

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Upperville Historic District (2021 Update)

Other names/site number: DHR ID 030-5438

Name of related multiple property listing: N/A

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

2. Location

Street & number: Along US Rte. 50/John S. Mosby Hwy. and intersecting roads Patrick St., Delaplane Grade Rd., Lafayette St. Parker St., Poplar Row and Crofton Lns., Upper Rd., Walnut St., and Brooks Cluster Circle

City or town: Upperville State: VA County: Fauquier

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this **additional documentation** ___ move ___ removal ___ name change (additional documentation) ___ other meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

		<u>9/14/21</u>
Signature of certifying official/Title:		Date
<u>Virginia Department of Historic Resources</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	

Signature of commenting official:	Date

Title :	State or Federal agency/bureau or Tribal Government

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**National Register of Historic Places
Continuation Sheet**

Upperville Historic District (2021 Update)
Name of Property
Fauquier and County, VA
County and State
72001394
NR Reference Number

Section number Additional Documentation Page 1**Introduction**

The following continuation sheets provide additional documentation for the Upperville Historic District (VDHR Inventory Number 030-5438), located in Fauquier County, Virginia. In January 1971, Virginia Historic Landmarks Commission staff submitted a National Register of Historic Places (NRHP) nomination form for the Upperville Historic District, and the district was listed in the NRHP on October 18, 1972. A new cover sheet is attached hereto as the historic district's level of significance and applicable National Register Criteria were not identified in the 1972 nomination. All new information herein is presented using the section numbers of the current NRHP nomination form. Where applicable, section numbers from the district's 1972 nomination are included parenthetically.

The original nomination lacked a comprehensive inventory of properties within the district. Section 5 now includes current counts of contributing and noncontributing resources. Section 6 provides historic and current functions within the district. In Section 7, an architectural analysis and a comprehensive inventory are derived from 2017 and 2019 reconnaissance-level surveys of previously-unrecorded resources within the district, as well as updates to earlier reconnaissance survey records. Some resources within the district were recorded individually beginning in the late 1970s. Others were recorded during survey associated with the NRHP nomination of the overlapping Unison Battlefield Historic District (VDHR Inventory No. 053-6087; listed in the NRHP in 2011), the majority of which lies in Loudoun County, the adjacent county to the north. The 2019 survey work was conducted to provide further evaluation of the resources and correction of the survey record, if required.

In Section 8, the continuation sheets provide additional historical context concerning the development of the Upperville community from its beginnings in the late eighteenth century through the mid-twentieth century. The 1972 NRHP nomination identified the following areas of significance: Architecture, Religion/Philosophy, Urban Planning, Other: Local History, and Other: Sporting (Equine). Phases of local history that were particularly in need of broader explanation included the contributions of African American residents, the influence of the Civil War battles of Unison (1862) and Upperville (1863), and the town's earliest years of development. Given the importance of transportation to the establishment, growth, and changes of Upperville, Transportation was added as a new area of significance. Also in this additional documentation, the district's specific dates for the period of significance are formally established—beginning in 1780, the estimated year of construction for three of the earliest extant resources (Joseph Carr's Store, Dulin's Tavern/Dr. Thomas Smith House, and the McPherson's Mill site), and ending in 1960, the year the second Upperville Trinity Episcopal Church, a celebrated village landmark, was finally completed. Finally, the district's level of significance is established as local with this additional documentation. Section 9 provides a bibliography of the references cited in the updated material.

The historic district boundary *has not changed* as a result of this update. Additional information about the district mapping is in Section 10, including latitude/longitude coordinates and a detailed boundary description and justification. A current sketch map and photo key also is included with this additional documentation.

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Section 5. Classification

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>160</u>	<u>120</u>	buildings
<u>11</u>	<u>1</u>	sites
<u>18</u>	<u>12</u>	structures
<u>5</u>	<u>1</u>	objects
<u>194</u>	<u>134</u>	Total

Number of contributing resources previously listed in the National Register 0

Section 6. (3.) Function or Use

Historic Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling, hotel, secondary structure
- COMMERCE/TRADE/ business, financial institution, specialty store, restaurant, professional, department store
- RELIGION/ religious facility, church-related residence
- RECREATION/CULTURE/music facility
- TRANSPORTATION/ road-related
- EDUCATION/school
- GOVERNMENT/town hall, fire station, post office
- FUNERARY/ cemetery
- INDUSTRY/manufacturing facility
- DEFENCE/battle site

Current Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling, secondary structure
- COMMERCE/TRADE/ business, specialty store, restaurant
- RELIGION/ religious facility, church school

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- RECREATION/CULTURE/ auditorium, outdoor recreation
- TRANSPORTATION/ road-related
- EDUCATION/ library
- GOVERNMENT/fire station, post office
- FUNERARY/ cemetery
- DEFENCE/battle site

Section 7. Description

Architectural Classification

(Enter categories from instructions.)

COLONIAL: Georgian

EARLY REPUBLIC: Federal

MID-19TH CENTURY: Greek Revival

LATE VICTORIAN: Gothic: Second Gothic Revival; Italianate; Queen Anne; Folk Victorian

LATE 19TH AND 20TH CENTURY REVIVALS/ Colonial Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/ Commercial Style;

Craftsman

OTHER: Minimal Traditional; Ranch; Split-Level; French Medieval

NO STYLE

Narrative Description

The 456.92-acre Upperville Historic District is located in northern Fauquier County, Virginia. It is oriented largely along the US Route 50/ John S. Mosby Highway, which runs east/west through the county, and includes properties along the intersecting roads of Patrick Street, Delaplane Grade Road, Lafayette Street, Parker Street, Poplar Row Lane and Crofton Lane, as well as minor roads, such as Upper Road, Walnut Street, and Brooks Cluster Circle. The western boundary of the district is defined by the east bank of Panther Skin Creek, which flows northeast beyond the northern district boundary and eastward, emptying into Goose Creek approximately 3.5 miles east of the district. The presence of a mill along the stream in the late eighteenth century attracted Upperville’s earliest commercial development to the far western portion of the district. Commercial activity then extended eastward over subsequent years. Overall, Upperville’s concentrated development contrasts sharply with the surrounding open, rolling, pastures with views of woodland and mountains to the north and west creating a distinct and discrete district.

Commercial, industrial, civic, and social uses are largely strung along the Route 50/ Mosby Highway corridor. Religious uses are found there and along Delaplane Grade Road. Residential uses are found throughout with the majority of the larger and older houses in close proximity to the highway, with the exception of Deerfield, a property located on the east side of the district along a long drive that extends 1,500 feet to the south of the highway. Smaller and more recent residential development is largely clustered along Patrick and Parker streets on subdivided lots.

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The district is largely residential. Of the 136 primary resources, 103 are single dwellings. This sets the scale and tone of the district. The larger houses tend to be set back on larger lots, but most are close to the road, particularly those along Route 50/ Mosby Highway. Some on the highway’s north side have connecting large rear yards to the north. Six churches, two of which have been repurposed, are found on the two main roads, Mosby Highway and Delaplane Grade Road. The historical African American churches are frame, and the others are masonry. Other non-residential uses are largely scattered along Route 50/ Mosby Highway, except for a non-contributing junkyard office on Patrick Street and a telephone exchange building designed to appear residential on Delaplane Grade Road.

The ages of the resources range from ca. 1780 to 2009. Only two primary resources date to the Colony to Nation Period (1751-1789). Fourteen date from the Early National Period (1790-1829). Twenty-four date to the Antebellum Period (1830-1860); however, no primary resources date to the Civil War Period. Twenty-five primary resources date to the Reconstruction and Growth Period (1866-1916). The period of World War I to World War II (1917-1945) is represented by twenty-six resources. Forty-two resources, the largest assemblage, date to the New Dominion Period (1946-1991). The Post-Cold War Period (1992 - present) has two (2) primary resources. Twenty-four (24) primary resources were built after the period of significance, which extends through 1960, the year that the second Trinity Episcopal Church, an Upperville landmark associated with noted philanthropist and area resident Paul Mellon, was completed. Of those twenty-four resources, four are on Route 50/ Mosby Highway and the others are on side streets: one on Delaplane Grade Road; seven on Parker Street; six on Patrick Street; one on Poplar Row Lane; two on Upper Road; one on Crofton Lane; and three duplexes on Brooks Cluster Circle, the only purpose-built multi-family units in the district.

Most of the resources are smaller buildings that reflect the use of locally available materials and building traditions endemic to the region. They display influences from a variety of architectural styles, which range chronologically from Georgian (2), Federal (12), Greek Revival (2), Gothic Revival (2), Italianate (1), and Queen Anne (1) to twentieth-century styles, such as Craftsman (8), Colonial Revival (12), Minimal Traditional (4), Split-Level (3), and Ranch (13); construction of Ranch houses continued into the late twentieth century. The Gothic Revival style is exclusive to churches. The Upperville Trinity Episcopal Church (030-5438-0041), constructed 1951-1960, displays a rare interpretation of French medieval architecture.

The primary resources include examples of stone and log construction but are predominantly constructed of brick and wood frame. At least four resources have or are rumored to have earlier log construction at their core, notably the Joseph Carr House (030-5438-0031). Historic maps and aerial photographs show the concentration of development in Upperville along the arterial road, beginning with an 1826 plat of the boundary between Loudoun and Fauquier counties, which shows twenty structures built in proximity to the road on either side in an area labeled “Upperville.”

An 1828 plat of the town displays a 50-acre settlement laid out in conformance with Acts of the General Assembly (1819 and 1823), along with surrounding larger parcels for a total of 229 acres. The historic district encompasses 456.92 acres, which includes portions of the village developed since 1828. Square and

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rectangular lots are set out on the north and south of what was then called Columbia Street (now US Route 50/ Mosby Highway). At the far west end of the district, Patrick Street branches off to the southwest, following an eighteenth-century route that led across Lost Mountain and defined the northwest boundary of Landon Carter's vast 1731 patent of 9,600 acres.¹ An 1863 map of the county designates the main road a turnpike and includes Patrick Street and the "Graded Road" (now known as Delaplane Grade Road) and a representational cluster of structures. Many intervening maps are schematic in terms of buildings. By 1914, a Fauquier County map shows the Upperville Horse Show Grounds east of town and a representational cluster of structures, including "No 11 School (COL[ored])" on Delaplane Grade Road, Upperville High School on the north side of the main road, and four churches. By 1966, aerial photographs show the full extension of Parker Street and associated development. Despite changes in uses over time and some subdivision, the larger context of the village is remarkably intact and consistent. Historic development patterns are clearly defined on the landscape. The main road is the core of most development with residential and a few institutional buildings on side streets. With the exception of the Upperville Business Park that was established around 1965, the district has avoided commercial and residential sprawl, now common in many small towns in northern Virginia. The contrast between the built areas and the surrounding countryside creates the sense of a distinct place set within a larger cultural landscape.

Of the commercial buildings, some are purpose-built, others are of recent construction, and some are adaptations of older buildings to new uses. All are found along Route 50/Mosby Highway. P. S. Gochner & Bros. Store (030-5438-0052), built ca. 1830, is a one-story, front-gable brick building with a central entrance flanked by large window openings used for display purposes. Although altered, the plan is likely similar to the original in having a relatively open floor plan. Immediately adjacent to the east is a former drug store (030-5438-0051), built ca. 1890, which is also one story with a front gable roof. It differs from its neighbor with its frame construction, large pediment on the façade above the main entrance with transom sill, and a porch that extends over the sidewalk supported by Tuscan columns. Across the street is the ca. 1930 Old Taylor's Shop (030-5438-0012), which has a typical early-twentieth-century commercial form. It is a frame, front-gable building with large street-front windows and a relatively open first-floor plan for commerce and residential space above the shop on the second floor.

To the west of this building concentration is the Upperville Business Park with an assemblage of commercial buildings ranging in date from a 1950s brick, Colonial Revival style sales/reception building to several later twentieth-century buildings, many of which were constructed around the time the business park was established in 1965. A unique feature on the Upperville Business Park property is a ca. 1830, ten-foot square, V-notched, log meat house, an outbuilding originally associated with an adjacent dwelling that is no longer extant. The Fox-Sanford family cemetery is also located on the Business Park property within a 0.12-acre parcel sandwiched between two sheds on the western side of the park. Platted in 1887, the cemetery currently has no gravestones still in situ.² Leaning against two gateposts in a post-and-rail fence are two pieces of stone burial markers with worn initials remaining at the top of each marker.

¹ B. Curtis Chappelle and Meade Palmer, *Maps and Notes Pertaining to the Upper Section of Fauquier County, Virginia* (Warrenton, Virginia: Warrenton Antiquarian Society, 1954), 43, map insert.

² Fauquier County Deed Book 78, Page 341.

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East of the business park at 9137 John S. Mosby Highway is the Store House Lot (030-5438-0014), which includes a ca. 1845 Folk Victorian, dual-purpose building that initially functioned as a store and single-family dwelling. Set on a stone foundation, this wide, two-story, timber frame building with side-gable roof features overhanging eaves, cornice returns, a plain fascia board augmented with single and paired scrolled eave brackets, twin front-gable pediments with diamond lights, two large, rubble stone end chimneys, and on the façade, a one-story, full-width porch that includes double-leaf and single-leaf paneled wood doors. Numerous weatherboards have fallen from the rear elevation, exposing hewn timber framing with down-braced corners and brick nogging between the studs up to the second story, a rare discovery in Fauquier County. William A. Stephenson took possession of this lot in 1845 by which time a “new store house” had been built.³ In an 1852 advertisement for rental of the property, the building is described as having “three good rooms and a garret above the store” with use of a “cellar, iron house, stable and carriage house, and salt and smoke house” on the lot.⁴

Directly to the east of the Store House Lot is Thomas Latham’s Law Office at 9129 John S. Mosby Highway (030-5438-0015), a ca. 1790, one-story, three-bay, wood frame building parged in stucco with a side-gable roof and standing-seam metal roofing finished with narrow overhanging eaves and plain raking boards. A wide exterior end stone chimney with shoulders sits on the west elevation. The north-facing façade is pierced by two large openings containing nine-light, wood sash windows, which sit below the main entry that is accessed via stone steps in the central bay and holds a six-paneled wood door. Set in a simple wood surround, this opening is flanked by 6/6, double-hung, wood sash windows with operable, louvered wood shutters. Now utilized as a small dwelling, this building was once a part of Lot 11 on the original town plat, a one-acre parcel that encompassed the adjacent house at 9125 John S. Mosby Highway (030-5438-0016), a store (demolished in 1880), and this one-story building used as an “office,” as recorded in an 1845 deed, which indicates that the building was then occupied by Thomas Latham, an attorney who later served as a state legislator.

Across the road at 9128 John S. Mosby Highway is Edmonds’ Hotel/Yerby’s Tavern (030-5438-0045), a ca. 1850, two-story, three-bay, vernacular wood frame building currently used as a single dwelling. Set on a solid brick foundation, this stuccoed building is capped by a side-gable roof covered with standing-seam metal roofing and features overhanging eaves, 2/2 double hung wood sash windows and five-paneled, single-light doors in the easternmost bay on the façade. A two-story porch spans the façade and wraps around to the east elevation. Fauquier County deeds indicate that Elias Edmonds, a hotelier who operated the Marshall House Hotel in Alexandria, purchased this lot in 1837. Several *Alexandria Gazette* notices from 1843-1844 advertise the Edmonds Hotel “near the center of Upperville.” It is believed that at least a section of the building at 9128 John S. Mosby Highway was the original Edmonds Hotel. After Edmonds’ death in 1845, the lot was purchased by a series of individuals, including Addison Yerby and Eben Laws, who continued this same commercial use, as indicated by the lot’s reference in subsequent deeds as the “tavern lot” and “hotel property.” The building appears to have become a single-family residence around 1916.

³ *Alexandria Gazette*, 11 September, 1845. Advertisement to sell a “large, new store house” by Mrs. L. A. Garner.

⁴ *Alexandria Gazette*, 23 January, 1852. Volume 53, No. 20.

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Civic buildings include the former ca. 1900 Upperville Town Hall (030-5438-0011), which has also housed Wiley’s Grocery and is now a martial arts academy. Standing near the commercial buildings at the intersection of Route 50/Mosby Highway and Delaplane Grade Road, this two-story building with a central, recessed entrance and large flanking storefront windows has a hipped roof, topped with a small front-gable roof for attic ventilation. The second floor consists of a large room with a beadboard tray ceiling and a stage at its north end, which may have been used for town hall meetings and other public events. Portions of the upper floor may have been used as residential space as well. The ground floor appears to have been used for civic and commercial uses. The former Upperville Post Office (030-5438-0038), located along the north side of John S. Mosby Highway, was built in 1917. This one-story, stone, Colonial Revival style building was constructed as the Peoples National Bank of Leesburg. The stone used to build the bank was salvaged from the old Concordia Meeting House, built on this lot in the early nineteenth century (designated the “free meeting house lot”). The meeting house accommodated various denominations until the end of the Civil War and then served as an African American church until it burned in 1894.⁵ Fauquier County deeds indicate that the bank building was being utilized as the Upperville Post Office by 1937. Lafayette Street, one of the original platted streets, runs along the western side of the lot.

