchells and the establishment of this community as a notable railroad town. Buildings associated with the domestic, ecclesiastic, academic, commercial, and industrial activities within the town still exist today. Many of the buildings still retain a high degree of their historic and physical integrity, reflecting the spectrum of the occupants of Mitchells over the past century. As such, it was also recommended that the Mitchells Historic District is eligible for the NRHP as a historic district under Criterion C for its architectural merit.

There is no known association between this community and important individuals, thus the district is not recommended eligible under Criterion B. As very little archaeological investigations have been completed in town, the district was not evaluated under Criterion D. However, based on the known history of the community and the confirmation of the previous existence of now-lost structures, it is probable that several intact archaeological sites could be located within the district. Subsurface investigations within the district boundaries are warranted to identify notable archaeological deposits.

At their December 2008 review meeting, the DHR discussed the Mitchells PIF. The team concurred with Dovetail that the district is eligible for the NRHP under Criteria A and C. The DHR recommended that a NRHP district nomination form be completed for this area, and the County is currently considering this action.

Mount Pony

The Mount Pony AOHI is located in central Culpeper County, just east of the town of Culpeper (Figure 38). The area straddles the Germanna Highway (Route 3) in an area that has been recently widened from a two-lane route to a four-lane divided highway. The area is bounded on the north and south by open agricultural land, on the west by Grassland Farm Road and on the east by Clover Hill Lane (Figure 39, p. 114). Windy Acres Road, The Mountain Road, Croftburn Farm Lane, and Ashland Farm Road run north-south through the AOHI, connecting several historic properties to the Route 3 corridor. In general, land within this AOHI is farmland and was under cultivation during the survey.

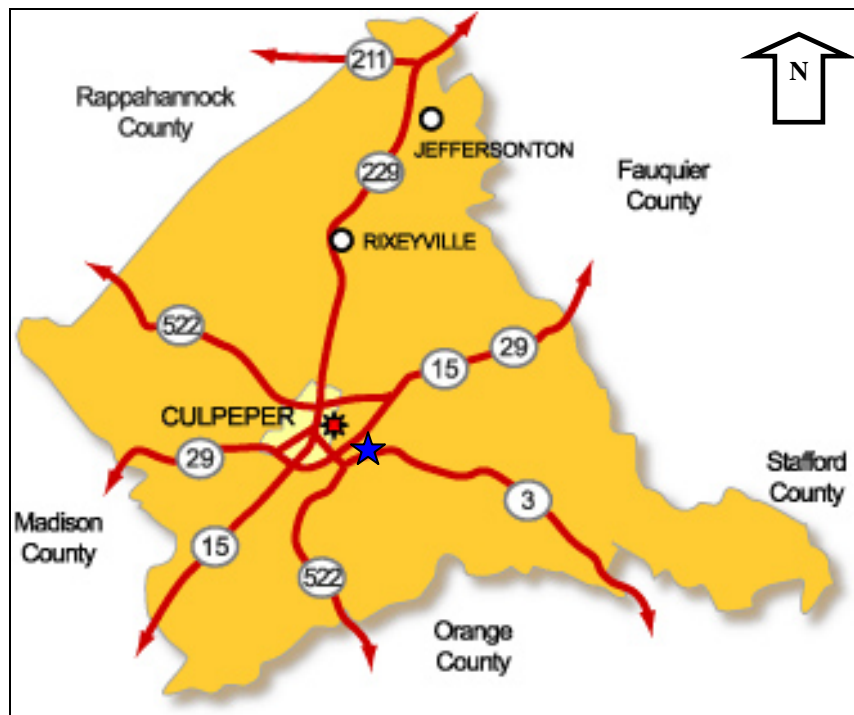


Figure 38: Location of the Mount Pony AOHI (★).

The Mount Pony AOHI contains 21 surveyed historic resources, eight percent of the overall total (Table 19, p. 115). These resources include one historic district, 13 standing dwellings and related outbuildings, two dwellings that have been demolished since the previous 1992–1994 survey, one farm complex, and four archaeological sites. This area has the highest percentage of domestic properties of all AOHIs—19 of the 21 resources (90 percent) are residential. There is also one agricultural property and one transportation property. The period of significance for the historic district is 1743–1941, which encompasses all of the resources surveyed.

One dwelling (023-5029) dates to the Colonial period (circa 1771), while three of the dwellings (023-5022, 023-5024, 023-5261) date to the first half of the nineteenth century, between 1820 and 1850. However, the majority of the dwellings (023-5019, 023-5020, 023-5021, 023-5023, 023-5025, 023-5027, 023-5030, 023-5276, 023-5293), date between 1880 and 1940, with the two demolished buildings (023-5026, 023-5028) also falling within this range. The majority of the archaeological sites (44CU0120, 44CU0121, 44CU0136) are associated with domestic occupations while one of the sites (44CU0137) is a historic road bed. Three of the resources (44CU0120, 44CU0136, 44CU0137) have eighteenth-century components, while site 44CU0121 dates to the twentieth century.

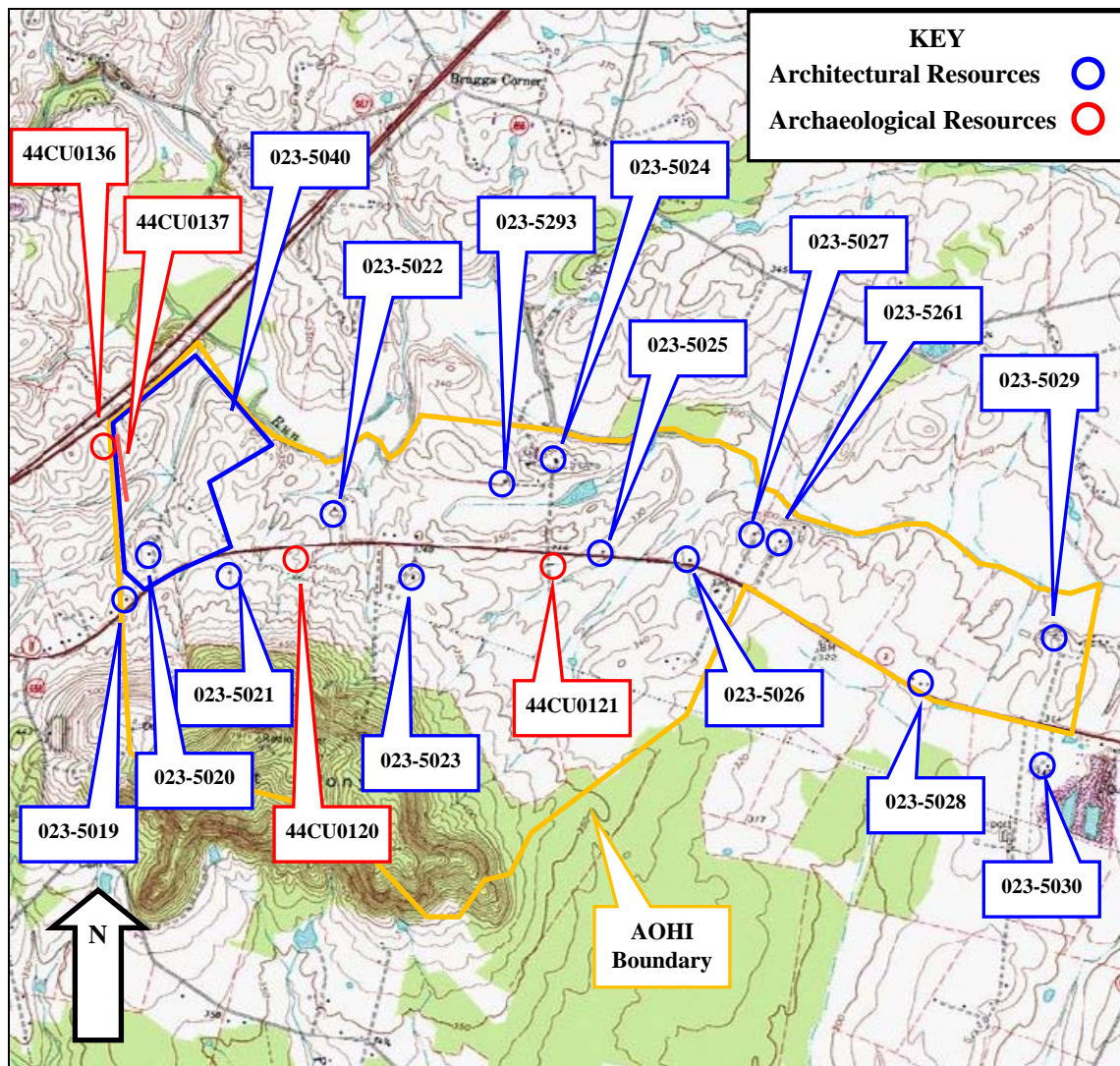


Figure 39: Boundaries of the Mount Pony Area of Historic Interest (In Gold) as Shown on the Culpeper East 7.5-Minute Topographic Quadrangle.

Table 19: Mount Pony Recorded Historic Resources.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0084	Mount Pony District	Germanna Highway	post-1743	Agricultural
023-5019	Croftburn Farm Cottage	15245 Germanna Hwy	1940	Domestic
023-5020	Sprinkel-Bushong House on Croftburn Farm	18157 Germanna Highway	1890	Domestic
023-5021	Henry Hall Place	15428 Germanna Highway	1900	Domestic
023-5022	William Massey House	16067 Germanna Highway	1820	Domestic
023-5023	Signal Hill	Germanna Highway	1882	Domestic
023-5024	Ashland Farm	Ashland Farm Road	1847	Domestic
023-5025	Ashland Farm Tenant House	Germanna Highway	1900	Domestic
023-5026	McClung House	17155 Germanna Highway	1940	Domestic
023-5027	House, Germanna Hwy	Germanna Highway	1940	Domestic
023-5028	Clover Hill Tenant House	Germanna Highway	1905	Domestic
023-5029	Clover Hill	18432, 18384, 18350 Clover Hill Lane	1771	Domestic
023-5030	Gorie Carpenter Place	18244 Germanna Highway	1900	Domestic
023-5040	Croftburn Farm	18157 Germanna Highway	1890	Domestic
023-5261	Weaver Farm	17275 Germanna Highway	1821	Domestic
023-5276	House, 16422 Germanna Highway	16422 Germanna Highway	1940	Domestic
023-5293	Ashland Farm Tenant House	Ashland Farm Road	1930	Domestic
44CU0120	Domestic Site, Route 3	South of Germanna Hwy	18th Century: 4th quarter; 19th Century	Domestic
44CU0121	Domestic Site, Route 3	South of Germanna Hwy	20th Century	Domestic
44CU0136	Domestic Site, Croftburn Farm	Along NW Boundary of Croftburn Farm	18th Century	Domestic
44CU0137	Road Trace	Along NW Boundary of Croftburn Farm	18th Century	Transportation

Most of the dwellings (n=11) are either one-and-a-half or two-story farm or tenant houses. Almost all of the buildings have been added onto through their existence, often compromising their physical integrity. However, these buildings still mostly function as single-family dwellings related to agriculture or, at least, on an agricultural landscape. The oldest building within this AOHI is Clover Hill (023-5029). This Colonial building has a number of extremely unique attributes including etched wood paneling that has been cut to resemble ashlar stone on the exterior, round-arched paired windows, and interesting “faux” dormers that do not contain windows, only vents. Unfortunately, the home has fallen into major disrepair in the past decade due to neglect. A comparison of photographs from the 1930s and today show the home in its heyday and its current state (Photo 65 and Photo 66, p. 117). If actions are not taken soon, the home will be destroyed.

Weaver Farm (023-5261) was constructed in 1821 (Photo 67, p. 118). The home has some interesting late-Federal/Greek Revival attributes such as the shallow-pitched hipped roof and the one-story, one-bay rounded portico entrance on the primary (south) elevation. This portico is supported by Tuscan columns. Unfortunately, several non-sympathetic additions have been made to the home, which have completely modified its original scale and massing. Another interesting home is Signal Hill (023-5023). This is the only brick building still retaining its physical and historical integrity in the Mount Pony AOHI. The home exhibits triple-hung sash windows and a two-story bay/oriel window configuration that are both unique in this area (Photo 68, p. 118). The property was listed on the NRHP in 1999.

Several historic properties in Mount Pony are owned by the same group. Croftburn Farm LLC owns Croftburn Farm (023-5040), which consists of the Croftburn Farm Cottage and Sprinkel-Bushong House (023-5020) with all of the associated outbuildings, as well as the William Massey Place (023-5022). The owners are notable advocates of historic preservation and have worked to get Croftburn Farm and the associated Sprinkel-Bushong House listed on the NRHP (Photo 69, p. 119). They are currently considering also nominating the William Massey house for the register (Photo 70, p. 119).

In addition to the large plantation and farm homes, the area also contains several small tenant houses. All were built after the Civil War when the area turned to tenancy to revive its agricultural practices. Unfortunately, two of these tenant houses (023-5026 and 023-5028) have been destroyed. The remaining tenant houses are two-story, timber frame dwellings, most of which are located along Route 3. They include the Henry Hall Place (023-5021), Ashland Farm Tenant House (023-5025), House on Germanna Highway (023-5027), Gorie Carpenter Place (023-5030), and House at 16422 Germanna Highway (023-5276). The Gorie Carpenter Place is now within the boundaries of Luck Stone gravel company and is vacant (Photo 71, p. 120). It is probable that this building will be demolished within the next decade.



Photo 65: Circa 1937 Photograph of Clover Hill (023-5029), Southeast Oblique (Library of Virginia 1937).



Photo 66: Clover Hill Today, Primary (South) Elevation.



Photo 67: Weaver Farm (023-5261), Primary Elevation.



Photo 68: Signal Hill (023-5023), Northwest Oblique.



Photo 69: Sprinkel-Bushong House (023-5020) on Croftburn Farm (023-5040), Primary Elevation.



Photo 70: Circa 1820 William Massey House (023-5022), Southwest Oblique.



Photo 71: Gorie Carpenter Place (023-5030), Northwest Oblique.

In addition to standing resources, Mount Pony contains four recorded archaeological sites. Two of the sites, 44CU0120 and 44CU0122, were recorded by archaeologists with the Louis Berger Group (Berger) during their cultural resource survey for the Route 3 Widening project. Berger conducted Phase I and II archaeological work on the two sites. While site 44CU0120 was found to be a domestic site dating to the eighteenth century, site 44CU0121 contained artifacts from the early-twentieth century. Thus it is probable that 44CU0121 is also related to the tenant system in this area (Photo 72, p. 121). The remaining two sites, 44CU0136 and 44CU0137, are on Croftburn Farm. Neither site has received a formal archaeological evaluation, but it is believed that 44CU0136 is an eighteenth-century domestic site and 44CU0137 is a portion of a historic road trace.

The significance of all of these resources as contributors to the Mount Pony historic district (023-0084) should not be overlooked. Though many of the resources may not be eligible for the National Register individually they certainly contribute to a larger historic district. The Mount Pony historic district serves as a good example of a small farming community that has changed little in its use from the late-eighteenth through early-nineteenth centuries. While additions and changes to the individual structures may reduce their integrity they also show how the community has changed and adapted in order to retain its agricultural setting and lifeways for almost 200 years.



Photo 72: Location of Site 44CU0121, a Probable Tenant House, Looking Southeast.

Raccoon Ford

Raccoon Ford is located in southern Culpeper County, east of the Mitchells AOHI (Figure 40, p. 122). It is along the west bank of the Rapidan River and abuts Orange County to the east. Raccoon Ford Road runs northwest-southeast through the center of the area (Figure 41, p. 123). This is the smallest of all the surveyed AOHI's in acreage. At only 15 acres, the survey concentrated on the small cluster of buildings constructed on the Culpeper side of this important historic ford. The property to acreage ratio, at one property per 2.1 acres, was the third highest within the survey behind Brandy Station and Stevensburg.

The Raccoon Ford AOHI contains seven resources, as surveyed, all of which are dwellings (Table 20, p. 122). All of the resources, except one, date to after the Civil War and most (n=5, 71 percent) were constructed after 1895. The composition of the extant built resources at Raccoon Ford represents the fluctuating economic tide that the area has faced throughout history. Founded in the early-nineteenth century, the area was hit hard by the Civil War and almost completely destroyed. It was then rebuilt by the late-nineteenth century, represented by the surveyed resources, but fell victim to later disasters in the forms of floods and fires. This led to a downturn in the area economy ending, finally, with the closing of the post office in 1951. These seven resources are all that remain above ground of this area's history.

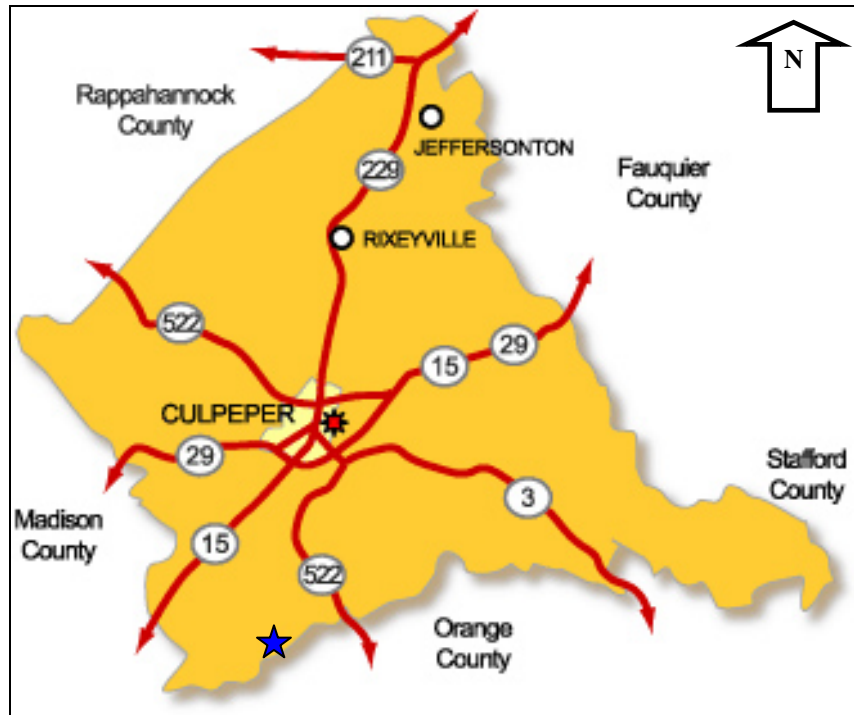


Figure 40: Location of the Raccoon Ford AOHI (★).

Table 20: Recorded Resources Within the Raccoon Ford AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-5294	House, 17074 Raccoon Ford Road	17074 Raccoon Ford Road	post-1865	Domestic
023-5295	House, 17166 Raccoon Ford Road	17166 Raccoon Ford Road	1898	Domestic
023-5296	House, 17169 Raccoon Ford Road	17169 Raccoon Ford Road	1900	Domestic
023-5297	Nalle-Rhoades House	17195 Raccoon Ford Road	1850	Domestic
023-5298	House, 17212 Raccoon Ford Road	17212 Raccoon Ford Road	1898	Domestic
023-5299	House, 17219 Raccoon Ford Road	17219 Raccoon Ford Road	1930	Domestic
023-5300	The River's Edge	Raccoon Ford Road, West of	1910	Domestic

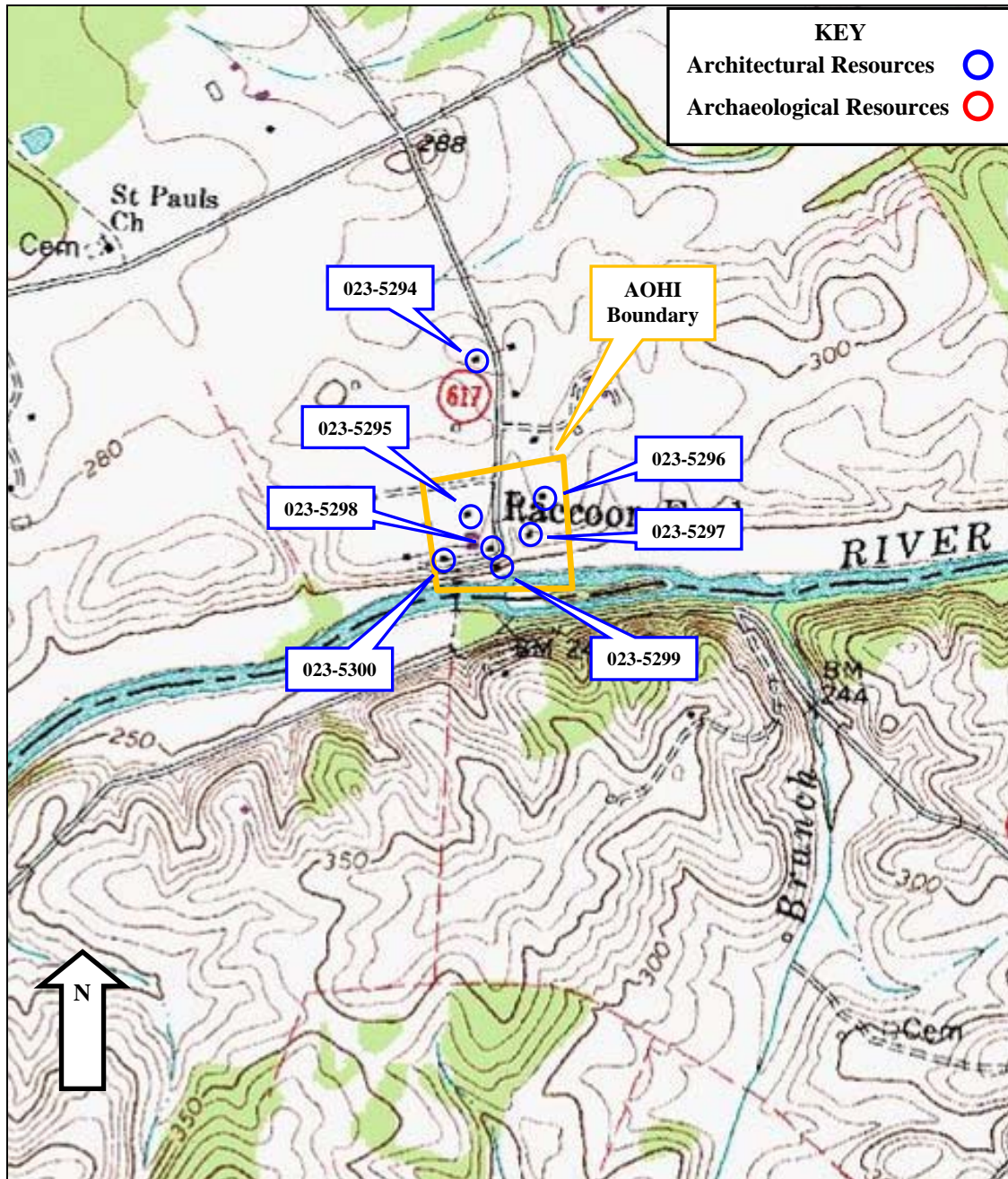


Figure 41: Boundaries of the Raccoon Ford Area of Historic Interest (In Gold) as Shown on the Unionville 7.5-Minute Topographic Quadrangle.

In general, the buildings in this area have not retained enough integrity to make them potentially eligible for the NRHP individually. Several of them have been added onto or altered to the point that they have lost integrity, and a few have been abandoned or allowed to deteriorate to a great degree. The oldest, and perhaps most interesting, house in the area is the Nalle-Rhoades House (023-5297), which dates to around 1850 (Photo 73, p. 124). The home has lost much of its historic integrity due to additions, modified

windows, and new architectural elements, but it still retains a terraced yard and is the only standing example of a building that was a part of Raccoon Ford in its heyday.

The house at 17074 Raccoon Ford Road (023-5294) also deserves mention as it is the community's second oldest standing building, built around 1865, and represents the reemergence of Raccoon Ford right after the Civil War (Photo 74, p. 125). Because the home has been abandoned and thus neglected it has poor physical integrity, but with some care and restoration it could be one of the finer houses in the area.

Though the remaining five resources in this AOHI lack any substantive architectural significance of their own, collectively their condition and deteriorated physical appearance do help tell the story of Raccoon Ford's declining prosperity over the last 50–75 years (Photo 75, p. 125). For this reason, they continue to play an important part in the area's still evolving cultural development. Like many small hamlets in Virginia and throughout the county this area was founded and prospered because of its proximity to a transportation corridor and source of energy, namely the Rapidan River. However, through time, as the economic system shifted and transportation routes changed the small town of Raccoon Ford was left behind. The true significance of this area may not lie in its standing resources, but in the archaeological remains that exist underground. There is the potential for the remains of an early-nineteenth century milling community as well as Civil War activity areas, both of which played a larger and more significant role in Raccoon Ford and Culpeper County. A formal archaeological reconnaissance of the area is needed to ascertain the exact locations where intact archaeological sites could be located.



Photo 73: The Nalle-Rhodes House (023-5297), Primary Elevation.



Photo 74: House at 17074 Raccoon Ford Road (023-5294), Built Just After the Civil War.



Photo 75: House at 17212 Raccoon Ford Road (023-5298), Northeast Oblique. Note the modifications including new siding, new windows and a new porch.

Rapidan

The Rapidan AOHI is located at the southern top of Culpeper County (Figure 42). The northern half of the community is within Culpeper County while the southern half is in Orange County. The two sections are divided by the Rapidan River, which runs east-west through the center of the village (Figure 43, p. 127). Rapidan Road and Locust Dale Road intersect in the center of the town on the Culpeper side. What was once the Orange and Alexandria Railroad also crosses through town and is carried into Orange via a rail trestle bridge. Like many similar railroad towns, most resources are located along the rail line.

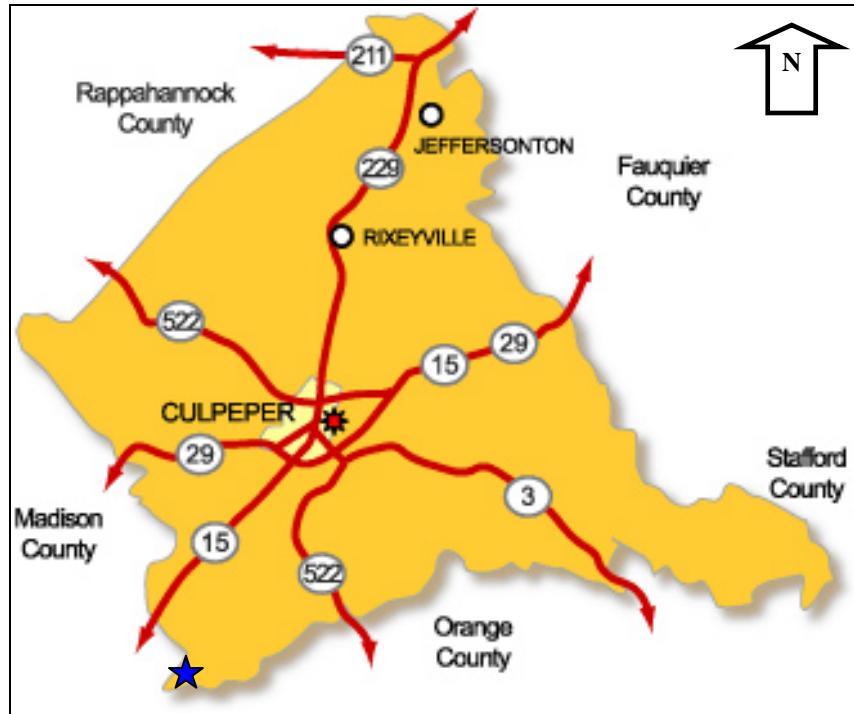


Figure 42: Location of the Rapidan AOHI (★).

The Culpeper portion of the Rapidan AOHI contains 18 surveyed historic resources consisting of two churches, two railroad-related buildings, two stores, one post office, one historic district, and 10 dwellings (Table 21, p. 128). The period of significance of the Rapidan Historic District (023-0052) commences in 1780, when the community was known as Waugh's Ford. It was renamed Rapidan when the railroad came through in the 1850s. The existing resources surveyed represent a small village and its support system, including dwellings, commercial, religious, and transportation-related resources, particularly in the period of the late-nineteenth and early-twentieth centuries.

Of the 18 resources recorded in Rapidan, only three pre-date the Civil War. The historic district itself has a period of significance beginning in 1780 to capture the earliest occupation of this region. However, the oldest extant resource is the House at 9706 Locust Dale Road, which dates to 1848. Unfortunately, access to this property was not granted by the homeowner, thus several details could not be obtained. The home is a two-

story wood-frame house with a hipped roof. A pile of building debris adjacent to the home was likely an outbuilding, possibly a kitchen, smokehouse or other domestic-related structure. The building is in fair condition, and it appears to not have been maintained in recent years (Photo 76, p. 129). If immediate repairs are not made, the home could be lost.

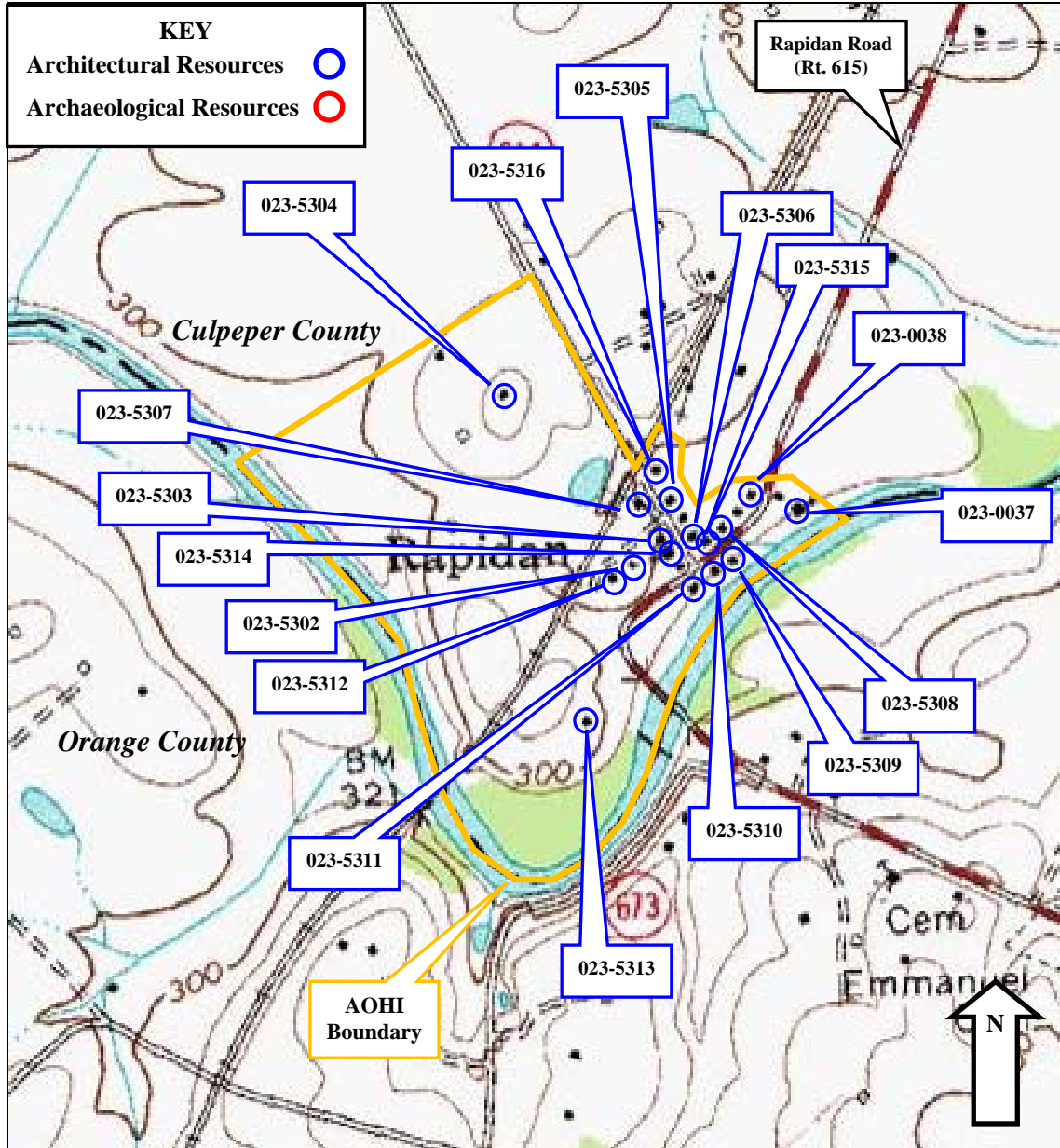


Figure 43: Boundaries of the Rapidan Area of Historic Interest (In Gold) as Shown on the Rapidan 7.5-Minute Topographic Quadrangle.

Table 21: Rapidan (Culpeper County Only) Recorded Historic Properties.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0037	Emmanuels Episcopal Church	28279 Rapidan Road	1874	Religion
023-0038	Rapidan Freight Depot	28276 Rapidan Drive	1853	Transportation
023-0052	Rapidan Historic District	Rapidan, VA	Post-1780	Domestic/ Transportation
023-5302	House, 9468 Peyton Lane	9468 Peyton Lane	1891	Domestic
023-5303	House, 9480 Peyton Lane	9480 Peyton Lane	1903	Domestic
023-5304	House, 9706 Locust Dale Road	9706 Locust Dale Road	1848	Domestic
023-5305	Store, 9787 Locust Dale Road	9787 Locust Dale Road	1929	Commerce/ Trade
023-5306	House, 9797 Locust Dale Road	9797 Locust Dale Road	1898	Domestic
023-5307	Store, 9778 Locust Dale Road	9778 Locust Dale Road	1898	Commerce/ Trade
023-5308	House, 28282 Rapidan Road	28282 Rapidan Road	1938	Domestic
023-5309	House, 28305 Rapidan Road	28305 Rapidan Road	1995	Domestic
023-5310	House, 28315 Rapidan Road	28315 Rapidan Road	1929	Domestic
023-5311	House, 28325 Rapidan Road	28325 Rapidan Road	1930	Domestic
023-5312	House, 28388 Rapidan Road	28388 Rapidan Road	1886	Domestic
023-5313	House, 28400 Rapidan Road	28400 Rapidan Road	Post 1866	Domestic
023-5314	Lower Rapidan Baptist Church	9802 Locust Dale Road	1911	Religion
023-5315	Rapidan Passenger Station	28298 Rapidan Road	1890	Transportation
023-5316	Rapidan Post Office	9767 Locust Dale Road	1914	Government/ Law/Political

The remainder of the dwellings all post-date the Civil War, with most being constructed in the postbellum years of 1865–1917. Many of these homes are vernacular adaptations of popular architectural styles including Gothic Revival, Queen Anne and Colonial Revival. For example, the homes at 28282 Rapidan Road (023-5308) and 9480 Peyton Lane (023-5303) both contain interesting vernacular versions of Victorian-period elements including turned porch supports, carved eave brackets, and delicate porch fretwork (Photo 77, p. 129).



Photo 76: House at 9706 Locust Dale Road (023-5304), Looking South.



Photo 77: House at 28282 Rapidan Road (023-5308), Northeast Oblique.