For a small community, Upperville boasts a preponderance of churches. In addition to the aforementioned former Concordia Meeting House, the town features two African American churches, the ca. 1900 Mt. Pisgah Baptist Church (030-5438-0116) and the neighboring ca. 1909 Mt. Olive Methodist Episcopal Church (030-5438-0010), now converted to residential use. These two modest, front-gable frame churches are located on the south side of the district along Delaplane Grade Road near the former ca. 1899 African American No. 11 School (030-5438-0009) and Westview Cemetery (030-5438-0115), which was officially established in 1922, then “with the intention to perpetuate the tract as a cemetery for colored people.”⁶ Now containing approximately 230 interments, it remains an active community burial ground.

At 1134 Delaplane Grade Road is the Upperville Methodist Church (030-5438-0008), an 1832 front-gable, brick, Federal style church with dual entrances on the façade and a semi-domed projecting apse. In 1938, the church property was described with a burial ground located “within the church yard, just west of the old brick building.”⁷ Engraved burial markers were identified with the oldest death date recorded as June 14, 1812. Surnames represented on the markers include Calvert, McArtor, Gibson, and Haines. It is expected that numerous unmarked burials are present. In the early 2000s, the remaining gravestones were reinstalled on the east side of the church, but the burials were left in their original locations. Headstones are now spaced in particularly tight lines, north and south of the entry path.

The Upperville Primitive Baptist Church (030-5438-0054) at 9160 John S. Mosby Highway is a ca. 1840, one-story, one-bay, stuccoed stone church with side-gable roof, 6/6, double-hung, segmental-arched, wood

⁵ Kitty Slater, “Upperville, Virginia: Cliff Dweller of the Hunt Country,” *Spur of Virginia*, 1971, p. 48.

⁶ Fauquier County Deed Book 123, pgs. 242 & 420. On May 17, 1922, a one-acre parcel with 14-foot access was conveyed from George and Susan Costello to the cemetery church trustees.

⁷ Francis B. Foster, *Upperville Methodist Church burying ground*, site 313, 1938 Feb 9. Virginia Historical Inventory: Library of Virginia Archives. This survey report was produced in 1938 through the Virginia Writers Project, a division of the Works Progress Administration.

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sash windows, and four-light transom above the main entrance on the south-facing façade. Since the Lower Goose Creek Baptist Church congregation relocated to Upperville in 1802, and this lot was identified on the 1828 town plat as the “Baptist meeting house lot,” it is assumed that an earlier church stood on this site. A newspaper notice dated June 22, 1839, called for proposals to build “a Baptist Meeting House” in Upperville “to be either of stone or brick” and “the whole to be plain, but neat and substantially built, painted and finished in complete style by the 1st of July, 1840.”⁸ Historic records indicate that this church building sustained damage during the Civil War, and its parishioners petitioned the U.S. government for reparations. Around 2007, the building was converted to commercial use. Although the adaptation has resulted in building alterations, the original form of the stone church is still discernable.

In 1833, a schism in the Baptist denomination resulted in a split in the Upperville congregation. A “new Baptist” church, the Upperville Baptist Church (030-5438-0034), was built in 1889. This impressive, two-story, L-form, Gothic Revival style, brick church stands close to the north side of Route 50/Mosby Highway on a wide lot. The front- and side-gable blocks are covered with standing-seam metal roofing and feature overhanging eaves with wood brackets. Distinguishing features include lancet-arched stained glass windows with tracery, a round stained glass window with tracery forming the Star of David, and on the façade, a two-story entrance tower with buttresses at three corners and an exposed belfry topped by a four-sided, copper-covered spire with flared eaves and accented with brick pinnacles.

Across the highway from the Upperville Baptist Church at 9067 John S. Mosby Highway is the Baptist Church Pastorium (030-5438-0022). Constructed in 1894, this two-story, five-bay, red brick, Queen Anne style house features a complex hipped roof with overhanging boxed eaves, a bracketed cornice, and elongated, 1/1 double-hung wood sash windows. A front gable is centered on the façade and has ornamented, scrolled vergeboards and a circular tracery window. The one-story, full-width porch includes scrollwork of a delicate, incised lace pattern and jigsaw trim. The trustees of the Second Baptist Church of Upperville (William Moss, Joseph Gibson, W.P. Reid, Robert Fletcher, William Kerfoot, & Bedford Glascock) purchased the then vacant, five-acre lot in 1886.

On a large parcel at 9108-9110 John S. Mosby Highway is the Trinity Episcopal Church (030-5438-0041) and its supporting buildings, including a school and a fellowship hall, which are arranged around a cobblestone courtyard located behind a mortared rubble stone wall that runs along the north side of the highway. Construction of the two-story, stone church began in 1951 following the design of architect H. Page Cross of New York. It is an adaptation of French ecclesiastical architecture of the twelfth and thirteenth centuries using sandstone from a local quarry near Manassas. Warrenton builder W. J. Hanback implemented Cross’s plans. Built of roughly-coursed native sandstone, it is composed of a main block fronted by a prominent steeple, matching transepts, and a large apse at the rear and is set on a solid sandstone foundation. It features a side-gable roof, covered with wood shingles and supported by square wood posts braced by wood brackets. The façade includes four-light wood casement windows and paired ten-light wood casement windows, and the side elevations have paired six- and eight-light wood casement windows. The steeple is comprised of a square sandstone tower that rises to an eight-sided spire, which is covered with wood shingles.

⁸ *Alexandria Gazette*, 22 June 1839, Vol. 38, No. 7009.

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A prominent clock is set beneath the spire on the west elevation. Completed after nine years of work by local masons and carpenters, construction of the church buildings was funded by a gift from philanthropists Paul and Rachel Mellon to Meade Parish. The building features an array of fine detailing by local and European craftsmen, including stained glass by Amsterdam master Joep Nicholas; six bells cast in England; the exquisite “Peace Angels” wrought iron piece donated by a thirteenth-century church in Dresden, Germany; brass and iron work from England, France, Poland, and Spain; and wooden pews, pulpit, and columns sculpted by Heinz Warneke, a professor at George Washington University’s Corcoran School of Art and Design, best known for his work on the National Cathedral in Washington, D.C.⁹ Construction was finally completed in 1960. Standing across the courtyard approximately 95 feet west of the church is the Peard House, the Trinity Episcopal Church Rectory (030-5438-0042). The church cemetery located on the north end of the property leads into open, church-owned lands in neighboring Loudoun County.

Oriented mostly along Route 50/Mosby Highway, transportation resources represented in the district include automobile-related buildings, such as a ca. 1930 former car dealership (030-5438-0072) that is now Valley Drilling, a well-digging operation. Two service stations with attendant garages are also present. The ca. 1890 Upperville Country Store (053-6087-0151) is a front-gable, wood frame building with an added porte-cochere and garage additions. Although it no longer retains its fuel pumps, it still serves a commercial, as well as a transportation-related, function. Fred Fleming’s Garage (030-5438-0088), a ca. 1930 auto repair garage with false parapet front stands at 9035 John S. Mosby Highway on the eastern side of the district. The ca. 1928 Upperville Gas Station (030-5438-0166), now a Citgo, was built in the Craftsman style with a hipped roof covered in standing seam metal, overhanging eaves, a one-story porte-cochere, 6/6 double-hung wood sash windows, and hipped dormers. A 1969 culvert (030-5438-0147; VDOT structure #1108) is located at the western edge of the district over Panther Skin Creek. Measuring 59 feet in length and 72 feet in width, the culvert allows the creek to flow beneath John Mosby Highway (Route 50) at the western border of the historic district. Two dry stack, multi-colored, rubble stone walls, approximately four feet high, border the north and south sides of the highway above the culvert, but are not structural components of the culvert. The traditional baptizing hole used by members of the Mt. Pisgah Baptist Church is located in Panther Skin Creek on the north side of the culvert.¹⁰ Next to 9086 John S. Mosby Highway (030-5438-0037), a ca. 1940 molded concrete culvert (030-5438-0148) is located along Route 50 at Tanyard Branch, a tributary of Panther Skin Creek; an iron pipe, a section of an old railing, is embedded into the lip of the structure’s north side.

Education is represented by No. 11 School (030-5438-0009), a ca. 1899, one-story, Colonial Revival style former schoolhouse for African American children, located at 1176 Delaplane Grade Road; it was adapted for residential use around 1963. An 1876 deed of the property stipulated that this lot was to be used for “a Public School House for the instruction of white pupils exclusively,” and a school building appears there on the 1876 Fauquier County Map, indicating a preceding building on this site.¹¹ The extant building is shown on a 1914 county map and labeled “No 11 School (COL[ored])”—however, with changes to the county’s

⁹ Donald D. Hook, “In Upperville, The Upper Crust: Trinity Church in Meade Parish, Upperville, Virginia,” *Anglican and Episcopal History* 64, no. 3 (1995): 399–400.

¹⁰ Scheel, Eugene, “The Life of a Farmer’s Daughter: Chores from Sunup to Sundown,” *The Washington Post*, 18 May, 2003.

¹¹ Warrenton County, Deed Book 68, page 157 (on file, Clerk of Circuit Court, Warrenton, Va.). H. D. Garden, “Map of Fauquier County, Virginia,” 1876, electronic document, <https://www.loc.gov/item/73696164/>, accessed June 6, 2017.

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racially segregated school system, it was assigned “Number 4” by the 1930s. Aspects of its original design remain, such as the broad cornice and cornice returns, although the cross-gable portico on the east elevation, which housed the original main entrance, has been enclosed. The building is now clad in stucco.

Also representing education in the district is the Upperville Military Academy (030-5438-0021) at 9075 John S. Mosby Highway. Constructed ca. 1850, this two-story, wood frame, six-bay, Federal style building has a side-gable roof with standing-seam metal roofing, 6/6 double-hung wood sash windows, twin, brick exterior end chimneys with rubble stone bases, and on the façade, a one-story, three-bay porch covered with a half-hipped roof and supported by fluted columns and pilasters. Located in the fourth bay is the main entry with a paneled door and four-light transom. It is apparent that the window to the left of the main entrance was once a doorway, indicating that the building had dual entrances on the façade, which are noted in the 1938 Works Progress Administration Historical Inventory report.¹² Now a single dwelling, the building was a university preparatory school for boys and young men during the 1850s. The Upperville Military Academy was administered by James Welby Armstrong, who was a graduate of the A. M. Trinity College of Dublin.¹³ The Academy property was sold in 1885 and became the private residence of Dr. Charles Rinker, who was an Upperville physician for many years.

Buchanan Hall (030-5438-0143) is the main resource that continues to represent recreation and the arts in Upperville. Built ca. 1925, it is a 1 ½ story, rectangular form, Colonial Revival style, wood frame building clad in stucco with a front gable roof covered in standing-seam metal, overhanging eaves, a molded wood cornice with returns, and a plain frieze. Circular louvered vents are located in the upper gable ends. The main entry, a double-leaf paneled wood door, is located on the façade (north elevation) and is sheltered by a front-gable hood with an open pediment. A blind fanlight is located over the door, and the sides include large, 12/12 double-hung wood sash windows. Buchanan Hall is named for General James Buchanan, a local landowner who provided initial support for its construction.¹⁴ In 1933, Anne and H. Rozier Dulany donated the property to a charitable organization that would carry on its central role in Upperville, “to hold meetings of a civic, patriotic, social, religious, educational and charitable nature.” During World War II, a 1942 article in the *Fauquier Times-Democrat* indicated that the building had undergone recent renovation and stated “the building will be used by churches, charitable organizations, the Red Cross and the Boy Scouts for free. Dances and private parties will be charged a nominal fee. Also, in the event that Washington is evacuated, the hall will be needed for hospital use or canteen service.” In the 1940s and 1950s, the building was used often for local dances, then racially segregated, and hosted both white and African American performers with regional and national reputations, including Chauncey Brown, Edward Kennedy “Duke” Ellington, and Patsy Cline.¹⁵ With contributions from many local citizens, the hall underwent a rehabilitation in 2003-2006 that expanded

¹² Works Progress Administration of Virginia Historical Inventory Report #399, “Upperville Military Academy,” Francis B. Foster. 8 February, 1938.

¹³ *Alexandria Gazette*, 31 August 1855, Volume 56, No. 207. Advertisement for “Upperville Academy.”

¹⁴ Prior to moving to the nearby Ayrshire property in 1909, Buchanan served as the first military governor of Puerto Rico (1898-1903).

¹⁵ Leonard Shapiro, “Buchanan Hall Supporters Building Endowment Fund,” *Middleburg Life* 2013 (December): 6-7.

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the original footprint of the building. However, Buchanan Hall still retains its character-defining features and is contributing to the district.

A number of historic taverns and purported taverns line the highway, as might be expected for a major arterial route that has been in use since the mid-18th century. Deed evidence suggests that the ca. 1780 Dulin Tavern/Dr. Thomas Smith House (030-5438-0029), a 2 ½ story, stone, side-gable, Georgian style dwelling, served as the tavern of John Dulin during the late 18th and early 19th centuries. The 1803 and 1805 Mutual Assurance Policy sketch maps of this property show a 44' x 21' two-story stone house with two interior end chimneys and side-facing gable roof covered in wood shingles. The maps also indicate that approximately 15-18 feet to the east of the stone house was a wood frame kitchen. It is speculated that the massive chimney in the one-story stone addition on the east side of the house, added ca. 1830 by Dr. Thomas Smith, once belonged to the original kitchen.

The earliest section of the ca. 1850 Munson Corbitt House (030-5438-0050) located at 9146 John S. Mosby Highway is also reputed to have been an early tavern. It is a one story, side-gable brick building with a corbelled cornice on a stone foundation set perpendicular to the highway. The ca. 1796 Joseph Carr House (030-5438-0031) serves today as the Hunter’s Head Tavern. Initially recorded through the Historic American Building Survey (HABS) in 1949 by architect Eugene Bradbury as “Old House in Upperville, Virginia,” it consists of a late-eighteenth-century, one-story log building on which an upper log story was added, as well as a large, 2 ½ story, three-bay Georgian style stone addition. Both sections, which are thought to have been built by Joseph Carr, the founder of Upperville, have been clad in stucco, have gable roofs covered in standing-seam metal, and sit on stone foundations. The log section sits back from the stone section. Some of the more notable features include exterior end and interior end stone chimneys that have been stuccoed, 9/6-sash and 6/6-sash double-hung windows, two-story, three-bay, full-width front porches (the first floor of one has been enclosed with multi-light windows), and a main entrance consisting of a paneled door with four-light transom within a classical surround and pilasters. Despite late twentieth-century alterations, which include a one-story rear addition that now serves as a commercial kitchen, the Joseph Carr House retains architectural and historical integrity.

The majority of the buildings in the district are residential. Many retain original outbuildings in proximity to the houses, such as kitchens, meat houses, barns and stables, speaking to the area’s long association with agricultural and equestrian interests. Stone walls, which mostly border the main roads, are notable features of the district; most are considered contributing resources. The property at 9096 John S. Mosby Highway, a ca. 1826, 2 ½ story Flemish bond brick Federal style house (030-5438-0039) with side-gable roof, two-story ell, and rear addition, retains a good example of an outbuilding complex within the district. This complex includes a two-story, brick secondary dwelling that served as the original kitchen, a ca. 1880 brick privy, and a barn at the rear of the curtilage.

The variety of housing stock is remarkably broad and ranges from a late-eighteenth-century Georgian style stone house to 1950s Minimal Traditional houses. Some dwellings are of notably modest size, such as the ca. 1790, one story, three-bay, wood frame James Plaskitt House (030-5438-0016) clad in stucco with a stone exterior end chimney and one-story rear addition and the ca. 1835 Garner/Lanham House (030-5438-0006),

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a two-story, three-bay, wood frame, vernacular dwelling consisting of a main side hall block resting on a solid rubble stone foundation with a mid-19th century addition and early-20th century addition.¹⁶ There are a few log houses. The ca. 1820, 2 ½ story, vernacular dwelling (030-5438-0048) at 9136 John S. Mosby Highway is an interesting amalgamation of two building methods, featuring a southern half constructed of V-notched logs and a northern half constructed of brick.