Some of the most interesting buildings in the community relate to the railroad operation and the growth of the area population in response to increased rail travel. The Rapidan Freight Depot (023-0038) was constructed in 1853 as a storage facility for freight brought to the area for shipping on the rail system. Unfortunately, the building has been converted into a business and thus retains very few of its original railroad attributes (Photo 78). The circa 1890 Rapidan Passenger Station (023-5315), however, is in excellent condition. This vernacular Queen Anne rail station still retains many of its architectural elements including the covered passenger area and decorative window glazing (Photo 79, p. 131). The Rapidan General Store (023-5307) was constructed adjacent to the rail line to cater to both locals and individuals who traveled to the area to load their goods onto rail cars. This store has a wonderfully eclectic collection of architectural elements including a stepped parapet, carved eave brackets, and a long, covered front porch that was likely once the primary site for area socialization (Photo 80, p. 131). The Rapidan Post Office (023-5316) was originally constructed as a bank, and it represents an excellent example of a rural, Neoclassical banking institution. It still retains a high degree of integrity (Photo 81, p. 132).

Two very notable religious structures are within the core of the community. Emmanuel's Episcopal Church (023-0037) is an outstanding example of a post-Civil War rural Gothic Revival church. The building retains many of its original stylized elements including Gothic-arched, stained-glass windows and an interesting central bell tower with angled corner molding. The Lower Rapidan Baptist Church (023-5314) is the only Craftsman-inspired building in the Culpeper side of the village of Rapidan (Photo 82, p. 132). The use of rusticated concrete blocks to form this circa 1911 church is very unique. Both churches are recommended as individually eligible for the NRHP.



Photo 78: Rapidan Freight Depot (023-0038), Southeast Oblique.



Photo 79: Rapidan Passenger Depot (023-5315), Southeast Oblique.



Photo 80: Rapidan General Store (023-5307), Northeast Oblique.



Photo 81: Rapidan Post Office (023-5316), Southeast Oblique.



Photo 82: Lower Rapidan Baptist Church (023-5314), East Elevation.

Most of the surveyed resources, with the exception of 28305 Rapidan Road (023-5309), contribute to the Rapidan Historic District (023-0052). This district, like the AOHI, is significant because it is representative of many small railroad towns. However, it retains a good deal of its integrity because it has not been developed in recent years, probably due to the fact that the railroad stopped coming through the town. This event, while it was unfortunate for Rapidan, was also helpful in that it helped to preserve the character of this small community in Culpeper.

Richards Ford-Hassininga

The Richards Ford-Hassininga AOHI is located in eastern Culpeper County (Figure 44). This long, narrow area comprises 51 acres along the Rappahannock River, just north of the Rappahannock/Rapidan fork (Figure 45, p. 134). Richards Ferry Road runs east-west through the center of this area, terminating at the river. Historically, Richards Ferry was used to transport travelers and residents from one side of the river to the other. The ferry is gone, and today the area is sparsely populated.

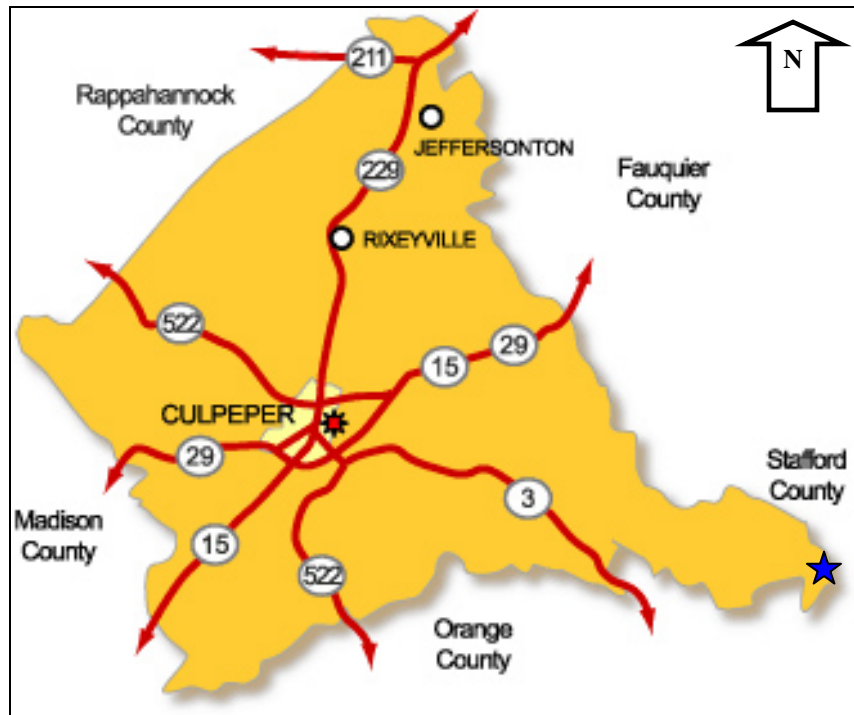


Figure 44: Location of the Richards Ford-Hassininga AOHI (★).

The Richards Ford-Hassininga area is one of the most important archaeological areas in the county, with sites dating from the prehistoric period through the mid-nineteenth century. Although only six sites have been recorded within this area (Table 22, p. 135), the region is undeveloped and has the potential to contain many additional, as-of-yet unrecorded properties.

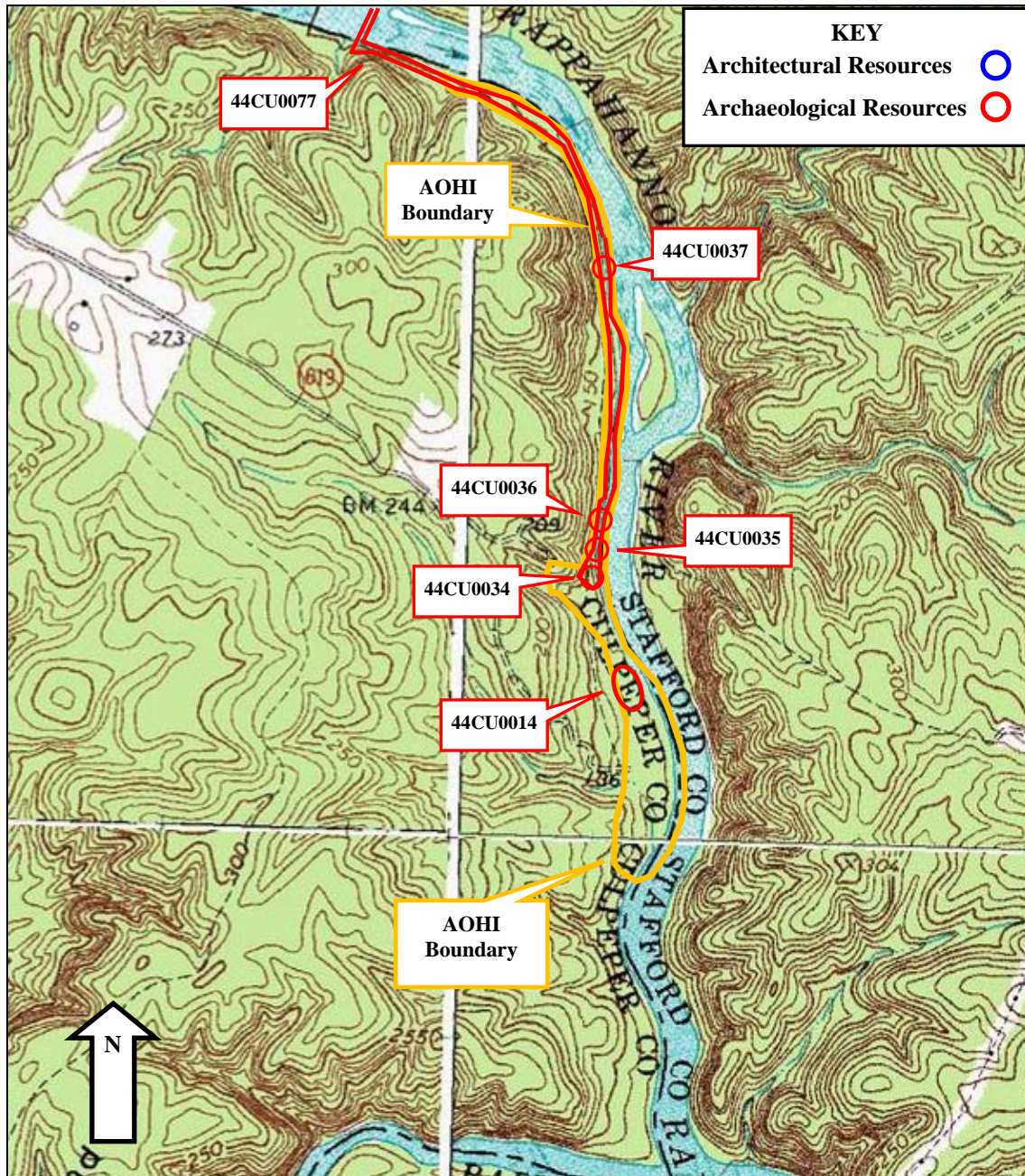


Figure 45: Boundaries of the Richards Ford/Hassininga Area of Historic Interest (**In Gold**) as Shown on the Storck 7.5-Minute Topographic Quadrangle.

One of the largest and most notable archaeological resources in the entire county is Hassininga (also known as the Richards Ford Site, 44CU0014). This prehistoric village was occupied during most of the Woodland period, which dates from 3200–400 B.P. The Native American village of Hassininga was shown on John Smith’s 1606 map of the area as a larger Native American settlement at the mouth of the Rapidan (Figure 46, p. 136). Archaeological evidence gathered from excavations on other villages denoted by Smith

recorded numerous postholes, boundary ditches, and an abundance of Woodland-period artifacts. As such, it is probable that Hassininga was also a larger village that contained numerous buildings, landscape features, and other cultural modifications. The only formal archaeological investigations at the site were conducted by David Bushnell, a Smithsonian archaeologist, in 1934. Since this area has not been modified, the potential for intact archaeological resources is very high. These resources could reveal an enormous amount about Native American society prior to European contact.

Table 22: Archaeological Resources Recorded Within the Richards Ford-Hassininga AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
44CU0014	Hassininga (aka: Richards Ford Site)	Rappahannock River	Early-Late Woodland	Settlement Patterns
44CU0034	Lock 10 (Powell's Canal)	Rappahannock River	ca 1830	Transportation
44CU0035	Lock 11 (Powell's Canal)	Rappahannock River	ca 1830	Transportation
44CU0036	Lock 12 (Powell's Canal)	Rappahannock River	ca 1830	Transportation
44CU0037	Upriver Lock (Powell's Canal)	Rappahannock River	ca 1830	Transportation
44CU0077	Powell's Canal / Rappahannock Ridge [Stone Wall Section Related to Powell's Canal]	Rappahannock River	ca 1830	Transportation

The remaining archaeological sites (44CU0034, 44CU0035, 44CU0036, 44CU0037, and 44CU0077) are all related to the nineteenth-century Powell's Canal. Founded in 1830, Powell's Canal was one of several similar canal systems constructed along Virginia's waterways from the 1820s through the 1840s. The idea of the canal was to create a series of locks, dams and connecting channels to control smaller water crafts along a human-made waterway. Goods and people could thus be transported by water power even in areas where narrow tributary streams did not allow for large transport vessels. In this fashion, goods were moved down the canal channels on flat-bottomed scows and then transferred to larger vessels downriver. Other canal systems established along the Rappahannock at this time included the Rappahannock Canal and, further downriver, the Fredericksburg Canal and the Falmouth Canal. The archaeological resources associated with Powell's Canal were briefly recorded in the 1980s, but no formal archival research or archaeological investigations have been performed within the area.



Figure 46: John Smith's 1606 Map of Virginia Showing Hassininga (inset) (Smith 1624)



Photo 83: Overview of Powell's Canal, Lock 11 (44CU0035), Looking South.



Photo 84: Metal Rod Protruding from Canal Lock 10 Foundation (44CU0034).

St. James Church

The St. James Church AOHI, located in central Culpeper County, includes a 120-acre area (Figure 47, p. 138). Most of the land is open, agricultural fields that are recorded as part of the Brandy Station Battlefield (023-0053). The Culpeper Municipal Airport is within the AOHI, south of Beverly's Ford Road. All vegetation within and around the airport were removed when the airport was constructed in 1968 and expanded in 1983. Both Beverly's Ford and St. James Church Road cross the area (Figure 48, p. 139).

The St. James Church AOHI has a total of six recorded resources (Table 23, p. 138). All of the resources are archaeological sites or architectural ruins. Three are domestic properties, two are religious/funerary properties, and one is related to county settlement patterns. Site 44CU0111 is a prehistoric site dating to the Archaic Period (10,000–3,200 B.P.). Recorded in 1995 by archaeologists from the Virginia Commonwealth University (VCU) prior to construction of the airport improvements, the site was inspected through a systematic shovel test survey at 25-foot intervals. Recovered artifacts included flakes made of chert, quartz, and rhyolite, a quartz projectile point tip, and a rhyolite Morrow Mountain II projectile point. The presence of the Morrow Mountain II point dates the site to the Archaic period. Because the site is located in an active agricultural field, it is likely

that at least a portion of the site has been destroyed by farming. However, there is the potential for intact features below the plow zone

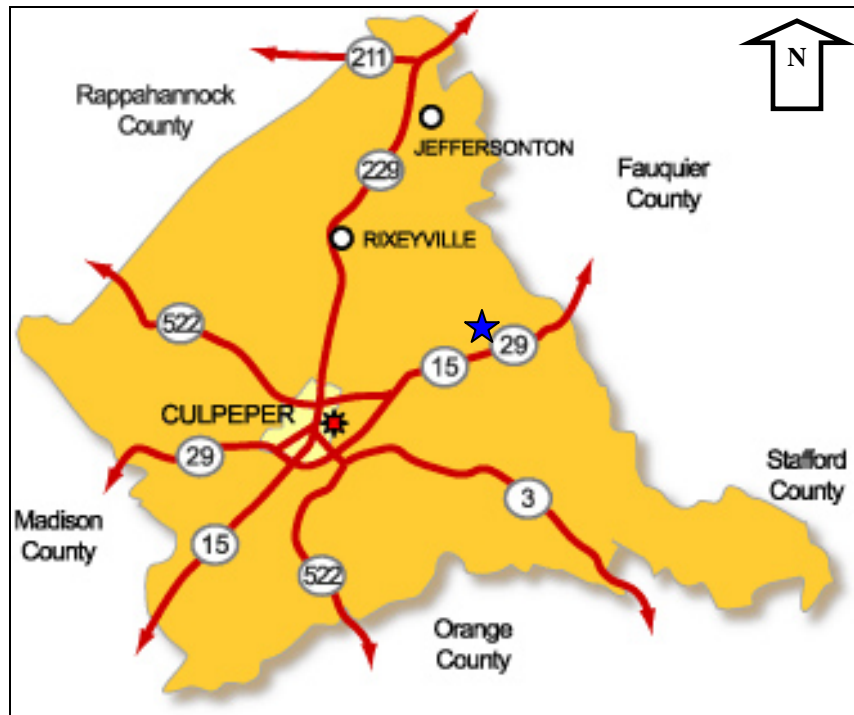


Figure 47: Location of the St. James Church AOHI (★).

Table 23: Resources Within the St. James Church AOHI.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0072	Saint James Episcopal Church and cemetery / Trenches	St. James Church Road	1840	Religion/ Funerary
44CU0090	1) Church; 2) Cemetery	St. James Church Road	1840	Religion/ Funerary
44CU0099	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century	Domestic
44CU0110	Historic Site	Beverlys Ford Road, West of	Prehistoric / Unknown historic	Domestic
44CU0111	Prehistoric Site	Beverlys Ford Road, West of	Archaic	Settlement Pattern
44CU0118	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century: 2nd half; 20th Century	Domestic

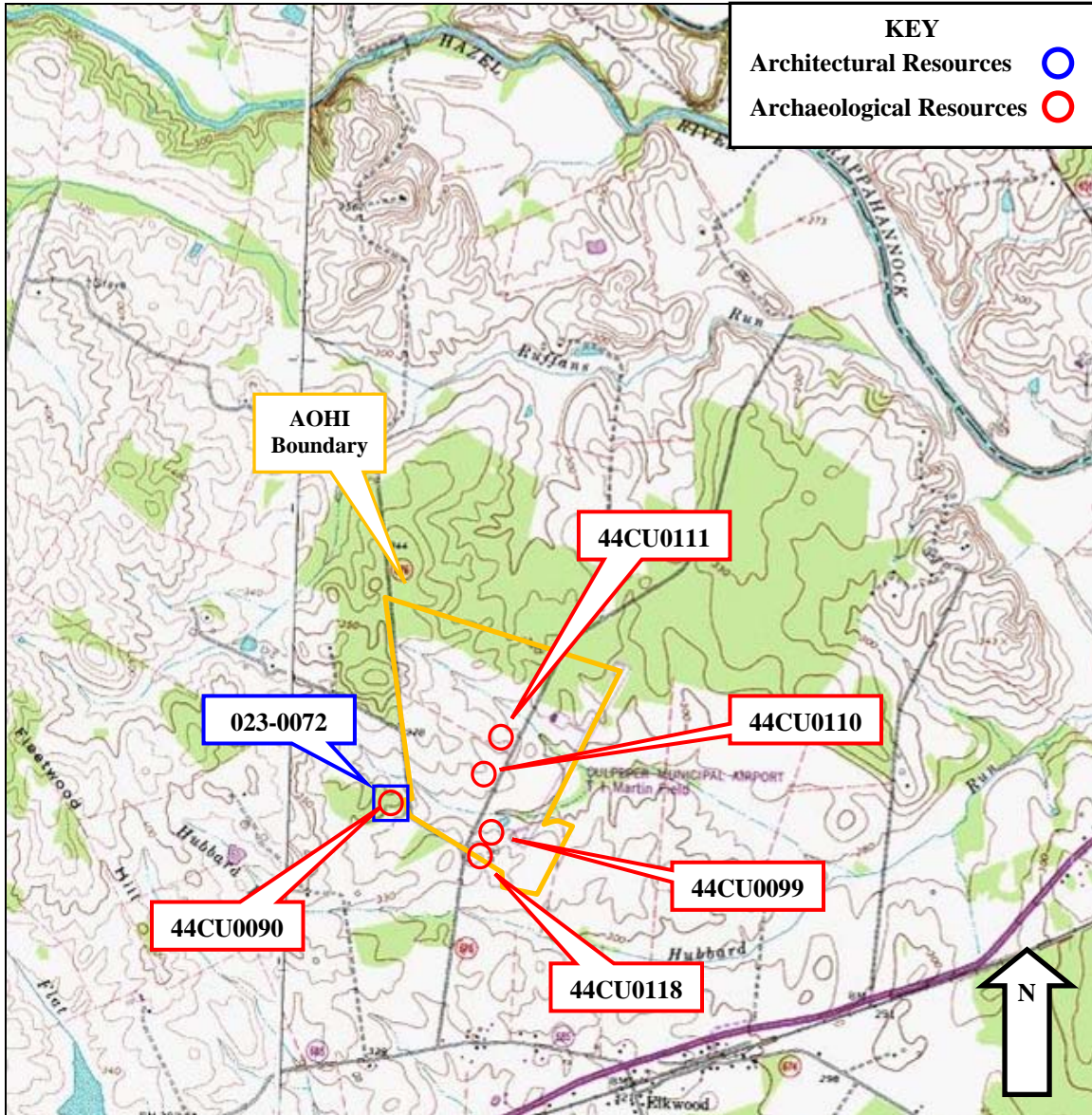


Figure 48: Map Depicting the Boundaries of the St. James Church Area of Historic Interest (**In Gold**) as Shown on the Remington 7.5-Minute Topographic Quadrangle.

Sites 44CU0099 and 44CU0118 are historic sites dating to the nineteenth century. Also recorded by VCU in 1995, these sites are believed to be pre-Civil War domestic sites based on the artifacts recovered during the survey. The limited excavations conducted in the area did not allow for a more refined evaluation of the historic context of each site. Unfortunately, both sites are within the boundaries of the Culpeper Municipal Airport. It is probable that at least a portion of each site was destroyed during land alterations associated with airport construction (Photo 85). Site 44CU0110, located west of Beverlys Ford Road, is a multicomponent site with an unknown prehistoric and historic occupation. Like 44CU0099 and 44CU0118, only a Phase I-level survey was completed at the site, thus an exact determination of the occupation period and use of the site could not be determined.

The St. James Episcopal Church site (023-0072/44CU0090) comprises the ruins of both the circa 1840 church and its associated cemetery. The church was destroyed during the Battle of Brandy Station, and the cemetery was left in shambles. Archaeological excavations of the church site were conducted in 1992 by a team from the Smithsonian, lead by Dr. Douglas Owsley. Artifacts from the church component consisted primarily of architectural items, while the cemetery artifacts included coffin hardware, burial clothing, and accessories. Today, the area is a park that contains a parking lot, interpretive trails, and wooden signage denoting the remains of the original church and the location of the cemetery (Photo 86, p. 141). Several interpretive signs recounting the history of the church and the battle are located just off of the parking area.



Photo 85: Overview of Site 44CU0099 Within the Culpeper County Airport Property, Looking Southeast. The site is now under the runway pavement.



Photo 86: Overview of the St. James Church Site, Looking East. Signage denotes architectural features found during the 1992 excavations.

Stevensburg

The Town of Stevensburg is within the eastern portion of Culpeper County, east of the county seat (Figure 49, p. 142). Historically, the town grew up around the present-day intersection of York and Stevensburg Roads, formerly the crossroads intersection of two main Colonial-era travel routes: the old Kirtley Trail and Carolina Road, respectively. The Stevensburg AOHI encompasses the properties surrounding the described intersection, as well as a narrow strip running southward along Stevensburg Road to a point roughly 650 feet south of the Germanna Highway (Route 3) (Figure 50, p. 144). Another portion of the AOHI extends eastward from the intersection along York Road to include a group of late-eighteenth and early-nineteenth century homes as well as the Stevensburg Methodist Church and Cemetery situated approximately one-quarter mile west of the intersection with Route 3 (Germanna Highway).

Stevensburg contains a total of 30 surveyed resources, 27 of which are standing buildings with two demolished buildings, and one archaeological site (Table 24, p. 142). Of the standing structures, 20 are dwellings, three are churches, two are commercial, one is a post office, and one is a barn associated with the agricultural history of the area. With an AOHI size of just 51 acres, this area has the second-highest ratio of properties to land at 1.7 acres per resource (behind Brandy Station's 1.3 ratio).

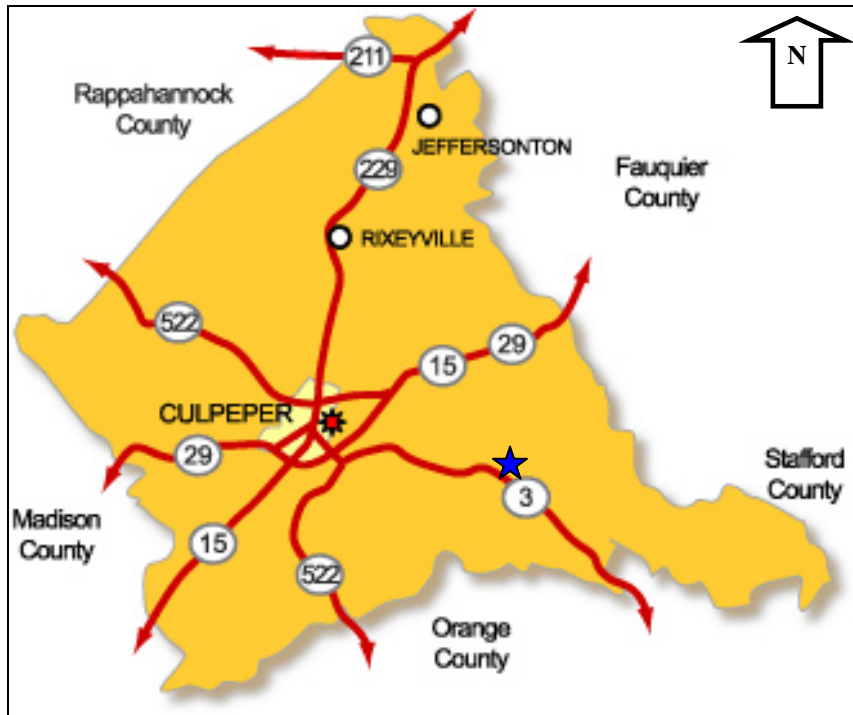


Figure 49: Location of the Stevensburg AOH (★).

Table 24: Historic Properties Recorded Within the Stevensburg AOH.

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-0053-0187	Stevensburg Grille & Grocery	Commercial Building, 19300 Germanna Highway	1950	Commerce/ Trade
023-0053-0188	Stevensburg Post Office	Commercial Building, 19312 Germanna Highway	1950	Government/ Law/ Political
023-5161	St. Stevens Baptist Church	19075 York Road	1890	Religion
023-5162	Zimmerman's Tavern	19214 York Road	1825	Commerce/ Trade
023-5163	House, 19222 York Road	19222 York Road	1880	Domestic
023-5164	House, 19020 Stevensburg Road	19020 Stevensburg Road	1898	Domestic
023-5165	House, 19041 Stevensburg Road	19041 Stevensburg Road	1900	Domestic
023-5166	House, 19017 Stevensburg Road	19017 Stevensburg Road	Post-1960	Domestic
023-5167	House, 19007 Stevensburg Road	19007 Stevensburg Road	1890	Domestic

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	PRIMARY THEME
023-5168	House, 19235 Stevensburg Road	19235 Stevensburg Road	1890	Domestic
023-5169	I-House, York Road	York Road, North of	1880	Domestic
023-5170	House, 19723 York Road	19273 York Road	1940	Domestic
023-5171	Barns, York Road	York Road, North of	1960	Agricultural
023-5172	House, 19032 York Road	19032 York Road	1890	Domestic
023-5173	House, 19357 York Road	19357 York Road	1800	Domestic
023-5174	Baptist Parsonage	19377 York Road	1950	Religion
023-5175	Stevensburg Baptist Church	19393 York Road	1874; 1980	Religion
023-5176	House, 19412 York Road	19412 York Road	1980	Domestic
023-5177	House, 19138 York Road	19138 York Road	ca 1900	Domestic
023-5178	House, 19298 York Road	19298 York Road	1939	Domestic
023-5184	House, 19284 Germanna Highway	19284 Germanna Highway	ca 1980	Domestic
023-5185	House, 19345 Germanna Highway	19345 Germanna Highway	1978	Domestic
023-5186	House, 19367 Germanna Highway	19367 Germanna Highway	1968	Domestic
023-5187	House, 19383 Germanna Highway	19383 Germanna Highway	1954	Domestic
023-5188	House, 19076 Batna Road	19076 Batna Road	1898	Domestic
023-5189	Hitt Tenant House	Batna Road, East of	1890	Domestic
023-5190	House, Batna Road	Batna Road, North of Stevensburg Methodist Church	1870	Domestic
023-5191	Stevensburg Methodist Church	Batna Road, East of	1970	Religion
023-5341	House Ruins, North of 19214 (023-5162)	York Road, North of 19214 (023-5162)	Post-1850	Domestic
44CU0124	Dwelling	Stevensburg Road, Off of	Historic	Domestic

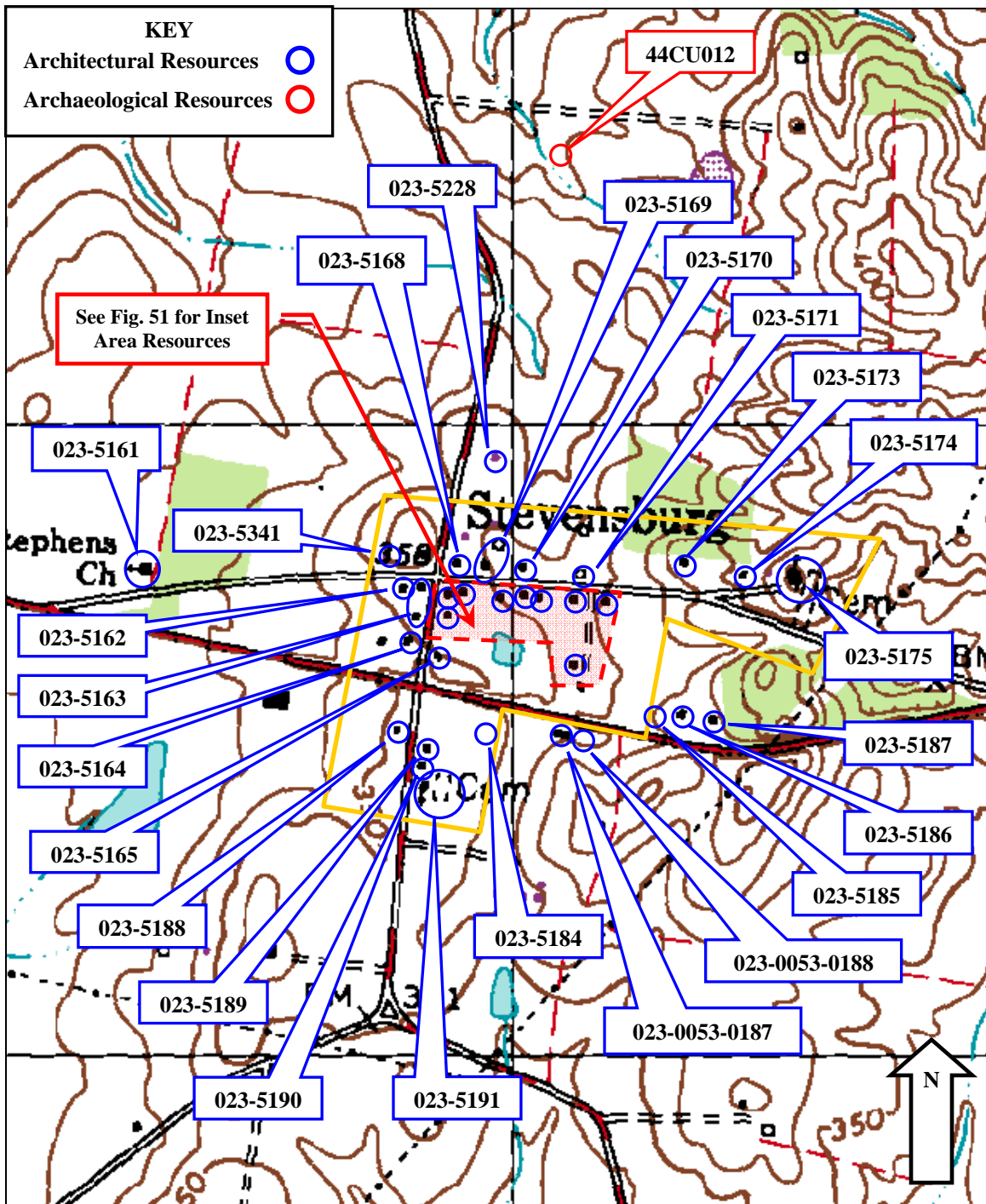


Figure 50: Boundaries of the Stevensburg Area of Historic Interest (In Gold) as Shown on the Culpeper East 7.5-Minute Topographic Quadrangle.

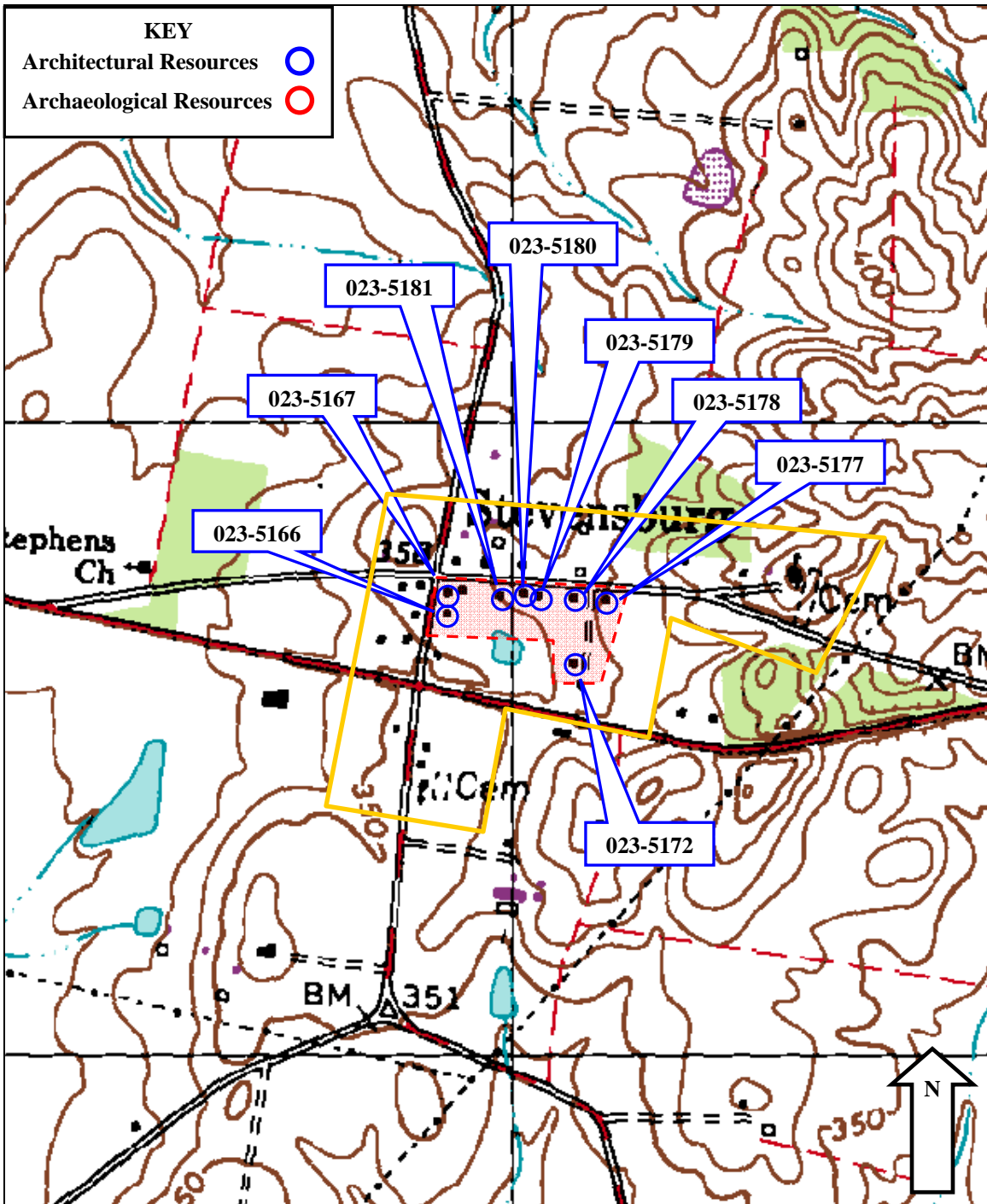


Figure 51: Close-up of Resources From Inset Area in Figure #, Stevensburg Area of Historic Interest (In Gold). As Shown on the Culpeper East 7.5-Minute Topographic Quadrangle.

The buildings range from one to two-and-a-half stories in height. Interestingly, the majority of buildings dating to the twentieth century are two-story, showing a decrease in the height of structures over time. However, all resources in Stevensburg are notable in that they illustrate the building boom that took place in Culpeper in the late-nineteenth and early-twentieth centuries, with a mirroring boom over the past half century. In addition to that, the resources also show how Stevensburg has continued to grow and change in recent years to accommodate its growing population.

Zimmerman's Tavern (023-5162) is the oldest resource surveyed in this AOHI, built around 1735, and represents Stevensburg's and Culpeper's early history. It was built along the well-traveled intersection of Kirtley Trail and Carolina Road, a perfect spot for one of Culpeper's first inns. It is said that many notable individuals partook of the tavern's beverages, including George Washington and later the Marquis de Lafayette. One of the most unique features of this building are its double brick chimneys on the rear (south) elevation that nearly cover the entire edifice (Photo 87).