Another early example of combining two different building methods in one building is the Miller's House (030-5438-0058) located on the northwest corner of the district near Panther Skin Creek. The original 1 ½ story, three-bay, side-gable section, which now appears as a rear ell of the building, was constructed around 1800 of multi-colored dry-stack rubble stones. It sits perpendicular to the ca. 1840, two-story, three-bay brick section made with Flemish bond brickwork. The main entry, located in the northern-most bay of the brick section, holds a tall, single-leaf, paneled wood door with nine lights and a three-light transom above. First-story openings hold 9/6 double-hung, wood sash windows, while the second story has 6/6 double-hung wood sash windows. All of the window openings feature thin, wood surrounds and splayed brick jack arches. Northwest of the house are the ruins of the 18th century stone mill, which was destroyed during the Civil War.

The Caldwell Carr House (030-5438-0001) at 9143 John S. Mosby Highway, built ca. 1810, is an excellent example of the Federal style. Reportedly Upperville's first brick building, the house exhibits Flemish bond on the facade and American bond on the remaining elevations. The fine portico has Doric columns and pilasters supporting an entablature with dentil molding. The door and the reveal of the surround are notable for their panels with raised ovals. South of the house is the original brick smokehouse. Also to the rear is the family graveyard where Caldwell Carr, the son of Joseph Carr, and his wife Cornelia are buried.

Examples of Federal style houses with a side hall form include the ca. 1810 Anne E. Gochnauer House (030-5438-0053) and the ca. 1830 Kerfoot (030-5438-0018), a 2 ½-story house at 9099 John S. Mosby Highway. Both were constructed of Flemish bond brick on raised basements and have twin interior end chimneys. While each has an entrance with sidelights and an elliptical fanlight above, the Gochnauer house has an entrance portico and the other a porch. Although the two properties show similarities, the quality of work on Kerfoot's façade is extraordinary. The porch is supported by rarely-seen, Scamozzi Ionic columns with diagonal volutes, and the entrance includes a raised-panel surround recessed into the brick. Scamozzi Ionic pilasters flank the five-pane sidelights and support the dentiled cornice under the fanlight.

The Greek Revival style is well represented by Deerfield Farm (030-5438-0002), historically called Willow Brook. This two-story, brick, five-bay, side gable house was built ca. 1844, with a character-defining modillioned cornice on the façade and a three-bay porch with square Doric posts, Chippendale railings, and a dentil course. The main entrance has a crosseted door surround, which includes three-light, one-panel sidelights and a six-light transom.

The Fox-Sanford House (030-5438-0120), located at 1144 Delaplane Grade Road, is a ca. 1868, 1 ½ story, vernacular dwelling with a core section made of stone covered in stucco, a side-gable roof, shed dormers on

¹⁶ Between 1918 and 1931 this property was used as the parsonage for the pastor of the "Colored Methodist Episcopal Church." Fauquier County Deed Book 116, page 412.

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the east and west sides, an interior brick chimney, a partial-width, shed-roofed porch, and a modern, frame addition built in 2011. The eaves of the original section and the dormers include brackets. An 1886 deed and plat describe the division of an eight-acre parcel, part of the estate of Sallie Fox, with “three dwellings and one well of water” in the immediate vicinity of 1144 Delaplane Grade Road. Sallie Fox bequeathed the lots to her nieces and nephew, and the properties remained under the ownership of this African American family through the twentieth century. It is likely that the core of the evolved house was one of the three original Fox family dwellings on the site in 1868. The Fox-Sanford Cemetery is located in what was previously the northwest corner of the eight-acre parcel, but now a part of the Upperville Business Park.

Another resource associated with an Upperville African American family is the Thomas S. Dunbar/Paul C. Charity House Site (030-5438-0108), located on the east side of Patrick Street. Now a ruin, the house was built as a two-story, timber frame dwelling around 1850 for Thomas Dunbar, a local wheelwright. Today, one wall of the original house, two brick chimneys, and a 1 ½ story addition remain. Timbers carved with Roman numerals can now easily be seen from the exterior. Paul Charity, an African American farm laborer, purchased the property in 1909.¹⁷ He lived there with his wife, “Aunt Mary” Charity, who was an Upperville midwife for many years.¹⁸ The Charity Cemetery is located east of the house ruin. Charity family members still resided on the property in a 2009, one-story, frame house (030-5438-0107) at 9223 Patrick Street. The Charity family is thought to have also constructed the adjacent, ca. 1939, 1 ½-story, vernacular, frame house (030-5438-0106) at 9229 Patrick Street.

The Morgan-Clark House (030-5438-0067) at 9199 John S. Mosby Highway is one example of the Craftsman style in the district. It is a ca. 1932, 1 ½ story, three-bay Craftsman style bungalow set on a stone foundation with an inset porch beneath a side-gable roof complemented by wide, overhanging eaves with knee brackets and a gabled dormer. Triple, 6/1 light windows are on the west side of the front door, while a 12/1 light window is on the east side. The 8/3 light windows above raised panels on the front door also exhibit the style. Additionally, two original jalousie windows are on the west elevation, and a third survives in the front dormer.

Later mid-20th century dwellings include an interesting example of a ca. 1957 vernacular house at 1155 Parker Street (030-5438-0132), a one-story, frame house clad in asbestos shingles with a low-pitched side gable roof, a small, interior brick chimney, a bank of four fixed, two-light windows to the left of the primary entrance on the façade, and a ribbon of three-light windows hooded with a narrow awning on the south elevation. The historic district also has four Minimal Traditional dwellings that were constructed between ca. 1945 and 1955. Each is a 1-story dwelling of modest size and with the austere design typical of this house type, which was influenced by tenets of the Modern movement. The 1955 house at 9194 John Mosby Highway (030-5438-0069) has a 3-bay façade with a centered entry. A proto-picture window composed of a central fixed sash flanked by four-light movable sash is to one side of the entry and a multiple light narrow window is on the other side. A gabled hood with knee braces shelters the entry and a concrete stoop. A one-bay frame addition is to one side of the side-gable dwelling. The neighboring property at 9198 Mosby Highway (030-5438-0068), also built in 1955, is almost identical, except that the original sash have been replaced and it does not

¹⁷ Fauquier County Deed Book 103, page 210. Transfer of four tracts in Upperville from heirs of Thomas S. Dunbar to Paul C. Charity.

¹⁸ Gibson, Mary, “Aunt Mary Charity Recalls Yankee Raids of Long Ago,” Fauquier Democrat, 23 November 1961, No. 50.

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have a lateral addition. The frame dwelling at 9192 Mosby Highway (030-5438-0070), built in 1953, and the example at 9068 Mosby Highway (030-5438-0145), built ca. 1945, are almost identical. Each has a four-bay façade. The house at 9192 Mosby Highway features a proto-picture window at one end of the façade with a central fixed sash and flanking 4/4 sash, while the example at 9068 Mosby Highway has paired 6/6 sash. All other visible windows have 6/6 sash.

Ivy Hill Cemetery (030-5438-0083), a large community cemetery established officially through land acquisition in 1891, is located on the eastern edge of the district along the north side of John S. Mosby Highway.¹⁹ The southern boundary is marked by a cast iron fence with prominent entrance posts. The cemetery is dotted with mature trees but is otherwise grassy and flat. It is comprised of approximately 2,500 burials, which are organized around an oval drive and include graves of individuals from some of the earliest Upperville families, including the Calverts, Balls, Glascocks, Fletchers, Smiths, and Frasier. According to a 1936 report, the earliest marked grave appears to be from 1849.²⁰ In 1892, a monument was added to the cemetery “in the memory of the Confederate dead.”²¹ The vast majority of burials date to the twentieth century and range from simple headstones to more elaborate monuments with symbolic representations.

Across the highway from the Ivy Hill Cemetery is the Upperville Park (030-5438-0142). The Upperville High School was constructed on this site around 1930. It was destroyed by fire during the 1970s. The Fauquier County School Board sold the parcel in 1980 to the Fauquier County Board of Supervisors, who converted it into a community park. A conservation easement has been placed on the north side of the parcel where two Civil War interpretive signs describing the Battle of Upperville stand. A small playground has been installed on the south side of the parcel.

The Upperville Historic District as a whole retains a great deal of integrity. A significant concentration of buildings and structures that aesthetically and historically convey the essence of this small village remain. Conservation easements and continued agricultural uses in the immediate vicinity have protected its integrity of location and setting to an unusual degree in a corridor experiencing growth pressures from metropolitan Washington, D.C. Given its long period of significance (1780-1960), the district has only a small number of resources that are more recent or have not achieved significance in their own right. The district overall displays a high level of integrity of design, workmanship, and materials, with the village’s original layout still intact and easily distinguished on the landscape. The district has a high proportion of historic contributing resources to noncontributing resources and the buildings, sites, and structures feature character-defining stylistic features and construction methods. The historic district retains integrity of feeling and association as a late-18th-century town that has remained remarkably intact through major events, such as the Civil War, as well as paradigm-shifting trends, such as the advent of automobile transportation that changed the nature and

¹⁹ Fauquier County Deed Book 84, page 523, 1891 June 15.

²⁰ Mrs. Carter Foster, *Upperville Cemetery*, site 323, 1936, Nov 30. Virginia Historical Inventory: Library of Virginia Archives. This survey report was produced in 1938 through the Virginia Writers Project, a division of the Works Progress Administration.

²¹ *The True Index*, “Upperville News,” 1892 Aug 13, Vol. XXVI, No. 31, page 3.

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volume of traffic on Route 50/ Mosby Highway and extensive suburban and exurban sprawl that has occurred elsewhere.

Inventory of Resources

Properties in the Upperville Historic District inventory are organized alphabetically by street name and listed by street number. Occasionally, a parcel containing only a site or a structure appears without a street number. The properties without street numbers appear *after* the properties with street numbers. To the right on the same line is the primary Department of Historic Resources (DHR) Identification Number. The primary survey number listed will be an 11-digit number associated with the Upperville Historic District (beginning 030-5438, followed by the four digits identifying the individual property). The primary number is followed by the property’s secondary survey number(s) in italics, if identified. If a property was surveyed previously as an individual resource, this number consists of a seven-digit number, with the first three (030) identifying it as a resource within Fauquier County. If the property was surveyed as part of the Unison Battlefield Historic District (053-6087), which lies primarily in Loudoun County (hence the 053 prefix for that county), it will be listed as a secondary survey number. If a known historic name is associated with a property, it is listed in the first line of the entry. Information for the primary resource includes the resource type (e.g., Dwelling, Church, Cemetery, etc.); the National Register resource type in parentheses (Building, Structure, Site, or Object); the number of stories (if applicable); architectural style; date of construction; and status (contributing or non-contributing to the district). This description is followed by a list of secondary resources.

Contributing resources date to sometime within the district’s period of significance (1780-1960), have retained a sufficient degree of integrity to convey their historic association(s) and contribute under Criteria A and/or C. Dates are based on field observation, local history sources, court records, and/or tax records. Resources identified as non-contributing were either of more recent date or have been moved or altered to such an extent that they lack minimum integrity requirements. Resources are keyed to the accompanying sketch map by the last four digits of the Upperville Historic District identification number that begins with 030-5438 (e.g., 030-5438-0098).

BROOKS CLUSTER CIRCLE

9246-9347 Brooks Cluster Circle 030-5438-0098
Primary Resource: **Double/Duplex (Building), Stories 1, Style: No discernible style, 1984**
Noncontributing
Secondary Resource: **Shed (Building) Noncontributing**

9330-9334 Brooks Cluster Circle 030-5438-0099
Primary Resource: **Double/Duplex (Building), Stories 1, Style: No discernible style, 1984**
Noncontributing

9337-9341 Brooks Cluster Circle 030-5438-0097

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Primary Resource: **Double/Duplex (Building), Stories 1, Style: No discernible style, 1984
Noncontributing**

CROFTON LANE

1132 CROFTON LANE 030-5438-0082 *Other DHR Id#: 053-6087-0145*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, ca 1910
Contributing**

1153 Crofton Lane 030-5438-0081 *Other DHR Id#: 053-6087-0161*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1966
Noncontributing**

Secondary Resource: **Stable (Building) Noncontributing**

DELAPLANE GRADE ROAD

1124 Delaplane Grade Road 030-5438-0110

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, 1948
Contributing**

1129 Delaplane Grade Road 030-5438-0124

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Italianate, ca 1855
Contributing**

Secondary Resource: **Garage (Building) Contributing**

1131 Delaplane Grade Road 030-5438-0125 **Parsonage Pool House**

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 2007
Noncontributing**

Secondary Resource: **Pool/Swimming Pool Noncontributing**

1134 Delaplane Grade Road 030-5438-0008 **Upperville United Methodist Church** *Other
DHR Id#: 030-5446*

Primary Resource: **Church/Chapel (Building), Stories 1, Style: Federal, 1832
Contributing**

Secondary Resource: **Fence (Object) Contributing**

Secondary Resource: **Cemetery (Site) Contributing**

1137 Delaplane Grade Road 030-5438-0123

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, 1923
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Secondary Resource: **Garage (Building)** **Contributing**

1141 Delaplane Grade Road 030-5438-0121
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, 1939**
Contributing
Secondary Resource: **Garage (Building)** **Contributing**

1144 Delaplane Grade Road 030-5438-0120 Fox-Sanford House
Primary Resource: **Single Dwelling (Building), Stories 1.5, No discernible style, ca 1868**
Contributing
Secondary Resource: **Shed (Building)** **Contributing**

1150 Delaplane Grade Road 030-5438-0119
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1913**
Contributing
Secondary Resource: **Garage (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

1157 Delaplane Grade Road 030-5438-0118
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1944**
Noncontributing
Secondary Resource: **Secondary Dwelling (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

1171 Delaplane Grade Road 030-5438-0010 Mt. Olive M.E. Church Other DHR Id#: 030-5448
Primary Resource: **Church/Chapel (Building), Stories 1, Style: Gothic Revival, 1909**
Contributing
Secondary Resource: **Outbuilding, Domestic (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

1175 Delaplane Grade Road 030-5438-0116 Mt. Pisgah Baptist Church Other DHR Id#:
Primary Resource: **Church/Chapel (Building), Stories 1.5, Style: Vernacular, 1900/1933**
Contributing
Secondary Resource: **Gazebo (Structure)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

1176 Delaplane Grade Road 030-5438-0009 No. 11 School/Farrall House Other DHR Id#: 030-5447
Primary Resource: **School (Building), Stories 1, Style: Colonial Revival, ca 1899**
Contributing
Secondary Resource: **Shed (Building)** **Noncontributing**

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Delaplane Grade Road 030-5438-0115 Westview Cemetery/Upperville Colored Cemetery (historic)

Primary Resource: **Cemetery (Site), 1922** **Contributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

JOHN S. MOSBY HIGHWAY

8549 John S. Mosby Highway 030-5438-0143 Buchanan Hall *Other DHR Id#: 053-6087-0099*

Primary Resource: **Meeting/Fellowship Hall (Building), Stories 1.5, Style Colonial Revival, ca 1925** **Contributing**

John S. Mosby Highway 030-5438-0142 Upperville Park **Other DHR Id#: 053-6087-0255**
Primary Resource: **Athletic Field/Court (Structure), Stories, Style: No discernible style, 1980**

Secondary Resource: **Shed (Building)** **Noncontributing**
Noncontributing

8555 John S. Mosby Highway 030-5438-0144 Deerfield Stables *Other DHR Id#: 053-6087-0181*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, ca 1950** **Contributing**
Secondary Resource: **Shed (Building)** **Noncontributing**
Secondary Resource: **Shed, Vehicle/Equipment (Building)** **Noncontributing**
Secondary Resource: **Stable (Building)** **Contributing**

8589 John S. Mosby Highway 030-5438-0084 Upperville Gas Station, now Citgo Service Station *Other DHR Id#: 053-6087-0166*

Primary Resource: **Service Station (Building), Stories 1.5, Style: Craftsman, ca 1928** **Contributing**
Secondary Resource: **Garage (Building)** **Contributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

8584 John S. Mosby Highway 030-5438-0083 Ivy Hill Cemetery *Other DHR Id#:053-6087-0165*
Primary Resource: **Cemetery (Site), Stories, Style: No discernible style, ca 1845**

Secondary Resource: **Shed (Building)** **Contributing**
Contributing

John S. Mosby Highway 030-5438-0026 Pinkett/Brooks House *Other DHR Id#: 030-5465, 053-6087-0164*

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Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1910**
Contributing

8600 John S. Mosby Highway 030-5438-0027 *Other DHR Id#: 030-5466, 053-6087-0163*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1850**
Contributing
 Secondary Resource: **Structure (Well Pump)** **Contributing**

9005 John S. Mosby Highway 030-5438-0085 **Slater House & Law Office** *Other DHR Id#: 053-6087-0167*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1989**
Noncontributing
 Secondary Resource: **Stone Foundation (Site)** **Contributing**

9008 John S. Mosby Highway 030-5438-0080 **Joe Brooks's Restaurant** *Other DHR Id#: 053-6087-0160*

Primary Resource: **Commercial Building (Building), Stories 1.5, Style: Vernacular, ca 1910**
Contributing

9009 John S. Mosby Highway 030-5438-0002, Willow Brook, now Deerfield *Other DHR Id#: 030-5439, 053-6087-0256*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Greek Revival, ca 1844**
Contributing

9016 John S. Mosby Highway 030-5438-0146 *Other DHR Id#: 053-6087-0159*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1918**
Noncontributing

9017 John S. Mosby Highway 030-5438-0086 *Other DHR Id#: 053-6087-0168*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, ca 1940**
Contributing
 Secondary Resource: **Rock Wall (Structure)** **Contributing**

9021 John S. Mosby Highway 030-5438-0025 *Other DHR Id#: 030-5464, 053-6087-0169*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, ca 1840**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**
 Secondary Resource: **Garage (Building)** **Noncontributing**
 Secondary Resource: **Shed (Building)** **Contributing**
 Secondary Resource: **Shed (Building)** **Contributing**
 Secondary Resource: **Rock (Wall)** **Contributing**

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9024 John S. Mosby Highway 030-5438-0029 Dulin’s Tavern/Dr. Thomas Smith House
Other DHR Id#: 030-5468, 053-6087-0158

- Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Georgian, ca 1780**
Contributing
- Secondary Resource: **Carport (Building)** **Contributing**
- Secondary Resource: **Rock Wall (Structure)** **Contributing**
- Secondary Resource: **Shed (Building)** **Noncontributing**

9026 John S. Mosby Highway 030-5438-0063 *Other DHR Id#: 030-5502, 053-6087-0157*

- Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1900**
Contributing
- Secondary Resource: **Cemetery (Site)** **Noncontributing**
- Secondary Resource: **Rock (Wall)** **Contributing**

9027 John S. Mosby Highway 030-5438-0024 *Other DHR Id#: 030-5463, 053-6087-0170*

- Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1890**
Contributing

9030 John S. Mosby Highway 030-5438-0062 *Other DHR Id#: 030-5501, 053-6087-0156*

- Primary Resource: **Commercial Building (Building), Stories 1.5, Style: Vernacular, ca 1930**
Contributing

9035 & 9039 John S. Mosby Highway 030-5438-0088 Fleming House and Fred Fleming’s Garage *Other DHR Id#: 053-6087-0171*

- Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Folk Victorian, ca 1900 and 1930**
Contributing
- Secondary Resource: **Commercial Garage (Building)** **Contributing**

9036 John S. Mosby Highway Upperville Country Store 030-5438-0030 *Other DHR Id#: 030-5469, 053-6087-0151*

- Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, ca 1890**
Contributing
- Secondary Resource: **Garage (Building)** **Contributing**

9048 John S. Mosby Highway 030-5438-0031 Joseph Carr House, Eugene Bradbury House & Office (historic) Hunter’s Head Tavern (current) *Other DHR Id#: 030-5470, 053-6087-0150*

- Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1796**
Contributing
- Secondary Resource: **Garage (Building)** **Noncontributing**

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- 9055 John S. Mosby Highway 030-5438-0126 Other DHR Id#: 053-6087-0172**
 Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, ca 1910**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**
- 9056 John S. Mosby Highway 030-5438-0075 Skallerup House Other DHR Id#: 053-6087-0149**
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1969**
Noncontributing
 Secondary Resource: **Outbuilding, Domestic (Building)** **Contributing**
- 9057 John S. Mosby Highway 030-5438-0089 Other DHR Id#: 030-5438, 053-6087-0173**
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, 1939**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**
- 9060 John S. Mosby Highway 030-5438-0032 Roy Oliver House Other DHR Id#: 030-5471, 053-6087-0148**
 Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1880**
Contributing
 Secondary Resource: **Shed (Building)** **Contributing**
- 9064 John S. Mosby Highway 030-5438-0033 Other DHR Id#: 030-5472, 053-6087-0147**
 Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, 1909**
Contributing
- 9066 John S. Mosby Highway 030-5438-0074 Other DHR Id#: 053-6087-0146**
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, ca 1945**
Contributing
 Secondary Resource: **Shed (Building)** **Contributing**
- 9067 John S. Mosby Highway 030-5438-0022 Baptist Church Pastorium Other DHR Id#: 030-5461, 053-6087-0174**
 Primary Resource: **Single Dwelling (Building), Stories 2, Style: Queen Anne, 1894**
Contributing
 Secondary Resource: **Shed (Building)** **Noncontributing**
- 9068 John S. Mosby Highway 030-5438-0073 Other DHR Id # 053-6087-0145**
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, ca 1945**
Contributing
 Secondary Resource: **Garage (Building)** **Noncontributing**
 Secondary Resource: **Shed (Building)** **Noncontributing**

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- 9069 John S. Mosby Highway 030-5438-0090 *Other DHR Id#: 053-6087-0175***
 Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, ca 1920**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**
 Secondary Resource: **Shed (Building)** **Noncontributing**
- 9070 John S. Mosby Highway 030-5438-0034 Upperville Baptist Church *Other DHR Id#: 030-5473, 053-6087-0144***
 Primary Resource: **Church/Chapel (Building), Stories 2, Style: Gothic Revival, 1889**
Contributing
 Secondary Resource: **Shed (Building)** **Contributing**
 Secondary Resource: **Sign (Structure)** **Contributing**
 Secondary Resource: **Rock Wall (Structure)** **Contributing**
- 9075 John S. Mosby Highway 030-5438-0021 Upperville Military Academy *Other DHR Id#: 030-5460, 053-6087-0176***
 Primary Resource: **Single Dwelling (Building), Stories 2, Style: Federal, ca 1850**
Contributing
- 9076 John S. Mosby Highway 030-5438-0035 Gibson House *Other DHR Id#: 030-5474, 053-6087-0143***
 Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Other, ca 1820**
Contributing
- 9079 John S. Mosby Highway 030-5438-0020 *Other DHR Id#: 030-5459, 053-6087-0177***
 Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1880**
Contributing
 Secondary Resource: **Garage (Building)** **Noncontributing**
- 9082 John S. Mosby Highway 030-5438-0114 *Other DHR Id#: 030-5475, 053-6087-0142***
 Primary Resource: **Single Dwelling (Building), Stories 2, Style: Federal, ca 1830**
Contributing
- 9083 John S. Mosby Highway 030-5438-0019 *Other DHR Id#: 030-5458, 053-6087-0178***
 Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1810**
Contributing
 Secondary Resource: **Barn (Building)** **Noncontributing**
 Secondary Resource: **Kitchen (Building)** **Contributing**
 Secondary Resource: **Pool/Swimming Pool (Structure)** **Noncontributing**
 Secondary Resource: **Rock Wall (Structure)** **Contributing**
 Secondary Resource: **Secondary Dwelling (Building)** **Contributing**
 Secondary Resource: **Shed (Building)** **Contributing**

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9086 John S. Mosby Highway 030-5438-0037 Dr. Charles W. Warren House *Other DHR Id# 030-5476, 053-6087-0141*

- Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, ca 1900**
Contributing
- Secondary Resource: **Garage (Building)** **Contributing**
- Secondary Resource: **Rock Gateposts (Structure)** **Contributing**
- Secondary Resource: **Shed (Building)** **Contributing**

9090 John S. Mosby Highway 030-5438-0038 Upperville Post Office/Fauquier-Loudoun Bank/Concord Meeting House Lot *Other DHR Id#: 030-5477, 053-6087-0140*

- Primary Resource: **Bank (Building), Stories 1, Style: Colonial Revival, ca 1917**
Contributing
- Secondary Resource: **Rock Wall (Structure)** **Contributing**

9096-9098 John S. Mosby Highway 030-5438-0039 *Other DHR Id#: 030-5478, 053-6087-0139*

- Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1826**
Contributing
- Secondary Resource: **Barn (Building)** **Contributing**
- Secondary Resource: **Greenhouse/Conservatory (Building)** **Contributing**
- Secondary Resource: **Privy (Building)** **Contributing**
- Secondary Resource: **Secondary Dwelling (Building)** **Contributing**
- Secondary Resource: **Shed (Building)** **Noncontributing**

9100 John S. Mosby Highway 030-5438-0004 *Other DHR Id#: 030-5479, 053-6087-0138*

- Primary Resource: **Doctors Office/Building (Building), Stories 1, Style: Vernacular, ca 1804**
Contributing

9099 John S. Mosby Highway 030-5438-0018 Kerfoot *Other DHR Id#: 030-5457, 053-6087-0179*

- Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1830**
Contributing
- Secondary Resource: **Stable (Building)** **Contributing**
- Secondary Resource: **Shed (Building)** **Noncontributing**
- Secondary Resource: **Gazebo (Structure)** **Noncontributing**

9105 John S. Mosby Highway 030-5438-0017 The Rectory *Other DHR Id#: 030-5456, 053-6087-0180*

- Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1830**
Contributing
- Secondary Resource: **Gazebo (Structure)** **Contributing**
- Secondary Resource: **Rock Wall (Structure)** **Contributing**

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Secondary Resource: **Well (Structure)** **Contributing**

9108-9110 John S. Mosby Highway 030-5438-0041 Trinity Episcopal Church *Other DHR Id#: 030-5480, 053-6087-0136*

Primary Resource: **Church/Chapel (Building), Stories 2, Style: Other, 1951-1960**
Contributing

- Secondary Resource: **Church School (Building)** **Contributing**
- Secondary Resource: **Meeting/Fellowship Hall (Building)** **Contributing**
- Secondary Resource: **Shed (Building)** **Contributing**
- Secondary Resource: **Shed (Building)** **Contributing**
- Secondary Resource: **Cemetery (Site)** **Contributing**

9112-9114 John S. Mosby Highway 030-5438-0042 Peard House, Trinity Episcopal Church Rectory *Other DHR Id#: 030-5481, 053-6087-0137*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Other, ca 1951**
Contributing

9120 John S. Mosby Highway 030-5438-0043 *Other DHR Id#: 030-5482, 053-6087-0135*

- Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1860**
Contributing
- Secondary Resource: **Foundation (Site)** **Contributing**
 - Secondary Resource: **Shed (Building)** **Noncontributing**
 - Secondary Resource: **Rock Wall (Structure)** **Contributing**

9124 John S. Mosby Highway 030-5438-0044 Wayside *Other DHR Id#: 030-5483, 053-6087-0134*

- Primary Resource: **Single Dwelling (Building), Stories 2, Style: Other, 1850**
Contributing
- Secondary Resource: **Secondary Dwelling (Building)** **Contributing**
 - Secondary Resource: **Shed (Building)** **Contributing**

9125 John S. Mosby Highway 030-5438-0016 *Other DHR Id#: 030-5455, 053-6087-0100*

- Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1790**
Contributing
- Secondary Resource: **Smoke/Meat House (Building)** **Contributing**

9128 John S. Mosby Highway 030-5438-0045 Edmonds' Hotel/Yerby's Tavern *Other DHR Id#: 030-5484, 053-6087-0133*

- Primary Resource: **Single Dwelling (Building), Stories 2, Style: Other, ca 1850**
Contributing
- Secondary Resource: **Kitchen (Building)** **Contributing**

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9129 John S. Mosby Highway 030-5438-0015 Thomas Latham’s Office *Other DHR Id#: 030-5454, 053-6087-0101*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, ca 1790**
Contributing
Secondary Resource: **Outbuilding, Domestic (Building) Noncontributing**

9130-9134 John S. Mosby Highway 030-5438-0046 *Other DHR Id#: 030-5485, 053-6087-0132*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Other, ca 1840**
Contributing
Secondary Resource: **Funeral Home/Mortuary (Building) Noncontributing**
Secondary Resource: **Garage (Building) Contributing**
Secondary Resource: **Shed (Building) Contributing**

9135 John S. Mosby Highway 030-5438-0064 *Other DHR Id#: 053-6087-0102*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, ca 1920**
Contributing
Secondary Resource: **Shed (Building) Contributing**
Secondary Resource: **Rock Wall (Structure) Contributing**

9136 John S. Mosby Highway 030-5438-0047, Gibson Hall/Mrs. Fred B. Auty House *Other DHR Id#: 030-5486, 053-6087-0131*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1818**
Contributing
Secondary Resource: **Shed (Building) Contributing**
Secondary Resource: **Shed (Building) Noncontributing**

9136-B John S. Mosby Highway 030-5438-0048 Other *DHR Id#: 030-5487, 053-6087-0130*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, ca 1820**
Contributing

9137 John S. Mosby Highway 030-5438-0014 The Store House Lot *Other DHR Id#: 030-5453, 053-6087-0103*

Primary Resource: **Mixed: Commerce/Domestic (Other), Stories, Style: Folk Victorian, ca 1845**
Contributing
Secondary Resource: **Shed (Building) Noncontributing**

9139 John S. Mosby Highway 030-5438-0013 J. A. Johnson House *Other DHR Id#: 030-5452, 053-6087-0104*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, ca 1810**
Contributing

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9142 John S. Mosby Highway 030-5438-0049 Crows Nest *Other DHR Id#: 030-5488, 053-6087-0129*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, ca 1850**
Contributing
 Secondary Resource: **Brick Wall (Object)** **Noncontributing**

9143 John S. Mosby Highway 030-5438-0001 Caldwell Carr House *Other DHR Id#: 030-0015, 053-6087-0105*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1820**
Contributing
 Secondary Resource: **Cemetery (Site) Carr Family Cemetery** **Contributing**
 Secondary Resource: **Shed (Building)** **Noncontributing**
 Secondary Resource: **Smoke/Meat House (Building)** **Contributing**

9146 John S. Mosby Highway 030-5438-0050, Munson Corbitt House *Other DHR Id#: 030-5489, 053-6087-0128*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Other, ca 1850**
Contributing
 Secondary Resource: **Shed (Building)** **Noncontributing**

9147 John S. Mosby Highway 030-5438-0012, Old Taylor's Shop *Other DHR Id#: 030-5450, 053-6087-0106*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Vernacular, ca 1930**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**

9148 John S. Mosby Highway 030-5438-0051 *Other DHR Id#: 030-5490, 053-6087-0127*
 Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, ca 1890**

Contributing

9150 John S. Mosby Highway 030-5438-0052 P. S. Gochnauer & Bros. Store; C.S. Arms *Other DHR Id#: 030-5491, 053-6087-0126*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Vernacular, ca 1830**
Contributing

9151 John S. Mosby Highway 030-5438-0011 Upperville Town Hall *Other DHR Id#: 030-5449, 053-6087-0107*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Folk Victorian, ca 1900**

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9152 John S. Mosby Highway 030-5438-0053 Anne E. Gochnauer House *Other DHR Id#: 030-5492, 053-6087-0125*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Federal, ca 1810**

Contributing

Secondary Resource: **Garage (Building)**

Noncontributing

Secondary Resource: **Shed (Building)**

Noncontributing

Secondary Resource: **Carriage Step (Object)**

Contributing

9157 John S. Mosby Highway 030-5438-0007 *Other DHR Id#: 030-5445, 053-6087-0108*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Greek Revival, ca 1840**

Contributing

Secondary Resource: **Garage (Building)**

Noncontributing

Secondary Resource: **Shed (Building)**

Noncontributing

9160 John S. Mosby Highway 030-5438-0054 Upperville Primitive Baptist Church *Other DHR Id#: 030-5493; 053-6087-0124*

Primary Resource: **Church/Chapel (Building), Stories 1, Style: Vernacular, ca 1840**

Contributing

Secondary Resource: **Commercial Building (Building)**

Contributing

9162 John S. Mosby Highway 030-5438-0055 Lemley Home Place *Other DHR Id#: 030-5494, 053-6087-0123*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, ca 1890**

Contributing

Secondary Resource: **Garage (Building)**

Contributing

Secondary Resource: **Rock Wall (Structure)**

Contributing

Secondary Resource: **Garage (Building)**

Noncontributing

9163 John S. Mosby Highway 030-5438-0006 Garner/Lantham House, Methodist Episcopal Church Parsonage (1918-31) *Other DHR Id#: 030-5444, 053-6087-0109*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1835**

Contributing

Secondary Resource: **Well (Structure)**

Contributing

Secondary Resource: **Rock Wall (Structure)**

Contributing

9167 John S. Mosby Highway 030-5438-0065 Upperville Volunteer Fire & Rescue *Other DHR Id#: 053-6087-0110*

Primary Resource: **Fire Station (Building), Stories 1.5, Style: Colonial Revival, 1957**

Contributing

Secondary Resource: **Communications Tower (Structure)**

Noncontributing

Secondary Resource: **Shed (Building)**

Noncontributing

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Secondary Resource: **Shelter (Building)** **Noncontributing**

9168 John S. Mosby Highway 030-5438-0056 Other DHR Id#: 030-5495 053-6087-0122

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: No discernible style, ca 1850**