Photo 87: Rear (South) Elevation of Zimmerman's Tavern (023-5162).

York Hill (023-5173) is the second-oldest building surveyed in Stevensburg, dating to the early-nineteenth century (Photo 88, p. 147). It apparently housed the Stevensburg post office around the turn of the twentieth century and later served as the parsonage for the Stevensburg Baptist Church. Although the home has been entirely rebuilt over the years due to damage suffered during multiple fires, it is the only representative of this time period in Stevensburg. According to a previous survey, it contains its original stone-lined cellar, which could also be archaeologically significant.



Photo 88: York Hill (023-5173), Southeast Oblique.

While Stevensburg is one of the older communities in Culpeper County, most of the surveyed historic resources do not indicate this. Based on a review of collected documentation, it appears that the majority of this AOHI's buildings date to one of two main building campaigns. The first occurred during the last two decades of the nineteenth century between the years 1880–1900. Ten of the surveyed properties date to this period, accounting for 30 percent of the existing housing stock. The home at 19235 Stevensburg Road (023-5168) is the best surviving and most architecturally distinctive example of this first major building phase. This two-story Italianate dwelling built around 1890, still retains much of its integrity. It represents a unique and interesting interpretation of this style, both within Stevensburg and Culpeper County as a whole (Photo 89, p. 148). The dwelling at 19298 York Road (023-5178) is also unique because it is the only example noted in the region of an Aladdin kit home whose historical integrity hasn't been significantly compromised through excessive alterations (Photo 90, p. 148).

The community's second major phase of construction took place during the last half of the twentieth century, roughly between 1950–1980. The fourteen surveyed resources (47 percent) believed to date to this period represent the highest percentage of New Dominion-period (1945–present) buildings in any AOHI recorded during this survey.



Photo 89: House at 19235 Stevensburg Road (023-5168), Southwest Oblique.



Photo 90: House at 19298 Stevensburg Road (023-5178), Northeast Oblique.

The majority of Stevensburg's surveyed resources belie its status as Culpeper's first village of prominence, but they do indicate important patterns in the settlement of Culpeper County. Some of the documented resources reflect the late-nineteenth and early-twentieth century building types and styles seen in many sectors of the county during the period. Another group presents a fairly representative snapshot of the building styles and forms that characterized new home construction during the latter half of the twentieth century. Stevensburg's resources provide a physical and visual record of a community that has been growing and changing for over 250 years. All of this growth and change in such a small area engenders a dynamic architectural landscape. Like much of Culpeper County, the Civil War left its mark on Stevensburg as well. There was one previously recorded archaeological site (44CU0124) in the area, situated in a grove of trees in the northeastern sector of the AOHI. This resource is described in records as a "possible Civil War camp." Its presence is not surprising as Union soldiers were encamped all over this area during the winter of 1863–1864. This reality and the presence of the large Hansborough Ridge Winter Encampment (023-0068) off to the west, suggests the likelihood of additional Civil War-era sites in this general vicinity. Given Stevensburg's long history, the potential for other, as yet undiscovered eighteenth- and nineteenth-century archaeological resources in this area, is strong. Collectively, Stevensburg's pool of extant historic properties provides important insights about the growth and historical development of Culpeper County and that of Virginia's piedmont region as a whole.

EVALUATION: THE SURVEY FINDINGS IN CONTEXT

The following section examines the raw statistical data and detailed resource descriptions presented in previous chapters, analyzing the findings within the larger context of Culpeper County's historical development. This discussion will focus on identification of important underlying trends and patterns as background for a discussion of the potential NRHP-eligibility of individual resources and districts and a comparison of current findings with those noted in Scheel's 1990s survey. The resulting profile will then be used to inform a set of recommendations for addressing Culpeper County's current and future preservation goals and needs.

Though limited in terms of overall geographic scope (i.e., confined to the described areas of interest), the resultant pool of documented properties nevertheless constitutes a fairly representative sample—in terms of type, function, material and design, and temporal affiliation—of the county's cultural heritage as a whole. Such an assertion is bolstered by the fact that the AOHs themselves, represent a useful cross-sectional view of the county's major settlement types and patterns, and its evolving occupational history. The targeted areas of interest represent the various kinds of community centers and cultural landscapes that have evolved in this region over time and that continue to define the contours and character of Culpeper County's historic identity. Given this, it is believed that the analytical findings derived from this current study are applicable to discussions concerning heritage preservation countywide.

Like the region's collection of historic properties as a whole, the pool of resources documented during the current survey comprise a rich and diverse assemblage of historic sites, built elements, districts, and cultural landscapes. Individually and collectively they derive from, embody, and reflect nearly all phases of the county's cultural development. A closer examination of the survey findings however, reveals that despite the diversity and relative abundance of Culpeper's extant cultural heritage, several pertinent and prevailing trends—thematic, temporal, functional, and physical—with particular bearing on, and relevance to the County's contemporary planning and preservation milieus were noted.

Temporal Affiliations

During the survey, every effort was made to document the dates of construction for each of the visited properties. When a specific year could not be determined, attempts were made to narrow the window down as much as possible (e.g., to the 1870s or first quarter of the nineteenth century). A simple statistical distribution of recorded dates reveals several interesting trends (Table 25, p. 152).

Nearly all of Culpeper's eighteenth-century homes have been lost. Scheel, in his 1994 report, observed that only around 40 of the county's estimated 400 eighteenth-century

dwellings remained extant [NOTE: Scheel arrived at his estimate of 400 original eighteenth-century homes by dividing the known population of Culpeper at the time of its founding (2,500) by the theorized number of people per an average eighteenth century family (6)]. Within the AOHIs, only six standing eighteenth-century buildings were documented: Zimmerman’s Tavern (023-5162), Salubria (023-0020), Clover Hill (023-5029), Inn at Kelly’s Ford (023-5143), Wollam Gardens (023-5269), and Level Green (023-5147) (See Appendix C for a listing of all recorded properties by construction date). Zimmerman’s Tavern was the oldest domestic property surveyed, followed shortly after by Salubria. However, the oldest resources in general are actually a group of transportation-oriented sites, structures and built elements that date to the early 1700s. Numerous early-eighteenth century road beds, fords, and ferries were recorded in the area, reflecting Culpeper’s long history as a major crossroads community and hub in Virginia’s evolving transportation network.

Table 25: Historic Properties Recorded Within the Survey AOHIs.

TIME PERIOD	#	%
Prehistoric	2	0.73%
1607-1750	4	1.46%
1750-1789	9	3.28%
1789-1830	20	7.30%
1830-1860	20	7.30%
1860-1865	6	2.19%
1865-1917	99	36.13%
1917-1945	65	23.72%
1945-Present	48	17.52%
Unknown	1	0.36%
TOTALS:	274	100.00%

In addition to these few eighteenth-century resources, it is probable that additional eighteenth-century cultural fabric exists archaeologically but relatively little archaeological investigation has been performed in the county in comparison to its size and extensive prehistory and history. Most archaeological projects have been completed to satisfy compliance with state and federal legislation, thus most surveys have been conducted on roadways, other transportation methods, and school sites. This creates a relative bias in the recorded resources.

The time period with the second-highest count of resources covers the years between World War I and World War II (1917–1945). A total of 65 resources (23.7 percent) date to this second quarter of the twentieth century bracket. During this time, building

technologies changed and new innovations like the kit house allowed for quick and inexpensive construction and affordable single-family homes as materials could be transported by rail. Local population growth around this time was attributed to the stability and economic success of Culpeper's agricultural economy. Prospering farms in need of laborers drew families back to the area, while others found work in the expanding industrial sectors situated along the expanding rail lines. In addition, this period is associated with the largest expansion of the highway system and state roadway networks in American history. As they had during the Colonial period along early travel routes like the Old Carolina Road and the Kirtley Trail, a new group of crossroads communities grew up along and at the intersections of the newly-built highways and travelers once again passed through Culpeper County on their way to distant population centers like Washington, D. C. and Richmond to the east or to the newly-established Shenandoah National Park and Skyline Drive on the west. These crossroads areas became home to new general stores and gas stations, small motor lodges, and other types of businesses built to cater to America's traveling population.

A total of 53 properties (19.3 percent of the total) pre-date 1861, including four constructed between 1607–1750, nine between 1750–1789, 20 between 1789–1830, and another 20 from the 1830–1860 period. As noted above, the oldest standing building recorded during the survey is Zimmerman's Tavern (023-5162), a circa 1735 Georgian home and inn now located north of Route 3 and west of the intersection of Stevensburg Road and York Road. This resource is situated within the Stevensburg AOHI. Salubria (023-0020) is the second-oldest property, dating to the 1740s. Relatively few pre-Civil War resources were recorded during this survey (n=6). This is not surprising as most normal construction patterns were halted for the duration of the war. It should be noted however, that while few properties originated during this period, many of the properties documented during the survey were impacted by the events of that time. For example, a number of dwellings built prior to the conflict were temporarily repurposed as hospitals or officer's headquarters. Stone walls built to mark property lines became shelter for soldiers engaged on the battlefields.

Thematic Trends

In addition to describing the physical and stylistic attributes of individual properties, each surveyed resource was also evaluated with regard to purpose and function, and in terms of how they reflected the broader historical themes that characterize various aspects and phases of Culpeper County's cultural development. As part of this process, individually documented properties were assigned to one or more historical theme categories that best described their noted historical functions and respective contextual histories. The themes were derived from a standardized list developed by the Virginia Department of Historic Resources.

- Agricultural
- Commerce / Trade
- Domestic
- Education
- Funerary

- Government / Law / Politics
- Industry
- Military
- Recreation / Arts
- Religion
- Settlement Patterns
- Social
- Transportation

In the overview section of the project results, each property was categorized based on themes ascribed to its primary resource for the purposes of discerning a general and standardized understanding of the surveyed regions. Unfortunately, this methodology creates a singular interpretation of the use of each resource. Many of the properties documented were re-purposed for variety of uses over time and reflected more than one thematic association. Moreover, as a general rule, a domestic theme classification was applied to properties whose primary resource was a home. But, in some cases, that home may have been part of a larger complex of buildings—a farm for example with a main house and complement of barns, silos, sheds—and bore other relevant thematic associations as well. ‘Agriculture’ was, in fact, the theme category most impacted by this reality. Steps were taken to address this issue and the results are discussed below.

The image below (Photo 91, p. 155) offers a useful summary and visual statement on the kinds of themes most clearly embodied in, and that most often resonate through Culpeper County’s cultural heritage. Predictably, the most prevalent historical themes noted among the pool of surveyed resources were those relating to the most fundamental aspects of the region’s historical development and identity: its rural heritage (Agriculture), its long-standing role as an important crossroads area (Transportation), and its significant historical ties to the Civil War era (Military).

Agricultural/Subsistence Themes: Culpeper County’s Rich Rural Heritage

Agriculture has persisted as a fundamental component of Culpeper County’s economic and cultural development for over 250 years and continues in this tradition today. As late as 2004, over 87 percent of the county’s delineated tax parcels (213,468.9 out of 243,840 total parcels) were still zoned Rural/Agricultural.

As it did throughout Virginia, the county’s agricultural economy began with tobacco. The large plantation properties and socio-cultural system that evolved in connection with the plant’s cultivation proliferated across Virginia’s rural landscapes. The same was true in Culpeper though very few examples of this property type still exist. By the late 1700s and early 1800s as farmers had begun to understand the exhaustive effects tobacco cultivation had on local soils, many shifted to other kinds of cash crops, most often small grains, like wheat. Wheat had numerous economic advantages over tobacco. Not only was it a successful crop for farmers and plantation owners, but the processing demands peculiar to this product spurred the need for new roads, wagons for transportation, warehouses for storage, mills for processing, and merchants for sales (Kulikoff 1986).



Photo 91: Image of a Painted Mural that Appears on the South Elevation of a Barn on the Spring Hill Farm Property (023-0053-0200) within the Hansbroughs Ridge Area of Historic Interest.

Very few of the county's early-nineteenth century farming properties remain, with the exception of a few surviving examples among the built resources of the Hazel River and Fleetwood Hill areas of historic interest.

New industries, such as milling, also emerged in the wake of this shift, to meet the grinding and processing needs of this new legion of local grain farmers. Thomas Norman, a prominent landowner in the Stevensburg area during the nineteenth century, purchased his mill in 1800. Situated on the south side of Mountain Run just east of where the waterway crosses Stevensburg Road (Route 663), this facility operated until 1857 when it was destroyed by fire and replaced by a two-and-a-half-story, wood-frame building with stone masonry foundation. The reincarnated Norman's Mill continued to be owned and operated by successive members of the Norman family into the early 1950s. It lay abandoned and deteriorating for a number of years before it, too, succumbed to fire in the 1970s (Thompson 1937a; Scheel 1994). The above-ground remains of Norman's Mill (023-0028) and sections of its associated dam still exist today and were documented as part of this current survey project.

In the 1930s, dairy farms emerged and proliferated, developing into one of the predominant sectors of Culpeper County's agricultural economy. This shift manifested physically on the ground in the form of large, sprawling farm complexes, each punctuated by the large, iconic, multi-story, gambrel-roofed dairy barn. The image below

(Photo 92, p. 156), selected for a photo exhibit compiled by the Virginia New York World's Fair Commission and displayed during the 1939 event, highlighted this trend. The caption accompanying the photo read, "The large storage barns in Culpeper County indicate the importance of dairy cattle to this section of Virginia" (LOC 2008).



Photo 92: An Aerial Photograph of Culpeper County's Rural Landscape Displayed in the Virginia Exhibit Room at the 1939 New York World's Fair (LOC 2008).

In light of the importance of agriculture within Culpeper County, the survey results related to this theme were reevaluated to examine the presence of this type of resource within the AOIs. Agriculture was listed as the primary theme for only four resources: Mount Pony District (023-0084), Barns on York Road (023-5171), Outbuildings at 651 Hardy Lane (023-5319) and the Madeira Barns (023-5348). However, this number only includes those resources for which agriculture constituted the use of the primary resource. Numerous other properties recorded during the survey had an agricultural component, but it was not the use of the primary resource such as farms, plantations, mills, and tenant houses. As such, these properties were listed under the domestic or industry themes. In other cases, what were large agricultural fields in the nineteenth century took on a much different meaning when used as a battleground during the Civil War, and these resources were thus recorded under the Military theme.

Of the 274 properties recorded during the survey, a total of 88 have some connection with Culpeper agriculture (32 percent of all recorded properties). Of this number, the four listed above have agriculture as their primary theme, while four are military properties, two have industry as their primary use, and 78 are listed under the domestic category (Table 26, p. 152). The 78 domestic properties that have an agricultural component

constitute 42 percent of all domestic resources recorded during the survey—a fact that greatly changes the overall interpretation of cultural resources within Culpeper County.

Table 26: Resources With an Agricultural Component Recorded During the Survey.
Properties with agriculture as their primary theme are highlighted in blue.

DHR ID #	RESOURCE NAME	DATE	PRIMARY THEME	AOHI
023-0003	Beauregard	1840	Domestic	Fleetwood Hill
023-0005	Farley	1801	Domestic	Fleetwood Hill
023-0020	Salubria	1742	Domestic	Hansborough Ridge
023-0028	Norman's Mill Ruins	1857	Industry	Mountain Run
023-0045	Cedar Mountain Battlefield	1863	Military	Cedar Mountain
023-0053-0003	Monument Hill Farm	1830	Domestic	Fleetwood Hill
023-0053-0004	Spillman Tenant House	1960	Domestic	Fleetwood Hill
023-0053-0005	Dogwood Hill; Spillman House	1980	Domestic	Fleetwood Hill
023-0053-0006	Beauregard Tenant House	1900	Domestic	Fleetwood Hill
023-0053-0162	Western View [Grifith Place]	1896	Domestic	Jonas Run
023-0053-0201	Sandy Springs Farm	1880	Domestic	Hansborough Ridge
023-0053-0256	Button Tenant House	1900	Domestic	Cunningham Farm
023-0053-0260	Stone Walls, Cunningham Overseer's House	Post-1800	Domestic	Cunningham Farm
023-0053-0263	Sunny Brook Farm	1910	Domestic	Mountain Run
023-0057	House, 23353 Lignum Road	1905	Domestic	Lignum
023-0058	House, 23382 Lignum Road	1900	Domestic	Lignum
023-0063	Yonder Hills	1860	Domestic	Lignum
023-0068	Germanna Highway, North of, at Hansbroughs Ridge	1863-1864	Military	Hansborough Ridge Encampment
023-0084	Mount Pony District	Post-1743	Agricultural	Mount Pony
023-5019	Croftburn Farm Cottage	1940	Domestic	Mount Pony
023-5020	Sprinkel-Bushong House on Croftburn Farm	1890	Domestic	Mount Pony
023-5021	Henry Hall Place	1900	Domestic	Mount Pony
023-5022	William Massey House	1820	Domestic	Mount Pony
023-5023	Spring Hill	1882	Domestic	Mount Pony
023-5024	Ashland Farm	1847	Domestic	Mount Pony
023-5025	Ashland Farm Tenant House	1900	Domestic	Mount Pony
023-5026	McClung House	1940	Domestic	Mount Pony
023-5027	House, Germanna Hwy	1940	Domestic	Mount Pony
023-5028	Clover Hill Tenant House	1905	Domestic	Mount Pony
023-5029	Clover Hill	1771	Domestic	Mount Pony
023-5030	Gorie Carpenter Place	1900	Domestic	Mount Pony
023-5040	Croftburn Farm	1890	Domestic	Mount Pony
023-5048	Kellys Ford Battlefield	1863	Military	Kelly's Ford
023-5095	House, 19465 Brandy Road	1890	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	DATE	PRIMARY THEME	AOHI
023-5143	Inn at Kellys Ford	1779	Domestic	Kelly's Ford
023-5144	Wren Farm	Post-1870	Domestic	Kelly's Ford
023-5147	Level Green	Post-1790	Domestic	Kelly's Ford
023-5148	House, 15615 Kellys Ford Road	Post-1910	Domestic	Kelly's Ford
023-5151	Wheatley House	Post-1800	Domestic	Kelly's Ford
023-5154	Bloomsberry	1890	Domestic	Jonas Run
023-5164	House, 19020 Stevensburg Road	1898	Domestic	Stevensburg
023-5168	House, 19235 Stevensburg Road	1890	Domestic	Stevensburg
023-5170	House, 19723 York Road	1940	Domestic	Stevensburg
023-5171	Barns, York Road	1960	Agricultural	Stevensburg
023-5177	House, 19138 York Road	1900	Domestic	Stevensburg
023-5189	Hitt Tenant House	1890	Domestic	Stevensburg
023-5244	House, 23239 Germanna Highway	1932	Domestic	Lignum
023-5245	Luther Brown House	1898	Domestic	Lagrange
023-5247	Herbert Brown House	1928	Domestic	Lagrange
023-5252	Windmore	Post-1900	Domestic	Griffinsburg
023-5258	Sterile Acres	1948	Domestic	Griffinsburg
023-5261	Weaver Farm	1821	Domestic	Mount Pony
023-5267	Fishback Place	1830	Domestic	Jeffersonton
023-5269	Wollam Gardens	1780	Domestic	Jeffersonton
023-5272	House, 5170 Jeffersonton Road	1900	Domestic	Jeffersonton
023-5274	House, 5011 Jeffersonton Road	1900	Domestic	Jeffersonton
023-5276	House, 16422 Germanna Highway	1940	Domestic	Mount Pony
023-5289	Crittenden House Ruins, Farm Lane	19th Century; 1862	Domestic	Cedar Mountain
023-5293	Ashland Farm Tenant House	1930	Domestic	Mount Pony
023-5294	House, 17074 Raccoon Ford Road	Post-1865	Domestic	Raccoon Ford
023-5297	House, 17195 Raccoon Ford Road	1850	Domestic	Raccoon Ford
023-5298	House, 17212 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5303	House, 9480 Peyton Lane	1903	Domestic	Rapidan
023-5304	House, 9706 Locust Dale Road	1848	Domestic	Rapidan
023-5312	House, 28388 Rapidan Road	1886	Domestic	Rapidan
023-5317	House, 16448 Kelly's Ford Road	1939	Domestic	Kelly's Ford
023-5319	Outbuildings, 651 Hardy Lane	Post-1900	Agriculture	Mitchells
023-5320	Back-Archers Farm	1918	Domestic	Mitchells
023-5322	House, 12064 Mitchell Road	1918	Domestic	Mitchells
023-5323	House, 12076 Hardy Lane	1929	Domestic	Mitchells
023-5324	House, 12100 Mitchell Road	1918	Domestic	Mitchells

DHR ID #	RESOURCE NAME	DATE	PRIMARY THEME	AOHI
023-5325	House, 12122 Mitchell Road	1934	Domestic	Mitchells
023-5326	House, 12130 Mitchell Road	1938	Domestic	Mitchells
023-5329	Foxleigh Farm	1918	Domestic	Mitchells
023-5335	Carpenter Seed Cleaning Plant	1930s	Industry	Mitchells
023-5339	Fairfield	1890 / 1910	Domestic	Mountain Run
023-5342	Clover Hill	1830	Domestic	Hazel River
023-5343	Coons Place	1895	Domestic	Hazel River
023-5344	Edgewood	1810	Domestic	Hazel River
023-5346	Haught Place	1920	Domestic	Hazel River
023-5347	Homeland	Post-1850	Domestic	Hazel River
023-5348	Madeira Barns	Post-1900	Agricultural	Hazel River
023-5349	North Cliff	1947	Domestic	Hazel River
023-5350	Rock Springs	1900	Domestic	Hazel River
023-5351	Spring Hill	1837	Domestic	Hazel River
023-5355	House, 21064 Fleetwood Heights Road	1929	Domestic	Fleetwood Hill
023-5357	Brandy Rock Farm	1934	Domestic	Fleetwood Hill
44CU0082	Civil War Encampment	1860-1865	Military	Lignum

Transportation Themes: Standing at Virginia’s Crossroads

One of the most striking results of the theme-based analysis related to the quantity of transportation-related properties recorded during the survey. This category accounted for almost five percent of the resources. As the individual AOHI discussions recounted, Culpeper County has been the location of a collection of notable crossroads for millennia. The abundance of these kinds of resources recorded during this survey speaks to the substantial impact that transportation had on the area’s built and natural landscape.

The roads used by Culpeper County’s early settlers, including the Kirtley Trail, the Old Orange Road, and Fredericksburg Plank Road, in many instances followed the even older migratory trails used for hundreds of years by local Native American groups. Such was the case with regard to the Old Carolina Road, a major north-south travel route during much of the eighteenth century. Between 1686 and 1722, this conveyance had served as the main north-south migratory path for the Iroquois Nation (Scheel 1976:81). After the Treaty of Albany, the trail was incorporated into the expanding Colonial-era network of roads and turnpikes. Also known as Rogues Road, the route was the main north-south travel corridor until the early 1800s, by which time most traffic had shifted to what is today Route 1 (Scheel 1976). Portions ran along the current alignment of Stevensburg Road (Route 663), which connects the villages of Stevensburg and Brandy Station. A short segment that once directed travelers over Normans Mill Ford (023-5352) near the south end of the Mountain Run/Jonas Run AOHI, is still largely intact and was recorded during this most recent survey (023-5353).

Kirtley Road, mentioned above, was another major east-west artery through Culpeper during the eighteenth century. Portions of it too followed and once served as a Native American trail. It extended east-west through the middle of Culpeper County connecting the Town of Culpeper on the west with areas to the east and west. Sections of this road trace, including a portion extending through the northwestern section of Croftburn Farm in the Mount Pony AOHI (44CU0137), and a newly recorded segment located just west of the community of Lagrange (023-5248) were documented during the current survey.

Other transportation-related features associated with these roads included fords, ferries, canals (and their constituent parts: locks, dams, guard gates, etc.), and later bridges. Some of the earliest engineering accomplishments of the white settlers who populated Culpeper County involved built elements designed to facilitate travel over waterways like the Rappahannock and Rapidan Rivers. Fords were used in areas where a horse and wagon could comfortably traverse the water stream by using the river bottom as a stable base. This required a shallow section of the waterway and a relatively calm flow. If the waterway was too deep to cross on foot or by wagons, a ferry was established to bring goods and people across by raft. These were often manipulated through a pulley system from one bank to the other. Later, once a more constant travel flow had been established, bridges began to be erected across the water to provide reliable, safe passage for all. Examples of water-crossing related properties recorded during this survey include Norman's Mill Ford (023-5352) in Mountain Run, Kelly's Ford (44CU0020) in the AOHI of the same name, and the later Kelly's Ford Bridge (030-0136), which replaced the ford as the main source of water crossing in the mid-nineteenth century.

The same waterways that sometimes impeded travel along roadways made the county conducive to the introduction of the canal in the nineteenth century. The presence of prominent rivers such as the Rappahannock, Rapidan, and Hazel brought the possibility of establishing canal systems that could transport people and goods using shallow scows. The community of Jeffersonton greatly benefited from the canal system. The canal, established in the early 1820s, brought renewed prosperity to this crossroads as farmers and artisans brought their goods to the village to ship via canal. By 1835, the population of this once-small crossroads had reached 300 total residents (Thompson 1937b). The community contained one main street lined with 43 dwellings, one Baptist church, one ministry school, one elementary school, three mercantile shops, three taverns, one tanyard, one hat manufacturer, three boot and shoe manufacturers, one wagon/carriage maker, three carpenters, and two doctors. The stagecoach stopped in town three times per week.

Powell's Canal, located west of the Rappahannock River within the Richard's Ford-Hassininga AOHI, was another notable canal in the county. Unfortunately, very little archival or archaeological research has been conducted on this system to date. A brief inspection proved that the general canal area remains undeveloped, thus the potential for intact archaeological remains related to this nineteenth-century canal system are excellent.

Military: Culpeper County as Civil War Landscape

Military-oriented themes, in particular those relating to the Civil War (1861–1864), constitute another important and fundamental component of Culpeper County’s collective historical memory and are widely embodied and reflected in the region’s extant architectural and archaeological resources, and in its cultural landscapes.

The reasons for this are not hard to understand. During the four-year conflict, over one hundred individual engagements took place across the county, including the largest cavalry battle ever fought in North America: the Battle of Brandy Station (June 9, 1863). The latter encompassed a wide area and included several distinct sectors of fighting—Brandy Station, Stevensburg, and the Mountain Run/Jonas Run area. In addition, a large number of other battles, skirmishes and engagements took place within the county boundaries including:

- Battle of Cedar Mountain (August 1862)
- Two main Kelly’s Ford Engagements (March and November 1863)
- Rappahannock Bridge (November 1863)
- Morton’s Ford (February 1864)
- Jeffersonton (November 1862; October 1863)

Several of the areas of historic interest targeted during this most recent survey were impacted by the Civil War. Skirmishes and/or substantial troop occupations occurred, for instance, in or near the communities of Brandy Station, Jeffersonton, and Lignum, and within portions of Kelly’s and Beverly’s Ford, Fleetwood Hills, Cunningham Farm, St. James Church, the site of what is known as the Rappahannock River Fortifications, and Stevensburg.

During the winter of 1863–1864, over half of Culpeper County was occupied by Union encampments. The Hansborough Ridge area, located north of Germanna Highway (Route 3), just east of the village of Stevensburg was home to a large encampment of Union soldiers during the winter of 1863–1864 (023-0068) and a number of landscape features such as trenches, hut hole depressions and constructed earthworks, are still visible on the ground today. The system of Union encampments across the Brandy Station/Hansborough Ridge area was so extensive and so significant that the collection was documented and listed on the NRHP in 1992 as the Army of the Potomac Winter Encampment Multiple Properties District (023-5052).

The War also had a broader and less direct impact on many other aspects of the county’s built heritage. Homes from this period and other types of buildings (schools, churches) were often used as officers’ headquarters, hospitals, or simply as shelter during the fighting. Old stone walls built to mark the boundaries between neighboring properties or to contain a farmer’s livestock were repurposed as cover for engaged soldiers on both sides of the conflict.

ELIGIBILITY AND EFFECT: NRHP SIGNIFICANCE AND PROPERTY INTEGRITY

Upon completion of the survey and the subsequent analysis of temporal and thematic trends, each resource was evaluated for its individual NRHP potential using standardized criteria as defined by the U.S. Secretary of the Interior. This process highlighted those properties possessing significant local, state, or national historical associations and/or unique architectural qualities, as well as good physical and historical integrity. In evaluating the physical condition of each resource, a number of lost and “at-risk” properties were also identified. “At-risk” resources include those threatened by, among other things, demolition, neglect, historically inappropriate alterations, and encroaching development.

National Register of Historic Places Eligibility

Of the 274 properties surveyed during the current work, 15 had been previously determined to be NRHP eligible or were already listed on the Register itself (Table 27, p. 164). Signal Hill (023-5023) was listed on the NRHP in 1999 (see Photo 68, p. 118). Its main building is a handsome and substantial, two-story, asymmetrically cruciform brick house, constructed circa 1900 in a refined, late-Victorian style, as the centerpiece of a 340-acre dairy and sheep farm. The home and surrounding farmland have been maintained and reflect a high degree of physical and historic integrity.

Other NRHP-listed domestic properties include Farley (023-0005). Salubria (023-0020) and Croftburn Farm/Sprinkel-Bushong House (023-5020/023-5040). Although the Graffiti House (023-5092) in Brandy Station is listed on the NRHP, the property was deemed to be significant for its association with Civil War events (Criterion A) and for its archaeological potential related to Civil War occupation (Criterion D), not for the features associated with its domestic use. Mitchells Baptist Church (023-0051) is an excellent example of a nineteenth-century crossroads ecclesiastic building. The notable artwork on the interior renders it unique among vernacular churches in the county. It was listed on the NRHP under Criterion C for its architectural merit.

St. James Church and Cemetery (023-0071/44CU0090) has been the subject of several archaeological investigations. The site has been determined eligible for the NRHP under Criterion A for its association with nearby Civil War events and under Criterion D for its capacity to shed light on area history. Archaeological data recovery efforts at the church and the cemetery were conducted in 1992 by archaeologists from the Smithsonian Institute, led by Dr. Douglas Owsley. The team uncovered an abundance of artifacts and architectural remains of the circa 1840 church, associated cemetery, and Civil War activities that took place within the area.

In addition to the 15 properties that have been previously determined to be eligible, an additional 73 properties are recommended as potentially eligible for the NRHP based on

this survey. Resources span all thematic categories and temporal periods and represent the spectrum of Culpeper County historical development. Some resources, like the sites of Beaugard (023-0003) and Soldier’s Rest (023-5249), have been locally admired as notable architectural elements for years. Neither has been formally evaluated however with regard to their potential NRHP eligibility.

The list of potentially eligible resources includes homes, churches, cemeteries, industries, post offices, stores, educational facilities, and archaeological sites. Forty-five of the resources are recommended eligible under Criterion A for their association with an important event, 60 under Criterion C for their architectural merit, and 22 under D for their archaeological potential (several properties fall under more than one category). It should be noted that no resources were recommended eligible under Criterion B—association with a notable individual. This reality is more a reflection of the ‘reconnaissance-level’ nature of the current survey, which precludes in-depth historical research, than a lack of associations with notably significant individuals among our pool of surveyed resources. Once archival research is completed on each property, it is likely that individuals notable in local history will be determined.

Table 27: Resources Listed On/Determined Eligible for the NRHP and Those Recommended as Potentially Eligible Based on This Survey.

DHR #	RESOURCE NAME	LISTED / ELIGIBLE	REC'D POT ELIG	A	B	C	D
023-0003	Beaugard		X			X	
023-0005	Farley	X		X		X	
023-0012	Jeffersonton Baptist Church		X			X	
023-0015	Jeffersonton Store/Tavern Lot		X	X			X
023-0020	Salubria	X		X		X	
023-0028	Norman's Mill Ruins		X	X			X
023-0032	School at Lignum		X				X
023-0033	Willis Store at Lignum		X			X	
023-0037	Emanuel's Episcopal Church		X			X	
023-0038	Raidan Freight Depot		X	X			
023-0045	Cedar Mountain Battlefield	X		X			X
023-0051	Mitchells Baptist Church	X				X	
023-0052	Rapidan Historic District	X		X		X	
023-0053-0003	Monument Hill Farm		X	X			
023-0053-0162	Western View/Grifith Place		X			X	
023-0053-0199	House, 20193 Germanna Highway		X			X	

DHR #	RESOURCE NAME	LISTED / ELIGIBLE	REC'D POT ELIG	A	B	C	D
023-0053-0263	Sunny Brook Farm		X			X	
023-0056	House, 24052 Batna Road		X			X	
023-0060	Ruritan Club Building		X	X		X	
023-0061	Willis Store		X			X	
023-0068	Hansborough Ridge Encampment	X		X			X
023-0071	Yates Family Cemetery		X	X			
023-0071	St James Church and Cemetery	X		X			X
023-0084	Mount Pony Historic District	X		X		X	
023-5020	Sprinkel-Bushong House (Part of Croftburn Farm)	X		X		X	
023-5022	William Massey House		X			X	
023-5023	Signal Hill	X				X	
023-5040	Croftburn Farm	X		X		X	
023-5048	Kelly's Ford Battlefield	X		X			X
023-5092	Graffiti House	X		X			X
023-5099	House, 19668 Church Road		X			X	
023-5113	Masonic Lodge #169	X		X			
023-5126	House, 14739 Carrico Mills Road		X			X	
023-5131	House, 14666 Carrico Mills Road		X			X	
023-5132	House, 14648 Carrico Mills Road		X			X	
023-5143	Inn at Kelly's Ford		X	X		X	
023-5144	Wren Farm		X			X	
023-5147	Level Green		X	X		X	
023-5151	Wheatley House		X				X
023-5154	Bloomsbury		X			X	
023-5162	Zimmerman's Tavern		X	X		X	
023-5168	House, 19235 Stevensburg Road		X			X	
023-5245	Luther Brown House		X				X
023-5246	Browns Shop and Second Lagrange Post Office		X			X	
023-5247	Herbert Brown House		X	X		X	
023-5248	Kirtley Road Segment		X	X			X
023-5249	Soldier's Rest		X	X		X	

DHR #	RESOURCE NAME	LISTED / ELIGIBLE	REC'D POT ELIG	A	B	C	D
023-5250	Yates Inn		X			X	
023-5252	Windmore		X			X	
023-5257	Beattie Place		X			X	
023-5258	Sterile Acres		X			X	
023-5264	Jeffersonton Methodist Church		X			X	
023-5267	Fishback Place		X	X		X	
023-5268	Jeffersonton Academy Site		X	X			X
023-5269	Wollam Gardens		X			X	
023-5271	The Glebe		X			X	
023-5275	Jeffersonton School		X	X		X	
023-5285	House, 9623 James Madison Highway		X	X			X
023-5289	Crittenden House Ruins		X				X
023-5291	Monument, Wisconsin 3rd		X	X		X	
023-5302	House, 9468 Peyton Lane		X			X	
023-5303	House, 9408 Peyton Lane		X			X	
023-5307	House, 9779 Locust Dale Road		X	X		X	
023-5314	Lower Rapidan Baptist Church		X			X	
023-5315	Rapidan Passenger Station		X	X		X	
023-5316	Rapidan Post Office		X			X	
023-5320	Back-Archers Farm		X			X	
023-5325	House, 12122 Mitchell Road		X			X	
023-5326	House, 12130 Mitchell Road		X			X	
023-5328	Hosue, 12162 Mitchell Road		X			X	
023-5329	Foxleigh Farm		X			X	
023-5335	Carpenter Seed Cleaning Plant		X	X		X	
023-5337	Mitchells School		X	X		X	
023-5339	Fairfield		X			X	X
023-5342	Clover Hill		X			X	
023-5349	North Cliff		X	X		X	
023-5352	Norman's Mill Ford		X	X			

DHR #	RESOURCE NAME	LISTED / ELIGIBLE	REC'D POT ELIG	A	B	C	D
023-5353	Old Carolina Road Segment		X	X		X	
023-5357	Brandy Rock Farm		X	X		X	
44CU0014	Hassininga		X	X			X
44CU0020	Kelly's Ford		X	X			
44CU0040	Kelly's Ford Mill Raceway		X	X			X
44CU0077	Powell's Canal		X	X			X
44CU0078	School at Lignum		X				X
44CU0082	Civil War Encampment		X	X			X
44CU0090	St James Church and Cemetery	X		X			X
44CU0137	Road Trace		X	X			
44CU0148	Jeffersonton Academy Site		X	X			X

Physical Conditions and Historical Integrity

With a few exceptions, the vast majority of the properties recorded during the survey were in generally stable condition. However, while few resources appeared to be at imminent risk, a broader examination of the survey pool as a whole revealed fairly pervasive signs of neglect and varying degrees of deterioration among many of the documented homes, outbuildings, and other building types. This section also examines the study results with reference to previous investigations conducted by Eugene Scheel (1992-1994) and others to identify lost and 'at risk' properties.