Secondary Resource: **Shed (Building)** **Noncontributing**
Secondary Resource: **Retaining Wall (Structure)** **Contributing**

9172 John S. Mosby Highway 030-5438-0057 Valley Drilling Corporation Other DHR Id#: 030-5496, 053-6087-0121

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1850**

Secondary Resource: **Carport (Building)** **Noncontributing**
Secondary Resource: **Garage (Building)** **Contributing**
Secondary Resource: **Shed (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**
Secondary Resource: **Shed, Machine (Building)** **Noncontributing**

9175 John S. Mosby Highway 030-5438-0113

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1965**
Noncontributing

9178, 9184 John S. Mosby Highway 030-5438-0072 Valley Drilling Other DHR Id#: 053-6087-0120

Primary Resource: **Commercial Garage (Building), Stories 1, Style: No discernible style, ca 1930**

Secondary Resource: **Secondary Dwelling (Building)** **Contributing**
Secondary Resource: **Shed (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

9183-9197 John S. Mosby Highway 030-5438-0066 Northern Counties Supply/Upperville Business Park Other DHR Id#: 053-6087-0111

Primary Resource: **Commercial Building (Building), Stories 1, Style: Colonial Revival, ca 1950**

Secondary Resource: **Cemetery (Site) (Fox-Sanford Family Cemetery)** **Contributing**
Secondary Resource: **Smoke/Meat House (Building)** **Contributing**
Secondary Resource: **Office/Office Building (Building)** **Noncontributing**
Secondary Resource: **Public Restroom (Building)** **Noncontributing**
Secondary Resource: **Vehicular Shed (Building)** **Noncontributing**
Secondary Resource: **Vehicular Shed (Building)** **Noncontributing**

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Secondary Resource: Archway (Structure)	Noncontributing
Secondary Resource: Garage (Building)	Noncontributing
Secondary Resource: Garage (Building)	Noncontributing
Secondary Resource: Shed (Building)	Noncontributing
Secondary Resource: Shed (Building)	Noncontributing
Secondary Resource: Shed (Building)	Noncontributing

9190 John S. Mosby Highway 030-5438-0071 Other DHR Id#: 053-6087-0119
 Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, ca 1910**
Contributing
 Secondary Resource: **Wall (Object)** **Contributing**

9192 John S. Mosby Highway 030-5438-0070 Other DHR Id#: 053-6087-0118
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1953**
Contributing
 Secondary Resource: **Shed (Building)** **Noncontributing**
 Secondary Resource: **Well** **Contributing**

9194 John S. Mosby Highway 030-5438-0069 Other DHR Id#: 053-6087-0117
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1955**
Contributing
 Secondary Resource: **Shed (Building)** **Contributing**
 Secondary Resource: **Shed (Building)** **Noncontributing**

9198 John S. Mosby Highway 030-5438-0068 Other DHR Id#: 053-6087-0116
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1955**
Contributing

9199 John S. Mosby Highway 030-5448-0067 Morgan-Clark House Other DHR Id#: 053-6087-0112
 Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, ca 1932**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**
 Secondary Resource: **Smoke/Meat House (Building)** **Contributing**
 Secondary Resource: **Rock Wall (Object)** **Contributing**

9200 John S. Mosby Highway 030-5438-0058 The Miller's House Other DHR Id#: 030-5497, 053-6087-0115
 Primary Resource: **Single Dwelling (Building), Stories 1.5/2.5, Style: Federal, ca 1800**

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Secondary Resource: Mill (Site)	Contributing
Secondary Resource: Shed (Building)	Contributing
Secondary Resource: Pool House (Structure)	Noncontributing
	Noncontributing

9202 John S. Mosby Highway 030-5438-0059 Joseph Carr Store/Rose House Other DHR Id#: 030-5498, 053-6087-0114

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Georgian, ca 1780**
Contributing

John S. Mosby Highway 030-5438-0147 Culvert over Panther Skin Creek/Structure 1108
VDOT Structure #1108

Primary Resource: **Culvert (Structure), ca 1969** **Non-Contributing**
Secondary Resource: **Stone Walls (Structure), ca. 1969** **Non-Contributing**

John S. Mosby Highway 030-5438-0148 Culvert over Tanyard Branch

Primary Resource: **Culvert (Structure), ca 1940** **Contributing**

PARKER STREET

1155 Parker Street 030-5438-0132

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1957**
Contributing
Secondary Resource: **Shed (Building)** **Noncontributing**

1159 Parker Street 030-5438-0133

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1969**
Noncontributing
Secondary Resource: **Garage (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

1160 Parker Street 030-5438-0129

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, ca 1938**
Contributing
Secondary Resource: **Shed (Building)** **Contributing**

1163 Parker Street 030-5438-0134

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, ca 1933**
Contributing
Secondary Resource: **Shed (Building)** **Noncontributing**

1168 Parker Street 030-5438-0130

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Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1949**
Contributing

1170 Parker Street 030-5438-0131

Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, 1973**
Noncontributing

Secondary Resource: Garage (Building) **Noncontributing**

Secondary Resource: Shed (Building) **Noncontributing**

Secondary Resource: Swimming Pool (Structure) **Noncontributing**

1174 Parker Street 030-5438-0136

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1982**
Noncontributing

Secondary Resource: **Garage (Building)** **Noncontributing**

Secondary Resource: **Shed (Building)** **Noncontributing**

1175 Parker Street 030-5438-0135

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1953**
Contributing

1177 Parker Street 030-5438-0141

Primary Resource: **Single Dwelling (Building), Stories 1.5-2.5, Style: Split-level, ca 1984**
Noncontributing

Secondary Resource: **Garage (Building)** **Noncontributing**

Secondary Resource: **Shed (Building)** **Noncontributing**

1179 Parker Street 030-5438-0140

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Split-Level, 1969**
Noncontributing

Secondary Resource: **Garage (Building)** **Noncontributing**

1186 Parker Street 030-5438-0137

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1982**
Noncontributing

Secondary Resource: **Shed (Building)** **Noncontributing**

1188 Parker Street 030-5438-0138

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Split-Level, 1987**
Noncontributing

Secondary Resource: **Shed (Building)** **Noncontributing**

1189 Parker Street 030-5438-0139

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Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, ca 1919**

Noncontributing

PATRICK STREET

Patrick Street 030-5438-0108 Thomas S. Dunbar House/ Paul C. Charity House Site

Primary Resource: **Single Dwelling (Site), ca 1850**

Contributing

Secondary Resource: **Cemetery (Site) Charity Family Cemetery** **Contributing**

9202 Patrick Street 030-5438-0003 Harry Triplett House Other DHR Id#: 030-5441, 053-6087-0113

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, ca 1790**

Contributing

Secondary Resource: **Shed (Building)** **Noncontributing**

9216 Patrick Street 030-5438-0100

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, ca 1900**

Contributing

Secondary Resource: **Outbuilding, Domestic (Building)** **Contributing**

9223 Patrick Street 030-5438-0107

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 2009**

Noncontributing

Secondary Resource: **Carport (Structure)** **Noncontributing**

Secondary Resource: **Shed (Building)** **Noncontributing**

Secondary Resource: **Well House (Building)** **Noncontributing**

9229 Patrick Street 030-5438-0106

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Vernacular, 1939**

Contributing

Secondary Resource: **Shed (Building)** **Noncontributing**

9240 Patrick Street 030-5438-0096

Primary Resource: **Commercial Garage (Building), Stories 1, Style: No discernible style, ca 1950**

Noncontributing

Secondary Resource: **Garage (Building)** **Noncontributing**

9257 Patrick Street 030-5438-0105

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Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1969**
Noncontributing
 Secondary Resource: **Shed (Building)** **Noncontributing**

9258 Patrick Street 030-5438-0095
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1948**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**
 Secondary Resource: **Shed (Building)** **Contributing**

9262 Patrick Street 030-5438-0094
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1958**
Contributing
 Secondary Resource: **Garage (Building)** **Contributing**

9265 Patrick Street 030-5438-0104
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1971**
Noncontributing
 Secondary Resource: **Shed (Building)** **Noncontributing**
 Secondary Resource: **Rock Wall (Object)** **Contributing**

9267 Patrick Street 030-5438-0103
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1971**
Noncontributing

9268 Patrick Street 030-5438-0093
 Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: No discernible style, 1998**
Noncontributing
 Secondary Resource: **Garage (Building)** **Noncontributing**
 Secondary Resource: **Shed (Building)** **Noncontributing**

9277 Patrick Street 030-5438-0102
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1959**
Contributing
 Secondary Resource: **Shed (Building)** **Noncontributing**

9280 Patrick Street 030-5438-0092
 Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, ca 1950**
Noncontributing
 Secondary Resource: **Garage (Building)** **Noncontributing**

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Secondary Resource: **Privy (Building)** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

9284 Patrick Street 030-5438-0091
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, 1997** **Noncontributing**
Secondary Resource: **Shed-Vehicle (Building)** **Noncontributing**

9289 Patrick Street 030-5438-0101
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, 1939** **Contributing**

POPLAR ROW LANE

1127 Poplar Row Lane 030-5438-0077 Other DHR Id#: 053-6087-0153
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, ca 1977** **Noncontributing**
Secondary Resource: **Shed (Building)** **Noncontributing**
Secondary Resource: **Pool/Swimming (Structure)** **Noncontributing**

1150 Poplar Row Lane 030-5438-0061 Other DHR Id#: 030-5500, 053-6087-0155
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Vernacular, ca 1850** **Contributing**
Secondary Resource: **Garage (Building)** **Contributing**

1153 Poplar Row Lane 030-5438-0078 Tober Chlair Other DHR Id#: 053-6087-0154
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1937** **Contributing**
Secondary Resource: **Garage (Building)** **Contributing**
Secondary Resource: **Shed (Building)** **Noncontributing**

UPPER ROAD

9160 Upper Road 030-5438-0109
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: No discernible style, ca. 1890** **Contributing**
Secondary Resource: **Privy (Building)** **Contributing**

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9169 Upper Road 030-5438-0112
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1980**
Noncontributing
Secondary Resource: **Shed (Building)** **Noncontributing**

9173 Upper Road 030-5438-0111
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, 1949**
Contributing

WALNUT STREET

9148 Walnut Street 030-5438-0122
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, ca 1939**
Contributing
Secondary Resource: **Garage (Building)** **Noncontributing**

9153 Walnut Street 030-5438-0117 Verizon Substation
Primary Resource: **Commercial (Building), Stories 1.0, Style: Colonial Revival, ca 1960**
Contributing

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Section 8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1780-1960

Significant Dates

1818
1823
1852
1918

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Section number Additional Documentation Page 37**Architect/Builder**Bradbury, EugeneCross, H. PageHanback, W. J.Nicholas, JosephWarneke, Heinz**Statement of Significance Summary Paragraph**

The Upperville Historic District was listed in the Virginia Landmarks Register and the National Register of Historic Places in 1972 with significance in the following areas: Architecture, Religion/ Philosophy, Urban Planning, Other: Local History, and Other: Sporting (Equine). The district retains significance in these areas, and with this nomination update, one additional area of significance under Criterion A is justified in the area of Transportation. A specific period of significance was not defined at the time of listing, with the broad spans of the 18th, 19th, and 20th centuries noted in the nomination. With this update, the district's period of significance is established as beginning in 1780, the estimated year of construction for three of the earliest extant resources (Joseph Carr's Store, Dulin's Tavern/Dr. Thomas Smith House, and the McPherson's Mill site) and ending in 1960, the year the second Upperville Trinity Episcopal Church, a celebrated village landmark, was finally completed. The narrative statement of significance describes contributions of African American residents, the influence of the Civil War battles of Unison (1862) and Upperville (1863), and the history of the town's earliest phases. A level of significance was not identified in the 1972 nomination, but with this additional documentation the district's significance is established at the local level.

The district is at the northeastern edge of Fauquier County and extends approximately 1.7 miles along both sides of U.S. Route 50, an important transportation link connecting Alexandria to Winchester and the Shenandoah Valley that appears on maps as early as 1751.²² This significant route through Upperville is referenced as the Aldie and Ashby's Gap Turnpike by the late eighteenth century. Laid out in 1797 by local landowner Joseph Carr, a community known as Carrtown began as a narrow strip of 30 lots along the turnpike. The platted area extended southeast from an early commercial cluster at the crossing of Panther Skin Creek, consisting of Carr's ca. 1780 store and the late eighteenth-century McPherson's Mill. The district extends for a half-mile southwest of the 1797 village limits to include open fields, which are characteristic of the town's surroundings, and a half-mile to the southwest, so as to encompass later nineteenth-century development along Patrick Street. As lot buyers and lessees constructed additional commercial and residential buildings, the community was established as Upperville through an Act of the General Assembly in 1819. Through the first half of the nineteenth century, Upperville experienced growth, as attested by at least 25 buildings that survive from that period. Combat occurred in the village during the Civil War battles of Unison (1862) and Upperville (1863), and McPherson's mill was then burned. Throughout the nineteenth century, Upperville and its churches, stores, and schools were the focal point for the surrounding rural neighborhood of large

²² Joshua Fry and Peter Jefferson, "A Map of the Most Inhabited Part of Virginia Containing the Whole Province of Maryland with Part of Pensilvania, New Jersey and North Carolina," map [surveyed in 1751] (London: Thomas Jefferys, 1755), <https://www.loc.gov/item/74693166/>.

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farms and plantations. Following the Civil War, emancipated African Americans established both a church and a school in the village.

Since the mid-nineteenth century, Upperville has been a hub of horse breeding and fox hunting; the Upperville Horse Show, held 4 miles east of town since 1853, is the longest running event of its kind in the United States. Although Upperville continues to thrive as a largely residential community into the twenty-first century, development has barely extended beyond the late eighteenth-century village limits, which adjoin agricultural fields and horse farms. The district's historic dwellings represent a continuum of popular styles and house types ranging from Federal, Greek Revival, Gothic Revival, Italianate, Colonial Revival, Craftsman, Minimal Traditional, and Ranch. Some examples of stone and log construction occur in the district, but buildings are predominantly brick and wood frame. The architectural fabric is enhanced by several fine churches, ranging from an 1830 Greek Revival Methodist church, to an 1889 Gothic Revival Baptist church, to a rare interpretation of French medieval architecture in the 1960 Trinity Episcopal Church.

Narrative Statement of Significance**Developmental History**

During the colonial era, the Upperville area was part of the Northern Neck Proprietary, an immense tract extending between the Rappahannock and Potomac rivers from the Chesapeake Bay northwest to the headwaters of the Potomac. In 1664, Thomas Lord Culpeper had received the Proprietary as a personal gift from England's King Charles II in return for his political loyalty. Culpeper and then the Fairfaxes, his descendants through his daughter's marriage, issued land grants to individuals and in turn the Proprietor received an income of "quitrents," or annual dues based on each grant's acreage. Until the 1730s, the colonial government of Virginia had assumed that the western boundary of the Proprietary did not extend beyond the Blue Ridge, which was then believed to be the location of the Potomac River's headwaters. Following a survey commissioned by appointees of the crown (William Mayo and Robert Brooke) and Thomas Lord Fairfax (Benjamin Winslow and John Savage) in 1736–1737, it became apparent that the Proprietary encompassed lands west of the Blue Ridge extending into present-day West Virginia. In 1745, a proclamation of the surveyors' results by the King in Council confirmed the Proprietary's claim to 5 million acres that included the Northern Neck as well as the contested Lower Shenandoah Valley.²³

Early English Settlement in the Upperville Area (1742-1790)

The earliest Northern Neck Propriety land grant encompassing Upperville dates to July 21, 1742, when the Rev. Charles Green received a patent for 1,150 acres of "waste land" on the Upper Beaverdam Branch of Goose Creek.²⁴ Green served as the rector of Truro Parish, which extended across the current territory of

²³ Josiah Look Dickinson, *The Fairfax Proprietary: The Northern Neck, the Fairfax Manors, and Beginnings of Warren County in Virginia* (Front Royal, Va.: Warren Press, 1959).

²⁴ Northern Neck Grants E, 1736-1742, p. 475 (Reel 291). On microfilm and online database, Library of Virginia, Richmond.

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Fairfax and Loudoun counties. Green's property was on the western frontier of the vast, primordial extents of Prince William County before its subdivision into smaller counties.²⁵ B. Curtis Chappelle's cadastral history and map analysis for upper Fauquier County outlines the series of land transactions for the Upperville area that occurred through 1790. On March 24, 1763, Green sold his property to Joseph Allen, who later transferred most of the tract to his brother, William. A 165-acre parcel located north of Upperville was assigned to Joseph Gibson. After moving to this property from Pennsylvania with his mother and brothers, Gibson became one of the first European landowners to settle in the immediate vicinity of Upperville, north of the present village.

Beginning in 1755, the colonists of Hamilton Parish in the backcountry of Prince William County, which included the Upperville area, petitioned the Virginia colonial government, the House of Burgesses, to form a new county. As frontier areas of large counties became populated, it was a standard practice to carve out new, smaller counties that gave residents more convenient access to judicial services in a centrally located county seat. Although the legislators approved this first petition, it was rejected by the Governor's Council. Renewed petitions in 1757 and 1758 encountered objections from the House of Burgesses and then by adjacent counties hoping to incorporate portions of the parish into their jurisdictions. Finally, on March 17, 1759, the colonial government approved a bill forming a new county named after Francis Fauquier, an earlier colonial governor of Virginia.²⁶

On February 20, 1764, William Allen and a business associate, John Violet, sold 285 acres encompassing the present area of Upperville to Josiah Suttle, who moved there from Loudoun County. A deposition for a court case taken from an elderly resident of the area in 1813 indicates that Josiah Suttle may have settled in the area in the late 1750s, prior to his purchase of land from Allen and Violet. Another witness recalled visiting the homestead of a Joseph Suttle (possibly a mistaken recollection of the name Josiah) around 1759. He described Suttle's newly-built dwelling as a log cabin with a clapboard roof. It stood in a cleared area of about 30 to 40 acres.²⁷

Details about early settlement in the Upperville area can be gathered from depositions in several property boundary dispute cases. John Davis, who gave a deposition in 1813, had lived near Upperville since 1753. When Davis had arrived at the age of sixteen, the only residents were a settler named Moses Gibson and a tenant living on the property of Richard Nelson, which had an apple orchard mature enough to bear fruit. Many settlers planted an apple orchard from seed or seedlings as soon as they cleared some land, hoping to harvest fruit for home consumption within a few years. Cider, made from fermented apple juice, could be bartered for goods and services. The Upperville area's tradition of equestrian sports can be traced back to this early period. By the 1760s, leaseholder Edward "Ned" Garrett had cleared a point-to-point "race-path" on his property. In a deposition taken for a boundary dispute in 1813, a witness recalled watching horse races at

²⁵ Fairfax Harrison, *Landmarks of Old Prince William: A Study of Origins in Northern Virginia* (1924; reprint, Berryville, Virginia: Chesapeake Book Company, 1964), 272, 286.

²⁶ Fairfax Harrison, *Landmarks of Old Prince William: A Study of Origins in Northern Virginia* (1924; reprint, Berryville, Virginia: Chesapeake Book Company, 1964), 330-331; Michael F. Doran, *Atlas of County Boundary Changes in Virginia, 1634-1895* (Athens, Georgia: Iberian Publishing Company, 1987), 24-25.

²⁷ Chappelle and Palmer, *Maps and Notes*, 43-44, 64-67, 68.

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Garrett's, an early social gathering for this sparsely populated rural neighborhood.²⁸ In 1772, John Gibson built Green Garden Mill along Panther Skin Run, immediately north of the Upperville village boundary on the Loudoun side of the county line.²⁹

Like many other European settlers during this period, Garrett had moved east to the Upperville area after being driven from the Allegheny frontier during the Seven Years' War. Typical of many local homesteads, Garrett had a farm that afforded him a modestly comfortable lifestyle. Jacob Hays, a witness in an 1813 court case, lived with Garrett when he arrived in the area in 1756 as a fourteen-year-old boy. Garrett's house "was made of logs, had a roof of boards or long shingles, nailed and tolerably old," typical of Virginia frontier dwellings. In addition to growing corn and probably some vegetables for subsistence, he grew some tobacco as a cash crop. A deponent in a land suit recalled hauling a hogshead of tobacco from Garrett's place to Falmouth. He also owned at least one horse and a few cows.³⁰

In October 1773, Josiah Suttle and his wife, Elizabeth, conveyed their 285-acre tract to Stephen McPherson, who moved to the property from Chester, Pennsylvania. According to John Glascock, another deponent in a local land suit, "the land had been settled" and "as much as thirty or forty acres cleared before [McPherson] came there." The elder McPherson's house was "a good one and the orchard considerable." Owners of the Hunter's Head Tavern at 9048 John S. Mosby Highway (030-5438-0031) assert that the old McPherson house comprises the core of the larger building, which was expanded in the 1790s and early 1800s.³¹ In addition to farming, McPherson was a blacksmith and found a ready clientele for his services in the growing rural neighborhood.³²

In 1784, Stephen and Ann McPherson sold 68 acres on the western end of the tract to their son, Stephen, Jr. The younger McPherson also built a house in the eastern part of Upperville. Sometime between 1773 and 1790, Stephen McPherson, Jr. erected a mill on the south side of Panther Skin Creek, and the ruins remain at the western edge of the Upperville Historic District on the west half of the Miller's House tract (030-5438-0058) at 9200 John S. Mosby Highway.³³ The mill and the extant Mill Lane, which bisects the property, appear on an 1828 plat of Upperville.³⁴

²⁸ Chappellear and Palmer, *Maps and Notes*, 4, 56; Slater,

²⁹ Chappellear and Palmer, *Maps and Notes*, 64-67; Jane Covington and Jennifer Hallock, "Green Garden, National Register of Historic Places Nomination Form," 2007, Copy on file, Virginia Department of Historic Places, Richmond, 14.

³⁰ Chappellear and Palmer, *Maps and Notes*, 4, 55, 56, 57, 72.

³¹ The sequence of occupation by the elder McPherson and Joseph Carr in the late eighteenth through early nineteenth century is suggested in Chappellear and Palmer's 1954 study (pp. 44-45), though specific primary sources need to be reviewed, if available; <http://www.huntersheadtavern.com/About.html>.

³² B. Curtis Chappellear and Meade Palmer, *Maps and Notes Pertaining to the Upper Section of Fauquier County, Virginia* (Warrenton, Virginia: Warrenton Antiquarian Society, 1954), 43, 63.

³³ *Ibid.*, 43.

³⁴ George Love, "Survey of the Upperville Farm," (Warrenton: Fauquier County Clerk of Circuit Court Records Office, 1828; Fauquier County Will Book 11, p. 176).

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Beginning in 1790, Joseph Carr purchased three tracts from the McPherson family where he would settle, establish a store, and eventually subdivide acreage for the development of what was initially known as Carrtown, and later Upperville. In the first transaction on October 7, 1790, Carr purchased the 68-acre home tract of Stephen McPherson, Jr. encompassing the central and eastern portions of Upperville. On October 2, 1793, he acquired an additional 31.75 acres immediately east of the first tract from Stephen McPherson, Sr., and his wife, Ann. Finally, in 1797, Carr acquired a third tract of 108 acres on the west side of the initial land purchase.³⁵

By the time of Joseph Carr's second land purchase in 1793, reference is made to "the Turnpike Road from Ashby's Gap to Alexandria," the transportation artery that helped to spur the development of Upperville through the mid-nineteenth century. The current John S. Mosby Highway/U.S. Route 50, which traverses the district east to west, originated prior to European settlement as a trading path that connected the Piedmont to the Shenandoah Valley through Ashby's Gap, a "wind gap" (lacking a stream) in the Blue Ridge. During the colonial period, the path developed into one of the major roads to the Valley, and it is depicted on a 1751 map of Virginia.³⁶ As traffic increased in the late eighteenth century, improvements were made through a toll system, as indicated by the mention of the "Turnpike Road" in the 1793 deed. The turnpike reference in this deed is mysterious, however, as the first known turnpike companies that improved the Alexandria to Ashby's Gap route did not officially form until the early nineteenth century. In 1802, the General Assembly issued a charter for the Little River Turnpike Company, responsible for the road from Alexandria to Aldie on the Little River. In 1810, the General Assembly approved an act incorporating a company to pave a road "from the western extremity of the Little River Turnpike road, through Ashby's Gap to the Shenandoah River."³⁷ Commissioners assigned to collect subscriptions for making this toll road, subsequently named the "Ashby's Gap Turnpike," included local property owners Joseph Carr, Hezekiah Shacklett, George Glascock, William Rector, Charles L Carter, and John B. Armistead. Early improvements to the road would have included various forms of paving by laying rock and gravel on the surface, cambering the road surface to each side to improve drainage, and channeling runoff water away through ditches on either side of the roadbed. After the 1820s, turnpikes in the United States adopted the patented Macadam system, with its more improved drainage measures and proven layers of rock and gravel of specific sizes.³⁸

³⁵ Chappelle and Palmer, *Maps and Notes Pertaining to the Upper Section of Fauquier County, Virginia* (Warrenton, Virginia: Warrenton Antiquarian Society, 1954), 43

³⁶ Joshua Fry and Peter Jefferson, "A Map of the Most Inhabited Part of Virginia Containing the Whole Province of Maryland with Part of Pensilvania, New Jersey and North Carolina," map [surveyed in 1751] (London: Thomas Jefferys, 1755), <https://www.loc.gov/item/74693166/>.

³⁷ *Acts passed at a General Assembly of the Commonwealth of Virginia. Begun and held at the Capitol in the City of Richmond on Monday the Fourth Day of December in the Year of our Lord One Thousand Eight Hundred and Nine and of the Commonwealth the Thirty-Fourth* (Richmond: Samuel Pleasants Jr. Printer to the Commonwealth, 1810), 78

³⁸ Summary of "Ashby's Gap Turnpike Company records, 1819-1866," electronic document, <http://link.virginiamemory.com/resource/gYF9Ujk1FKw/>; Virginia Department of Transportation Office of Public Affairs and Virginia Transportation Research Council, *A History of Roads in Virginia* (Richmond: VDOT and VTRC, 1989), 5, 7.

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A commercial zone initially developed at the western end of the settlement, around McPhersons' mill, north of the Ashby's Gap Road's crossing of Panther Skin Run. The Rose House (030-5438-0059) at 9202 John S. Mosby Highway may have been built ca. 1780 as a store or a dwelling. When Carr purchased the property, he operated a store in the building. Located directly along the highway, the store attracted business from travelers along the Ashby's Gap-Alexandria route as well as the growing number of settlers in the local rural neighborhood.

By the turn of the nineteenth century, Carr had platted 50 acres of his property into lots of one acre or more. At this early stage, the nascent community was known as Carrtown. An 1828 plat of the lots and larger adjacent tracts bequeathed to Carr's children reveals the layout of the settlement along either side of Columbia Street (Ashby's Gap Turnpike) extending 1.7 miles east of the road's crossing of Panther Skin Creek. Short cross streets intersected the main road.³⁹ Besides Mill, Central, and Poplar, other street names, such as Patrick, Henry, Lafayette, Washington, and Columbia reflected the enthusiasm for honoring the Revolutionary War and its heroes during the early years of the American Republic.

Carr's enterprise of platting proved successful in attracting individuals to buy or lease and develop lots. Although the northern quarter of what is now Fauquier County had been sparsely settled until the 1770s, reforms during the Revolutionary War (including the docking of entails) freed up the pace of land transactions in the Proprietary. Rather than lease property within large manors, more settlers could buy land in fee simple. A large number of Irish settlers from the southern half of the county took up lands in the vicinity of Upperville.⁴⁰

By 1806, the number of residences and businesses in the town was sufficient to warrant the establishment of a post office, which was probably first located in Joseph Carr's store since he was designed postmaster.⁴¹ It was during this same year that Congress adopted a number of post roads throughout the country. A post road from Waterford, Virginia, through Snicker's Gap, ending in Upperville, was established in 1806.⁴² Initially, this mail route was traveled once a week. By 1813, another postal route was instituted through Upperville that departed "Washington City," making stops at "Fairfax Court House, Middleburgh, Upperville, Paris, Millwood, Winchester," and arriving at "Armstrong's at the Green Glades," a point in Maryland near the Little Youghagany River.⁴³ Starting in 1821, a mail and passenger stage route from Alexandria to Winchester was advertised; it traveled through Upperville three times a week along the Ashby's Gap Turnpike.⁴⁴

A citizens' petition to the General Assembly resulted in the community's official formation as the town of Upperville on December 23, 1818. According to the act of establishment, Upperville comprised 30 acres, although a plat drawn a decade later delineates a total of 50 acres (approximately 41 acres of lots and 9 acres

³⁹ Love, "Survey of the Upperville Farm."

⁴⁰ Fairfax Harrison, *Landmarks of Old Prince William: A Study of Origins in Northern Virginia* (Richmond: Privately published, The Old Dominion Press, 1924), 332-333.

⁴¹ USPS, <http://webpmt.usps.gov>. *Phenix Gazette*, 2 June, 1826, Upperville advertisement.

⁴² *The Enquirer*, 16 September, 1806, Page 4, Notice of federal law establishing post roads.

⁴³ *Virginia Argus*. 16 August, 1813, Page 4, Notice of postal routes.

⁴⁴ *Alexandria Gazette & Daily Advertiser*, 3 September 1821, Volume 21, Number 6154,.

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of streets and alleys).⁴⁵ The town trustees named were Cuthbert Powell, Sydnor Bailey, William C. Fitzhugh, John Carter, and Josiah Tidball.⁴⁶ The act allowed the trustees to establish rules and regulations as they thought necessary for “good order and governance” of the town and enabled the “owner of any lot having a dwelling house equal to twelve feet square with a brick or stone chimney” to enjoy the same privileges that freeholders and inhabitants of other unincorporated Virginia towns then held.⁴⁷ Various origins of the name Upperville have been put forth, but none have been conclusively documented.

Joseph Carr died in 1827, and a year later surveyor George Love prepared a plat of Carr’s property in and adjacent to Upperville, delineating both the town lots and adjacent, larger parcels bequeathed to his children. By 1828, 12 of the 54 lots were owned in fee simple by others. Several other lots still in possession of Carr’s estate were leased out to various individuals.

One of the lots not owned by the Joseph Carr estate was Lot 13, in possession of his son, Caldwell Carr. About 1810, Caldwell had built the community’s first brick house on this lot, now 9143 John S. Mosby Highway (030-5438-0001). The use of Federal style in this early dwelling was replicated in several other houses built during a surge of house construction in the first three decades. Eleven other fine examples of Federal style dwellings survive from 1800 through the 1840s.

Due to Upperville’s location along the stage road from Alexandria to Winchester, the town prospered. Several churches were erected to serve the growing population of the community and surrounding countryside. In the first decade of the nineteenth century, local Baptists who had attended the 1775 Goose Creek Baptist Church located east of Upperville raised money to erect a church building within the village limits. Other denominations worshiped in a jointly-administered building, a union chapel called the Concordia Meeting House, located on Lot 41 along the east side of Lafayette Street. With the growth of the Methodist denomination in this part of northern Virginia in the early nineteenth century, a sizeable congregation was established in Upperville. In 1832, its members erected the Upperville Methodist Church (030-5438-0008), a fine example of a brick Greek Revival style building that stands at 1134 Delaplane Grade Road.⁴⁸

In 1835, when Joseph Martin described Upperville in his *Gazetteer of Virginia and the District of Columbia*, the village had a population of about 300, second only in Fauquier County to the courthouse town of Warrenton, which had 1,300 residents at the time. The well-established community included sixty-three dwellings. By this time, a fourth church was under construction, this one to serve the local Episcopalian congregation. Situated “astride the Ashby’s Gap Turnpike connecting Winchester and Alexandria,” Upperville was nestled within “a very populous and fertile country, remarkably well watered, and the land adapted to the growth of corn and wheat, and to grazing.” Anchored then by three stores, two taverns, a hotel,

⁴⁵ Fauquier County American Bicentennial Commission, *Fauquier County, Virginia, 1750-1959* (Warrenton, Virginia: Fauquier County Bicentennial Committee and the Board of Supervisors, County of Fauquier, 1959), 80; Harrison, *Landmarks of Old Prince William*, 668; Love, “Survey of the Upperville Farm.”

⁴⁶ Harrison, *Landmarks of Old Prince William*, 668.

⁴⁷ *Acts Passed at a General Assembly of the Commonwealth of Virginia...during the year of our lord one thousand eight hundred and eighteen* (Richmond: Thomas Ritchie, 1819) 153-154.

⁴⁸ Slater, “The Village of Upperville.”

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and a flour mill, the community offered various services to the neighboring farmers and travelers along the turnpike. The town’s tradespeople included a saddler, a hatter, two millwrights, and three shoemakers. As an indication of growth within the town and its vicinity, building trades were well represented with two house joiners (i.e., carpenters/framers), a tin plate worker, a bricklayer, two stone masons, and two plasterers. Professionals included two physicians and an attorney.⁴⁹

At this time, there was a local movement to establish a railroad to assist in the transport of produce and other commodities from “some convenient point on the Potowmac [sic] River” around its confluence with Catoctin Creek, passing west over Catoctin Mountain to its western terminus, the intersection with Ashby’s Gap Turnpike in Upperville. The General Assembly passed an act in 1831 to incorporate the Loudoun Rail-Road Company, which in 1834, was renamed the Loudoun and Fauquier Lateral Rail-Road Company. Several Upperville residents, including George Calvert, Bushrod Rust, Thomas W. Smith, Josiah Tidball, John Armistead, Cuthbert Powell, and Robert Singleton became company commissioners.⁵⁰ After years of advertisement for public subscriptions, the construction of this railroad never came to pass, but this venture speaks to the influence that Upperville residents had, especially during the early 19th century.