When Eugene Scheel conducted his 1992–1994 survey, he singled out several properties by name exhibiting significant integrity issues or that were threatened with outright destruction (Table 28, p. 169). His concerns included development around battlefields and neglect of historic buildings. Some of the buildings on Scheel's list were thankfully saved, others were lost, and some are still at risk.

Saved Resources

Two of the buildings listed on the table below were in very poor condition in the 1990s but have since been restored. Farley (023-0005) was listed on the NRHP in the 1970s—after it had been abandoned for over 20 years (see Photo 14, p. 49). Despite the absence of regular maintenance, this circa 1801 home was built to last and retained a high degree of physical integrity. The home has recently been restored, and the surrounding yard contains the remains of numerous outbuildings dating to the early years of the plantation's occupation.

The William Massey House (023-5022) was also purchased and renovated (see Photo 70, p. 119). The new owners recognized the historic significance and architectural integrity of the building and used its historic character to influence its restoration. In fact, the current owners intend to nominate the home to the NRHP as an excellent example of early architecture in the Mount Pony area.

Through the concerted efforts of numerous groups, agencies, and individuals, several of the areas threatened battlefields have also been preserved or, at the very least, development has been curtailed. In the 1990s, the Brandy Station Battlefield (023-0053/023-5055) was threatened when a local developer selected this site for the construction of a new racetrack. Through immense public outcry, the preservation community became aware of the threat and worked to purchase sections of land to preserve portions of the battlefield. Today, several large swaths of open acreage are accessible to the public and interpreted through a series of interpretive signs and walking trails.

Lost Resources

Several properties either previously-recorded with the DHR or at least referenced in Scheel's 1994 summary report, have since been demolished. A previously-recorded Stevensburg property (023-5190), described in prior surveys as an 1870s two-story, wood-frame house, was surveyed and described in the early 1990s (Neville 1993; Scheel 1994). It was reportedly located along the east side of Batna Road just south of the Germanna Highway (Route 3) corridor. During a visual inspection of the property in February 2008, conducted as part of the current survey project, it was confirmed that the home had been demolished at some point since first documented in 1993 (Photo 93, p. 170). The location is now partially covered by a paved parking lot serving the Stevensburg Methodist Church situated directly to the south (023-5191) (Neville 1993; cf. DSS 2008).

In Jeffersonton, what was the Jeffersonton Store (and previously a tavern, 023-0015) was abandoned in the late-twentieth century and listed as ruinous when documented in the early 1990s. Unfortunately, this building is now gone. All that remains are a set of cement steps that once lead to a porch in front of the store. A pedestrian survey of the site revealed that the area does have the potential for archaeological remains, but this important lynchpin in the Jeffersonton town layout is gone through neglect.

Though several individual resources have been lost across the county, one category of building appears to have fared worse than others: the tenant farmer's home. At least three tenant homes were destroyed over the past decade. Within the Cunningham Farm AOHI, Dovetail noted the apparent demolition of the Button Tenant House (023-0053-0256). Identified in Scheel's 1994 report and previously recorded during a 1993 reconnaissance-level survey (Neville 1993; cf. DSS 2008), the building that once housed tenant workers employed on Cunningham Farm is no longer extant and no above ground remains were visible (Photo 94, p. 171). Similarly, within the Mount Pony AOHI, the Clover Hill Tenant House (023-5028) and the McClung House (023-5026) were both destroyed

during modifications to the Route 3 corridor. Both were one-and-a-half-story, timber-frame dwellings constructed for workers of nearby agricultural properties.

Table 28: Surveyed Resources Noted as ‘At-Risk’ in Eugene Scheel’s 1994 Survey Report (Scheel 1994; DCRG 2008).

Resource Name	DHR ID #	Date(s)	AOHI	Threats to Resource
Brandy Station Battlefields (study areas)	023-5055	1863	Beverly's Ford	Development
Brandy Station Battlefield Historic District	023-0053	1863	Brandy Station	Development
Manuel's Used Cars	023-5106	1960	Brandy Station	Neglect
George Stone House	023-5109	1850	Brandy Station	Deterioration
House, Wanza Rd.	023-5137	1920	Brandy Station	Deterioration
Cunningham Overseer's House	023-0053-0255	1840	Cunningham Farm	Deterioration, Vacant
Brandy Station Battlefields (study areas)	023-5055	1863	Cunningham Farm	Development
Farley (Sans Souci)	023-0005	1801	Fleetwood Hill	Deterioration, Neglect
Brandy Station Battlefields (study areas)	023-5055	1863	Kelly's Ford	Development
William Massey Farm (Harry Berrey Place)	023-5022	1820	Mount Pony	Neglect (Cemetery)
Brandy Station Battlefields (study areas)	023-5055	1863	Mountain Run	Development
Morton's Ford Battlefield	068-5007	1864	Raccoon Ford	Development
Rappahannock Station II Battlefield	023-5050	1863	Rappahannock River Fortifications	Development
Brandy Station Battlefields (study areas)	023-5055	1863	St. James Church	Development
House, York Rd.	023-5163	1880	Stevensburg	Deterioration
House, Off York Rd.	023-5172	1863	Stevensburg	Deterioration

At-Risk Resources

Although several properties have been saved, many more are at risk for demolition—either by direct action or through neglect. For example, the George Stone House (023-5109), the oldest house in Brandy Station, was described by Scheel in his 1994 survey report as being at risk and remains in very poor condition today (see Photo 1, p. 32). Built around 1850, this L-plan house survived the Civil War, but has fallen victim to the ravages of time and neglect. As a result, it has lost much of its integrity and is now in danger of possibly being lost due to structural problems.



Photo 93: View of the Parking Lot Now Occupying the Site of House, Batna Road (023-5190), Stevensburg AOHI, Demolished Post-1994

The historic property known as the Brown Brothers Store & Lagrange Post Office was built in 1899 on what is today the northeast corner of the intersection of Carrico Mills Road and Maddens Tavern Road in the Lagrange AOHI. For many years it was the centerpiece around which the small crossroads community of Lagrange grew up in the early-twentieth century. When surveyed by Scheel in the early 1990s it was noted to be in poor condition. Scheel even suggested that if something should befall the store building, then strong consideration should be given to removing Lagrange from the list of Culpeper County's areas of historic interest. In January of 2008, Dovetail visually inspected the site as part of its general survey of the Lagrange AOHI and confirmed its demolition. During a brief interview with the property's owner, he noted that it had been torn down in the late 1990s.

Within the Mount Pony AOHI, the oldest, and architecturally the most unique, home is in imminent danger of collapse. Clover Hill (023-5029) has a number of exceptional attributes including etched wood paneling that has been cut to resemble ashlar stone on the exterior, round-arched paired windows, and interesting "faux" dormers that do not contain windows, only vents. Unfortunately, the home has fallen into major disrepair in the past decade due to neglect. A comparison of photographs from the 1930s and today show the home in its heyday and its current state (see Photo 65 and Photo 66, p. 115). If actions are not taken soon, the home will be lost.



Photo 94: View of the Site Where the Button Tenant House (023-0053-0256) Once Stood, Cunningham Farm AOHI, Demolished Post-1994

In addition to outright loss, a large number of the properties recorded during the survey are at risk not due to destruction but due to a complete loss of their historic integrity. An abundance of properties—too many to list individually here—have unfortunately undergone massive modifications resulting in compromised integrity. These changes are the result of many closely-related factors including: shifting demographics, expanding spatial needs, fluctuations in the local and regional economy, large-scale adoption of “new” building technologies and architectural styles, and a lack of understanding with regard to the proper maintenance of historic properties.

Among the most notable of this group of buildings is the Inn at Kelly’s Ford (023-5143) (see Photo 46, p. 89). This facility, which houses an equestrian center and a nationally-known bed and breakfast, still serves an important economic generator for the surrounding area. However, what is technically the oldest home in Kelly’s Ford (circa 1779) looks like the newest. Numerous additions have completely compromised its integrity and the property no longer resembles in any way the domestic building originally constructed on the site.

SUMMARY OF FINDINGS AND RECOMMENDATIONS FOR FUTURE WORK

Culpeper County has made important strides towards establishing a comprehensive preservation program and ensuring the effective management and protection of its historic resources. The commitment to, and support of, this current survey project along with other accomplishments made in recent years including the 2002 adoption of an *Entrance Corridor Overlay District* ordinance (Article 30, Appendix A, Culpeper County Zoning Ordinance), the drafting of a set of design guidelines and standards for reviewing and regulating new development, and the pointed emphasis on preservation and heritage management issues apparent in the 2005 Comprehensive Plan, all demonstrate the County's willingness and strong commitment to becoming an effective and responsible steward of its cultural heritage.

The following section provides several recommendations formulated to help guide Culpeper County officials and planners in their continuing efforts to establish a comprehensive preservation plan. Some of the items listed below speak to more general preservation-based objectives and questions, while others are intended to address issues and potential areas of concern relating specifically to the pool of surveyed AOHIs and resources.

Challenges and Potential Threats to Culpeper County's Cultural Heritage

The first and foremost potential threat to Culpeper's historic resources is one faced throughout the Northern Virginia area: encroaching development pressures from the expansion of Washington D. C. and its Northern Virginia suburbs. According to the 2004 census, Culpeper County's estimated population was just over 40,000 people; up approximately 17 percent from the 2000 estimate of 33,000 (US Census 2000). Just last year, Culpeper was ranked number 61 on a list of the nation's 100 fastest growing communities between 2000 and 2007, and the fourth fastest among the six Virginia counties that made the list (US Census 2007). The rise in population has spurred a concurrent increase in new development—both residential and commercial. While much of this new construction has followed along primary transportation arteries like the Route 15/29 and Route 3 corridors, this trend is evident to varying degrees all over the county. Moreover, new homes and new commercial venues often lead to other kinds of new development including roads, schools, and a myriad of other service-based and institutional facilities.

Growth and development are direct threats to historic resources for several reasons. One, historic properties were often constructed on the most desired land including topographic knolls, plateaus near waterways, or along important transportation corridors. These same conditions make such properties prime targets in the local real estate market. Direct

competition for prime land sometimes results in either outright destruction of historic homes or sites or, in many cases, a dramatic adverse effect on the resource's viewshed, thereby diminishing certain qualities related to setting, feeling, and association that render them historic.

Second, while this is most certainly not always the case, new residents may not have the same public memory as those whose families have lived in the county for generations. In the absence of such memory and long-term associations, owners are often unable to fully appreciate the significance of a historic resource. Several of the historic properties recorded during this survey were recommended as potentially eligible for the NRHP at the local level. Without a local context, these resources lose an important part of what makes them historically significant.

And third, the increase in new facilities to accommodate the increase in population means that county funding is directed towards the creation of new schools, new roadways, and the establishment of other public services. In some instances, the funding that is allocated to these facilities could have been used for preservation purposes, such as restoration of a historic building, sponsoring an archaeological excavation, or the creation of museum displays to interpret Culpeper's rich history. Ensuring the consistent maintenance and preservation of historic properties is often ascribed a much lower priority in the competition for limited funding.

In addition to the pressures of population growth and encroaching development, Virginia communities face another land-based challenge: navigating the complicated and often contrary relationship between acting for the communal good and the protection of individual property rights. Counties are further hampered in this struggle by limitations placed on their regulatory authority. Virginia operates under the "Dillon Rule". Under the rule, developed by Judge John Dillon, local governments possess few, if any, powers except those granted by the state legislature. Specifically, the Dillon Rule, developed just after the Civil War, reads:

It is a general and undisputed proposition of law that a municipal corporation possesses and can exercise the following powers and no others: first, those granted in express words; second, those necessarily or fairly implied in or incident to the powers expressly granted; third, those essential to the declared objects and purposes of the corporation, not simply convenient, but indispensable. Any fair, reasonable doubt concerning the existence of the power is resolved by the courts against the corporation, and the power is denied. (Dillon 1873)

In essence, localities' rights and freedom to exercise judgment within their own county have been limited. This situation often hampers localities' efforts to create ordinances and regulatory controls developed specifically for the contextual framework of their county. With regard to preservation, in essence, the Dillon Rule limits the types of restrictions a county can place on its residents regarding their own land and the buildings, sites, structures, and objects thereon. This is an obvious threat to historic preservation, as

individual property owners with no interest in preservation may conduct any action they see fit on their land. A historic building may be removed, archaeological sites could be looted, or historic landscapes could be developed.

On Hansborough Ridge, for example, the owner of the property that contains the large Civil War encampment (023-0068) has allowed relic hunters to metal detect and dig on his property. This action has likely resulted in the destruction of a portion of the archaeological deposits associated with this NRHP-listed property. Because of individual property rights, no actions can take place to limit the looting or request that the little data obtained from the relic hunts be shared with local historians or the county to add to the knowledge on Civil War encampments in the county.

Other potential threats include economic declines and/or periods of economic instability. In Culpeper for instance, an unstable agricultural economy directly threatens the long-term integrity and survival of the region's many farming properties—both large and small—and with them many important historic homes and buildings, landscapes, and other physically associated resources.

One other major area of potential concern relates to prevailing public perceptions of, and attitudes towards, historic preservation. Preservation is often a hard sell. In Culpeper, the vast majority of local residents love and appreciate the history of their county and their local communities and homes. Yet, as was noted in several instances during the fieldwork phase of the current project, this interest does not always translate to the same level of appreciation for preservation. Certain events in recent years relating to, for example, the attempts to designate and preserve portions of the Brandy Station Battlefield, sparked a fair amount of disagreement and misunderstanding between all parties involved, and engendered some hard feelings on both sides of the debate. A directed effort should be made to address any lingering concerns and promote broader understanding of preservation and its potential benefits.

Recommendations for Preserving Culpeper County's Historic Resources

Despite these challenges, there are numerous actions that County officials, planners, and local citizens can take to help ensure the short- and long-term safeguarding of the area's cultural heritage. These steps range from the general to the specific and include actions that require nothing more than maintenance and monitoring to large-scale, concerted efforts that could be expanded over time.

Maintain a Consistently Updated Historic Resource Inventory

The basis for any effective preservation plan or program, particularly those addressing a broader regional scope, is a comprehensive and up-to-date historic resource inventory—a catalog identifying, describing, locating, and evaluating historically significant and potentially significant architectural and archaeological properties, sites, districts, and cultural landscapes. This inventory of cultural heritage resources should contain data

compiled by professionally trained staff during periodic surveys and be maintained in electronic format to ensure timely access and to facilitate dissemination of information for the purposes of informing local and countywide planning efforts.

The survey conducted during the current project, along with recent surveys conducted in the county by other cultural resource professionals, can provide the backbone for this countywide inventory. Effective preservation decisions can only be made once the exact depth and context of the resource base is known.

However, the simple creation of the database is not the end goal. This database must be maintained and regularly updated with any changes to the overall county cultural fabric or modifications to specific resources. It is imperative that this inventory be monitored to identify and address any endangered properties, districts, and landscapes. Such a maintenance schedule will ensure that County officials have the data they need to make informed decisions on future land choices. It can also provide a snapshot at any time that can reflect the status of the area's evolving cultural heritage.

The inventory is also an excellent way to move beyond the physical realm of preservation and examine the will of the local residents. The pattern of what is saved and lost will reflect a great deal on the ebbs and flows of the population changes and hopefully highlight the topics that each region feels are important to their character. In Mount Pony, one local resident (Laura Campbell) has worked tirelessly to promote the long agricultural history of this area despite repeated threats of development along the Route 3 corridor. Others have joined Ms. Campbell in acknowledging the important agricultural contributions of this area to Culpeper County in general. Such information can help with zoning decisions, land-use options, and other local planning topics.

Recommendations for Future Survey Work: Architectural Resources

While data collected during this most recent survey project should certainly aid County officials and planners in their ongoing efforts to manage the region's heritage resources, additional reconnaissance-level investigations of all still-undocumented sectors of the county and intensive-level investigations of certain targeted areas, should remain an ongoing priority.

Additional Survey Work is Recommended For the Following Areas and Resources:

Historic properties, community centers, rural districts, battlefields, and other cultural landscapes identified during this most recent survey as potentially eligible for listing on the National Register of Historic Places.

Areas containing properties described as being 'at-risk' or threatened (e.g., Brandy Station, Stevensburg, Fleetwood, Raccoons Ford).

Areas along major transportation arteries, particularly those targeted for industrial, commercial, and/or high-density residential development in the County's *Future Land*

Use plan (e.g., Fleetwood, Mitchells, Rapidan, Cedar Mountain, Brandy Station, Rappahannock River Station).

Areas in between and surrounding each of the 23 AOHI's for the purposes of documenting and fostering a better understanding regarding how both the individual AOHI's and their respective complements of individual resources relate to one another across geographic distances and within the larger historical narrative of Culpeper County's cultural development.

Recommendations for Future Survey Work: Archaeological Resources

In addition to the county's architectural and above-ground resources, attention should also be paid to identifying, documenting, protecting, and promoting the area's archaeological resources as well. Most of the currently identified sites are limited to certain geographic locales and/or to just a few thematic associations. For instance, Eugene Scheel, in his 1994 report, noted that many of the recorded archaeological sites at that time were gold mines located primarily east of Richardsville (Scheel 1994: Intro-4). As was noted by Eugene Scheel in his 1994 survey summary report, many of Culpeper County's eighteenth-century properties, including homes, taverns, mills, and a range of other property types, have been lost over time. The converse reality, however, is that many of the historic rural landscapes that once housed many of those early properties still remain largely intact today. Consideration of these two realities in tandem suggests the strong likelihood and potential for below-ground remains relating to the county's 'lost' eighteenth century built resources.

Additional Survey Work is Recommended For the Following Areas and Resources:

Sites identified during the current survey as possessing potential NRHP eligibility. A number of archaeological sites, both previously recorded and newly documented—were noted during the current survey project. These properties are discussed in more detail in the review of individual AOHI resources above. One example is the the Jeffersonton Academy site (44CU0148), which contains the above- and below-ground remains of a large, rectangular stone building constructed in 1821.

Areas along major transportation arteries and properties targeted for new development, particularly industrial, commercial, and high-density residential development outlined in the County's Future Land Use plan.

The majority of known prehistoric sites in the region are predominantly situated along landforms lining major waterways and drainages, particularly near the confluence of two or more such waterways, where a branch flows into larger river or stream (e.g. Richards Ford/Hassininga AOHI). Numerous historic period archaeological resources can also be found along these same waterways including those relating to the historical use of canal systems, ferries and fords, and the milling industry.

Preservation Planning

The idea of using preservation directly as a planning tool is not new. Many localities operate their preservation efforts through a planning department, but often the preservation aspects of a project unfortunately get pushed to the side in multi-stepped planning procedures. To assure that preservation is included in county decisions, two important steps are recommended.

It is recommended that Culpeper County officials consider hiring a trained preservation planner, in either a permanent, full-time capacity or on a consultancy basis, to take the lead in what is a critical phase in the ongoing development of the County's preservation project. Such a person would be responsible for the planning, coordination, and implementation of all aspects of the County's preservation program and help ensure that specific preservation-based policies and initiatives are consistent with, and effectively implemented into the County's larger planning and development agenda.

The second, and much larger recommendation, is the creation of a county-based, county-wide Preservation Plan. The plan should incorporate the most current and field-proven concepts, principles, strategies, policies, and procedures available to help better organize, manage, and sustain both current and future preservation- and heritage-tourism-based efforts. Every effort should be made to solicit input from, and share information with, county residents. This will encourage and foster public/private initiatives and cooperative efforts. The components of the plan should be determined based on the County's assessed needs as well as present and future goals. Spotsylvania County recently wrote and adopted a Preservation Plan to guide them in a variety of preservation matters, and Fredericksburg's Preservation Plan is in draft form, awaiting City Council comment. These two localities can likely provide additional guidance and information relevant to Culpeper County's current planning efforts.

One of the most important components of the plan should be a thorough exploration of potential growth management and development control tools. Although limited to some degree by the Dillon Rule, there are a number of ways the county can work to manage its growth and development to avoid losing historic resources. These include zoning modifications, the creation of an easement program, the development of overlay districts, and others. The plan should outline possible zoning changes to ensure appropriate sympathetic in-fill development, consistent and ongoing maintenance and repairs of historic properties, and a demolition ordinance that requires additional considerations for buildings over 50 years of age. Many localities have been dealing with issues of infill and demolition over the past decade as the wave of the housing market hit an all-time high followed by one of its greatest lows. Such a disparate real estate economy forces home buyers to "look outside the box" for more economical solutions to their housing needs. Unfortunately, this often results in the destruction of historic homes in favor of custom creations designed to fit specific living concerns on smaller lots and/or within smaller budgets.

Overlays and Easements are also tools that should be considered in the Preservation Plan. The County's own 2005 Comprehensive Plan called for drafting and implementing a

Historic Resource Overlay Zone Ordinance. The Preservation Plan can set forth the historic context and inform the ordinance by providing overarching themes and guidelines that can help those putting the ordinance into effect. As the Comprehensive Plan suggests (2005):

The priority areas for [overlay ordinance] implementation should be those areas which are clearly of historic value, those which can be geographically defined, and those which are most in danger of being compromised by encroaching development. Current examples would include the Villages of Jeffersonton and Rapidan, and portions of the Brandy Station and Cedar Mountain battlefields.

In addition to the areas of concern previously described, particular attention should be paid to the county's historic farming properties, which become more vulnerable as the continuing economic viability of farming becomes less stable.

If the County is going to employ a 'village center' focus with regard to present and future planning and growth management, care should be taken to ensure that attention is not exclusively paid to the preservation of historic resources and landscapes located within the rural sectors and open space areas such an approach is, at least in part, designed to effect. Attention should also be paid to those resources located within the boundaries of the centers themselves—particularly communities such as Brandy Station and Stevensburg which possess a comparatively higher volume of recorded resources, but whose resources exhibited observable signs of varying degrees of deterioration.

Although the components of the plan will be determined based on the participants' guidance, it is recommended that the plan combine specific preservation-oriented tools and programs with other types of conservation and heritage tourism-based initiatives to maximize available resources and ensure long-term protection and promotion of the County's cultural heritage. The following items may provide a base for some plan recommendations:

- Encourage developers to include heritage-related public outreach components including interpretive signage and historical markers, sponsorship of historic property nominations to federal, state, and local registers, etc.;
- Consider a county-level historic designation program. Such a tool can facilitate identification and documentation of, and planning for, historic properties and districts in various sectors of the county; and,
- Recognize and promote historic resources as economic assets, and incorporate them into various heritage-based, conservation-oriented, and other social and cultural tourism planning and development efforts.

Education and Outreach Efforts

In addition to the internal recommendations suggested above, the County should consider various external methods to spread the importance of historic preservation within the community. There are many avenues the County can pursue along the education front. One way to educate the public is through a broad-based public awareness campaign.

- Hold public meetings and/or visioning sessions to encourage broadened public awareness, participation, and sense of investment and ownership—for instance in connection with the drafting of a new, updated countywide preservation plan
- Hold a series of ‘visioning sessions’ or ‘townhall meeting’ events as part of the effort to draft and implement a countywide preservation plan to encourage public awareness, participation, and sense of investment and ownership
- Create preservation-related school contests that encourage younger generations to not only study the history of a place but more importantly to understand that Culpeper’s built resources are a direct link to that history, thus creating a higher awareness of historic properties amongst both the students and their parents.

In addition to communicating with the general public, it is recommended that the County reach out to other public and private preservation stakeholders for the purposes of establishing and expanding support networks and cooperative partnerships. The County should continue to reach out and establish working relationships with local and regional preservation and conservation groups such as the Brandy Station Battlefield Association, the Civil War Preservation Trust (CWPT), and the Piedmont Environmental Council (PEC) to help defray the economic and resource expenditures required for achieving and sustaining the effective preservation and management of Culpeper County’s cultural heritage.

The County can also encourage and promote the establishment of local historic preservation organizations and programs in some of Culpeper County’s larger village centers such as Brandy Station. Some of these communities already have individuals who champion for architectural resources or archaeological sites. Perhaps these people can serve as the beginnings of a larger network of preservation advocates at the local level. They can aid in the education and promotion of heritage in their neighborhoods and also provide an important link to the community at large to understand the vastly different preservation concerns that effect the different portions of the county.

Heritage Tourism Development

The final recommendation ties together some of the previously stated threats with a renewed focus on education—heritage tourism. The continued development and effective implementation of a successful heritage tourism program can foster a greater awareness of preservation among the local county residents, highlight the importance of area history to those outside of the area, and, most notably, bring in the important economic basis to

help fund the recommended actions stated above. It is suggested that Culpeper County pursue strategies designed to establish physical, interpretive, and tourism-based connections between discrete areas of historic interest and/or individual and aggregate groupings of sites, districts, landscapes and properties of historic significance. The purpose of this is two-fold: one, developing and enhancing Culpeper County's tourism economy, and two, maximizing available funding and resources to facilitate and ensure the broadest possible efforts to preserve and promote the region's cultural and historic resources and open spaces.

A number of these interpretive elements have been erected and are maintained by private groups and residents including several Civil War resource preservation organizations. In this realm, a continued partnership with these groups can help both organizations achieve their overall goals. The Civil War presence in the county is one of the largest in the region, and the high-dollar Civil War tourism market should continue to be one of the county's top priorities.

However, as this survey summary has made clear, Culpeper's history is long and rich. There are many other aspects of Culpeper's tangible past that could be highlighted and promoted for the purpose of bringing in tourists. One example of this kind of renewed tourism effort is the proposed recreational horse trail project involving the construction of a network of interconnected riding trails extending over public and private lands in the central portion of the county along both sides of Germanna Highway (Route 3), east of the Town of Culpeper. Though the specific merits and appropriateness of this particular project are not a matter for this review, it is mentioned as a representative example of the kind of public project just described. As proposed, the trail system would extend over vast acres of land, directing travelers to various already-established Civil War-era and other historic properties. Notably, in this specific instance, the proposed network would physically and meaningfully connect, and direct visitors through portions of several of the areas of historic interest herein discussed: Lagrange, Hansborough Ridge and Hansborough Ridge Winter Encampment, 1863–1864 (023-0068), Stevensburg, Mountain Run, Jonas Run, Brandy Station, Fleetwood Hills, and Kelly's Ford.

The Mountain Run/Jonas Run AOHI encompasses several adjacent historic sites and tourism-related resources including an interpretive kiosk and turn-off area constructed by local property owner, Wayne Lenn, to interpret the events of the Civil War-era skirmish that took place along the adjacent section of Mountain Run on June 9, 1863, and the Old House Vineyards and Bed and Breakfast located off Corky's Lane to the west.

The Kelly's Ford AOHI contains numerous historically significant domestic, industrial (the remains of Kelly's Mill and Mill raceway), and transportation-related (Kellys and Wheatleys Fords) sites and resources. Complementing these places is the nearby Inn at Kelly's Ford, itself a recorded historic property (023-5143). A partnership with such local bed and breakfasts facilities could be beneficial to all groups—tourists, small business owners, county residents, county officials, and, of course, preservationists.

In sum, the Culpeper County AOHI survey has emphasized both the vast diversity and large quantity of historic properties within the county. A project initiated by the County is now put back in their hands. Hopefully, the raw data, contextual analysis, and ensuing recommendations can aid the county in developing future preservation initiatives, and local residents, interest groups, and business owners can aid in the development plans. It is the unique AOHI's that give Culpeper County its character. Now it is up to the County as a whole to carry their past into the future.

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APPENDIX A: LIST OF RECORDED PROPERTIES BY DSS NUMBER

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0003	Beauregard	Beauregard Lane	1840	Domestic	Fleetwood Hill
023-0005	Farley	11732 Farley Road	1801	Domestic	Fleetwood Hill
023-0012	Jeffersonton Baptist Church	4717 Jeffersonton Road	1840	Religion	Jeffersonton
023-0015	Jeffersonton Store / Tavern Lot	Jeffersonton Road and Springs Road Intersection, SW Corner	1800	Commerce/Trade	Jeffersonton
023-0020	Salubria	East of Culpeper and Stevensburg; South of Route 3 (eastbound)	1742	Domestic	Hansborough Ridge
023-0028	Norman's Mill Ruins	Stevensburg Road, East Side on Mountain Run	1857	Industry	Mountain Run
023-0032	School at Lignum	23371 Lignum Road, South of	1930s	Education	Lignum
023-0033	Willis Store at Lignum	23371 Lignum Road	1867; 1880s	Commerce/Trade	Lignum
023-0037	Emanuel's Episcopal Church	28279 Rapidan Road	1874	Religion	Rapidan
023-0038	Rapidan Freight Depot	28276 Rapidan Drive	1853	Transportation	Rapidan
023-0045	Cedar Mountain Battlefield	James Madison Highway, North of	1863	Military	Cedar Mountain
023-0051	Mitchells Presbyterian Church	12229 Mitchell Road	1879	Religion	Mitchells
023-0052	Rapidan Historic District	Rapidan, VA	Post-1780	Domestic/ Transportation	Rapidan
023-0053-0003	Monument Hill Farm	11727 Farley Road	1830	Domestic	Fleetwood Hill
023-0053-0004	Spillman Tenant House	Farley Road	1960	Domestic	Fleetwood Hill

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0053-0005	Dogwood Hill; Spillman House	Farley Road	1980	Domestic	Fleetwood Hill
023-0053-0006	Beauregard Tenant House	Farley Road	1900	Domestic	Fleetwood Hill
023-0053-0012	Brandy High School Auditorium	Fleetwood Heights Road	1930	Education	Fleetwood Hill
023-0053-0162	Western View [Grifith Place]	17121 Stevensburg Road	1896	Domestic	Jonas Run
023-0053-0187	Stevensburg Grille & Grocery	Commercial Building, 19300 Germanna Highway	1950	Commerce/Trade	Stevensburg
023-0053-0188	Stevensburg Post Office	Commercial Building, 19312 Germanna Highway	1950	Government/Law/Political	Stevensburg
023-0053-0199	House, 20193 Germanna Highway	16067 Germanna Highway	1928	Domestic	Hansborough Ridge
023-0053-0201	Sandy Springs Farm	18212 Sandy Springs Road	1880	Domestic	Hansborough Ridge
023-0053-0256	Button Tenant House	Beverlys Ford Road (Route 673), North of	1900	Domestic	Cunningham Farm
023-0053-0260	Stone Walls, Cunningham Overseer's House	Beverlys Ford Road (Route 673), North of	Post-1800	Domestic	Cunningham Farm
023-0053-0263	Sunny Brook Farm	17477 Stevensburg Road	1910	Domestic	Mountain Run
023-0055	Lael Baptist Church and Cemetery	[Church:] 23248 Lignum Road (Route 37); [Cemetery:] 23292 Lignum Road (Route 37) (AND Gibson's Lane)	1890	Religion/Funerary	Lignum
023-0056	House, 24052 Batna Road	24052 Batna Road	1914	Domestic	Lignum
023-0057	House, 23353 Lignum Road	23353 Lignum Road	1905	Domestic	Lignum
023-0058	House, 23382 Lignum Road	23382 Lignum Road	1900	Domestic	Lignum

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0060	Ruritan Club Building	20489 Gibson's Lane	1930	Social	Lignum
023-0061	Willis Store	24022 Batna Road	1940	Commerce/Trade	Lignum
023-0062	Cedar Croft	24022 Batna Road	1900	Domestic	Lignum
023-0063	Yonder Hills	23248 Lignum Road	1860	Domestic	Lignum
023-0064	House, 23160 Germanna Highway	23160 Route 3	1909	Domestic	Lignum
023-0065	Warehouse, 23371 Lignum Road	23371 Lignum Road	1870	Industry	Lignum
023-0068	Hansbroughs Ridge Winter Encampment, 1863-1864	Germanna Highway, North of, at Hansbroughs Ridge	1863-1864	Military	Hansborough Ridge Encampment
023-0071	Yates Family Cemetery	Sperryville Pike (Route 522); Adjacent (East) to 8015 Sperryville Turnpike (Route 522)	1889	Funerary	Griffinsburg
023-0072	Saint James Episcopal Church and cemetery / Trenches	St. James Church Road	1840	Religion/Funerary	St James Church
023-0084	Mount Pony District	Germanna Highway	post-1743	Agricultural	Mount Pony
023-5019	Croftburn Farm Cottage	15245 Germanna Hwy	1940	Domestic	Mount Pony
023-5020	Sprinkel-Bushong House on Croftburn Farm	18157 Germanna Highway	1890	Domestic	Mount Pony
023-5021	Henry Hall Place	15428 Germanna Highway	1900	Domestic	Mount Pony
023-5022	William Massey House	16067 Germanna Highway	1820	Domestic	Mount Pony
023-5023	Signal Hill	Germanna Highway	1882	Domestic	Mount Pony
023-5024	Ashland Farm	Ashland Farm Road	1847	Domestic	Mount Pony
023-5025	Ashland Farm Tenant House	Germanna Highway	1900	Domestic	Mount Pony
023-5026	McClung House	17155 Germanna Highway	1940	Domestic	Mount Pony
023-5027	House, Germanna Hwy	Germanna Highway	1940	Domestic	Mount Pony
023-5028	Clover Hill Tenant House	Germanna Highway	1905	Domestic	Mount Pony

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5029	Clover Hill	18432, 18384, 18350 Clover Hill Lane	1771	Domestic	Mount Pony
023-5030	Gorie Carpenter Place	18244 Germanna Highway	1900	Domestic	Mount Pony
023-5040	Croftburn Farm	18157 Germanna Highway	1890	Domestic	Mount Pony
023-5048	Kellys Ford Battlefield	Kellys Ford Road, East and West Sides	1863	Military	Kelly's Ford
023-5048-0001	Kellys Ford Battlefield Overlook Park	Kellys Ford Road & Stones Mill Road, SE Corner	1863; Post-1950	Recreation/Art	Kelly's Ford
023-5091	Fleetwood Church	19526 Brandy Road	1890	Religion	Brandy Station
023-5092	Graffiti House	19508 Brandy Road	1858	Domestic	Brandy Station
023-5093	Highway Saftey Supply	19478 Brandy Road; 19486 Brandy Road	1940	Commerce/Trade	Brandy Station
023-5094	R.J. Merkel, Inc.	Commercial Building, 19478 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5095	House, 19465 Brandy Road	19465 Brandy Road	1890	Domestic	Brandy Station
023-5096	Gas Station, 19443 Brandy Road	19443 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5097	Fisher Auto Parts	19417 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5098	Brandy Episcopal Church	14586 Alanthus Road	1948	Religion	Brandy Station
023-5099	House, 19668 Church Road	19668 Church Road	1880	Domestic	Brandy Station
023-5100	Brandy Bapitst Church	19343 Carpenter's Branch Road	1890	Commerce/Trade	Brandy Station
023-5101	House, 19351 Carpenter's Branch Road	19351 Carpenter's Branch Road	1910	Domestic	Brandy Station
023-5103	House, 19373 Carpenter's Branch Road	19373 Carpenter's Branch Road	1910	Domestic	Brandy Station
023-5104	Steve's Car Store	19363 Brany Road	1940	Commerce/Trade	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5105	House, 19350 Carpenter's Branch Road	19350 Carpenter's Branch Road	1900	Domestic	Brandy Station
023-5106	Manuels Garage/Used Cars	Brandy Road	1960	Commerce/Trade	Brandy Station
023-5107	House, 14671 Stevensburg Road	14671 Stevensburg Road	1890	Domestic	Brandy Station
023-5108	House, 14647 Stevensburg Road	14647 Stevensburg Road	1920	Domestic	Brandy Station
023-5109	George Stone House	14635 Stevensburg Road	1850	Domestic	Brandy Station
023-5110	Warehouse, 19424 Brandy Road	19424 Brandy Road	post-1850	Industry	Brandy Station
023-5112	Bailey's Store	14624 Carrico Mills Road	1880	Commerce/Trade	Brandy Station
023-5113	Masonic Lodge #169	19489 Bootsie Lane	1884	Social	Brandy Station
023-5114	House, 19489 Bootsie Lane	19489 Bootsie Lane	1910	Domestic	Brandy Station
023-5115	Myers House	19507 Bootsie Lane	1900	Domestic	Brandy Station
023-5116	House, 19484 Bootsie Lane	19484 Bootsie Lane	1880	Domestic	Brandy Station
023-5117	Loysen House	14655 Carrico Mills Road	1890	Domestic	Brandy Station
023-5118	House, 14671 Carrico Mills Road	14671 Carrico Mills Road	1975	Domestic	Brandy Station
023-5119	House, 14685, 14689 Carrico Mills Road	14685 Carrico Mills Road; 14689 Carrico Mills Road	1900	Domestic	Brandy Station
023-5120	House, 14699 Carrico Mills Road	14699 Carrico Mills Road	1920	Domestic	Brandy Station
023-5121	House, 14707 Carrico Mills Road	14707 Carrico Mills Road	1900	Domestic	Brandy Station
023-5126	House, 14739 Carrico Mills Road	14739 Carrico Mills Road; 14741 Carrico Mills Road	1920	Domestic	Brandy Station
023-5128	House, 14720 Carrico Mills Road	14720 Carrico Mills Road	1920	Domestic	Brandy Station
023-5129	House, 14694 Carrico Mills Road	14694 Carrico Mills Road	1929	Domestic	Brandy Station
023-5130	House, 14676 Carrico Mills	14676 Carrico Mills Road	1939	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
	Road				
023-5131	House, 14666 Carrico Mills Road	14666 Carrico Mills Road	1890	Domestic	Brandy Station
023-5132	House, 14648 Carrico Mills Road	14648 Carrico Mills Road	1880	Domestic	Brandy Station
023-5133	House, 19726 Mt. Dumpling Road	19726 Mt. Dumpling Road	1880	Domestic	Brandy Station
023-5134	House, 19706 Mt. Dumpling Road	19706 Mt. Dumpling Road	1850	Domestic	Brandy Station
023-5135	House, 14720 Wanza Road	14720 Wanza Road	1930	Domestic	Brandy Station
023-5136	House, 14713 Wanza Road	14713 Wanza Road	1870	Domestic	Brandy Station
023-5137	House, 14727 Wanza Road	14727 Wanza Road	1920	Domestic	Brandy Station
023-5143	Inn at Kellys Ford	16589 Edward's Shop Road	1779	Domestic	Kelly's Ford
023-5144	Wren Farm	26019 Wren Lane	Post-1870	Domestic	Kelly's Ford
023-5145	Bob's Small Engine House	16240 Kelly's Ford Road	1935	Domestic	Kelly's Ford
023-5146	Bob's Small Engine Shop	16240 Kellys Ford Road, West of	1980	Commerce/Trade	Kelly's Ford
023-5147	Level Green	15608 Kellys Ford Road	Post-1790	Domestic	Kelly's Ford
023-5148	House, 15615 Kellys Ford Road	15615 Kellys Ford Road	Post-1910	Domestic	Kelly's Ford
023-5151	Wheatley House	Wellford Turf Farm/Kelly's Ford Road	Post-1800	Domestic	Kelly's Ford
023-5154	Bloomsberry	17084 Stevensburg Road	1890	Domestic	Jonas Run
023-5155	Jenkins House	19149 Greens Corner Road	1996	Domestic	Jonas Run
023-5159	House, 17212 Stevensburg Rd	17212 Stevensburg Rd	ca 1960	Domestic	Jonas Run
023-5160	House, 17230 Stevensburg Rd	17230 Stevensburg Rd	ca 1920	Domestic	Jonas Run
023-5161	St. Stevens Baptist Church	19075 York Road	1890	Religion	Stevensburg
023-5162	Zimmerman's Tavern	19214 York Road	1735	Commerce/Trade	Stevensburg
023-5163	House, 19222 York Road	19222 York Road	1880	Domestic	Stevensburg

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5164	House, 19020 Stevensburg Road	19020 Stevensburg Road	1898	Domestic	Stevensburg
023-5165	House, 19041 Stevensburg Road	19041 Stevensburg Road	1900	Domestic	Stevensburg
023-5166	House, 19017 Stevensburg Road	19017 Stevensburg Road	Post-1960	Domestic	Stevensburg
023-5167	House, 19007 Stevensburg Road	19007 Stevensburg Road	1890	Domestic	Stevensburg
023-5168	House, 19235 Stevensburg Road	19235 Stevensburg Road	1890	Domestic	Stevensburg
023-5169	I-House, York Road	York Road, North of	1880	Domestic	Stevensburg
023-5170	House, 19723 York Road	19273 York Road	1940	Domestic	Stevensburg
023-5171	Barns, York Road	York Road, North of	1960	Agricultural	Stevensburg
023-5172	House, 19032 York Road	19032 York Road	1890	Domestic	Stevensburg
023-5173	House, 19357 York Road	19357 York Road	1800	Domestic	Stevensburg
023-5174	Baptist Parsonage	19377 York Road	1950	Religion	Stevensburg
023-5175	Stevensburg Baptist Church	19393 York Road	1980	Religion	Stevensburg
023-5176	House, 19412 York Road	19412 York Road	1980	Domestic	Stevensburg
023-5177	House, 19138 York Road	19138 York Road	1900	Domestic	Stevensburg
023-5178	House, 19298 York Road	19298 York Road	1939	Domestic	Stevensburg
023-5184	House, 19284 Germanna Highway	19284 Germanna Highway	1980	Domestic	Stevensburg
023-5185	House, 19345 Germanna Highway	19345 Germanna Highway	1978	Domestic	Stevensburg
023-5186	House, 19367 Germanna Highway	19367 Germanna Highway	1968	Domestic	Stevensburg
023-5187	House, 19383 Germanna Highway	19383 Germanna Highway	1954	Domestic	Stevensburg
023-5188	House, 19076 Batna Road	19076 Batna Road	1898	Domestic	Stevensburg
023-5189	Hitt Tenant House	Batna Road, East of	1890	Domestic	Stevensburg
023-5190	House, Batna Road	Batna Road, North of Stevensburg Methodist Church	1870	Domestic	Stevensburg

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5191	Stevensburg Methodist Church	Batna Road, East of	1970	Religion	Stevensburg
023-5199	House, 20485 Germanna Highway	20485 Germanna Highway	1940	Domestic	Hansborough Ridge
023-5225	House, 19172 Corky's Lane	19172 Corky's Lane	Post-1960s	Domestic	Mountain Run
023-5226	House, 19206 Corky's Lane	19206 Corky's Lane	1950s	Domestic	Mountain Run
023-5227	House, 18058 Stevensburg Road	18058 Stevensburg Road	1960s	Domestic	Mountain Run
023-5242	Hopewell Methodist Church & Cemetery	23557 Lignum Road	1891; 1960s; 1990s	Religion/Funerary	Lignum
023-5243	House, 23502 / 23506 Lignum Road	23502 / 23506 Lignum Road	1900	Domestic	Lignum
023-5244	House, 23239 Germanna Highway	23239 Germanna Highway	1932	Domestic	Lignum
023-5245	Luther Brown House	22087 Maddens Tavern Road	1898	Domestic	Lagrange
023-5246	Brown's Shop & 2nd LaGrange Post Office	Maddens Tavern Road	1936	Commerce/Trade	Lagrange
023-5247	Herbert Brown House	22155 Maddens Tavern Road	1928	Domestic	Lagrange
023-5248	Kirtley [Historic] Road Segment	19036 Carrico Mills Road	1730	Transportation	Lagrange
023-5249	Soldier's Rest	8002 Sperryville Turnpike	1913	Domestic	Griffinsburg
023-5250	Yates Inn	8075 Sperryville Turnpike	1930	Domestic	Griffinsburg
023-5251	House, 8058 Sperryville Turnpike	8058 Sperryville Turnpike	Post-1950	Domestic	Griffinsburg
023-5252	Windmore	8060 Sperryville Turnpike	Post-1900	Domestic	Griffinsburg
023-5253	House, Sperryville Turnpike	8015 Sperryville Turnpike	1955	Domestic	Griffinsburg
023-5254	House, 7472 Sperryville Turnpike	7472 Sperryville Turnpike	1986	Domestic	Griffinsburg
023-5255	House, 13177 and 13179 Lovett Lane	13177 and 13179 Lovett Lane	1948	Domestic	Griffinsburg

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5256	House, 13173 Lovett Lane	13173 Lovett Lane	1913	Domestic	Griffinsburg
023-5257	Beattie Place	8145 Sperryville Turnpike	1921	Domestic	Griffinsburg
023-5258	Sterile Acres	Lovett Lane	1948	Domestic	Griffinsburg
023-5259	Yates Store	8052 Sperryville Turnpike	post-1920	Commerce/Trade	Griffinsburg
023-5260	House, 8048 Sperryville Turpike	8048 Sperryville Turpike	1929	Domestic	Griffinsburg
023-5261	Weaver Farm	17275 Germanna Highway	1821	Domestic	Mount Pony
023-5262	House, 23149 Germanna Highway	23149 Germanna Highway	1960	Domestic	Lignum
023-5263	House, 18485 Springs Road	18485 Springs Road	1900	Domestic	Jeffersonton
023-5264	Jeffersonton Methodist Church	5085 Jeffersonton Road	1907	Religion	Jeffersonton
023-5265	Jeffersonton Post Office	5073 Jeffersonton Road	1960	Government/Law/ Political	Jeffersonton
023-5266	House, 5114 Jeffersonton Road	5114 Jeffersonton Rd	1870	Domestic	Jeffersonton
023-5267	Fishback Place	4679 Jeffersonton Road	1830	Domestic	Jeffersonton
023-5268	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education	Jeffersonton
023-5269	Wollam Gardens	5167 Jeffersonton Road	1780	Domestic	Jeffersonton
023-5270	Crossroads; Jeffersonton Road	4666 Jeffersonton Road	1860	Domestic	Jeffersonton
023-5271	The Glebe, Jeffersonton Road	4659 Jeffersonton Road	1880	Domestic	Jeffersonton
023-5272	House, 5170 Jeffersonton Road	5170 Jeffersonton Rd	1900	Domestic	Jeffersonton
023-5273	House, 4615 Jeffersonton Road	4615 Jeffersonton Rd	1947	Domestic	Jeffersonton
023-5274	House, 5011 Jeffersonton Road	5011 Jeffersonton Rd	1900	Domestic	Jeffersonton
023-5275	Jeffersonton School	5016 Jeffersonton Rd	1912	Education	Jeffersonton
023-5276	House, 16422 Germanna Highway	16422 Germanna Highway	1940	Domestic	Mount Pony
023-5277	House, Mt. Dumpling Road	19689 Mt. Dumpling Road	1909	Domestic	Brandy Station
023-5278	House, 19627 Church Road	19627 Church Road	1939	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5279	Brandy Volunteer Fire Department	Church Road	1952	Government/Law/ Political	Brandy Station
023-5280	Commercial Building, Brandy Road	Brandy Road	1930	Commerce/Trade	Brandy Station
023-5281	Fyne Wire Specialists	Church Road	1980	Commerce/Trade	Brandy Station
023-5282	House, 14686 Stevensburg Road	14686 Stevensburg Road	1929	Domestic	Brandy Station
023-5283	House, 14746 Carrico Mills Rd.	14746 Carrico Mills Road	1929	Domestic	Brandy Station
023-5285	House, 9623 James Madison Highway	9623 James Madison Highway	1932	Domestic	Cedar Mountain
023-5286	Store, 9607 James Madison Highway	9607 James Madison Highway	1932	Commerce/Trade	Cedar Mountain
023-5287	House, 21620 Dovehill Road	21620 Dove Hill Road	1964	Domestic	Cedar Mountain
023-5289	Crittenden House Ruins, Farm Lane	Farm Lane	19th Century; 1862	Domestic	Cedar Mountain
023-5290	United Daughters of the Confederacy Monument	General Winder Road, North of	Post 1920	Military	Cedar Mountain
023-5291	Monument, Wisconsin 3rd	Dove Hill Road, West of	1906	Military	Cedar Mountain
023-5292	John Pelham's Marker	Kelly's Ford Road/Rappahannock River	1981	Military	Kelly's Ford
023-5293	Ashland Farm Tenant House	Ashland Farm Road	1930	Domestic	Mount Pony
023-5294	House, 17074 Raccoon Ford Road	17074 Raccoon Ford Road	post-1865	Domestic	Raccoon Ford
023-5295	House, 17166 Raccoon Ford Road	17166 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5296	House, 17169 Raccoon Ford Road	17169 Raccoon Ford Road	1900	Domestic	Raccoon Ford
023-5297	House, 17195 Raccoon Ford Road	17195 Raccoon Ford Road	1850	Domestic	Raccoon Ford

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5298	House, 17212 Raccoon Ford Road	17212 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5299	House, 17219 Raccoon Ford Road	17219 Raccoon Ford Road	1930	Domestic	Raccoon Ford
023-5300	The River's Edge	Raccoon Ford Road, West of	1910	Domestic	Raccoon Ford
023-5301	House, 21725 Dovehill Road	21725 Dove Hill Road	1988	Domestic	Cedar Mountain
023-5302	House, 9468 Peyton Lane	9468 Peyton Lane	1891	Domestic	Rapidan
023-5303	House, 9480 Peyton Lane	9480 Peyton Lane	1903	Domestic	Rapidan
023-5304	House, 9706 Locust Dale Road	9706 Locust Dale Road	1848	Domestic	Rapidan
023-5305	Store, 9787 Locust Dale Road	9787 Locust Dale Road	1929	Commerce/Trade	Rapidan
023-5306	House, 9797 Locust Dale Road	9797 Locust Dale Road	1898	Domestic	Rapidan
023-5307	Store, 9778 Locust Dale Road	9778 Locust Dale Road	1898	Commerce/Trade	Rapidan
023-5308	House, 28282 Rapidan Road	28282 Rapidan Road	1938	Domestic	Rapidan
023-5309	House, 28305 Rapidan Road	28305 Rapidan Road	1995	Domestic	Rapidan
023-5310	House, 28315 Rapidan Road	28315 Rapidan Road	1929	Domestic	Rapidan
023-5311	House, 28325 Rapidan Road	28325 Rapidan Road	1930	Domestic	Rapidan
023-5312	House, 28388 Rapidan Road	28388 Rapidan Road	1886	Domestic	Rapidan
023-5313	House, 28400 Rapidan Road	28400 Rapidan Road	post 1866	Domestic	Rapidan
023-5314	Lower Rapidan Baptist Church	9802 Locust Dale Road	1911	Religion	Rapidan
023-5315	Rapidan Passenger Station	28298 Rapidan Road	1890	Transportation	Rapidan
023-5316	Rapidan Post Office	9767 Locust Dale Road	1914	Government/Law/ Political	Rapidan
023-5317	House, 16448 Kelly's Ford Road	16448 Kelly's Ford Road	1939	Domestic	Kelly's Ford
023-5318	Mitchells Store	12100 Mitchell Road, North of	post-1920	Commerce/Trade	Mitchells
023-5319	Outbuildings, 651 Hardy Lane	651 Hardy Lane	post-1900	Agriculture	Mitchells
023-5320	Back-Archers Farm	12037 Myrals Lane	1918	Domestic	Mitchells
023-5321	House, 12058 Mitchell Road	12058 Mitchell Road	1961	Domestic	Mitchells

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5322	House, 12064 Mitchell Road	12064 Mitchell Road [12065 Mitchell Road]	1918	Domestic	Mitchells
023-5323	House, 12076 Hardy Lane	12076 Hardy Lane	1929	Domestic	Mitchells
023-5324	House, 12100 Mitchell Road	12100 Mitchell Road	1918	Domestic	Mitchells
023-5325	House, 12122 Mitchell Road	12122 Mitchell Road	1934	Domestic	Mitchells
023-5326	House, 12130 Mitchell Road	12130 Mitchell Road	1938	Domestic	Mitchells
023-5327	House, 12142 Mitchell Road	12142 Mitchell Road	2003	Domestic	Mitchells
023-5328	House, 12162 Mitchell Road	12162 Mitchell Road	1944	Domestic	Mitchells
023-5329	Foxleigh Farm	12314 Mitchell Road [12292 Mitchell Road]	1918	Domestic	Mitchells
023-5330	House 23473 Rapidan Road	23473 Rapidan Road	1918	Domestic	Mitchells
023-5331	House, 23489 Rapidan Road	23489 Rapidan Road	1929	Domestic	Mitchells
023-5332	House, 24011 Rapidan Road	24011 Rapidan Road	1961	Domestic	Mitchells
023-5333	Bethel Baptist Church	11520 Mitchell Road	1945	Religion	Mitchells
023-5334	House, East of 23489 Rapidan Road	23489 Rapidan Road, East of	1900	Domestic	Mitchells
023-5335	Carpenter Seed Cleaning Plant	23527 Rapidan Road	1930s	Industry	Mitchells
023-5336	Cedar Mountain Battlefield Commemorative Markers (aka: J. Gordon Thomas Markers)	Cedar Mountain Battlefield Area; James Madison Highway, North of	1929	Military	Cedar Mountain
023-5336	House, Mitchell Road	Mitchell Road, East of	1918	Domestic	Mitchells
023-5337	Mitchells School	12240 Mitchell Road	1944	Education	Mitchells
023-5338	Civil War Monument, Stevensburg Road	Stevensburg Road, East of; Across from 18058 Stevensburg Road	1990s	Military	Mountain Run
023-5339	Fairfield	18253 Stevensburg Road	1890 / 1910	Domestic	Mountain Run

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5340	House, General Winder Road [Throckmorton's]	9517 General Winder Road	Early 20th Century	Domestic	Cedar Mountain
023-5341	House Ruins, North of 19214 (023-5162)	York Road, North of 19214 (023-5162)	Post-1850	Domestic	Stevensburg
023-5342	Clover Hill	10109 Clover Hill Lane	1830	Domestic	Hazel River
023-5343	Coons Place	17191 Ryland Chapel Road	1895	Domestic	Hazel River
023-5344	Edgewood	8471 Jameson Mill Road	1810	Domestic	Hazel River
023-5345	Haught Cemetery	Ryland Chapel Road	post-1924	Funerary	Hazel River
023-5346	Haught Place	9286 Chapel Lane	1920	Domestic	Hazel River
023-5347	Homeland	17136 Ryland Chapel Road	post-1850	Domestic	Hazel River
023-5348	Madeira Barns	16352 Ryland Chapel Road	post-1900	Agricultural	Hazel River
023-5349	North Cliff	9198 North Cliff Lane	1947	Domestic	Hazel River
023-5350	Rock Springs	16401 Ryland Church Road	1900	Domestic	Hazel River
023-5351	Spring Hill	19534 Spring Hill Lane	1837	Domestic	Hazel River
023-5352	Norman's Mill Ford	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation	Mountain Run
023-5353	Old Carolina Road Segment	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation	Mountain Run
023-5354	House, 23178 Germanna Highway	23178 Germanna Highway	1968	Domestic	Lignum
023-5355	House, 21064 Fleetwood Heights Road	21064 Fleetwood Heights Road	1929	Domestic	Fleetwood Hill
023-5357	Brandy Rock Farm	12178 Farley Road	1934	Domestic	Fleetwood Hill
030-0136	Bridge #6908, Horseheads Bridge , Kelly's Ford Bridge	Rappahannock River	2003	Transportation	Kelly's Ford

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
44CU0014	Hassininga (aka: Richards Ford Site)	Rappahannock River	Early-Late Woodland	Settlement Patterns	Richards Ford-Hassininga
44CU0020	Kelly's Ford	Rappahannock River	post-1700	Transportation	Kelly's Ford
44CU0022	Kelly's Ford Domestic Site	Kellys Ford Road	historic/unknown	Domestic	Kelly's Ford
44CU0034	Lock 10 (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford-Hassininga
44CU0035	Lock 11 (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford-Hassininga
44CU0036	Lock 12 (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford-Hassininga
44CU0037	Lock- upriver (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford-Hassininga
44CU0040	Kellys Ford Mill Raceway / Ford	Kellys Ford Road	19th century	Industry	Kelly's Ford
44CU0077	Powell's Canal / Rappahannock Ridge [Stone Wall Section Related to Powells Canal]	Rappahannock River	ca 1830	Transportation	Richards Ford-Hassininga
44CU0078	School at Lignum	20489 Gibson's Lane	1907	Education	Lignum
44CU0079	Willis Lumber Company Office Building	Tax Parcel #67-5; Germanna Highway; Formerly located on Tax Parcel #67-7 (20489 Gibson's Lane or Lignum Rd)	19th Century; 3rd Quarter	Commerce/Trade	Lignum
44CU0082	Civil War Encampment	23395 Lignum Road (Route 37)	1860-1865	Military	Lignum
44CU0090	1) Church; 2) Cemetery	St. James Church Road	1840	Religion/Funerary	St James Church
44CU0099	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century	Domestic	St James Church

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
44CU0110	Historic Site	Beverlys Ford Road, West of	Prehistoric / Unknown historic	Domestic	St James Church
44CU0111	Prehistoric Site	Beverlys Ford Road, West of	Archaic	Settlement Pattern	St James Church
44CU0118	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century: 2nd half; 20th Century	Domestic	St James Church
44CU0120	Domestic Site, Route 3	South of Germanna Hwy	18th Century: 4th quarter; 19th Century	Domestic	Mount Pony
44CU0121	Domestic Site, Route 3	South of Germanna Hwy	20th Century	Domestic	Mount Pony
44CU0124	Dwelling	Stevensburg Road, Off of	Historic	Domestic	Stevensburg
44CU0136	Domestic Site, Croftburn Farm	Along NW Boundary of Croftburn Farm	18th Century	Domestic	Mount Pony
44CU0137	Road Trace	Along NW Boundary of Croftburn Farm	18th Century	Transportation	Mount Pony
44CU0148	Jeffersonton Academy Site	Jeffersonton Road, Behind 023- 5276	1821	Education	Jeffersonton

APPENDIX B: LIST OF RECORDED PROPERTIES BY AOHI

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5091	Fleetwood Church	19526 Brandy Road	1890	Religion	Brandy Station
023-5092	Graffiti House	19508 Brandy Road	1858	Domestic	Brandy Station
023-5093	Highway Saftey Supply	19478 Brandy Road; 19486 Brandy Road	1940	Commerce/Trade	Brandy Station
023-5094	R.J. Merkel, Inc.	Commercial Building, 19478 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5095	House, 19465 Brandy Road	19465 Brandy Road	1890	Domestic	Brandy Station
023-5096	Gas Station, 19443 Brandy Road	19443 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5097	Fisher Auto Parts	19417 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5098	Brandy Episcopal Church	14586 Alanthus Road	1948	Religion	Brandy Station
023-5099	House, 19668 Church Road	19668 Church Road	1880	Domestic	Brandy Station
023-5100	Brandy Bapitst Church	19343 Carpenter's Branch Road	1890	Commerce/Trade	Brandy Station
023-5101	House, 19351 Carpenter's Branch Road	19351 Carpenter's Branch Road	1910	Domestic	Brandy Station
023-5103	House, 19373 Carpenter's Branch Road	19373 Carpenter's Branch Road	1910	Domestic	Brandy Station
023-5104	Steve's Car Store	19363 Brany Road	1940	Commerce/Trade	Brandy Station
023-5105	House, 19350 Carpenter's Branch Road	19350 Carpenter's Branch Road	1900	Domestic	Brandy Station
023-5106	Manuels Garage/Used Cars	Brandy Road	1960	Commerce/Trade	Brandy Station
023-5107	House, 14671 Stevensburg Road	14671 Stevensburg Road	1890	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5108	House, 14647 Stevensburg Road	14647 Stevensburg Road	1920	Domestic	Brandy Station
023-5109	George Stone House	14635 Stevensburg Road	1850	Domestic	Brandy Station
023-5110	Warehouse, 19424 Brandy Road	19424 Brandy Road	post-1850	Industry	Brandy Station
023-5112	Bailey's Store	14624 Carrico Mills Road	1880	Commerce/Trade	Brandy Station
023-5113	Masonic Lodge #169	19489 Bootsie Lane	1884	Social	Brandy Station
023-5114	House, 19489 Bootsie Lane	19489 Bootsie Lane	1910	Domestic	Brandy Station
023-5115	Myers House	19507 Bootsie Lane	1900	Domestic	Brandy Station
023-5116	House, 19484 Bootsie Lane	19484 Bootsie Lane	1880	Domestic	Brandy Station
023-5117	Loysen House	14655 Carrico Mills Road	1890	Domestic	Brandy Station
023-5118	House, 14671 Carrico Mills Road	14671 Carrico Mills Road	1975	Domestic	Brandy Station
023-5119	House, 14685, 14689 Carrico Mills Road	14685 Carrico Mills Road; 14689 Carrico Mills Road	1900	Domestic	Brandy Station
023-5120	House, 14699 Carrico Mills Road	14699 Carrico Mills Road	1920	Domestic	Brandy Station
023-5121	House, 14707 Carrico Mills Road	14707 Carrico Mills Road	1900	Domestic	Brandy Station
023-5126	House, 14739 Carrico Mills Road	14739 Carrico Mills Road; 14741 Carrico Mills Road	1920	Domestic	Brandy Station
023-5128	House, 14720 Carrico Mills Road	14720 Carrico Mills Road	1920	Domestic	Brandy Station
023-5129	House, 14694 Carrico Mills Road	14694 Carrico Mills Road	1929	Domestic	Brandy Station
023-5130	House, 14676 Carrico Mills Road	14676 Carrico Mills Road	1939	Domestic	Brandy Station
023-5131	House, 14666 Carrico Mills Road	14666 Carrico Mills Road	1890	Domestic	Brandy Station
023-5132	House, 14648 Carrico Mills Road	14648 Carrico Mills Road	1880	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5133	House, 19726 Mt. Dumpling Road	19726 Mt. Dumpling Road	1880	Domestic	Brandy Station
023-5134	House, 19706 Mt. Dumpling Road	19706 Mt. Dumpling Road	1850	Domestic	Brandy Station
023-5135	House, 14720 Wanza Road	14720 Wanza Road	1930	Domestic	Brandy Station
023-5136	House, 14713 Wanza Road	14713 Wanza Road	1870	Domestic	Brandy Station
023-5137	House, 14727 Wanza Road	14727 Wanza Road	1920	Domestic	Brandy Station
023-5277	House, Mt. Dumpling Road	19689 Mt. Dumpling Road	1909	Domestic	Brandy Station
023-5278	House, 19627 Church Road	19627 Church Road	1939	Domestic	Brandy Station
023-5279	Brandy Volunteer Fire Department	Church Road	1952	Government/Law/ Political	Brandy Station
023-5280	Commercial Building, Brandy Road	Brandy Road	1930	Commerce/Trade	Brandy Station
023-5281	Fyne Wire Specialists	Church Road	1980	Commerce/Trade	Brandy Station
023-5282	House, 14686 Stevensburg Road	14686 Stevensburg Road	1929	Domestic	Brandy Station
023-5283	House, 14746 Carrico Mills Rd.	14746 Carrico Mills Road	1929	Domestic	Brandy Station
023-0045	Cedar Mountain Battlefield	James Madison Highway, North of	1863	Military	Cedar Mountain
023-5285	House, 9623 James Madison Highway	9623 James Madison Highway	1932	Domestic	Cedar Mountain
023-5286	Store, 9607 James Madison Highway	9607 James Madison Highway	1932	Commerce/Trade	Cedar Mountain
023-5287	House, 21620 Dovehill Road	21620 Dove Hill Road	1964	Domestic	Cedar Mountain
023-5289	Crittenden House Ruins, Farm Lane	Farm Lane	19th Century; 1862	Domestic	Cedar Mountain
023-5290	United Daughters of the Confederacy Monument	General Winder Road, North of	Post 1920	Military	Cedar Mountain

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5291	Monument, Wisconsin 3rd	Dove Hill Road, West of	1906	Military	Cedar Mountain
023-5301	House, 21725 Dovehill Road	21725 Dove Hill Road	1988	Domestic	Cedar Mountain
023-5336	Cedar Mountain Battlefield Commemorative Markers (aka: J. Gordon Thomas Markers)	Cedar Mountain Battlefield Area; James Madison Highway, North of	1929	Military	Cedar Mountain
023-5340	House, General Winder Road [Throckmorton's]	9517 General Winder Road	Early 20th Century	Domestic	Cedar Mountain
023-0053-0256	Button Tenant House	Beverlys Ford Road (Route 673), North of	1900	Domestic	Cunningham Farm
023-0053-0260	Stone Walls, Cunningham Overseer's House	Beverlys Ford Road (Route 673), North of	Post-1800	Domestic	Cunningham Farm
023-0003	Beauregard	Beauregard Lane	1840	Domestic	Fleetwood Hill
023-0005	Farley	11732 Farley Road	1801	Domestic	Fleetwood Hill
023-0053-0003	Monument Hill Farm	11727 Farley Road	1830	Domestic	Fleetwood Hill
023-0053-0004	Spillman Tenant House	Farley Road	1960	Domestic	Fleetwood Hill
023-0053-0005	Dogwood Hill; Spillman House	Farley Road	1980	Domestic	Fleetwood Hill
023-0053-0006	Beauregard Tenant House	Farley Road	1900	Domestic	Fleetwood Hill
023-0053-0012	Brandy High School Auditorium	Fleetwood Heights Road	1930	Education	Fleetwood Hill
023-5355	House, 21064 Fleetwood Heights Road	21064 Fleetwood Heights Road	1929	Domestic	Fleetwood Hill
023-5357	Brandy Rock Farm	12178 Farley Road	1934	Domestic	Fleetwood Hill

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0071	Yates Family Cemetery	Sperryville Pike (Route 522); Adjacent (East) to 8015 Sperryville Turnpike (Route 522)	1889	Funerary	Griffinsburg
023-5249	Soldier's Rest	8002 Sperryville Turnpike	1913	Domestic	Griffinsburg
023-5250	Yates Inn	8075 Sperryville Turnpike	1930	Domestic	Griffinsburg
023-5251	House, 8058 Sperryville Turnpike	8058 Sperryville Turnpike	Post-1950	Domestic	Griffinsburg
023-5252	Windmore	8060 Sperryville Turnpike	Post-1900	Domestic	Griffinsburg
023-5253	House, Sperryville Turnpike	8015 Sperryville Turnpike	1955	Domestic	Griffinsburg
023-5254	House, 7472 Sperryville Turnpike	7472 Sperryville Turnpike	1986	Domestic	Griffinsburg
023-5255	House, 13177 and 13179 Lovett Lane	13177 and 13179 Lovett Lane	1948	Domestic	Griffinsburg
023-5256	House, 13173 Lovett Lane	13173 Lovett Lane	1913	Domestic	Griffinsburg
023-5257	Beattie Place	8145 Sperryville Turnpike	1921	Domestic	Griffinsburg
023-5258	Sterile Acres	Lovett Lane	1948	Domestic	Griffinsburg
023-5259	Yates Store	8052 Sperryville Turnpike	post-1920	Commerce/Trade	Griffinsburg
023-5260	House, 8048 Sperryville Turpike	8048 Sperryville Turpike	1929	Domestic	Griffinsburg
023-0020	Salubria	East of Culpeper and Stevensburg; South of Route 3 (eastbound)	1742	Domestic	Hansborough Ridge
023-0053- 0199	House, 20193 Germanna Highway	16067 Germanna Highway	1928	Domestic	Hansborough Ridge
023-0053- 0201	Sandy Springs Farm	18212 Sandy Springs Road	1880	Domestic	Hansborough Ridge
023-5199	House, 20485 Germanna Highway	20485 Germanna Highway	1940	Domestic	Hansborough Ridge

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0068	Hansbroughs Ridge Winter Encampment, 1863-1864	Germanna Highway, North of, at Hansbroughs Ridge	1863-1864	Military	Hansborough Ridge Encampment
023-5342	Clover Hill	10109 Clover Hill Lane	1830	Domestic	Hazel River
023-5343	Coons Place	17191 Ryland Chapel Road	1895	Domestic	Hazel River
023-5344	Edgewood	8471 Jameson Mill Road	1810	Domestic	Hazel River
023-5345	Haught Cemetery	Ryland Chapel Road	post-1924	Funerary	Hazel River
023-5346	Haught Place	9286 Chapel Lane	1920	Domestic	Hazel River
023-5347	Homeland	17136 Ryland Chapel Road	post-1850	Domestic	Hazel River
023-5348	Madeira Barns	16352 Ryland Chapel Road	post-1900	Agricultural	Hazel River
023-5349	North Cliff	9198 North Cliff Lane	1947	Domestic	Hazel River
023-5350	Rock Springs	16401 Ryland Church Road	1900	Domestic	Hazel River
023-5351	Spring Hill	19534 Spring Hill Lane	1837	Domestic	Hazel River
023-0012	Jeffersonton Baptist Church	4717 Jeffersonton Road	1840	Religion	Jeffersonton
023-0015	Jeffersonton Store / Tavern Lot	Jeffersonton Road and Springs Road Intersection, SW Corner	1800	Commerce/Trade	Jeffersonton
023-5263	House, 18485 Springs Road	18485 Springs Road	1900	Domestic	Jeffersonton
023-5264	Jeffersonton Methodist Church	5085 Jeffersonton Road	1907	Religion	Jeffersonton
023-5265	Jeffersonton Post Office	5073 Jeffersonton Road	1960	Government/Law/ Political	Jeffersonton
023-5266	House, 5114 Jeffersonton Road	5114 Jeffersonton Rd	1870	Domestic	Jeffersonton
023-5267	Fishback Place	4679 Jeffersonton Road	1830	Domestic	Jeffersonton
023-5268	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education	Jeffersonton
023-5269	Wollam Gardens	5167 Jeffersonton Road	1780	Domestic	Jeffersonton
023-5270	Crossroads; Jeffersonton Road	4666 Jeffersonton Road	1860	Domestic	Jeffersonton
023-5271	The Glebe, Jeffersonton Road	4659 Jeffersonton Road	1880	Domestic	Jeffersonton