As early as 1827, a female academy, operated by Miss Mary Brown, was open in Upperville where “all the useful, as well as ornamental branches of female education” were taught, including “orthography, reading, penmanship, arithmetic, English grammar, geography, the use of maps and globes, drawing, painting, ancient and modern history, rhetoric, and composition.”⁵¹ An 1829 newspaper advertised an Upperville male boarding school under the direction of Joseph Baker where boys were taught “the Greek and Latin languages, mathematics, history, ancient and modern, the Antiquities of the Greeks and Romans; and also, the various branches of an English education, usually taught in the best schools.” Tuition varied between \$12-\$30 per year, depending on the desired level of education, and students were required to pay 50 or 75 cents to defray the expense of fuel.⁵² Boarding was offered by “respectable private families or public boarding houses from 80 to 90 dollars per annum,” which included lodging and washing. In 1831, the Upperville Academy was in service, which included both a boys school and a girls school; it operated out of the Concordia Meeting House.⁵³ Separate teachers of dance and music instruction could also be found in the village at that time. In 1836, the citizens of Upperville sent a petition to the General Assembly requesting funds from the State to construct “two good school houses” or the permission to raise the funds for construction through lottery.⁵⁴ It is unknown if this petition resulted in their construction.

In the 1850s, the Upperville Military Academy (030-5438-0021) provided an alternative educational

⁴⁹ Joseph Martin, *A New and Comprehensive Gazetteer of Virginia, and the District of Columbia* (Charlottesville, Virginia: Joseph Martin, 1835), 215; as noted an errata list for gazetteer, the entry for Upperville incorrectly appears in the section concerning Loudoun County, rather than Fauquier.

⁵⁰ *Acts Passed at a General Assembly of the Commonwealth of Virginia...during the year of our lord one thousand eight hundred and thirty four* (Richmond: Thomas Ritchie, 1835) 157-158.

⁵¹ *Genius of Liberty*, 30 January 1827, Volume 41, Number 4.

⁵² *Genius of Liberty*, 26 December 1829, Volume 13, Number 51.

⁵³ *Genius of Liberty*, 19 November 1831, Volume 15, Number 46.

⁵⁴ *Petition of Citizens of Upperville for Aid to Construct Two Good Schools*, December 21, 1836. Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 74, Folder 15, Library of Virginia Collections.

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opportunity for boys and young men.⁵⁵ Under the headmaster James W. Armstrong and at least three other faculty members, the university preparatory school offered courses in “Ancient and Modern Languages, Pure and Mixed Mathematics, Chemistry, Natural Philosophy, Drawing, and all the usual English Branches.”⁵⁶ A personal property appraisal from 1855 recorded the following in the academy building: 30 large desks, 3 large tin plate stoves, 2 presses, ciphering, philosophical, astronomical, and chemical apparatus, 25 beds and bedding, wardrobes, 12 tables, and 90 chairs, indicating a large school that could accommodate several student boarders.⁵⁷ In 1885, the Academy property was sold to Dr. Charles F. Rinker and his wife, Mary, who resided there through the 1930s. Dr. Rinker practiced medicine in Upperville for more than 40 years.⁵⁸

An 1854 newspaper advertisement described Upperville with a population of about 500 inhabitants, but it is unknown if this estimate included the enslaved and free Black people of the town.⁵⁹ Like the rest of Virginia, Upperville’s early economy depended to a large extent on the labor of enslaved African Americans, often directly if they worked for town residents or on local farms that connected to the town through its function as a market, transportation, and service hub. A number of surviving nineteenth century slave auction notices and runaway advertisements show the presence and contribution of enslaved people in Upperville. For example, a May 28, 1845, handbill advertised a “Commissioner’s Sale of Negroes” pursuant of a decree in the suit of *Carter vs. Carter* where eight or ten enslaved workers were sold at an auction in front of Thompson Ashby’s tavern in Upperville.⁶⁰ On September 2, 1853, an advertisement was placed in the *Alexandria Gazette* describing an elopement of an enslaved man named Bill, a blacksmith by trade, who eloped from Mary Hereford of Upperville.⁶¹ And on October 17, 1857, a notice advertises the elopement of a 28-year-old enslaved woman named Jane from the village of Upperville who was owned by the estate of Caldwell Carr and had been hired out for the year to Dr. R. T. Colston.⁶² Upperville was also home to a small, free black community, as evidenced in the 1850 and 1860 census records. In the 1860 census, Harriet Lane, identified as a “free colored woman,” Rachel Thomley, Hamilton Lee, a “stone fencer,” and James H. Priest, a “horse groom,” are noted as presiding over their own households in Upperville.

The rich equestrian tradition of the Upperville area gained distinction during this period with the staging of the Upperville Colt exhibition (later to be called the Upperville Colt and Horse Show) in the summer of 1853. Whereas horses had previously been shown for prizes at county fairs, among other livestock, Upperville’s show was the first event devoted solely to horses. Upperville area resident Colonel Richard Dulany reportedly was moved to better the treatment of young horses when he rescued a nearly frozen colt trapped under a fence

⁵⁵ Kitty Slater, “Upperville, Virginia: Cliff Dweller of the Hunt Country,” *Spur of Virginia*, 1971, p. 71.

⁵⁶ *Alexandria Gazette*, Volume 58, Number 182, 3 August 1857

⁵⁷ Fauquier County Deed Book 54, Page 321, 12 May, 1855.

⁵⁸ Works Progress Administration of Virginia Historical Inventory Report, February 8, 1938, Francis B. Foster, “Upperville Military Academy.”

⁵⁹ *Daily Dispatch*, 6 June 1854, Volume 4, Number 193.

⁶⁰ Handbill advertising slave auction in Upperville. Catalog # A ARCH.00796. On file, Afro-American Historical Association of Fauquier County, The Plains, Virginia.

⁶¹ *Alexandria Gazette*, 2 September, 1853, Volume 54, No. 208.

⁶² *Alexandria Gazette*, 17 October 1857, Volume 58, No. 247.

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on a bitterly cold day during the winter of 1853.⁶³ Historian Benjamin Chappellear identifies the original site of the Upperville Horse Show as Vineyard Hill, located in the vicinity of the Upperville Park (030-5438-0142). At the time, the grounds were part of Dulany's Oakley property, where he built a new mansion (outside the southeast corner of the district) between 1853 and 1857. Prior to the Civil War, the show featured colt and filly classes. Fervent interest from the very first event led to the formation of the Upperville Union Colt Club. *The Southern Planter* magazine heaped praise on the club as "the first successful attempt of the kind... They already have fine stock there... perhaps the best in the state." To encourage further improvements in breeding, Dulany purchased a prize-winning stallion from New England that he offered to stud free of charge to his neighbors. Later, he also imported the English stallion Scrivington, described as "a horse of great power and suited to all work" that was the winner of a blue ribbon at the Royal Agricultural Show.⁶⁴ So valued was Scrivington that Dulany sent the horse north during the Civil War. Enslaved groom Garner Peters subsisted on stud fees while caring for the horse on a farm in Pennsylvania and then returned to Dulany's Welbourne farm (located just north of Upperville) after the war.⁶⁵

The town of Upperville was officially incorporated by the General Assembly through an act adopted on March 31, 1852, and as such, was given the powers conferred to all incorporated Virginia towns at that time, including the election of a mayor, a five-man council, and a sergeant who were to be elected by "the white male inhabitants of the town, 21 years and older" who had resided within the town at least six months and the state at least two years.⁶⁶ The mayor was given the responsibility of ex officio justice of the peace. William Stephenson, Thomas Latham, and Robert McArtor were then authorized to hold the first election on the first Monday of May 1852 at Yerby's hotel in Upperville.

In March 1856, the General Assembly adopted an act that extended the Upperville corporation limits beyond the initial town boundaries, which were then described as "beginning with the eastern line or boundary of the Vineyard lot (including said lot) and extending the line one quarter of a mile north and... south of the Ashby's gap turnpike... and thence with two parallel lines with said turnpike to the western part of town, including 'Old Bill's residence' on Capitol Hill."⁶⁷

By 1860, Upperville was well-established. According to the 1860 census, five Upperville residents had a different country of origin [Ireland (3), England (2), and Germany (1)], and several worked in transportation-related occupations, including two wheelwrights, a saddler, three blacksmiths, and a hotel owner. The census also identifies many businesses, including the mill, a tanyard, several general merchandise stores, boot and shoemakers, milliners and dressmakers, three carpenters, cabinetmakers, two tailors, two attorneys, a tinsmith, and a sign maker. At that time, there were also three physicians and five teachers, one noted as being

⁶³ Kitty Slater, *The Hunt Country of America* (South Brunswick and New York: A. S. Barnes and Company, 1967), 98.

⁶⁴ Paul T. and Victoria S. Hasse (owners of Deerfield Stables at 8555 John Mosby Highway), personal communication 2017; Slater 98-99.

⁶⁵ Martha Wolfe, *The Great Hound Match of 1905: Alexander Henry Higginson, Harry Worcester Smith, and the Rise of Virginia Hunt Country* (Rowman & Littlefield, 2015), 80.

⁶⁶ *Acts of the General Assembly of Virginia passed in 1852 in the Seventy-Sixth Year of the Commonwealth* (Richmond: William F. Ritchie, public printer, 1852), 306.

⁶⁷ *Acts of the General Assembly of Virginia passed in 1855-6 in the Eightieth Year of the Commonwealth* (Richmond: William F. Ritchie, public printer, 1856), 175.

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the teacher of the local “common school” and another the teacher of the “high school.”⁶⁸ There were five churches—“two Baptist (old and new school), two Methodist (north and south), and one Episcopalian.”⁶⁹

Civil War (1861-1865)

Until the Battle of Unison in early November 1862, Upperville and its immediate surroundings were spared from the direct combat and enemy occupation that would reach much of Virginia’s countryside during the Civil War. Nevertheless, the local population experienced the economic and social stresses that began with the Battle of Manassas and increased steadily during the first year-and-a-half of the war.

On July 1861, residents of Upperville likely witnessed the advance of Gen. Joseph Johnston’s 18,000-man force on its way to reinforce Gen. Pierre G. T. Beauregard’s army at Manassas. Johnston’s troops marched from Winchester through Paris to Piedmont Station (now Delaplane), where they would board trains for the final leg to Manassas in Prince William County. On July 19, when an act of sabotage on one of the trains caused a bottleneck on the road from Paris to Piedmont Station (southeast of Upperville), units arriving in Paris headed eastward through the west end of Upperville and then turned south toward the station along the “Graded Road” (now Delaplane Grade Road). As the column marched through Upperville without stopping, local residents handed food and drink to the hot, thirsty soldiers.⁷⁰

The Battle of Unison, November 1-3, 1862

Following the defeat of Robert E. Lee’s Army of Northern Virginia at the Battle of Antietam on September 17, 1862, the Confederates retreated south. President Abraham Lincoln ordered the Union commander, Maj. Gen. George B. McClellan, to cut off and destroy the Confederate force before it could cross the Potomac River. Due to McClellan’s characteristic delay and hesitation, Lee was able to reach the Shenandoah Valley. From there, he could soon cross eastward through one of the many gaps in the Blue Ridge Mountains and reach the safety of well-defended winter quarters behind the Rapidan River in Culpeper County. On October 13, McClellan was still on the north side of the Potomac River, contending that his supply lines were too vulnerable to attempt a pursuit. He did not begin moving across the river until October 26. Lincoln observed that McClellan still had an excellent opportunity to place himself between Richmond and Lee’s army, which remained in the Shenandoah Valley and thus more distant from the Confederate capital than the Army of the Potomac. As McClellan’s infantry lumbered southward, a plan emerged whereby the Union cavalry would forge ahead and block the mountain gaps in the Blue Ridge, which separated Lee from central Virginia. The Union cavalry would advance southward through the Loudoun Valley, which extends approximately 40 miles

⁶⁸ 1860 U.S. Census, Fauquier County, Virginia, population and slave schedules, NE Revenue District, The Town of Upperville, Page No. 1-7, digital image, Ancestry.com (<http://search.ancestrylibrary.com>: accessed 12 July 2017).

⁶⁹ *Daily Dispatch*, 6 June 1854, Volume 4, Number 193.

⁷⁰ Emily G. Ramey and John K. Gott, eds., *The Years of Anguish: Fauquier County, Virginia, 1861-1865* (Warrenton, Virginia: The Fauquier County Civil War Centennial Committee and the Board of Supervisors of Fauquier County, 1965), 166.

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south from the Potomac River to the Broken Hills area of northern Fauquier County between the Blue Ridge to the northwest and the more modest elevations of the Catoctin-Bull Run Mountains to the southeast.⁷¹

On October 28, Lee ordered Maj. Gen. James Longstreet's corps to head south from Winchester through Chester Gap and secure the rail line that led from Culpeper to Richmond. Major General Thomas "Stonewall" Jackson and his corps remained in the Shenandoah Valley, but could not cut through a gap in the Blue Ridge on short notice to attack McClellan's force as it moved southward. On October 30, Maj. Gen. J.E.B. Stuart led a thousand cavalry troopers through Snickersville Gap and then rode south to a bivouac at Bloomfield, while Longstreet continued south for 6 miles and stayed overnight in Upperville. Over the next four days, Stuart's fast-moving, nimble force would confront the advance units of the Army of the Potomac in a series of engagements that began 12 miles to the east at Mountville and ended in Upperville. Union cavalry units facing Stuart's troopers included a brigade of 1,500 cavalry under the command of Brig. Gen. Alfred Pleasanton and, more briefly, a detachment from a brigade under Brig. Gen. George Bayard.⁷²

In a prelude to the Battle of Unison, on October 31, Stuart's men attacked a bivouac of the 1st Rhode Island from Bayard's brigade at Mountville, capturing 58 troopers. After this defeat, Bayard retreated into Fairfax County and none of his units engaged in the Battle of Unison over the following three days. Meanwhile, Pleasanton led his column toward Philomont and hoped to reach Upperville the next day.⁷³

On November 1, a detachment of Stuart's cavalry and horse artillery engaged Pleasanton's cavalry at Philomont Heights and then pulled back west across the North Fork of Beaverdam Creek, while Union artillery took up the Confederates' former position. For the rest of the day, the two sides exchanged heavy artillery fire, while the infantry corps of the respective armies drew closer from the west and the north. Colonel J. William Hoffman led his brigade (four infantry regiments and a light artillery battery) forward quickly ahead of the Union army's lead corps to reinforce Pleasanton.⁷⁴

On November 2, intense fighting occurred around Unison, a hamlet located about 6 miles northeast of Upperville. As Hoffman's brigade headed southwest to Unison, a regiment of cavalry advanced on both his right and left flanks along parallel roads. To the north, the 8th Pennsylvania Cavalry pushed along the road through Bloomington toward Upperville, while the 6th U.S. Cavalry headed along the southerly road from Philomont through the hamlet of St. Louis toward the Aldie-Ashby's Gap Turnpike.⁷⁵ By 10 a.m., the Union cavalry column was within a half-mile of Unison and came under Confederate artillery fire. As the fighting intensified around Unison, Stuart also protected the road to Upperville by sending the 9th Virginia Cavalry north to Bloomfield in order to block the 8th Pennsylvania Cavalry. As Federal gunners took aim at their Confederate counterparts in Unison from only 2,000 yards, many buildings suffered damage. An hour-and-

⁷¹ David Lowe, "Civil War in Loudoun Valley: The Battle of Unison, November 1-3, 1862" (Washington, D.C.: U.S. Department of the Interior, National Park Service, 2008).

⁷² Maral Kalbian, John Salmon, Ben Ford, and Steve Thompson, "Unison Battlefield Historic District," National Register of Historic Places nomination form (2011), 83-84.

⁷³ *Ibid.*, 84.

⁷⁴ *Ibid.*, 73-75, 82.

⁷⁵ *Ibid.*, 85-86.