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5272	House, 5170 Jeffersonton Road	5170 Jeffersonton Rd	1900	Domestic	Jeffersonton
023-5273	House, 4615 Jeffersonton Road	4615 Jeffersonton Rd	1947	Domestic	Jeffersonton
023-5274	House, 5011 Jeffersonton Road	5011 Jeffersonton Rd	1900	Domestic	Jeffersonton
023-5275	Jeffersonton School	5016 Jeffersonton Rd	1912	Education	Jeffersonton
44CU0148	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education	Jeffersonton
023-0053-0162	Western View [Grifith Place]	17121 Stevensburg Road	1896	Domestic	Jonas Run
023-5154	Bloomsberry	17084 Stevensburg Road	1890	Domestic	Jonas Run
023-5155	Jenkins House	19149 Greens Corner Road	1996	Domestic	Jonas Run
023-5159	House, 17212 Stevensburg Rd	17212 Stevensburg Rd	ca 1960	Domestic	Jonas Run
023-5160	House, 17230 Stevensburg Rd	17230 Stevensburg Rd	ca 1920	Domestic	Jonas Run
023-5048	Kellys Ford Battlefield	Kellys Ford Road, East and West Sides	1863	Military	Kelly's Ford
023-5048-0001	Kellys Ford Battlefield Overlook Park	Kellys Ford Road & Stones Mill Road, SE Corner	1863; Post-1950	Recreation/Art	Kelly's Ford
023-5143	Inn at Kellys Ford	16589 Edward's Shop Road	1779	Domestic	Kelly's Ford
023-5144	Wren Farm	26019 Wren Lane	Post-1870	Domestic	Kelly's Ford
023-5145	Bob's Small Engine House	16240 Kelly's Ford Road	1935	Domestic	Kelly's Ford
023-5146	Bob's Small Engine Shop	16240 Kellys Ford Road, West of	1980	Commerce/Trade	Kelly's Ford
023-5147	Level Green	15608 Kellys Ford Road	Post-1790	Domestic	Kelly's Ford
023-5148	House, 15615 Kellys Ford Road	15615 Kellys Ford Road	Post-1910	Domestic	Kelly's Ford
023-5151	Wheatley House	Wellford Turf Farm/Kelly's Ford Road	Post-1800	Domestic	Kelly's Ford
023-5292	John Pelham's Marker	Kelly's Ford Road/Rappahannock River	1981	Military	Kelly's Ford

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5317	House, 16448 Kelly's Ford Road	16448 Kelly's Ford Road	1939	Domestic	Kelly's Ford
030-0136	Bridge #6908, Horseheads Bridge , Kelly's Ford Bridge	Rappahannock River	2003	Transportation	Kelly's Ford
44CU0020	Kelly's Ford	Rappahannock River	post-1700	Transportation	Kelly's Ford
44CU0022	Kelly's Ford Domestic Site	Kellys Ford Road	historic/unknown	Domestic	Kelly's Ford
44CU0040	Kellys Ford Mill Raceway / Ford	Kellys Ford Road	19th century	Industry	Kelly's Ford
023-5245	Luther Brown House	22087 Maddens Tavern Road	1898	Domestic	Lagrange
023-5246	Brown's Shop & 2nd LaGrange Post Office	Maddens Tavern Road	1936	Commerce/Trade	Lagrange
023-5247	Herbert Brown House	22155 Maddens Tavern Road	1928	Domestic	Lagrange
023-5248	Kirtley [Historic] Road Segment	19036 Carrico Mills Road	1730	Transportation	Lagrange
023-0032	School at Lignum	23371 Lignum Road, South of	1930s	Education	Lignum
023-0033	Willis Store at Lignum	23371 Lignum Road	1867; 1880s	Commerce/Trade	Lignum
023-0055	Lael Baptist Church and Cemetery	[Church:] 23248 Lignum Road (Route 37); [Cemetery:] 23292 Lignum Road (Route 37) (AND Gibson's Lane)	1890	Religion/Funerary	Lignum
023-0056	House, 24052 Batna Road	24052 Batna Road	1914	Domestic	Lignum
023-0057	House, 23353 Lignum Road	23353 Lignum Road	1905	Domestic	Lignum
023-0058	House, 23382 Lignum Road	23382 Lignum Road	1900	Domestic	Lignum
023-0060	Ruritan Club Building	20489 Gibson's Lane	1930	Social	Lignum
023-0061	Willis Store	24022 Batna Road	1940	Commerce/Trade	Lignum
023-0062	Cedar Croft	24022 Batna Road	1900	Domestic	Lignum
023-0063	Yonder Hills	23248 Lignum Road	1860	Domestic	Lignum
023-0064	House, 23160 Germanna Highway	23160 Route 3	1909	Domestic	Lignum

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0065	Warehouse, 23371 Lignum Road	23371 Lignum Road	1870	Industry	Lignum
023-5242	Hopewell Methodist Church & Cemetery	23557 Lignum Road	1891; 1960s; 1990s	Religion/Funerary	Lignum
023-5243	House, 23502 / 23506 Lignum Road	23502 / 23506 Lignum Road	1900	Domestic	Lignum
023-5244	House, 23239 Germanna Highway	23239 Germanna Highway	1932	Domestic	Lignum
023-5262	House, 23149 Germanna Highway	23149 Germanna Highway	1960	Domestic	Lignum
023-5354	House, 23178 Germanna Highway	23178 Germanna Highway	1968	Domestic	Lignum
44CU0078	School at Lignum	20489 Gibson's Lane	1907	Education	Lignum
44CU0079	Willis Lumber Company Office Building	Tax Parcel #67-5; Germanna Highway; Formerly located on Tax Parcel #67-7 (20489 Gibson's Lane or Lignum Rd)	19th Century; 3rd Quarter	Commerce/Trade	Lignum
44CU0082	Civil War Encampment	23395 Lignum Road (Route 37)	1860-1865	Military	Lignum
023-0051	Mitchells Presbyterian Church	12229 Mitchell Road	1879	Religion	Mitchells
023-5318	Mitchells Store	12100 Mitchell Road, North of	post-1920	Commerce/Trade	Mitchells
023-5319	Outbuildings, 651 Hardy Lane	651 Hardy Lane	post-1900	Agriculture	Mitchells
023-5320	Back-Archers Farm	12037 Myrals Lane	1918	Domestic	Mitchells
023-5321	House, 12058 Mitchell Road	12058 Mitchell Road	1961	Domestic	Mitchells
023-5322	House, 12064 Mitchell Road	12064 Mitchell Road [12065 Mitchell Road]	1918	Domestic	Mitchells
023-5323	House, 12076 Hardy Lane	12076 Hardy Lane	1929	Domestic	Mitchells
023-5324	House, 12100 Mitchell Road	12100 Mitchell Road	1918	Domestic	Mitchells
023-5325	House, 12122 Mitchell Road	12122 Mitchell Road	1934	Domestic	Mitchells

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5326	House, 12130 Mitchell Road	12130 Mitchell Road	1938	Domestic	Mitchells
023-5327	House, 12142 Mitchell Road	12142 Mitchell Road	2003	Domestic	Mitchells
023-5328	House, 12162 Mitchell Road	12162 Mitchell Road	1944	Domestic	Mitchells
023-5329	Foxleigh Farm	12314 Mitchell Road [12292 Mitchell Road]	1918	Domestic	Mitchells
023-5330	House 23473 Rapidan Road	23473 Rapidan Road	1918	Domestic	Mitchells
023-5331	House, 23489 Rapidan Road	23489 Rapidan Road	1929	Domestic	Mitchells
023-5332	House, 24011 Rapidan Road	24011 Rapidan Road	1961	Domestic	Mitchells
023-5333	Bethel Baptist Church	11520 Mitchell Road	1945	Religion	Mitchells
023-5334	House, East of 23489 Rapidan Road	23489 Rapidan Road, East of	1900	Domestic	Mitchells
023-5335	Carpenter Seed Cleaning Plant	23527 Rapidan Road	1930s	Industry	Mitchells
023-5336	House, Mitchell Road	Mitchell Road, East of	1918	Domestic	Mitchells
023-5337	Mitchells School	12240 Mitchell Road	1944	Education	Mitchells
023-0084	Mount Pony District	Germanna Highway	post-1743	Agricultural	Mount Pony
023-5019	Croftburn Farm Cottage	15245 Germanna Hwy	1940	Domestic	Mount Pony
023-5020	Sprinkel-Bushong House on Croftburn Farm	18157 Germanna Highway	1890	Domestic	Mount Pony
023-5021	Henry Hall Place	15428 Germanna Highway	1900	Domestic	Mount Pony
023-5022	William Massey House	16067 Germanna Highway	1820	Domestic	Mount Pony
023-5023	Signal Hill	Germanna Highway	1882	Domestic	Mount Pony
023-5024	Ashland Farm	Ashland Farm Road	1847	Domestic	Mount Pony
023-5025	Ashland Farm Tenant House	Germanna Highway	1900	Domestic	Mount Pony
023-5026	McClung House	17155 Germanna Highway	1940	Domestic	Mount Pony
023-5027	House, Germanna Hwy	Germanna Highway	1940	Domestic	Mount Pony
023-5028	Clover Hill Tenant House	Germanna Highway	1905	Domestic	Mount Pony

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5029	Clover Hill	18432, 18384, 18350 Clover Hill Lane	1771	Domestic	Mount Pony
023-5030	Gorie Carpenter Place	18244 Germanna Highway	1900	Domestic	Mount Pony
023-5040	Croftburn Farm	18157 Germanna Highway	1890	Domestic	Mount Pony
023-5261	Weaver Farm	17275 Germanna Highway	1821	Domestic	Mount Pony
023-5276	House, 16422 Germanna Highway	16422 Germanna Highway	1940	Domestic	Mount Pony
023-5293	Ashland Farm Tenant House	Ashland Farm Road	1930	Domestic	Mount Pony
44CU0120	Domestic Site, Route 3	South of Germanna Hwy	18th Century: 4th quarter; 19th Century	Domestic	Mount Pony
44CU0121	Domestic Site, Route 3	South of Germanna Hwy	20th Century	Domestic	Mount Pony
44CU0136	Domestic Site, Croftburn Farm	Along NW Boundary of Croftburn Farm	18th Century	Domestic	Mount Pony
44CU0137	Road Trace	Along NW Boundary of Croftburn Farm	18th Century	Transportation	Mount Pony
023-0028	Norman's Mill Ruins	Stevensburg Road, East Side on Mountain Run	1857	Industry	Mountain Run
023-0053-0263	Sunny Brook Farm	17477 Stevensburg Road	1910	Domestic	Mountain Run
023-5225	House, 19172 Corky's Lane	19172 Corky's Lane	Post-1960s	Domestic	Mountain Run
023-5226	House, 19206 Corky's Lane	19206 Corky's Lane	1950s	Domestic	Mountain Run
023-5227	House, 18058 Stevensburg Road	18058 Stevensburg Road	1960s	Domestic	Mountain Run
023-5338	Civil War Monument, Stevensburg Road	Stevensburg Road, East of; Across from 18058 Stevensburg Road	1990s	Military	Mountain Run
023-5339	Fairfield	18253 Stevensburg Road	1890 / 1910	Domestic	Mountain Run

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5352	Norman's Mill Ford	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation	Mountain Run
023-5353	Old Carolina Road Segment	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation	Mountain Run
023-5294	House, 17074 Raccoon Ford Road	17074 Raccoon Ford Road	post-1865	Domestic	Raccoon Ford
023-5295	House, 17166 Raccoon Ford Road	17166 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5296	House, 17169 Raccoon Ford Road	17169 Raccoon Ford Road	1900	Domestic	Raccoon Ford
023-5297	House, 17195 Raccoon Ford Road	17195 Raccoon Ford Road	1850	Domestic	Raccoon Ford
023-5298	House, 17212 Raccoon Ford Road	17212 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5299	House, 17219 Raccoon Ford Road	17219 Raccoon Ford Road	1930	Domestic	Raccoon Ford
023-5300	The River's Edge	Raccoon Ford Road, West of	1910	Domestic	Raccoon Ford
023-0037	Emanuel's Episcopal Church	28279 Rapidan Road	1874	Religion	Rapidan
023-0038	Rapidan Freight Depot	28276 Rapidan Drive	1853	Transportation	Rapidan
023-0052	Rapidan Historic District	Rapidan, VA	Post-1780	Domestic/ Transportation	Rapidan
023-5302	House, 9468 Peyton Lane	9468 Peyton Lane	1891	Domestic	Rapidan
023-5303	House, 9480 Peyton Lane	9480 Peyton Lane	1903	Domestic	Rapidan
023-5304	House, 9706 Locust Dale Road	9706 Locust Dale Road	1848	Domestic	Rapidan
023-5305	Store, 9787 Locust Dale Road	9787 Locust Dale Road	1929	Commerce/Trade	Rapidan
023-5306	House, 9797 Locust Dale Road	9797 Locust Dale Road	1898	Domestic	Rapidan

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5307	Store, 9778 Locust Dale Road	9778 Locust Dale Road	1898	Commerce/Trade	Rapidan
023-5308	House, 28282 Rapidan Road	28282 Rapidan Road	1938	Domestic	Rapidan
023-5309	House, 28305 Rapidan Road	28305 Rapidan Road	1995	Domestic	Rapidan
023-5310	House, 28315 Rapidan Road	28315 Rapidan Road	1929	Domestic	Rapidan
023-5311	House, 28325 Rapidan Road	28325 Rapidan Road	1930	Domestic	Rapidan
023-5312	House, 28388 Rapidan Road	28388 Rapidan Road	1886	Domestic	Rapidan
023-5313	House, 28400 Rapidan Road	28400 Rapidan Road	post 1866	Domestic	Rapidan
023-5314	Lower Rapidan Baptist Church	9802 Locust Dale Road	1911	Religion	Rapidan
023-5315	Rapidan Passenger Station	28298 Rapidan Road	1890	Transportation	Rapidan
023-5316	Rapidan Post Office	9767 Locust Dale Road	1914	Government/Law/ Political	Rapidan
44CU0014	Hassininga (aka: Richards Ford Site)	Rappahannock River	Early-Late Woodland	Settlement Patterns	Richards Ford- Hassininga
44CU0034	Lock 10 (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford- Hassininga
44CU0035	Lock 11 (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford- Hassininga
44CU0036	Lock 12 (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford- Hassininga
44CU0037	Lock- upriver (Powell's Canal)	Rappahannock River	ca 1830	Transportation	Richards Ford- Hassininga
44CU0077	Powell's Canal / Rappahannock Ridge [Stone Wall Section Related to Powells Canal]	Rappahannock River	ca 1830	Transportation	Richards Ford- Hassininga
023-0072	Saint James Episcopal Church and cemetery / Trenches	St. James Church Road	1840	Religion/Funerary	St James Church

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
44CU0090	1) Church; 2) Cemetery	St. James Church Road	1840	Religion/Funerary	St James Church
44CU0099	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century	Domestic	St James Church
44CU0110	Historic Site	Beverlys Ford Road, West of	Prehistoric / Unknown historic	Domestic	St James Church
44CU0111	Prehistoric Site	Beverlys Ford Road, West of	Archaic	Settlement Pattern	St James Church
44CU0118	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century: 2nd half; 20th Century	Domestic	St James Church
023-0053-0187	Stevensburg Grille & Grocery	Commercial Building, 19300 Germanna Highway	1950	Commerce/Trade	Stevensburg
023-0053-0188	Stevensburg Post Office	Commercial Building, 19312 Germanna Highway	1950	Government/Law/Political	Stevensburg
023-5161	St. Stevens Baptist Church	19075 York Road	1890	Religion	Stevensburg
023-5162	Zimmerman's Tavern	19214 York Road	1735	Commerce/Trade	Stevensburg
023-5163	House, 19222 York Road	19222 York Road	1880	Domestic	Stevensburg
023-5164	House, 19020 Stevensburg Road	19020 Stevensburg Road	1898	Domestic	Stevensburg
023-5165	House, 19041 Stevensburg Road	19041 Stevensburg Road	1900	Domestic	Stevensburg
023-5166	House, 19017 Stevensburg Road	19017 Stevensburg Road	Post-1960	Domestic	Stevensburg
023-5167	House, 19007 Stevensburg Road	19007 Stevensburg Road	1890	Domestic	Stevensburg
023-5168	House, 19235 Stevensburg Road	19235 Stevensburg Road	1890	Domestic	Stevensburg
023-5169	I-House, York Road	York Road, North of	1880	Domestic	Stevensburg
023-5170	House, 19723 York Road	19273 York Road	1940	Domestic	Stevensburg
023-5171	Barns, York Road	York Road, North of	1960	Agricultural	Stevensburg
023-5172	House, 19032 York Road	19032 York Road	1890	Domestic	Stevensburg

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5173	House, 19357 York Road	19357 York Road	1800	Domestic	Stevensburg
023-5174	Baptist Parsonage	19377 York Road	1950	Religion	Stevensburg
023-5175	Stevensburg Baptist Church	19393 York Road	1980	Religion	Stevensburg
023-5176	House, 19412 York Road	19412 York Road	1980	Domestic	Stevensburg
023-5177	House, 19138 York Road	19138 York Road	1900	Domestic	Stevensburg
023-5178	House, 19298 York Road	19298 York Road	1939	Domestic	Stevensburg
023-5184	House, 19284 Germanna Highway	19284 Germanna Highway	1980	Domestic	Stevensburg
023-5185	House, 19345 Germanna Highway	19345 Germanna Highway	1978	Domestic	Stevensburg
023-5186	House, 19367 Germanna Highway	19367 Germanna Highway	1968	Domestic	Stevensburg
023-5187	House, 19383 Germanna Highway	19383 Germanna Highway	1954	Domestic	Stevensburg
023-5188	House, 19076 Batna Road	19076 Batna Road	1898	Domestic	Stevensburg
023-5189	Hitt Tenant House	Batna Road, East of	1890	Domestic	Stevensburg
023-5190	House, Batna Road	Batna Road, North of Stevensburg Methodist Church	1870	Domestic	Stevensburg
023-5191	Stevensburg Methodist Church	Batna Road, East of	1970	Religion	Stevensburg
023-5341	House Ruins, North of 19214 (023-5162)	York Road, North of 19214 (023-5162)	Post-1850	Domestic	Stevensburg
44CU0124	Dwelling	Stevensburg Road, Off of	Historic	Domestic	Stevensburg

APPENDIX C: LIST OF RECORDED PROPERTIES BY DATE

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
44CU0111	Prehistoric Site	Beverlys Ford Road, West of	Archaic	Settlement Pattern	St James Church
44CU0014	Hassininga (aka: Richards Ford Site)	Rappahannock River	Early-Late Woodland	Settlement Patterns	Richards Ford-Hassininga
44CU0110	Site With Prehistoric and Historic Component	Beverlys Ford Road, West of	Prehistoric / Unknown historic	Domestic	St James Church
44CU0136	Domestic Site, Croftburn Farm	Along NW Boundary of Croftburn Farm	18th Century	Domestic	Mount Pony
44CU0137	Road Trace	Along NW Boundary of Croftburn Farm	18th Century	Transportation	Mount Pony
023-5352	Norman's Mill Ford	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation	Mountain Run
023-5353	Old Carolina Road Segment	Stevensburg Road, East of	18th Century; Early 19th Century; 1863	Transportation	Mountain Run
44CU0020	Kelly's Ford	Rappahannock River	post-1700	Transportation	Kelly's Ford
023-5248	Kirtley [Historic] Road Segment	19036 Carrico Mills Road	1730	Transportation	Lagrange
023-5162	Zimmerman's Tavern	19214 York Road	1735	Commerce/Trade	Stevensburg
023-0020	Salubria	East of Culpeper and Stevensburg; South of Route 3 (eastbound)	1742	Domestic	Hansborough Ridge

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0084	Mount Pony District	Germanna Highway	Post-1743	Agricultural	Mount Pony
023-5029	Clover Hill	18432, 18384, 18350 Clover Hill Lane	1771	Domestic	Mount Pony
44CU0120	Domestic Site, Route 3	South of Germanna Hwy	18th Century: 4th quarter; 19th Century	Domestic	Mount Pony
023-5143	Inn at Kellys Ford	16589 Edward's Shop Road	1779	Domestic	Kelly's Ford
023-5269	Wollam Gardens	5167 Jeffersonton Road	1780	Domestic	Jeffersonton
023-0052	Rapidan Historic District	Rapidan, VA	Post-1780	Domestic/ Transportation	Rapidan
023-5147	Level Green	15608 Kellys Ford Road	Post-1790	Domestic	Kelly's Ford
44CU0040	Kellys Ford Mill Raceway / Ford	Kellys Ford Road	19th century	Industry	Kelly's Ford
44CU0099	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century	Domestic	St James Church
023-5289	Crittenden House Ruins, Farm Lane	Farm Lane	19th Century; 1862	Domestic	Cedar Mountain
023-0015	Jeffersonton Store / Tavern Lot	Jeffersonton Road and Springs Road Intersection, SW Corner	1800	Commerce/Trade	Jeffersonton
023-5173	House, 19357 York Road	19357 York Road	1800	Domestic	Stevensburg
023-0053-0260	Stone Walls, Cunningham Overseer's House	Beverlys Ford Road (Route 673), North of	Post-1800	Domestic	Cunningham Farm
023-5151	Wheatley House	Wellford Turf Farm/Kelly's Ford Road	Post-1800	Domestic	Kelly's Ford
023-0005	Farley	11732 Farley Road	1801	Domestic	Fleetwood Hill
023-5344	Edgewood	8471 Jameson Mill Road	1810	Domestic	Hazel River
023-5022	William Massey House	16067 Germanna Highway	1820	Domestic	Mount Pony

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5261	Weaver Farm	17275 Germanna Highway	1821	Domestic	Mount Pony
023-5268	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education	Jeffersonton
44CU0148	Jeffersonton Academy Site	Jeffersonton Road, Behind 023-5276	1821	Education	Jeffersonton
023-0053-0003	Monument Hill Farm	11727 Farley Road	1830	Domestic	Fleetwood Hill
023-5267	Fishback Place	4679 Jeffersonton Road	1830	Domestic	Jeffersonton
023-5342	Clover Hill	10109 Clover Hill Lane	1830	Domestic	Hazel River
44CU0034	Lock 10 (Powell's Canal)	Rappahannock River	1830	Transportation	Richards Ford-Hassininga
44CU0035	Lock 11 (Powell's Canal)	Rappahannock River	1830	Transportation	Richards Ford-Hassininga
44CU0036	Lock 12 (Powell's Canal)	Rappahannock River	1830	Transportation	Richards Ford-Hassininga
44CU0037	Lock- upriver (Powell's Canal)	Rappahannock River	1830	Transportation	Richards Ford-Hassininga
44CU0077	Powell's Canal / Rappahannock Ridge [Stone Wall Section Related to Powells Canal]	Rappahannock River	1830	Transportation	Richards Ford-Hassininga
023-5351	Spring Hill	19534 Spring Hill Lane	1837	Domestic	Hazel River
023-0003	Beauregard	Beauregard Lane	1840	Domestic	Fleetwood Hill
023-0012	Jeffersonton Baptist Church	4717 Jeffersonton Road	1840	Religion	Jeffersonton
023-0072	Saint James Episcopal Church and cemetery / Trenches	St. James Church Road	1840	Religion/Funerary	St James Church
44CU0090	1) Church; 2) Cemetery	St. James Church Road	1840	Religion/Funerary	St James Church
023-5024	Ashland Farm	Ashland Farm Road	1847	Domestic	Mount Pony

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5304	House, 9706 Locust Dale Road	9706 Locust Dale Road	1848	Domestic	Rapidan
44CU0118	Historic Site	Beverlys Ford Road, East of, at Airport	19th Century: 2nd half; 20th Century	Domestic	St James Church
023-5109	George Stone House	14635 Stevensburg Road	1850	Domestic	Brandy Station
023-5134	House, 19706 Mt. Dumpling Road	19706 Mt. Dumpling Road	1850	Domestic	Brandy Station
023-5297	House, 17195 Raccoon Ford Road	17195 Raccoon Ford Road	1850	Domestic	Raccoon Ford
023-5110	Warehouse, 19424 Brandy Road	19424 Brandy Road	Post-1850	Industry	Brandy Station
023-5341	House Ruins, North of 19214 (023-5162)	York Road, North of 19214 (023-5162)	Post-1850	Domestic	Stevensburg
023-5347	Homeland	17136 Ryland Chapel Road	Post-1850	Domestic	Hazel River
023-0038	Rapidan Freight Depot	28276 Rapidan Drive	1853	Transportation	Rapidan
023-0028	Norman's Mill Ruins	Stevensburg Road, East Side on Mountain Run	1857	Industry	Mountain Run
023-5092	Graffiti House	19508 Brandy Road	1858	Domestic	Brandy Station
023-0063	Yonder Hills	23248 Lignum Road	1860	Domestic	Lignum
023-5270	Crossroads; Jeffersonton Road	4666 Jeffersonton Road	1860	Domestic	Jeffersonton
44CU0082	Civil War Encampment	23395 Lignum Road (Route 37)	1860-1865	Military	Lignum
023-0045	Cedar Mountain Battlefield	James Madison Highway, North of	1863	Military	Cedar Mountain
023-5048	Kellys Ford Battlefield	Kellys Ford Road, East and West Sides	1863	Military	Kelly's Ford
023-5048-0001	Kellys Ford Battlefield Overlook Park	Kellys Ford Road & Stones Mill Road, SE Corner	1863; Post-1950	Recreation/Art	Kelly's Ford

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0068	Hansbroughs Ridge Winter Encampment, 1863-1864	Germanna Highway, North of, at Hansbroughs Ridge	1863-1864	Military	Hansborough Ridge Encampment
44CU0079	Willis Lumber Company Office Building	Tax Parcel #67-5; Germanna Highway; Formerly located on Tax Parcel #67-7 (20489 Gibson's Lane or Lignum Rd)	19th Century; 3rd Quarter	Commerce/Trade	Lignum
023-5294	House, 17074 Raccoon Ford Road	17074 Raccoon Ford Road	Post-1865	Domestic	Raccoon Ford
023-5313	House, 28400 Rapidan Road	28400 Rapidan Road	Post-1866	Domestic	Rapidan
023-0033	Willis Store at Lignum	23371 Lignum Road	1867; 1880s	Commerce/Trade	Lignum
023-0065	Warehouse, 23371 Lignum Road	23371 Lignum Road	1870	Industry	Lignum
023-5136	House, 14713 Wanza Road	14713 Wanza Road	1870	Domestic	Brandy Station
023-5190	House, Batna Road	Batna Road, North of Stevensburg Methodist Church	1870	Domestic	Stevensburg
023-5266	House, 5114 Jeffersonton Road	5114 Jeffersonton Rd	1870	Domestic	Jeffersonton
023-5144	Wren Farm	26019 Wren Lane	Post-1870	Domestic	Kelly's Ford
023-0037	Emanuel's Episcopal Church	28279 Rapidan Road	1874	Religion	Rapidan
023-0051	Mitchell's Presbyterian Church	12229 Mitchell Road	1879	Religion	Mitchell's
023-0053-0201	Sandy Springs Farm	18212 Sandy Springs Road	1880	Domestic	Hansborough Ridge
023-5099	House, 19668 Church Road	19668 Church Road	1880	Domestic	Brandy Station
023-5112	Bailey's Store	14624 Carrico Mills Road	1880	Commerce/Trade	Brandy Station
023-5116	House, 19484 Bootsie Lane	19484 Bootsie Lane	1880	Domestic	Brandy Station
023-5132	House, 14648 Carrico Mills Road	14648 Carrico Mills Road	1880	Domestic	Brandy Station
023-5133	House, 19726 Mt. Dumpling Road	19726 Mt. Dumpling Road	1880	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5163	House, 19222 York Road	19222 York Road	1880	Domestic	Stevensburg
023-5169	I-House, York Road	York Road, North of	1880	Domestic	Stevensburg
023-5271	The Glebe, Jeffersonton Road	4659 Jeffersonton Road	1880	Domestic	Jeffersonton
023-5023	Signal Hill	Germanna Highway	1882	Domestic	Mount Pony
023-5113	Masonic Lodge #169	19489 Bootsie Lane	1884	Social	Brandy Station
023-5312	House, 28388 Rapidan Road	28388 Rapidan Road	1886	Domestic	Rapidan
023-0071	Yates Family Cemetery	Sperryville Pike (Route 522); Adjacent (East) to 8015 Sperryville Turnpike (Route 522)	1889	Funerary	Griffinsburg
023-0055	Lael Baptist Church and Cemetery	[Church:] 23248 Lignum Road (Route 37); [Cemetery:] 23292 Lignum Road (Route 37) (AND Gibson's Lane)	1890	Religion/Funerary	Lignum
023-5020	Sprinkel-Bushong House on Croftburn Farm	18157 Germanna Highway	1890	Domestic	Mount Pony
023-5040	Croftburn Farm	18157 Germanna Highway	1890	Domestic	Mount Pony
023-5091	Fleetwood Church	19526 Brandy Road	1890	Religion	Brandy Station
023-5095	House, 19465 Brandy Road	19465 Brandy Road	1890	Domestic	Brandy Station
023-5100	Brandy Baptitst Church	19343 Carpenter's Branch Road	1890	Commerce/Trade	Brandy Station
023-5107	House, 14671 Stevensburg Road	14671 Stevensburg Road	1890	Domestic	Brandy Station
023-5117	Loysen House	14655 Carrico Mills Road	1890	Domestic	Brandy Station
023-5131	House, 14666 Carrico Mills Road	14666 Carrico Mills Road	1890	Domestic	Brandy Station
023-5154	Bloomsberry	17084 Stevensburg Road	1890	Domestic	Jonas Run
023-5161	St. Stevens Baptist Church	19075 York Road	1890	Religion	Stevensburg
023-5167	House, 19007Stevensburg Road	19007 Stevensburg Road	1890	Domestic	Stevensburg

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5168	House, 19235 Stevensburg Road	19235 Stevensburg Road	1890	Domestic	Stevensburg
023-5172	House, 19032 York Road	19032 York Road	1890	Domestic	Stevensburg
023-5189	Hitt Tenant House	Batna Road, East of	1890	Domestic	Stevensburg
023-5315	Rapidan Passenger Station	28298 Rapidan Road	1890	Transportation	Rapidan
023-5339	Fairfield	18253 Stevensburg Road	1890 / 1910	Domestic	Mountain Run
023-5242	Hopewell Methodist Church & Cemetery	23557 Lignum Road	1891; 1960s; 1990s	Religion/Funerary	Lignum
023-5302	House, 9468 Peyton Lane	9468 Peyton Lane	1891	Domestic	Rapidan
023-5343	Coons Place	17191 Ryland Chapel Road	1895	Domestic	Hazel River
023-0053-0162	Western View [Grifith Place]	17121 Stevensburg Road	1896	Domestic	Jonas Run
023-5164	House, 19020 Stevensburg Road	19020 Stevensburg Road	1898	Domestic	Stevensburg
023-5188	House, 19076 Batna Road	19076 Batna Road	1898	Domestic	Stevensburg
023-5245	Luther Brown House	22087 Maddens Tavern Road	1898	Domestic	Lagrange
023-5295	House, 17166 Raccoon Ford Road	17166 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5298	House, 17212 Raccoon Ford Road	17212 Raccoon Ford Road	1898	Domestic	Raccoon Ford
023-5306	House, 9797 Locust Dale Road	9797 Locust Dale Road	1898	Domestic	Rapidan
023-5307	Store, 9778 Locust Dale Road	9778 Locust Dale Road	1898	Commerce/Trade	Rapidan
44CU0121	Domestic Site, Route 3	South of Germanna Hwy	20th Century	Domestic	Mount Pony
023-5340	House, General Winder Road [Throckmorton's]	9517 General Winder Road	Early 20th Century	Domestic	Cedar Mountain
023-0053-0006	Beauregard Tenant House	Farley Road	1900	Domestic	Fleetwood Hill
023-0053-0256	Button Tenant House	Beverlys Ford Road (Route 673), North of	1900	Domestic	Cunningham Farm

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-0058	House, 23382 Lignum Road	23382 Lignum Road	1900	Domestic	Lignum
023-0062	Cedar Croft	24022 Batna Road	1900	Domestic	Lignum
023-5021	Henry Hall Place	15428 Germanna Highway	1900	Domestic	Mount Pony
023-5025	Ashland Farm Tenant House	Germanna Highway	1900	Domestic	Mount Pony
023-5030	Gorie Carpenter Place	18244 Germanna Highway	1900	Domestic	Mount Pony
023-5105	House, 19350 Carpenter's Branch Road	19350 Carpenter's Branch Road	1900	Domestic	Brandy Station
023-5115	Myers House	19507 Bootsie Lane	1900	Domestic	Brandy Station
023-5119	House, 14685, 14689 Carrico Mills Road	14685 Carrico Mills Road; 14689 Carrico Mills Road	1900	Domestic	Brandy Station
023-5121	House, 14707 Carrico Mills Road	14707 Carrico Mills Road	1900	Domestic	Brandy Station
023-5165	House, 19041 Stevensburg Road	19041 Stevensburg Road	1900	Domestic	Stevensburg
023-5177	House, 19138 York Road	19138 York Road	1900	Domestic	Stevensburg
023-5243	House, 23502 / 23506 Lignum Road	23502 / 23506 Lignum Road	1900	Domestic	Lignum
023-5263	House, 18485 Springs Road	18485 Springs Road	1900	Domestic	Jeffersonton
023-5272	House, 5170 Jeffersonton Road	5170 Jeffersonton Rd	1900	Domestic	Jeffersonton
023-5274	House, 5011 Jeffersonton Road	5011 Jeffersonton Rd	1900	Domestic	Jeffersonton
023-5296	House, 17169 Raccoon Ford Road	17169 Raccoon Ford Road	1900	Domestic	Raccoon Ford
023-5334	House, East of 23489 Rapidan Road	23489 Rapidan Road, East of	1900	Domestic	Mitchells
023-5350	Rock Springs	16401 Ryland Church Road	1900	Domestic	Hazel River
023-5252	Windmore	8060 Sperryville Turnpike	Post-1900	Domestic	Griffinsburg
023-5319	Outbuildings, 651 Hardy Lane	651 Hardy Lane	Post-1900	Agriculture	Mitchells
023-5348	Madeira Barns	16352 Ryland Chapel Road	Post-1900	Agricultural	Hazel River

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5303	House, 9480 Peyton Lane	9480 Peyton Lane	1903	Domestic	Rapidan
023-0057	House, 23353 Lignum Road	23353 Lignum Road	1905	Domestic	Lignum
023-5028	Clover Hill Tenant House	Germanna Highway	1905	Domestic	Mount Pony
023-5291	Monument, Wisconsin 3rd	Dove Hill Road, West of	1906	Military	Cedar Mountain
023-5264	Jeffersonton Methodist Church	5085 Jeffersonton Road	1907	Religion	Jeffersonton
44CU0078	School at Lignum	20489 Gibson's Lane	1907	Education	Lignum
023-0064	House, 23160 Germanna Highway	23160 Route 3	1909	Domestic	Lignum
023-5277	House, Mt. Dumpling Road	19689 Mt. Dumpling Road	1909	Domestic	Brandy Station
023-0053-0263	Sunny Brook Farm	17477 Stevensburg Road	1910	Domestic	Mountain Run
023-5101	House, 19351 Carpenter's Branch Road	19351 Carpenter's Branch Road	1910	Domestic	Brandy Station
023-5103	House, 19373 Carpenter's Branch Road	19373 Carpenter's Branch Road	1910	Domestic	Brandy Station
023-5114	House, 19489 Bootsie Lane	19489 Bootsie Lane	1910	Domestic	Brandy Station
023-5300	The River's Edge	Raccoon Ford Road, West of	1910	Domestic	Raccoon Ford
023-5148	House, 15615 Kellys Ford Road	15615 Kellys Ford Road	Post-1910	Domestic	Kelly's Ford
023-5314	Lower Rapidan Baptist Church	9802 Locust Dale Road	1911	Religion	Rapidan
023-5275	Jeffersonton School	5016 Jeffersonton Rd	1912	Education	Jeffersonton
023-5249	Soldier's Rest	8002 Sperryville Turnpike	1913	Domestic	Griffinsburg
023-5256	House, 13173 Lovett Lane	13173 Lovett Lane	1913	Domestic	Griffinsburg
023-0056	House, 24052 Batna Road	24052 Batna Road	1914	Domestic	Lignum
023-5316	Rapidan Post Office	9767 Locust Dale Road	1914	Government/Law/ Political	Rapidan
023-5320	Back-Archers Farm	12037 Myrals Lane	1918	Domestic	Mitchells

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5322	House, 12064 Mitchell Road	12064 Mitchell Road [12065 Mitchell Road]	1918	Domestic	Mitchells
023-5324	House, 12100 Mitchell Road	12100 Mitchell Road	1918	Domestic	Mitchells
023-5329	Foxleigh Farm	12314 Mitchell Road [12292 Mitchell Road]	1918	Domestic	Mitchells
023-5330	House 23473 Rapidan Road	23473 Rapidan Road	1918	Domestic	Mitchells
023-5336	House, Mitchell Road	Mitchell Road, East of	1918	Domestic	Mitchells
023-5108	House, 14647 Stevensburg Road	14647 Stevensburg Road	1920	Domestic	Brandy Station
023-5120	House, 14699 Carrico Mills Road	14699 Carrico Mills Road	1920	Domestic	Brandy Station
023-5126	House, 14739 Carrico Mills Road	14739 Carrico Mills Road; 14741 Carrico Mills Road	1920	Domestic	Brandy Station
023-5128	House, 14720 Carrico Mills Road	14720 Carrico Mills Road	1920	Domestic	Brandy Station
023-5137	House, 14727 Wanza Road	14727 Wanza Road	1920	Domestic	Brandy Station
023-5346	Haught Place	9286 Chapel Lane	1920	Domestic	Hazel River
023-5160	House, 17230 Stevensburg Rd	17230 Stevensburg Rd	1920	Domestic	Jonas Run
023-5290	United Daughters of the Confederacy Monument	General Winder Road, North of	Post-1920	Military	Cedar Mountain
023-5259	Yates Store	8052 Sperryville Turnpike	Post-1920	Commerce/Trade	Griffinsburg
023-5318	Mitchells Store	12100 Mitchell Road, North of	Post-1920	Commerce/Trade	Mitchells
023-5257	Beattie Place	8145 Sperryville Turnpike	1921	Domestic	Griffinsburg
023-5345	Haught Cemetery	Ryland Chapel Road	Post-1924	Funerary	Hazel River
023-0053-0199	House, 20193 Germanna Highway	16067 Germanna Highway	1928	Domestic	Hansborough Ridge
023-5247	Herbert Brown House	22155 Maddens Tavern Road	1928	Domestic	Lagrange
023-5129	House, 14694 Carrico Mills	14694 Carrico Mills Road	1929	Domestic	Brandy Station

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
	Road				
023-5260	House, 8048 Sperryville Turpike	8048 Sperryville Turpike	1929	Domestic	Griffinsburg
023-5282	House, 14686 Stevensburg Road	14686 Stevensburg Roodad	1929	Domestic	Brandy Station
023-5283	House, 14746 Carrico Mills Rd.	14746 Carrico Miills Road	1929	Domestic	Brandy Station
023-5305	Store, 9787 Locust Dale Road	9787 Locust Dale Road	1929	Commerce /Trade	Rapidan
023-5310	House, 28315 Rapidan Road	28315 Rapidan Road	1929	Domestic	Rapidan
023-5323	House, 12076 Hardy Lane	12076 Hardy Lane	1929	Domestic	Mitchells
023-5331	House, 23489 Rapidan Road	23489 Rapidan Road	1929	Domestic	Mitchells
023-5336	Cedar Mountain Battlefield Commemorative Markers (aka: J. Gordon Thomas Markers)	Cedar Mountain Battlefield Area; James Madison Highway, North of	1929	Military	Cedar Mountain
023-5355	House, 21064 Fleetwood Heights Road	21064 Fleetwood Heights Road	1929	Domestic	Fleetwood Hill
023-0053-0012	Brandy High School Auditorium	Fleetwood Heights Road	1930	Education	Fleetwood Hill
023-0060	Ruritan Club Building	20489 Gibson's Lane	1930	Social	Lignum
023-5135	House, 14720 Wanza Road	14720 Wanza Road	1930	Domestic	Brandy Station
023-5250	Yates Inn	8075 Sperryville Turnpike	1930	Domestic	Griffinsburg
023-5280	Commercial Building, Brandy Road	Brandy Road	1930	Commerce/Trade	Brandy Station
023-5293	Ashland Farm Tenant House	Ashland Farm Road	1930	Domestic	Mount Pony
023-5299	House, 17219 Raccoon Ford Road	17219 Raccoon Ford Road	1930	Domestic	Raccoon Ford
023-5311	House, 28325 Rapidan Road	28325 Rapidan Road	1930	Domestic	Rapidan
023-0032	School at Lignum	23371 Lignum Road, South of	1930s	Education	Lignum
023-5335	Carpenter Seed Cleaning Plant	23527 Rapidan Road	1930s	Industry	Mitchells
023-5244	House, 23239 Germanna	23239 Germanna Highway	1932	Domestic	Lignum

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
	Highway				
023-5285	House, 9623 James Madison Highway	9623 James Madison Highway	1932	Domestic	Cedar Mountain
023-5286	Store, 9607 James Madison Highway	9607 James Madison Highway	1932	Commerce/Trade	Cedar Mountain
023-5325	House, 12122 Mitchell Road	12122 Mitchell Road	1934	Domestic	Mitchells
023-5357	Brandy Rock Farm	12178 Farley Road	1934	Domestic	Fleetwood Hill
023-5145	Bob's Small Engine House	16240 Kelly's Ford Road	1935	Domestic	Kelly's Ford
023-5246	Brown's Shop & 2nd LaGrange Post Office	Maddens Tavern Road	1936	Commerce/Trade	Lagrange
023-5308	House, 28282 Rapidan Road	28282 Rapidan Road	1938	Domestic	Rapidan
023-5326	House, 12130 Mitchell Road	12130 Mitchell Road	1938	Domestic	Mitchells
023-5130	House, 14676 Carrico Mills Road	14676 Carrico Mills Road	1939	Domestic	Brandy Station
023-5178	House, 19298 York Road	19298 York Road	1939	Domestic	Stevensburg
023-5278	House, 19627 Church Road	19627 Church Road	1939	Domestic	Brandy Station
023-5317	House, 16448 Kelly's Ford Road	16448 Kelly's Ford Road	1939	Domestic	Kelly's Ford
023-0061	Willis Store	24022 Batna Road	1940	Commerce/Trade	Lignum
023-5019	Croftburn Farm Cottage	15245 Germanna Hwy	1940	Domestic	Mount Pony
023-5026	McClung House	17155 Germanna Highway	1940	Domestic	Mount Pony
023-5027	House, Germanna Hwy	Germanna Highway	1940	Domestic	Mount Pony
023-5093	Highway Saftey Supply	19478 Brandy Road; 19486 Brandy Road	1940	Commerce/Trade	Brandy Station
023-5104	Steve's Car Store	19363 Brany Road	1940	Commerce/Trade	Brandy Station
023-5170	House, 19723 York Road	19273 York Road	1940	Domestic	Stevensburg
023-5199	House, 20485 Germanna Highway	20485 Germanna Highway	1940	Domestic	Hansborough Ridge

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5276	House, 16422 Germanna Highway	16422 Germanna Highway	1940	Domestic	Mount Pony
023-5328	House, 12162 Mitchell Road	12162 Mitchell Road	1944	Domestic	Mitchells
023-5337	Mitchells School	12240 Mitchell Road	1944	Education	Mitchells
023-5333	Bethel Baptist Church	11520 Mitchell Road	1945	Religion	Mitchells
023-5273	House, 4615 Jeffersonton Road	4615 Jeffersonton Rd	1947	Domestic	Jeffersonton
023-5349	North Cliff	9198 North Cliff Lane	1947	Domestic	Hazel River
023-5098	Brandy Episcopal Church	14586 Alanthus Road	1948	Religion	Brandy Station
023-5255	House, 13177 and 13179 Lovett Lane	13177 and 13179 Lovett Lane	1948	Domestic	Griffinsburg
023-5258	Sterile Acres	Lovett Lane	1948	Domestic	Griffinsburg
023-0053-0187	Stevensburg Grille & Grocery	Commercial Building, 19300 Germanna Highway	1950	Commerce/Trade	Stevensburg
023-0053-0188	Stevensburg Post Office	Commercial Building, 19312 Germanna Highway	1950	Government/Law/Political	Stevensburg
023-5094	R.J. Merkel, Inc.	Commercial Building, 19478 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5096	Gas Station, 19443 Brandy Road	19443 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5097	Fisher Auto Parts	19417 Brandy Road	1950	Commerce/Trade	Brandy Station
023-5174	Baptist Parsonage	19377 York Road	1950	Religion	Stevensburg
023-5226	House, 19206 Corky's Lane	19206 Corky's Lane	1950s	Domestic	Mountain Run
023-5251	House, 8058 Sperryville Turnpike	8058 Sperryville Turnpike	Post-1950	Domestic	Griffinsburg
023-5279	Brandy Volunteer Fire Department	Church Road	1952	Government/Law/Political	Brandy Station
023-5187	House, 19383 Germanna Highway	19383 Germanna Highway	1954	Domestic	Stevensburg

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5253	House, Sperryville Turnpike	8015 Sperryville Turnpike	1955	Domestic	Griffinsburg
023-0053-0004	Spillman Tenant House	Farley Road	1960	Domestic	Fleetwood Hill
023-5106	Manuels Garage/Used Cars	Brandy Road	1960	Commerce/Trade	Brandy Station
023-5171	Barns, York Road	York Road, North of	1960	Agricultural	Stevensburg
023-5262	House, 23149 Germanna Highway	23149 Germanna Highway	1960	Domestic	Lignum
023-5265	Jeffersonton Post Office	5073 Jeffersonton Road	1960	Government/Law/ Political	Jeffersonton
023-5159	House, 17212 Stevensburg Rd	17212 Stevensburg Rd	1960	Domestic	Jonas Run
023-5227	House, 18058 Stevensburg Road	18058 Stevensburg Road	1960s	Domestic	Mountain Run
023-5166	House, 19017 Stevensburg Road	19017 Stevensburg Road	Post-1960	Domestic	Stevensburg
023-5225	House, 19172 Corky's Lane	19172 Corky's Lane	Post-1960	Domestic	Mountain Run
023-5321	House, 12058 Mitchell Road	12058 Mitchell Road	1961	Domestic	Mitchells
023-5332	House, 24011 Rapidan Road	24011 Rapidan Road	1961	Domestic	Mitchells
023-5287	House, 21620 Dovehill Road	21620 Dove Hill Road	1964	Domestic	Cedar Mountain
023-5186	House, 19367 Germanna Highway	19367 Germanna Highway	1968	Domestic	Stevensburg
023-5354	House, 23178 Germanna Highway	23178 Germanna Highway	1968	Domestic	Lignum
023-5191	Stevensburg Methodist Church	Batna Road, East of	1970	Religion	Stevensburg
023-5118	House, 14671 Carrico Mills Road	14671 Carrico Mills Road	1975	Domestic	Brandy Station
023-5185	House, 19345 Germanna Highway	19345 Germanna Highway	1978	Domestic	Stevensburg
023-0053-0005	Dogwood Hill; Spillman House	Farley Road	1980	Domestic	Fleetwood Hill
023-5146	Bob's Small Engine Shop	16240 Kellys Ford Road, West of	1980	Commerce/Trade	Kelly's Ford

DHR ID #	RESOURCE NAME	RESOURCE ADDRESS	DATE	THEME	AOHI
023-5175	Stevensburg Baptist Church	19393 York Road	1980	Religion	Stevensburg
023-5176	House, 19412 York Road	19412 York Road	1980	Domestic	Stevensburg
023-5184	House, 19284 Germanna Highway	19284 Germanna Highway	1980	Domestic	Stevensburg
023-5281	Fyne Wire Specialists	Church Road	1980	Commerce/Trade	Brandy Station
023-5292	John Pelham's Marker	Kelly's Ford Road/Rappahannock River	1981	Military	Kelly's Ford
023-5254	House, 7472 Sperryville Turnpike	7472 Sperryville Turnpike	1986	Domestic	Griffinsburg
023-5301	House, 21725 Dovehill Road	21725 Dove Hill Road	1988	Domestic	Cedar Mountain
023-5338	Civil War Monument, Stevensburg Road	Stevensburg Road, East of; Across from 18058 Stevensburg Road	1990s	Military	Mountain Run
023-5309	House, 28305 Rapidan Road	28305 Rapidan Road	1995	Domestic	Rapidan
023-5155	Jenkins House	19149 Greens Corner Road	1996	Domestic	Jonas Run
023-5327	House, 12142 Mitchell Road	12142 Mitchell Road	2003	Domestic	Mitchells
030-0136	Bridge #6908, Horseheads Bridge , Kelly's Ford Bridge	Rappahannock River	2003	Transportation	Kelly's Ford
44CU0124	Dwelling	Stevensburg Road, Off of	Historic	Domestic	Stevensburg
44CU0022	Kelly's Ford Domestic Site	Kellys Ford Road	historic/unknown	Domestic	Kelly's Ford

APPENDIX D:

**PRELIMINARY INFORMATION FORMS FOR
JEFFERSONTON, MITCHELL'S AND
MOUNTAIN RUN**

Virginia Department of Historic Resources

PIF RESOURCE INFORMATION SHEET

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<p>General Property Information</p>	<p style="font-size: small;">For Staff Use Only</p> <p>DHR ID #:</p>
<p>District Name(s): <u>Jeffersonton Historic District</u></p>	
<p>District or Selected Building Date(s): <u>1798; 1807; 1863; 1930</u> <input checked="" type="checkbox"/>Circa <input type="checkbox"/>Pre <input type="checkbox"/>Post Open to the Public? <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>	
<p>Main District Streets and/or Routes: <u>Jeffersonton Road (Route 621); Springs Road (Route 802); Ridgeview Court</u> City: <u>Jeffersonton</u> Zip: <u>22724</u></p>	
<p>County or Ind. City: <u>Culpeper County</u> USGS Quad(s): <u>Jeffersonton</u></p>	

Physical Character of General Surroundings

Acreage: 97 Setting (choose one): City Urban Town Suburban Rural Transportation Corridor

Site Description Notes/Notable Landscape Features/Streetscapes: The village of Jeffersonton is situated in the northern sector of Culpeper County, approximately 1 mile east of Rixeyville Rd (Route 229), at the elongated intersection of Jeffersonton Road (Rt. 621) and Springs Road (Rt. 802). The Rappahannock River lies roughly 1.85 miles to the west, while the closest waterway, Beaverdam Creek, runs approx. 3,200 feet to the northeast. The local topography undulates somewhat, with elevations ranging from 480–400 feet above mean sea level. The north and south ends of town, once comprising two discrete communities, are connected by a north-south running stretch of Jeffersonton Road known locally as ‘the pommel of the saddle’ (Scheel 1994).

Ownership Categories: Private Public-Local Public-State Public-Federal

<i>General District Information</i>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	Residential (single family dwellings); commercial (stores, taverns); institutional (schools, post office); and religious (churches)
What are the current uses? (if other than the historical use)	Commercial (bed & breakfast, but no stores or taverns)
Architectural styles or elements of buildings within the proposed district:	Vernacular (I-House; L-Plan); Colonial Revival; Queen Anne
Architects, builders, or original owners of buildings within the proposed district:	Martin Fishback
Are there any known threats to this district?	Several documented properties showed minimal evidence of deterioration resulting from general neglect. A new residential subdivision has been constructed along Ridge View Court, in the southwest sector of town.

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The town of Jeffersonton is situated in the northern sector of Culpeper County, approximately 1.85 miles west of the Rappahannock River and 1.0 miles east of Rixeyville Road (Route 229). The main local thoroughfare is Jeffersonton Road (Route 621), which enters the north end of town, formerly the village of Jefferson, from the east and intersects with Springs Road before curving southward to the other end of town, formerly the late 18th century hamlet of Wealsborough. A subdivision of newly developed homes occupies the southwest sector of Jeffersonton, along Ridge View Court, which intersects with Jeffersonton Road (Route 621) at the southern end of town. The nearest body of water is Beaverdam Creek, situated roughly 3,170 feet to the northeast. The surrounding area is largely rural in character with a gently undulating terrain marked by a mix of large open spaces and circumscribed areas of dense woods.

Brief History of Jeffersonton

The history of Jeffersonton begins with the history of another German-based colony, Germanna. According to most accounts, the first Germanna Colony arrived in Virginia in 1714. After docking in Tappahannock, the group moved westward to a location about 30 miles past the fall line of the Rappahannock. Within a horseshoe bend of the Rapidan River, the group of 12 families built Fort Germanna with the sponsorship of Lieutenant Governor Alexander Spotswood (Wayland 1989). Two additional groups of Germans joined the first colony in 1717 and 1719, and the town grew to over 200 people. By this time, they had outgrown the fort, and it was demolished. In its place, Spotswood had his servants and slaves construct an enormous mansion, now known as the Enchanted Castle (Barile 2004).

The first colony's tenure at Germanna lasted approximately seven years. In return for their passage, they were indentured servants on Spotswood's land. Once their indentures had expired, however, the group left Germanna to form their own town. The new property, named Germantown, was located on Licking Run in what was then the Northern Neck proprietary. Although the exact date of settlement at Germantown is

unknown, it is currently believed that the first group of Germans left Germanna in 1721. Though the group petitioned for 1,805 acres of land on Licking Run as early as 1719, various documents suggest that they did not inhabit the property until 1721. Regardless, documents have the colony living on site by 1724, with definite occupation by 1729 (Barile and Carmody 2006).

Shortly after the establishment of Germantown, one of the original 1714 colonists decided to leave the group and establish his family on a larger piece of land to the northwest. In 1730, John Fishback (nee Johannes Fishback) moved his family to a fertile parcel of land located near Sulphur Springs. He was joined in later years by other Germanna colonists, including the Kempers, the Coons, and the Spilmans (Holtzclaw 1980).

By the late 18th century, the population of the area had grown to include many families and several commercial enterprises. A cross roads community was established along the old Washington-Charlottesville Road (Thompson 1937a). The area was incorporated into a town in 1798. What became the village of Jeffersonton once comprised two separate communities: Jefferson to the south (est. 1798) and Wealsborough to the north (est. 1807). When the post office was built circa 1799 between the two communities, the name was spelled 'Jeffersonton.' As stated in early town doctrines, each one-half acre lot was to be developed with a dwelling measuring "twelve feet square...with a brick or stone chimney, to be finished fit for habitation within five years from the day of sale." (as quoted in Scheel 1982:83)

By the 1820s, thanks in large part to its location on a major stage route connecting Washington with Milledgeville, Georgia, the small village was booming, surpassing Stevensburg as Culpeper County's leading town (Scheel 1994:Jeffersonton-13). In 1835, the population had reached 300 total residents (Thompson 1937a). The community contained one main street lined with 43 dwellings, one Baptist church, one ministry school, one elementary school, three mercantile shops, three taverns, one tanyard, one hat manufacturer, three boot and shoe manufacturers, one wagon/carriage maker, three carpenters, and two doctors. The stagecoach stopped in town three times per week. In addition, Jeffersonton was once part of a large expanse of communities linked by an extensive canal system along the Rappahannock. This location brought repeated business to the community as nearby farmers transported their goods to larger cities along the canal works.

One of the most prominent institutions in the community was the Jeffersonton Academy; a private school that opened in 1828 and operated into the late 19th century. Built on land owned by the Fishback family, the school offered several curriculum: a classical education focusing on the "dead" languages and higher branches of a typical English education, a minor course schedule in English, grammar, geography, and other classes becoming the standard of education in America, and a series of beginning courses that could be taken individually. The Jeffersonton Academy was one of the few private schools in Culpeper County to survive the Civil War, and the remains of this stone building are still visible today at the north end of town (Thompson 1937b; Scheel 1994).

Another notable establishment in Jeffersonton was the Jeffersonton Baptist Church. Founded in 1773 by descendents of the original Germanna colonists, the church was first known as the Hedgeman River Baptist Society and located on the Fauquier side of the river (Jeffries 1937). Over the next few decades, the number of members from Culpeper rose above the Fauquier contingency, and the church was moved to Jeffersonton. The new church, a small timber frame building, was located at the intersection of Jeffersonton Road and Spring Road. Following the move from Fauquier, the size of the congregation more than doubled, and the existing brick building was erected in 1848. The Baptist church continued to be one of the landmarks of Jeffersonton for the next century.

On October 12, 1863, a brief, but intense engagement took place between Confederate and Union forces near the Jeffersonton Baptist Church. The stone wall still visible bordering the church and cemetery today

provided cover for Union soldiers during the action. Reportedly, the Jeffersonton Academy building was utilized as a temporary hospital facility during the War (Scheel 1994; Thompson 1937b).

After the war, the town of Jeffersonton underwent another blow as the Rappahannock canal system was abandoned in favor of railroad travel. What was once an extensive system of interlinked canals were left unused, and the area farmers instead brought their goods to other communities for transport, including Culpeper and Brandy Station in Culpeper County, and Remington in Fauquier County. The abandonment of the canal system ceased all future, large-scale growth in Jeffersonton.

Just after the turn of the century, a new brick church was constructed near the intersection of Springs Road and Jeffersonton Road (the old Washington-Charlottesville Road). The Jeffersonton Methodist Church catered to local Methodists who had grown tired of traveling elsewhere for worship. Other early 20th century modifications include the construction of W. D. Payne's gas-powered grist mill in 1925 and the founding of a new high school around 1930 (Scheel 1982:346).

In 1930, the town was bypassed by Route 229 (Rixeyville Road), ending any hopes of the town's continuing growth and development. As described in a 1937 WPA report (Thompson 1937a):

Jefferson is a small village built around a cross roads. There is one store which is used as post office and another one in which is sold general merchandise. There are four churches, one Baptist, one Methodist for whites and two for colored people. And here are about fifteen dwelling houses. All of these houses and churches are spread out under shady trees, beside, sometimes dusty roads. The homes are large and comfortable on the whole giving the village an atmosphere of well being and ease. A large high school is also a part of the town.

Whereas the booming town of 1835 contained 43 dwellings and numerous commercial and industrial enterprises, the community of 1937 only contained 15 homes, a few churches, and a limited number of stores. As a result of the road bypass, the village of Jeffersonton and surrounding countryside maintained their 1937 configuration and grew very little over the next several decades. A new post office and community center were built just north of the Methodist Church in the mid-20th century, but no other large-scale changes have been made to the town. Today, the community contains several residences, two churches, and numerous archaeological sites that contain information on its past prosperity.

Description of Jeffersonton Cultural Resources

The Jeffersonton Historic District contains approximately 12 extant built resources and several archaeological sites. The town reached its zenith during the antebellum years, as the Rappahannock Canal system, the Jeffersonton Academy, and several other ventures brought new business to town. However, it is due to its postbellum history, namely the abandonment of the canal system after the Civil War and the realignment of Route 229 in 1930, that the community retains such a high degree of integrity. Based on the 1937 description of resources as recounted in the WPA records, Jeffersonton has undergone very little modifications since that time. The community still has just over a dozen notable resources, and the roads are still lined with shady trees.

The extant buildings within the community that are over 50 years in age comprise residential dwellings and ecclesiastic structures. One of the oldest buildings in town is the Fishback House (023-5276). The Fishbacks were one of the founding families of Jeffersonton. The existing home is located north of the intersection of Jeffersonton Road and Springs Road. This two story dwelling, originally constructed in 1828, is an interesting example of changes to a building's orientation due to surrounding development. The original home was a two story, three bay dwelling with a brick structural system and a raised English basement formed of coursed

rubble stone. Over time, the intersection grew and expanded with the volume of traffic coming through town. Subsequent owners began to use the west elevation (facing the driveway) as the main entry, and a two story projecting pedimented porch was built on the west elevation to cover the new primary entry and a porch door on the second floor. Other antebellum homes within Jeffersonton include Wollam Gardens (023-5269) and Crossroads House (023-5270). Like the Fishback House, these buildings were constructed with stone foundations and timber frame structural systems. The Jeffersonton Baptist Church (023-0012), constructed in 1848, was built as a monumental structure in the community. Constructed of brick and located on a topographic rise on the east side of town, the church has an interesting combination of Green Revival and Gothic Revival influences.

After the war, residents remained in the community and rebuilt their lives and their homes. Postbellum dwellings in town resemble those found in other areas of Culpeper County. Most are vernacular homes built with an L- or I-shaped plan, and several exhibit characteristics of Late Victorian styles popular across the country at the time. The Glebe (023-5271), located at 4659 Jeffersonton Road, is a two story vernacular Queen Anne building constructed with an L-shaped plan. Decorative wavy-bottomed shingles can be found covering the structural system under the eave of the front cross gable instead of weatherboard. The same eave has elaborate bargeboard and spindlework. Although the home has undergone small modifications since it was originally constructed, all alterations have been sympathetic to the historic character of the home. Other postbellum dwellings in town include the Goodwillie House (023-5266), the House at 5011 Jeffersonton Road (023-5274), and the House at 5170 Jeffersonton Road (023-5272).

Because of the developmental conditions that faced the town after 1930, the first half of the 20th century is only represented by one home and one school. The last large building constructed in town was the Jeffersonton High School (023-5275). Built in the 1920s, the Colonial Revival school is a two story, five bay building with a steel frame clad in brick. Colonial Revival features include a hipped roof, rounded relieving arches above the fenestrations, and decorative oculus windows. The school was specifically mentioned in the 1937 report as a new, notable construction. The only Bungalow/Craftsman style house is Little Pocono at 4615 Jeffersonton Road (023-5273). This circa 1947 home has an interesting gambrel roof, and it is one of the few buildings in town that is one story in height.

Together, the remaining architectural fabric of Jeffersonton is an excellent representation of its historic context—early 19th century prosperity, Civil War destruction, postbellum rebuilding, and 20th century transportation bypasses. The town has been able to retain much of its historic charms and qualities, which still reflect its historic rural character.

While the architectural heritage of the community is quite impressive, the town also possesses immense archaeological potential. Because of the paucity of development over the past half a century, numerous archaeological sites still exist within the district boundaries. Two known sites include the Jeffersonton Academy Site (023-5268/[*Archaeological Site # To Be Assigned*]) and the Jeffersonton Store Site/Old Stage Tavern site (023-0015/44CU0021). The Jeffersonton Academy is noted by the presence of above-ground structural remains. Portions of the stone school can still be seen at the site today. In addition, artifacts are scattered on the ground surface. According to the current owners, the school site has never been developed. As such, it has a moderate to high probability to contain intact subsurface deposits, which could reveal a great amount on antebellum education in Virginia—a type of site that has received very little attention. The Jeffersonton Store Site represents over two centuries of commercial enterprises at this important crossroads. Several stores have occupied the lot at the southwest corner of Jeffersonton and Springs Road. Today, only a sole set of steps provides a visible reminder of its previous use. It is believed that this site also has moderate to high potential for intact deposits, as local residents state that the site has been left fallow since the most recent store was demolished a decade ago.


In addition to these known, recorded sites, Jeffersonton has the potential for innumerable archaeological sites—domestic, commercial, and industrial. In 1835, the town had 43 dwellings, one Baptist church, one ministry school, one elementary school, three mercantile shops, three taverns, one tanyard, one hat manufacturer, three boot and shoe manufacturers, one wagon/carriage maker, and three carpenters. Only a fraction of these buildings exist today, and the remainder of the community comprises open, empty lots. It is probable that these now-abandoned, grassy lots were once the location of these lost dwellings and businesses. While a handful of pre-Civil War domestic sites have been excavated in Culpeper County, very few commercial or industrial sites have been examined. The availability of such resources, likely containing in situ deposits, is very unique and could reshape the known history of crossroads communities in Culpeper and indeed the larger Piedmont area.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Jeffersonton was among the earliest and, during the first half of the 19th century, most prominent towns established in Culpeper County. Though no longer the bustling population center it once was, it still persists as a crossroads community, retaining much of its 19th century sense of place and rural character. This community is an excellent representation of a crossroads community that was founded in the 18th century by foreign settlers looking for a new homestead, rapidly grew in the antebellum years through commerce and industry, and struggled to rebuild after the war. During the automobile age, the main road bypassed Jeffersonton, and development stalled. Because of its association with regional and Culpeper County planning and development, it is recommended that the Jeffersonton Historic District is eligible for the NRHP under Criterion A.

Architecturally, a core of roughly 12–13 extant historic properties are visual representations of the spectrum of Jeffersonton's history, including two churches dating to the 1840s and 1907, respectively, 10 nineteenth-through early-20th century homes, and a 20th-century Colonial Revival school. Although some of the buildings have moderate physical and historic integrity as individual properties, together they represent the architectural heritage of this community, retaining a good degree of their location, design, setting, materials, workmanship, feeling and association. As such, it is recommended that the Jeffersonton Historic District is eligible for the NRHP under Criterion C for its architectural merit.

Finally, there are two known archaeological sites that represent very important aspects of the development of town (Jeffersonton Academy and the Jeffersonton Store/Old Stage Tavern), and several additional sites related to the town's earliest homes and commercial venues (e.g., stores, taverns) likely remain intact beneath the soils of now-fallow town lots. The Jeffersonton Academy and the Jeffersonton Store are both already recorded as archaeological sites with intact remains. Although an archaeological survey is required to confirm the locations of several additional now-lost properties, enough evidence exists on the surface and within the written records to confirm the presence of numerous archaeological sites in the district. These sites represent aspects of the once-thriving town that are now gone, including domestic, commercial, industrial, scholastic, and ecclesiastic sites, among others. It is therefore recommended that the Jeffersonton Historic District is eligible for the NRHP under Criterion D for its potential to reveal information on area history.

Applicant Information (Individual completing form if other than legal owner of property)			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>	Sean Maroney	
Ms. <input type="checkbox"/>	Miss <input type="checkbox"/>	Dovetail Cultural Resource Group, Inc.	
300 Central Road, Suite 200		Fredericksburg	VA
(Address)		(City)	(State)
smaroney@dovetailcrg.com		(540) 899-9170	
(Email Address)		(Daytime telephone including area code)	
Applicant's Signature: 		Date: 9/15/2008	

Notification			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
Miss <input type="checkbox"/>	Ms. <input type="checkbox"/>	Hon. <input type="checkbox"/>	
John Egertson		Planning Director	
(Name)		(Position)	
Culpeper County		302 North Main Street	
(Locality)		(Address)	
Culpeper	VA	22701	(540) 727-3404
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district. This area and its constituent contributing resources were documented during a year-long county-wide survey conducted in 2008 by Dovetail Cultural Resource Group, Inc., under the auspices of the Virginia Department of Historic Resources (DHR) Cost-Share Survey Program. As part of this effort, architectural historians recorded all properties 50 years and older situated within twenty-three (23) previously-identified 'areas of historic interest' (AOHIs). The boundaries for the described AOHIs were delineated in the course of a similar comprehensive cultural resource survey conducted by Eugene Scheel from 1992 to 1994. As outlined in the contracted scope of work, Dovetail, in consultation with the DHR and Culpeper County representatives, selected three of the twenty-three AOHIs deemed to possess sufficient historical significance and integrity to warrant their consideration for listing as historic districts on the National Register of Historic Places (NRHP). The town of Jeffersonton and two additional areas were selected and district-level preliminary information forms (PIFs) were completed to facilitate further evaluation.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No
 Would you be interested in the easement program? Yes No

Jeffersonton PIF Bibliography / References:

Ames, David L. and Linda McClelland

- 2002 *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. National Park Service (NPS), U.S. Department of the Interior, Washington, DC.

Barile, Kerri S.

- 2004 *Archaeology, Architecture, and Alexander Spotswood: Redefining the Georgian Worldview at the Enchanted Castle at Germanna, Orange County, Virginia*. Ph.D. Dissertation, University of Texas at Austin.

Barile, Kerri S., and Michael L. Carmody

- 2006 *Phase I Archaeological Survey of the Martin's Mill Site in Germantown, Fauquier County, Virginia*. Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Holtsclaw, B. C.

- 1980 *Ancestry and Descendents of the Nassau-Siegen Immigrants to Virginia 1714–1750*. Germanna Record No. 5. The Memorial Foundation of the Germanna Colonies, Inc., Culpeper, Virginia.

Jeffries, Margaret

- 1937 *Jeffersonton Baptist Church*. Works Progress Administration of Virginia, Historical Inventory. On file, Virginia Historical Society, Richmond, Virginia.

Scheel, Eugene

- 1982 *Culpeper: A Virginia County's History Through 1920*. The Culpeper Historical Society, Culpeper, VA.

- 1994 *The Historic-Site Survey and Archaeological Reconnaissance of Culpeper County, Virginia, 1992–1994*. Prepared for the County of Culpeper, Culpeper, Virginia. Copy on file, Virginia Department of Historic Resources, Richmond.

Thompson, J. P.

- 1937a *Jeffersonton*. Works Progress Administration of Virginia, Historical Inventory. On file, Virginia Historical Society, Richmond, Virginia.

- 1937b *Jefferson Academy*. Works Progress Administration of Virginia, Historical Inventory. On file, Virginia Historical Society, Richmond, Virginia.

Wayland, John W.

- 1989 *Germanna: Outpost of Adventure, 1714–1956*. Second Edition. Germanna Record No. 7. The Memorial Foundation of Germanna, Culpeper, Virginia.

Virginia Department of Historic Resources

PIF RESOURCE INFORMATION SHEET

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<p>General Property Information</p>	<p style="font-size: small;">For Staff Use Only</p> <p>DHR ID #:</p>
<p>District Name(s): <u style="color: red;">Mitchell's Historic District</u></p>	
<p>District or Selected Building Date(s): <u>1879</u> <input checked="" type="checkbox"/>Circa <input type="checkbox"/>Pre <input type="checkbox"/>Post Open to the Public? <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>	
<p>Main District Streets and/or Routes: <u>Rapidan Road (Route 615); Mitchell's Road (Route 652); Hardy Lane</u> City: <u>Mitchells</u> Zip: <u>22729</u></p>	
<p>County or Ind. City: <u>Culpeper County</u> USGS Quad(s): <u>Culpeper West</u></p>	

Physical Character of General Surroundings

Acreage: 97 Setting (choose one): City Urban Town Suburban Rural Transportation Corridor

Site Description Notes/Notable Landscape Features/Streetscapes: The railroad line running roughly north-south through the center of town, around which the town of Mitchells Station developed, still serves as a central landmark feature. The Mitchells Presbyterian Church (023-0012) and the 1930s Carpenter Seed Cleaning Plant complex provide visual anchor points at the north and south ends of the village, respectively. The majority of homes line the east side of Mitchells Road running between these two anchor points. The surrounding area is marked largely by broad open fields lending to the area's rural character.

Ownership Categories: Private Public-Local Public-State Public-Federal

<i>General District Information</i>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
Residential, Commercial, Industrial, Educational, Religious	
What are the current uses? (if other than the historical use)	Primarily residential/domestic, with several religious and commercial/industrial property types represented.
Architectural styles or elements of buildings within the proposed district:	Vernacular (I-House), Colonial Revival, Gothic Revival, Victorian (Queen Anne)
Architects, builders, or original owners of buildings within the proposed district:	William "Uncle Billy" Mitchell, Jr. (Landowner);
Are there any known threats to this district?	Some properties show signs of deterioration resulting from general neglect.

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The village of Mitchells, once known as Mitchells Station, is located in southwestern Culpeper County, less than two miles south of the intersection of Routes 522 (Zachary Taylor Highway) and 615 (Rapidan Road). The Norfolk Southern Railroad, formerly the Orange and Alexandria Railway, runs roughly north-south through the middle of the proposed district. Mitchells Road (Route 652), Hardy Lane (Route 651), and Myrals Lane comprise the other main local roadways.

Brief History of Mitchell's

Mitchells, situated in southern Culpeper County, is a small village established in the mid-nineteenth century. Its history is closely tied to the railroad that now bisects the town. The Orange and Alexandria rail line was chartered on March 27, 1848. It was to start in Alexandria and go through Culpeper and Orange, terminating at Gordonsville (Siegel 2008). Constructions of the main line began in 1850 and reached the Culpeper Courthouse by 1853. It would eventually continue through Charlottesville to Lynchburg (Siegel 2008). Original plans called for the rail line to be laid through present-day Mitchell's. However, according to local legend, William "Uncle Billy" Mitchell was hesitant to sacrifice a portion of his land for the railroad. Without his permission, the line would have to curve around the Mitchell plantation (Scheel 1982:350). William was eventually convinced to allow the railroad line to go through his property only when he was told that he could name the new depot on his land. He named it "Mitchells Station," which became the name for the railroad depot as well as area that grew up around it. The original station was located on the east side of the railroad tracks (Scheel 1982:350).

The area grew significantly after the depot was constructed; unfortunately less than ten years later, the Civil War swept through the Central Virginia area leaving the region in ruins. Federals targeted the Orange and Alexandria Railway as a major rail route transporting goods and supplies to and from the Shenandoah Valley (Siegel 2008).

After the Civil War, the Village of Mitchell's Station was able to regain its footing and continue to thrive. By 1873, the Baltimore and Ohio Railway took control of the Orange and Alexandria line (Siegel 2008). Due to

the notable postbellum population increase, a grade school opened in Mitchell's in 1875. Two additional schools were built in Raccoon Ford and Stevensburg (Scheel 1982:271). The vicinity surrounding large intersection of Mitchell's Road, Rapidan Road and the railroad became the commercial epicenter in the late-19th and early-20th century. As the area grew, several additions were made to the town. The Mitchells Presbyterian Church was constructed off present-day Mitchell Road in 1879 in the Gothic Revival architectural style under the leadership of Reverend John P. Strider (NRHP 1980). By the 1880s, several local residents, such as Thomas Ross and E. Taylor, had opened general merchandise stores in Mitchell's Station. By February the name of Mitchell's Station was shorted to just Mitchell's. The area continued to prosper, as evidenced by the addition of more stores, a post office and a handful of physicians (Scheel 1982:350). Unfortunately, very few of the buildings constructed during this period are still standing today.

In the early decades of the 20th century, Mitchells underwent a notable change. Residential buildings replaced many of the commercial buildings that once populated the streets around the depot and railroad tracks. As the area transitioned from a commercial center to a residential enclave, a need arose for a local high school. Mitchell's High School, one of five in the county, opened its doors in the fall of 1917 (Scheel 1980). Unfortunately, neither the original Mitchells Grade School nor High School still exist today.

As the 20th century progressed, small town general stores faded in popularity. Harry Carpenter bought what was once Lewis's Store and turned it into a car garage in the 1920s (Scheel 1982:350). Harvey Carpenter, his son, founded the Carpenter Seed Cleaning Plant on Rapidan Road in Mitchell's in 1934. The factory originally ran business out of a small frame building on the lot; today, it spans several buildings and barns and was managed by Harvey Carpenter, Jr. until 2007 (Scheel 2008).

In recent years Mitchells has become a fairly sleepy little town. Though primarily a residential community, a few commercial, industrial, religious, and educational institutions remain, including the Carpenter Seed Cleaning Plant (023-5335) near the south end of town, Bethel Baptist (023-5333) and the Mitchells Presbyterian Church (023-0051), and the former Mitchells School (023-5337). All of the general stores and post offices have been either demolished or converted into dwellings. Norfolk Southern currently owns the railway, and freight trains continue to pass through the village.

Description of Mitchell's Cultural Resources

This small district contains approximately twenty, one- and two-story wood-frame buildings, stretching along Rapidan and Mitchells Roads from Hardy Lane on the north to Myral Lane on the south. The majority are clustered around the intersection of the railroad, Route 615 (Rapidan Road) and Route 652 (Mitchell Road). Although most contributing built resources are residential in nature, the district also contains several industrial, commercial, educational, and religious facilities. Together, these buildings embody and reflect the historical development of this small railroad town.

Unfortunately, many of Mitchells' original mid-19th century buildings have been lost—replaced by postbellum and 20th century structures or slow demise due to years of disuse. The majority of extant resources date primarily to the late 19th and early decades of the 20th century, concurrent with the village's second development boom. Documented buildings vary in style and aesthetics. One of the oldest buildings in the district is the Mitchell's Presbyterian Church (023-0051), built in 1879. This Gothic Revival-styled church is located in the north end of town. Its designer, an Italian named Joseph Dominick Philip Oddenino, decorated the church's interior with trompe-l'oeil frescoes, arguably the best example of this design motif in Virginia. The property was listed on the National Register of Historic Places in 1980.

Several of the domestic buildings are vernacular, I-house dwellings—a very common house design seen throughout Culpeper County and other areas of Virginia in the later 19th century. This includes the two-story

homes at 12076 Mitchell Road (023-5323), 12100 Mitchell Road (023-5324), and 24011 Rapidan Road (023-5332). Vernacular representations of more formal architectural styles also exist within the community, including the two-story Colonial Revival dwellings situated at 12130 Mitchell Road (023-5326) and 23437 Rapidan Road (023-5330).

Mitchell Store (023-5318) and Mitchell School (023-5337) both represent life in a small railroad-driven town. Although both have only fair to good physical integrity, these two types of buildings are found at every crossroads community. Mitchell Store, located near the center of town along the railroad tracks, is a one story, timber frame building with a wide, wrap-around porch on the primary elevation—a place likely used more for socializing than for store operations. Mitchell School is a good example of a small, vernacular Colonial Revival education facility. The brick building has a hipped roof and decorative rubbed brick features. Based on its location on a slight topographic rise near the center of town and the use of brick in its construction, it is apparent that the building was a source of civic pride.

One of the most interesting properties within the district is Carpenter Seed Cleaning Plant (023-5335), located at 23527 Rapidan Road. The plant complex, built circa 1939, consists of approximately 13 buildings covering over 5,000 square feet of interior space. The property is the physical and economic anchor of the community of Mitchells. Not only has it employed a large percentage of the population, but the complex and its associated resources dominate the southern portion of town. The exterior of the main plant buildings still retain a high degree of integrity. Even more notable is the fact that the interiors are still intact, and most of the machinery used within the buildings were the original installations almost 80 years ago.


Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Like many Virginia communities, the town of Mitchells was originally part of a larger agricultural plantation. Development arrived with the railroad in the 1850s. Although most of the original buildings in town were decimated during the Civil War, the area population grew dramatically in the 1870s and 1880s, and many new businesses and community organizations were established within town. Over the next several decades, the growth in population led to the creation of several new schools, churches, and businesses. The existing community of Mitchells still reflects the developmental history of this area. Trains still run through the center of town, blowing their whistle to announce their arrival; streets still run parallel to the tracks; homes and businesses still face the rails and are clustered within a tight network in the center of town. Mitchells is an excellent representation of a community founded by railroad traffic, and this connection is still very visible today. Because of its notable ties to the creation and proliferation of the railroad industry and associated depot communities in Virginia, it is recommended that the Mitchells Historic District is eligible for the NRHP under Criterion A.

The existing architectural fabric of this community reflects the turn-of-the-century growth of Mitchells and the establishment of this community as a notable railroad town. Buildings associated with the domestic, ecclesiastic, academic, commercial, and industrial activities within the town still exist today. Many of the buildings still retain a high degree of their historic and physical integrity, reflecting the spectrum of the occupants of Mitchells over the past century. As such, it is also recommended that the Mitchells Historic District is eligible for the NRHP as a historic district under Criterion C for its architectural merit.

There is no known association between this community and important individuals, thus the district is not recommended eligible under Criterion B. As very little archaeological investigations have been completed in town, the district was not evaluated under Criterion D. However, based on the known history of the

community and the confirmation of the previous existence of now-lost structures, it is probable that several intact archaeological sites could be located within the district. Subsurface investigations within the district boundaries are warranted to identify notable archaeological deposits.

Applicant Information (Individual completing form if other than legal owner of property)			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>	Dovetail Cultural Resource	
Ms. <input type="checkbox"/>	Miss <input type="checkbox"/>	Sean Maroney	Group, Inc.
300 Central Road, Suite 200		Fredericksburg	22401
(Address)		(City)	(Zip Code)
smaroney@dovetailcrg.com		VA	(540) 899-9170
(Email Address)		(State)	(Daytime telephone including area code)
Applicant's Signature: 		Date: 9/15/2008	

Notification			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
Miss <input type="checkbox"/>	Ms. <input type="checkbox"/>	Hon. <input type="checkbox"/>	John Egertson
Culpeper County		302 North Main Street	
(Locality)		(Address)	
Culpeper	VA	22701	(540) 727-3404
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district. This area and its constituent contributing resources were documented during a year-long county-wide survey conducted in 2008 by Dovetail Cultural Resource Group, Inc., under the auspices of the Virginia Department of Historic Resources (DHR) Cost-Share Survey Program. As part of this effort, architectural historians recorded all properties 50 years and older situated within twenty-three (23) previously-identified 'areas of historic interest' (AOHIs). The boundaries for the described AOHIs were delineated in the course of a similar comprehensive cultural resource survey conducted by Eugene Scheel from 1992 to 1994. As outlined in the contracted scope of work, Dovetail, in consultation with the DHR and Culpeper County representatives, selected three of the twenty-three AOHIs deemed to possess sufficient historical significance and integrity to warrant their consideration for listing as historic districts on the National Register of Historic Places (NRHP). The town of Mitchells was among the three areas chosen for additional intensive-level documentation.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No
 Would you be interested in the easement program? Yes No

Mitchells PIF Bibliography / References:

Ames, David L. and Linda McClelland

- 2002 *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. National Park Service (NPS), U.S. Department of the Interior, Washington, DC.

Birnbaum, Charles A.

- 1994 *Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes*. Preservation Brief #36, Historic Landscape Initiative, Preservation Assistance Division, National Park Service (NPS), U.S. Department of the Interior, Washington, DC.

National Register of Historic Places

- 1980 Mitchell's Presbyterian Church. Copy on File, Department of Historic Resources, Richmond, Virginia.

Scheel, Eugene

- 1982 *Culpeper: A Virginia County's History Through 1920*. The Culpeper Historical Society, Culpeper, VA.

- 1994 *The Historic-Site Survey and Archaeological Reconnaissance of Culpeper County, Virginia, 1992-1994*. Prepared for the County of Culpeper, Culpeper, Virginia. Copy on file, Virginia Department of Historic Resources, Richmond.

- 2008 Where the Seeds of Change for Farmers Took Root. *The Washington Post*. June 15, 2008.

Siegel, C.

- 2008 The Orange & Alexandria Railroad. Electronic document: <http://www.nvcc.edu/home/csiegel/>, accessed September 18, 2008.

Virginia Department of Historic Resources

PIF RESOURCE INFORMATION SHEET

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<p>General Property Information</p>	<p style="font-size: small;">For Staff Use Only</p> <p>DHR ID #:</p>
<p>District Name(s): <u>Mountain Run Historic District</u></p>	
<p>District or Selected Building Date(s): <u>1798; 1857; 1863-1864; Late 19th – Early 20th Cent.</u> <input checked="" type="checkbox"/>Circa <input type="checkbox"/>Pre <input type="checkbox"/>Post Open to the Public? <input type="checkbox"/>Yes <input checked="" type="checkbox"/>No</p>	
<p>Main District Streets and/or Routes: <u>Stevensburg Road (Route 663); Corky’s Lane; Cole Hill Road; Greens Corners Road (Route 666)</u> City: <u>Stevensburg</u> Zip: <u>22714</u></p>	
<p>County or Ind. City: <u>Culpeper County</u> USGS Quad(s): <u>Culpeper East</u></p>	

<p>Physical Character of General Surroundings</p>
<p>Acreeage: <u>427.00</u> Setting (choose one): <input type="checkbox"/>City <input type="checkbox"/>Urban <input type="checkbox"/>Town <input type="checkbox"/>Suburban <input checked="" type="checkbox"/>Rural <input checked="" type="checkbox"/>Transportation Corridor</p>
<p>Site Description Notes/Notable Landscape Features/Streetscapes: Several natural landscape features, including Jonas Run and Mountain Run to the north and south, respectively, and Hansbroughs Ridge to the east, serve as convenient natural boundaries for the proposed Mountain Run District. Stevensburg Road (Route 663), which generally follows the alignment of the Old Carolina Road—an important north-south travel route through Culpeper County during the late 17th and 18th centuries—marks the western boundary. The lands in and around the proposed district, sloping gradually northwest to southeast across this sector, still retain their historic rural character.</p>
<p>Ownership Categories: <input checked="" type="checkbox"/>Private <input checked="" type="checkbox"/>Public-Local <input type="checkbox"/>Public-State <input type="checkbox"/>Public-Federal</p>

General District Information

What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...

Residential (dwellings); Agriculture (barns, silos); Industrial (mill); Transportation (historic road segment)

What are the current uses? (if other than the historical use) Recreational (interpretive kiosk, heritage/cultural tourism)

Architectural styles or elements of buildings within the proposed district: Late Victorian (Queen Anne, Shingle Style), Vernacular (I-House, T-Plan); Colonial Revival

Architects, builders, or original owners of buildings within the proposed district: Thomas Norman

Are there any known threats to this district? Several dwellings show signs of deterioration stemming from general neglect

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The proposed Mountain Run Historic District is located in the south-central sector of Culpeper County, approximately 3/4 of a mile north of the village of Stevensburg and the Germanna Highway (Route 3). The area in question is roughly 430 acres in size bounded by Mountain Run to the south and east, Jonas Run along the north, and Stevensburg Road (Route 663) on the west. The latter extends northward from the hamlet of Stevensburg, passing over bridges on Mountain Run and Jonas Run, to the village of Brandy Station at the intersection with James Madison Highway (Route 15/29). Hansbroughs Ridge, a fairly narrow strip of high ground running north-south just to the east, helps further define the boundary on that side. Coles Hill, an open, rounded hill top at the north end of Hansbroughs Ridge, also serves as an important visual landmark.

The surrounding landscape retains its prevailingly rural historic character. The slightly undulating terrain is marked by large open fields and several small groves of trees. The ground slopes gradually from the northwest to the southeast, stepping down from the higher ground on the west to the lowland bottoms along Mountain Run before beginning a steep climb up the west side of Hansbroughs Ridge to the south and east. In addition to the aforementioned Stevensburg Road (Route 663), other important local roadways include Corky's Lane, Coles Hill Road, and Greens Corner Road (Route 666).

History of the Mountain Run Historic District

Early land patents conveyed in the Northern Neck Proprietary, an area encompassing most of present-day Northern Virginia, during the 17th and 18th centuries often referenced nearby waterways to locate a particular tract in space. In the Culpeper County area (est. 1749), such waterways included the Rappahannock and Rapidan Rivers, Hazel Run, and, in at least one case, the 'great run' (Scheel 1982). The latter is now known as Mountain Run, so-named for its views of the Blue Ridge Mountains. The waterway flows east-west through the central portion of the County.

In the early 18th century, large portions of the lands in and around the proposed Mountain Run Historic District were part of a larger 3,600+acre property known as the 'Mount Pony' tract. In the 1760s, Charles Carter, who began administering the enormous estate in 1761, began selling off subdivided parcels to would-

be settlers (Thomas 1976; Scheel 1976, 1982). Between the late 1790s and the 1820s, another prominent local landowner, Thomas Norman, accumulated over 600 contiguous acres of land lying on both sides of Mountain Run. Norman was an important player in local politics during the early decades of the 1800s serving as one of several trustees appointed by the Culpeper Board of Supervisors to help administer funds earmarked for road improvements in the Stevensburg area. He was also a trustee of the Stevensburg Academy, Culpeper's first state-chartered school (established 1802) (Jones 1976; Scheel 1982). With the land acquired by Norman came a milling operation built by the property's previous owner, Abel Janney, in the late 18th century on the banks of Mountain Run. The late 18th century proved a construction boom period for Virginia's milling industry as more mills were built during this era, particularly between the years 1760 and 1780, than in any other time in the state's history (Russell and Gott 1976:10). In a 1766 report, Virginia Lieutenant Governor Francis Fauquier, as quoted by Thomas Ford in his book on Virginia's 18th century milling industry (1988:15), pointedly noted that the inhabitants "daily set up mills to grind their wheat into flour for exportation." By this time, tobacco cultivation had depleted the soils in many areas, and for many farmers wheat and other grains had become the new cash crops. In addition, the coming of the Revolutionary War created an additional need for available food supplies. Norman expanded his milling operation and reconfigured the local landscape to accommodate a mill dam and a mill race.

Norman's milling operation was sited near the only practical fording point across Mountain Run in this part of Culpeper County. The crossing, known by travelers as the Ford at Normans Mill, lay along one of the region's most prominent north-south travel routes in the 18th century: the Old Carolina Road. The latter, which roughly followed the present-day alignment of Stevensburg Road (Route 663), extended all the way from Philadelphia, Pennsylvania to Raleigh, North Carolina (Scheel 1976). The crossroads community of Stevensburg, one of Culpeper's earliest towns of prominence, was established approximately three-quarters of a mile south of the current project area at the Old Carolina Road's intersection with another important 18th century transportation route, the Kirtley Road, or Kirtley Trail as it was sometimes known (est. ca. 1730) (Scheel 1982, 1994).

Norman's Mill prospered through the first half of the 19th century, catering to local farmers and producing grain for Norman and his family. In 1857, after a fire destroyed the existing mill, a replacement facility was constructed at the same location. The new building—a two-and-a-half story, wood-framed structure with a stone foundation and side gable roof—continued operating under the successive ownership of Thomas Norman's son and later grandson, into the early 1950s. When briefly documented during a 1960s survey, the mill was reportedly empty and deteriorating (Thompson 1937; DHR 2008). In the 1970s, it too, succumbed to fire (Scheel 1994) and today, only a portion of the dam and a section of the stone foundation remain (023-0028). For most of the 19th century the Norman family lived in a large dwelling located several hundred feet to the west of the mill and ford, on the opposite side of Stevensburg Road (Botts 1936; Thompson 1937; Scheel 1982, 1994). [The above-ground remains of this dwelling were noted as late as 1994 (Scheel 1994) and if the site could be re-located and documented, the boundaries of the proposed Mountain Run district could conceivably be expanded to encompass them.]

On June 9th 1863, the grounds north and south of Mountain Run in the immediate vicinity of the Ford at Normans Mill were the site of an intense holding action involving approximately 800 Confederate soldiers, including portions of the South Carolina 2nd and Virginia 4th Cavalry units, and roughly 3000 Union troops from the 2nd Pennsylvania Cavalry commanded by Colonel Duffie (Scheel 1994; Maroney 2008). During the engagement, which was part of the Stevensburg-sector fighting of the larger Battle of Brandy Station—the largest Cavalry battle of the Civil War—Confederate troops and their lone cannon occupied the hillside just north of the Ford at Normans Mill. Using Mountain Run as a natural barrier, they successfully delayed the northward advancement of Colonel Duffie and his men, who had crossed Kelly's Ford to the south that morning on their way to join the action taking place near Brandy Station (Scheel 1994; Lenn 2008). To the east of the proposed district, along the heights of Hansbroughs Ridge, lie the remains of extant earthworks,

trenches, and hut-hole impressions left by a detachment of nearly 100,000 Union soldiers who encamped on the ridge during the winter of 1863–1864 (Hansbroughs Ridge Winter Encampment, 1863-1864 District, DHR 023-0068; Dial 1991). During an interview conducted in 1936 and 1937 by a researcher with the Virginia Works Progress Administration (WPA) with the owner of Normans Mill, J. T. Norman, it was noted that the Union soldiers from the encampment had used the mill to grind meal for their horses (Botts 1936; Thompson 1937).

Despite the physical impact of the Civil War activities herein described, much of the Mountain Run district managed to survive largely intact through the 19th century. The diminishing importance of the Old Carolina Road as a major north-south thoroughfare in the early 1800s and the consequential waning of Stevensburg's prominence as a leading economic center, led to a steady reduction in the volume of traffic through the areas to the north (Jones 1976; Scheel 1976). While this gradual isolation helped preserve the rural qualities of the landscape in and around the proposed district, it also placed steadily increasing financial strain on local farms and farmers; particularly in the wake of economic upheavals caused by the Civil War. The Norman family continued operation of the mill throughout the 19th and into the early 20th centuries, but in the later decades of the 1800s a number of surrounding land owners began selling off portions of their larger tracts to make ends meet. Sub-divided parcels were purchased by individuals who established new family farms over the next several decades and by 1890, local fields were once again in full cultivation and a modicum of prosperity had returned. Between the 1890 and 1914, several large new estates were constructed along the adjoining section of Stevensburg Road (Route 663), including two of the most strikingly representative examples of late Victorian architectural styling in Culpeper County. The oldest is the Bloomsberry farm (023-5154), consisting of a large wood-frame, Queen Anne-styled home, built circa 1890, and an associated complement of outbuildings. To the southeast lies another large Queen Anne-styled home and accompanying complex of outbuildings known locally as Western View (023-0053-0162). It was built in 1910 as a summer home for a Philadelphia plumbing contractor named William J. McCandless (Scheel 1994). South of this property, near the center of the proposed district, lies Sunny Brook Farm (023-0053-0263), constructed between 1910 and 1914. Its main house, a large Late Victorian Shingle Style dwelling, was reportedly built using a Sears Home Catalog design and materials purchased from the company (Scheel 1994). The last property, Fairfield (023-5339), still stands near the south end of the district, on a hillside south of, and overlooking Mountain Run, several hundred feet due east of Stevensburg Road. It was constructed circa 1910 by J. T. Norman, the grandson of Thomas Norman, for his wife and sixteen children. It replaced the original Norman house, also called Fairfield, which had formerly stood several hundred feet to the west on the opposite side of Stevensburg Road. The new dwelling's footprint lies very near the spot where Colonel Duffie and his Union cavalry soldiers had positioned themselves during the Hold at Mountain Run, fought on June 9, 1863 (Thompson 1937; Scheel 1994; Maroney 2008).

The property along the north side of Mountain Run on both sides of Stevensburg Road was acquired by the Lenn Brothers in 1952 as part of a larger 250+-acre tract. The brothers conveyed two sub-divided parcels, 25.29 acres (Tax Map Parcel ID#43-22a) and 59.09 acres (Tax Map Parcel ID #43-22b) to the Culpeper County Board of Supervisors in the 1990s. Plans are currently underway to install a public park area to include space for three baseball fields and a possible model airplane flying area.

Description of the Mountain Run District's Cultural Resources

The district's built resources consist primarily of four large farming complexes dating to the late-19th and early 20th centuries, the above-ground remains of Norman's Mill and Dam, traces of the Old Carolina Road, and several Civil War-related archaeological sites and associated landscapes.

The site of Norman's Mill and Dam, situated just east of where Mountain Run intersects with Stevensburg Road, remains largely untouched, save for limited grazing. The site contains the remains of the original mill,

its 1857 replacement (a large, two-story wood-frame structure supported by a stone foundation and stone retaining wall along the south bank of Mountain Run), and the structures associated with the dam. Normans Mill Ford, situated approximately 300 feet east of the mill site, was, prior to the construction of the bridge, one of the only practical crossing points over the Mountain Run in this part of the County. It was used by travelers on the Old Carolina Road—an important north-south transportation route during the eighteenth century—which generally followed the present-day alignment of Stevensburg Road (Route 663). Both the ford and sections of the road remain intact today.

The four farming properties are each marked by a large, architecturally distinctive primary dwelling, including three of the most striking Victorian-styled homes in the entire county. The Bloomsberry estate (023-5154), situated near the north end of the district on the south side of Jonas Run and west of Stevensburg Road, contains a two-and-a-half story wood-frame home built circa 1890. Its tall, conical-roofed turret, asymmetrical massing, and late Victorian detailing (e.g., fishscale shingling) characterize and signify its Queen Anne architectural style. The parcel also contains a number of outbuildings including a barn, sheds and a silo, situated northeast of the main dwelling. Some of the outbuildings may have been part of an earlier estate belonging to Captain John Slaughter and thus, pre-date the current home and complex. The estate known Western View (023-0053-0162) to the southeast is similarly characterized by a two-and-a-half story Queen Anne house, distinctively marked by its tall, steeply pitched hip roof. Sunny Brook Farm (023-0053-0263), situated on the east side of Stevensburg Road near the center of the proposed district, was constructed circa 1909. The primary dwelling, surrounded by an assortment of outbuildings (e.g., barns and sheds) is a two-story wood-framed building constructed in the late Victorian Shingle Style. It was reportedly built using a design template and materials purchased from Sears & Roebuck. The fourth residential complex, known locally as Fairfield (023-5339), is located on the hillside overlooking Mountain Run at the southern tip of the district. This vernacular T-plan home, built as the replacement Norman family home adjacent to the original, is two-and-a-half stories tall with a wood frame clad in weatherboard and a side gable roof sheathed in standing seam metal. Late Victorian architectural style details such as the row of delicate brackets under the roof eaves and around the front porch are still visible. With the exception of a few minor additions, each of the properties described remain largely intact.

The 1930s-era dwelling (DHR ID #023-5226) situated at the southwest corner of the Stevensburg Road (Route 663) and Corky's Lane intersection is also worthy of note. Though rented as a single family dwelling today, it was reportedly built in the 1930s as living quarters for migrant workers employed by local farmers during the period. The building's combination wood and concrete frame reflects several phases of construction and minor additions. Despite these changes, the core of this dwelling appears to be largely intact and as such is considered a potentially contributing element to the proposed district. Several other small wood-frame dwellings were noted along the east side of Stevensburg Road in the general vicinity (023-5155, 023-5160, 023-5225, 023-5227), but upon evaluation, were deemed non-contributing elements.

In addition to the domestic properties described, the proposed Mountain Run district also falls entirely within, and contains several sites and resources related to, the previously-delineated boundaries of the Brandy Station Battlefield Historic District (023-0053). The latter was determined eligible for listing on the National Register of Historic Places (NRHP) in 1991 (VADHR 2007). At that time it encompassed a large area, roughly 4,800 acres in size, incorporating several sub-sectors or areas of fighting dating to the June 9th 1863 Battle of Brandy Station. In 1992, a new set of boundaries defining the Brandy Station Battlefield study area (023-5055), were established based on research conducted by the Civil War Advisory Commission. The newly delineated district was determined eligible for listing on the NRHP in 2007 (VADHR 2008).

As relayed in recent oral history conducted onsite in August of 2008 with Walter Lenn (Maroney 2008), the ground in the Mountain Run area had remained largely untouched between the Civil War era and 1952 when the Lenn brothers purchased the surrounding tract and began cultivating the lowland areas along Mountain

Run. The combination of plowing and hard rains that followed led to rapid soil erosion and revealed surface scatters of Civil War-era bullets and other artifacts (e.g., saber fragments). One identified concentration of bullets revealed the approximate location of where Colonel Duffie's Union troops eventually succeeded in crossing the Run and flanking the Confederate line to the northwest. The plowing also removed the remains of a small earthwork and a large portion of a shallow trench line used by Confederate troops in their defense of the Ford at Mountain Run in June of 1863. Upon discovering the artifacts, the Lenn brothers began researching and gathering all available information regarding the Stevensburg-sector fighting from repositories in Culpeper, throughout the region, and in the official records of the Civil War. Their efforts and the recovered artifacts helped shed important new light on a heretofore little known chapter of the June 9th 1863 Battle of Brandy Station. In the 1990s, the Lenns constructed a small pull-off area (023-5338) on the east side of Stevensburg Road, just south of the intersection with Corky's Lane, and installed several interpretive panels containing maps, text, and artifacts. The turn-off area also contains a short cement obelisk-shaped monument dedicated to William Downs Farley, the Chief Scout of Confederate Cavalry Commander, Colonel J.E.B. Stuart, who died very near the same spot when he and his horse were struck by a shot from Union artillery positioned on the west side of Hansbroughs Ridge to the east.

Several additional Civil War-era sites and resources lie within, and in close proximity to, the proposed Mountain Run historic district. During an early 1990s survey of this area, Eugene Scheel (1994) identified two sites, *Site 242 [CSA Butler and Wickham Troop Positions (middle)]* and *Site 243 [USA Duffie, Troop Positions (middle)]*, which reportedly mark the positions of Confederate and Union forces on the north and south banks of Jonas Run, respectively, at roughly mid-way through the fighting that occurred as part of the Stevensburg sector of the Battle of Brandy Station. The Hansborough Ridge Winter Encampment, 1863-1864 (023-0068), situated along the heights just east of district's boundaries, was home to a force of nearly 10,000 Union soldiers during the Army of the Potomac's winter occupation of Culpeper County. Some of the soldiers reportedly utilized Normans Mill to grind cornmeal for their horses (Botts 1936; Thompson 1937). This site was recommended eligible for listing on the National Register of Historic Places in 1992 and listed on the Virginia Register of Landmarks in 1991 (VADHR 2008). [NOTE: While the encampment site lies outside the proposed Mountain Run district and post-dates the 'Hold at Mountain Run' action previously described, the area that contains Colonel Duffie's occupation of the ridgeline area during the June 9th, 1863 engagement, and the noted historical associations with Normans Mill, could warrant its incorporation as an element of the proposed Mountain Run historic district (Scheel 1982, 1994; DHR 2008).] Finally, Coles Hill, the open, rounded hill top near the north end of Hansbroughs Ridge, was also periodically used as a signal station by Confederate commanders.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

The proposed Mountain Run Historic District is a largely pristine and distinctly representative rural landscape in Culpeper County, comprising a complementary mix of cultural and natural resources that embody and reflect several important themes and phases of local and regional development from the 18th century through the present. The remains of a 19th century mill and dam site (Normans Mill and Dam, 023-0028) on Mountain Run, which operated continuously from the early 1800s through the early 1950s, along with a nearby ford site (Normans Mill Ford) and adjoining section of the Old Carolina Road—an important Colonial-era travel route—speak to the development of Culpeper's early transportation and communication infrastructure. The area also contains several large, late 19th-early 20th century farming complexes that reflect and provide invaluable insights on the region's evolving agricultural economy during that period. Each of these properties is marked by a prominent main house of particular architectural distinction, including four of the most


notable examples of the Late Victorian architectural styling (e.g., Queen Anne, Shingle, Vernacular-Victorian) in the County.

The Mountain Run area also saw action during the Stevensburg-sector fighting of the larger June 9, 1863 Battle of Brandy Station (023-0053/023-5055)—the largest Cavalry battle fought during the Civil War. Extant trench sections, artifacts, and other landscape features dating to the described engagement, along with a modern interpretive turn-off /kiosk element (023-5338), speak to, and reveal important information concerning, this intense, though still largely understudied, chapter of the War.

In recognition of the area's associations with the region's early settlement patterns and the development of Culpeper County's transportation networks and industrial and agricultural sectors, and its additional historical ties to the Civil War-era Battle of Brandy Station, the Mountain Run Historic District is recommended eligible for the NRHP under Criterion A.

Although some of the buildings in the district exhibit minor physical and historic integrity issues, collectively they remain in overall good condition in terms of location, design, setting, materials, workmanship, feeling and association, and together embody and reflect the unique architectural heritage of this part of Culpeper County. As such the proposed district is also recommended eligible for listing on the NRHP under Criterion C, for the distinctive architectural qualities of its four farming properties (023-5154, 023-0053-0162, 023-0053-0263, and 023-5339), which uniquely embody and reflect the Queen Anne and Late Victorian vernacular architectural styles that prevailed in certain sectors of Culpeper County during the late 19th and early 20th centuries.

Finally, the potential for below-ground cultural materials relating to the aforementioned Civil War-era activities, and possibly in connection with both the Normans Mill and Dam Site (023-0028) and the Ford at Normans Mill, as well the possible below-ground remains of the Normans House site (if included within the district's boundaries) render the proposed district potentially eligible under Criterion D at the local level.

Applicant Information (Individual completing form if other than legal owner of property)			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>		
Ms. <input type="checkbox"/>	Miss <input type="checkbox"/>	Sean Maroney	Dovetail Cultural Resource Group, Inc.
300 Central Road, Suite 200		Fredericksburg	22401
(Address)		(City)	(Zip Code)
smaroney@dovetailcrg.com		VA	(540) 899-9170
(Email Address)		(State)	(Daytime telephone including area code)
Applicant's Signature: 		Date: 9/15/2008	

Notification			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input checked="" type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	
Miss <input type="checkbox"/>	Ms. <input type="checkbox"/>	Hon. <input type="checkbox"/>	
Culpeper County		John Egertson	Planning Director
(Locality)		(Name)	(Position)
Culpeper		302 N. Main Street	
(City)		(Address)	
VA	22701	(540) 727-3404	
(State)	(Zip Code)	(Daytime telephone including area code)	

Please use the following space to explain why you are seeking an evaluation of this district. This area and its constituent contributing resources were documented during a year-long county-wide survey conducted in 2008 by Dovetail Cultural Resource Group, Inc., under the auspices of the Virginia Department of Historic Resources (DHR) Cost-Share Survey Program. As part of this effort, architectural historians recorded all properties 50 years and older situated within twenty-three (23) previously-identified 'areas of historic interest' (AOHIs). The boundaries for the described AOHIs were delineated in the course of a similar comprehensive cultural resource survey conducted by Eugene Scheel from 1992 to 1994. As outlined in the contracted scope of work, Dovetail, in consultation with the DHR and Culpeper County representatives, selected three of the twenty-three AOHIs deemed to possess sufficient historical significance and integrity to warrant their consideration for listing as historic districts on the National Register of Historic Places (NRHP). The proposed Mountain Run district area was among the three chosen for additional intensive-level documentation.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No
 Would you be interested in the easement program? Yes No

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