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a-half into the battle, Stuart pulled his units south of Unison across Beaverdam Creek only 4 miles to the northeast of Upperville.⁷⁶

While the fighting between artillerists, sharpshooters, and dismounted cavalry raged along Beaverdam Creek, Maj. Gen. D. H. Hill arrived in Upperville and posted a brigade at Vineyard Hill on the east end of the historic district.⁷⁷ By 5 p.m., the autumn twilight descended, along with the fortunes of Stuart's men, who were forced to withdraw south of Panther Skin Creek to a position only a mile east of Upperville. As Hill led his men south to Manassas Gap, he passed along instructions for Stuart to continue his delaying action around Upperville while also using part of his force to defend Ashby's Gap. To reinforce the cavalry general for the challenging task, Hill transferred to him a battery of Alabama artillery that included a rifled gun with a 2-mile range. Lee's southward shadowing of McClellan continued as the Union army took control of Snicker's Gap, Jackson continued south through the Shenandoah Valley, and Longstreet passed through Chester Gap on his way southeast to Sperryville. During the evening, Brig. Gen. William Averell's brigade of three cavalry regiments and an artillery battery gave Pleasanton the reinforcements he needed to press forward aggressively the next day.⁷⁸

On November 3, the Union troops closed in around Upperville. Beginning north of Millville/ Wellbourne Road (Route 743) at 10:30 a.m., three columns advanced along roads leading southwest toward the Aldie-Ashby's Gap Turnpike. Farthest to the west, the 8th Pennsylvania Cavalry moved slowly down Trappe Road toward the 9th Virginia Cavalry's position only 1,600 yards north of the old McPherson-Carr mill (030-5438-0058). In the center, Averell's brigade pressed against the 4th Virginia Cavalry at Kinchloe's Mill (the former Green Garden Mill). After a two-hour artillery duel east of Willisville in the late morning and early afternoon, Confederate guns had to pull back from Hoffman's infantry and artillery units. Farther east, the 95th New York Infantry had curled around the Confederate right flank and reached the turnpike, forcing the 1st, 3rd, and 5th Virginia Cavalry to retreat west to Upperville. Stuart ordered Col. Thomas Rosser to form his 5th Virginia Cavalry in an east-facing line on and around Vineyard Hill that straddled the turnpike at the eastern end of the historic district.⁷⁹

At Oakley, only 400 yards southeast of the district boundary, Ida Dulany witnessed the collapse of the 5th Virginia's line and the Union advance slowly rolling across her family's fields and pastures. After preparing lunches for Confederate troopers who had stayed on the farm the previous night, she wrote,

...we all together watched the skirmishing, our field being entirely covered with [Confederate] Videttes, and our pickets at Number Six [a tract located to the east owned by Ida's brother], then the Videttes going across the fields towards Upperville. ...looking to the right I saw our Videttes coming in more rapidly; then looking to the hills beyond Number Six, I saw them covered with Yankees and soon the field in front of our house was filled with

⁷⁶ *Ibid.*, 86.

⁷⁷ *Ibid.*, 88.

⁷⁸ *Ibid.*, 90.

⁷⁹ David Lowe, "Civil War in Loudoun Valley: The Battle of Unison, November 1-3, 1862" (Washington, D.C.: U.S. Department of the Interior, National Park Service, 2008).

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sharpshooters. They fired frequently at our retreating Videttes, the firing being occasionally returned, no one being struck on either side....Soon there were no more Southerners in sight and the house was surrounded by Yankees.⁸⁰

As the 5th Virginia line broke, so did the 4th Virginia at Kinchloe's Mill and the 9th Virginia on Trappe Road. Stuart's entire force hastily retreated through Upperville to take up a position at Ashby's Gap. With darkness falling, only the long-range rifled cannon fire and the rear guard resistance of Stuart's column dissuaded Pleasonton from advancing beyond Upperville that night. By then, the Army of the Potomac infantry had caught up, with the IX Corps occupying Upperville. Though Stuart had been compelled to retreat, his actions had delayed the Union advance long enough for Longstreet to reach winter quarters at Culpeper Courthouse. The delays of McClellan's vanguard at Unison and Upperville underscored the general's failure to pursue Lee after the Battle of Antietam and convinced President Lincoln of the need for military leadership. Only two days after the Battle of Unison, he penned orders to dismiss McClellan. On November 10, Maj. Gen. Ambrose Burnside assumed command of the Army of the Potomac.⁸¹

As enemy forces began crossing Ida Dulany's farm in the final stage of the Battle of Unison, a heightened degree of hardship began for civilians in the Upperville area. The occupying Union soldiers often commandeered local produce, livestock, and timber for their own needs. Looting and vandalism applied further stress on Upperville residents' standard of living, already reduced due to wartime economic disruption. Even though McClellan urged his officers to curb the men's depredations against civilian property, enforcement was uneven.⁸² For example, on November 4, 1863, Brig. Gen. Orlando Wilcox honored the Dulanys' request for a guard on their farm to prevent looting. Unfortunately, the previous day the advancing Union soldiers had wrought havoc on the family's property by stealing their entire flock of turkeys, most of their ducks and chickens, and horse bridles. Only a dozen chickens of two hundred remained alive, while Ida's brother salvaged the meat from nine others that had already been killed. Other locals were less fortunate, especially with items like fence rails that no guard could prevent soldiers from stealing in outlying fields. In some cases, the destruction of farmers' stone walls was sanctioned in order to facilitate movement of units across the landscape. Eleven days after the Battle of Unison, Ida Dulany likened the previously fenced farm fields to, "a vast common, not a rail fence is to be seen for miles around and the stone fences are so pulled down to permit the army to pass that they do not serve as enclosures."⁸³ Recollections by both Union and Confederate soldiers similarly depict a desolate landscape of mostly fallow fields with very little livestock. One Confederate officer hoping to buy a blanket in Upperville found the civilians so pressed for household goods that none of the impoverished villagers could supply him.⁸⁴

Some of the town's most prominent buildings suffered damage during the occupation. Most notably, the Upperville Methodist Church (030-5438-0008) and the Primitive Baptist Church (030-5438-0054) were

⁸⁰ Ida Powell Dulany, *In the Shadow of the Enemy: The Civil War Journal of Ida Powell Dulany*, ed. Mary L. Mackall, Stevan F. Meserve, and Anne Mackall Sasscer, 1st ed., Voices of the Civil War Series (Knoxville: The University of Tennessee Press, 2009), 142.

⁸¹ Kalbian et al., 92.

⁸² Michael Stuart Mangus, "'The Debatable Land': Loudoun and Fauquier Counties, Virginia, During the Civil War Era" (Ph.D. dissertation, The Ohio State University, 1998), 165.

⁸³ Dulany, Dulany, *In the Shadow of the Enemy*, 143, 145.

⁸⁴ Mangus, "The Debatable Land," 165-166.

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damaged when serving as hospitals.⁸⁵ It was not until the early twentieth century, however, that the Methodist Church received compensation for damages. In a 1912 Omnibus Bill, Congress awarded the church \$210. Damage to the Baptist Church resulted in a slightly larger award of \$250.⁸⁶ A local 1892 newspaper article mentions the Concordia meeting house was also used as a hospital during the war.⁸⁷

Mosby's Rangers

Although the Upperville area was under Union control following the Battle of Unison, a covert Confederate military presence continued with operations by Partisan Rangers under the command of Col. John Singleton Mosby. The Partisan Ranger Law of 1862 called for units to operate behind enemy lines with the goals of reporting on troop movements to Confederate commanders and “worrying and harassing” Union forces. The measure proved effective by tying down forces that otherwise could be used on the front lines. On December 29, 1862, Mosby arrived in the area with a tiny force of 15 men and began operating in a 20-square-mile area of Fauquier and Loudoun counties that included Upperville. With his successful raids and skirmishes, he attracted hundreds of additional volunteers. Estimates of Mosby’s troop strength range from a total of 800 to 3,000 over the course of the war, though no more than 300 men ever participated in a single operation.⁸⁸ Another key to Mosby’s success was the support of local citizens, willing and often eager to risk reprisal and punishment from the occupying Union army by providing shelter and provisions to the partisans.⁸⁹

One early exploit outside Mosby’s usual operational theater impressed his capability and daring on both the local citizenry and the enemy. On the night of March 8-9, 1863, he led a small contingent into the town of Fairfax and kidnapped the sleeping Brig. Gen. Edwin M. Stoughton along with two other officers, Baron Rudolph (an Austrian war observer), and thirty soldiers.⁹⁰

On February 20, 1864, a squadron of Union cavalry from the 2nd Maryland Battalion raided Upperville, but John S. Mosby and fifty of his men pursued them north of town to Blakeley’s Grove School House in Loudoun County. In the ensuing skirmish, the Maryland unit was put to flight toward Bloomfield with losses of six or seven wounded or killed and seven captured, while only two of Mosby’s men were wounded.⁹¹

In November 1864, frustration over Mosby’s successful operations led Maj. Gen. Philip Sheridan to launch a raid into Fauquier and Loudoun counties. The mission of capturing and killing Confederate partisans was augmented with large-scale destruction of civilian property. Early in the autumn, the Army of the Shenandoah had targeted the means of agricultural production in the lower Shenandoah Valley in an effort to stem the flow of provisions to Confederate armies in the Eastern Theater. On November 28, 1864, the First Division

⁸⁵ 1. Kitty Slater, “Upperville, Virginia: Cliff Dweller of the Hunt Country,” *Spur of Virginia* (1971), 49.

⁸⁶ *Alexandria Gazette*, vol. 112, no. 48 (24 February 1912), p. 3.

⁸⁷ *The True Index*, vol. XXVI, no. 31 (13 August 1892), p. 3.

⁸⁸ Mangus, “The Debatable Land,” 230-231, 235, 240.

⁸⁹ Madeleine Claire Forrest, “When the Rangers Came Home: Reconstructing Lives in Fauquier County, Virginia, 1865-1866” (Master’s thesis, Clemson University, 2012), 6.

⁹⁰ Mangus, “The Debatable Land,” 275-276.

⁹¹ Ramey and Gott, *The Years of Anguish*, 77; Gordon Blackwell Bonan, *The Edge of Mosby’s Sword: The Life of Confederate Colonel William Henry Chapman* (Carbondale: Southern Illinois University Press, 2009), 102.

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of the Cavalry Corps filed through Ashby's Gap and fanned out across the Loudoun Valley "for the purpose of destroying all mills, barns, forage, driving off stock, and capturing and dispersing guerilla bands." The division commander, Bvt. Maj. Gen. Wesley Merritt, reported that "the guerillas were exceedingly careful to avoid any encounter" and the effort to wipe out Mosby's bands proved a failure. Destruction of agricultural assets, on the other hand, was completed with ruthless efficiency, as "the entire valley was gone over." The old McPherson-Carr mill was among the eight mills destroyed during the raid. A tabulation of captured and destroyed property also included 230 barns, a distillery, 10,000 tons of hay, 25,000 bushels of grain, and livestock captured or killed with a total value estimated at more than \$411,000.⁹²

On December 21, 1864, Mosby received a severe bullet wound at Lakeland (located four miles east of Upperville), one of his many safe houses in the area. While dining with the Lake family, a company of the 13th New York Cavalry surrounded the house and shot through the window, hitting Mosby in the abdomen. The partisan leader only avoided capture because a Union officer who examined him believed he was fatally injured.⁹³

The Moore School

Evidence from a Southern Claims Commission case indicates that a school for African Americans existed in Upperville during the Civil War. George Moore, who was raised in the Quaker community of Waterford in Loudoun County, moved with his wife Emma and four children to Upperville in 1862 or 1863 and rented property from local resident and landowner George McArtor. They lived in Upperville until 1871, when they moved to Hillsboro, a Loudoun County hamlet. George Moore was a shoemaker and continued to ply his trade in Upperville while also sharecropping for McArtor. The commission ultimately denied Moore's claim for losses of more than \$1,400 worth of livestock and fence rails because of doubts about his ownership of the property. Part of the testimony used to claim loyalty to the Union, however, was Emma Moore's education of African American children at her small private school. Two witnesses provided convincing evidence that the school existed, and one even identified two of her students. Dorsey Speney, an African American resident of Upperville, testified that Charles and Bettie Addison sent their children, Charles Jr. and Lucy, to Mrs. Moore's school in her house in Upperville. According to R. C. McArtor (a relative of the white landowner), "Mrs. Moore kept a colored school, & that made a great hubbub." As further evidence of her pro-Union leanings, McArtor noted that Emma Moore made burial arrangements for a Union officer killed during the skirmish with Mosby's men at the Blakely School north of Upperville.⁹⁴

Although the precise location of the Moores' residence in Upperville is not identified, the existence of a school for African Americans is a noteworthy distinction for a largely pro-slavery community during the Civil War. Further research may lead to identification of the Moores' house and school or its site if the building no longer stands.

⁹² *OR*, ser. I, vol. XLIII, pt. 1, p. 671-673.

⁹³ Jeffry D. Wert, *Mosby's Rangers* (New York: Simon and Schuster, 2015), 266-267.

⁹⁴ Southern Claims Commission, Barred and Disallowed, Virginia, George M. Moore, No. 55250 (1871-1880), National Archives and Records Administration Microfilm Series 1407), pp. 13-14.

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Section number Additional Documentation Page 53*The Battles of Aldie, Middleburg, and Upperville – June 1863*

In June 1863, Lee began shifting his army north for an invasion of Maryland and Pennsylvania that would culminate in the war's greatest battle, the epic three-day clash at Gettysburg. As the infantry advanced through the Shenandoah Valley, J.E.B. Stuart's cavalry corps maneuvered to the east, placing a screen between Lee and the Army of the Potomac in order to conceal the northward movement. Similar to the previous autumn, the maneuvering of two great armies would bring the rumble of their respective cavalry units to the Loudoun Valley. From June 17 through 21, Stuart's men would fight a series of three battles against Pleasonton's cavalry corps, sweeping across the valley from east to west along the Loudoun-Fauquier county line.⁹⁵

Only a week after the June 9 battle at Brandy Station, the Union troopers were in a confident mood. Even though Stuart had held the field, Pleasonton's men had been successful in mounting two surprise attacks and had nearly defeated the legendary Confederate commander.⁹⁶ They were beginning to match the bold, aggressive posture of Stuart's veterans.⁹⁷ Over the course of the next three battles, they would pursue the enemy with the same fervor as Stuart protected the Blue Ridge gaps and movement of the Army of Northern Virginia.

On June 17, Stuart and most of his corps reached Middleburg, located at the southern edge of Loudoun County 10 miles west of Upperville. At Aldie, 6 miles east of Middleburg, Stuart had posted a brigade under Col. Thomas Munford. This key position at a gap in the Bull Run Mountains guarded the junction of two macadamized turnpikes leading across the Blue Ridge. Here at the western terminus of the Little River Turnpike, one road led northwest to Snicker's Gap and the other southwest through Middleburg and Upperville to Ashby's Gap. In the mid-afternoon, Pleasonton's lead division under Brig. Gen. McMurtrie Gregg charged against Munford's lead units and drove them west of Aldie beyond the road junction, spreading the Confederate defense more thinly as they now needed to cover two roads. The enemies then fought to a draw on a farm along the north side of the Ashby's Gap Turnpike. At this point Gregg shifted his attack along the Snickersville Turnpike, advancing nearly 2 miles. This phase of the battle also involved mounted charges and a counterattack by Confederate forces. By 5 p.m., however, rear units of Pleasonton's force began arriving in Aldie and additional Union forces were approaching Middleburg, forcing Munford to pull back and join Stuart.⁹⁸

Minor skirmishes took place east of Middleburg in Loudoun County on June 18, as Stuart concentrated his force on a high point to the west called Mount Defiance. On June 19, Union troopers clashed with 3,200 dismounted Confederate cavalry positioned in a line around the prominence. With a coordinated assault, Gregg's force pushed the Confederates back with losses that included a neck wound to Heros von Borcke,

⁹⁵ Laura Knott, Jo Balicki, and Jim Klein, "Aldie, Middleburg, and Upperville Civil War Battlefields Preservation Plan" (John Milner Associates, Inc., Charlottesville, Virginia and Lardner/Klein Landscape Architects, P.C., Alexandria, Virginia. Submitted to American Battlefield Protection Plan, National Park Service, Washington, D.C. and Mosby Heritage Area Association, Marshall, Virginia, n.d.), 2-1 - 2-9.

⁹⁶ Robert F. O'Neill, "'...As Spirited a Scene as Is Often Witnessed on a Battlefield.' - Aldie, Middleburg, and Upperville," Gettysburg: Historical Articles of Lasting Interest, no. 43 (n.d.): 8.

⁹⁷ Lowe, *Civil War in Loudoun Valley: The Cavalry Battles of Aldie, Middleburg, and Upperville, June 1863*, 1.

⁹⁸ Knott, Balicki, and Klein, "Aldie, Middleburg, and Upperville Civil War Battlefields Preservation Plan," 2-1, 2-4.

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Stuart's Prussian aide-de-camp. After some first aid in the field, an ambulance carried Borcke to Upperville, where he was treated in the Dr. Thomas Smith House (030-5438-0029). At the time, Dr. Talcot Eliason was renting the house; he and his family helped to care for the severely injured Prussian.⁹⁹

During the fighting at Mount Defiance, Pleasonton ordered the elite Reserved Brigade of U.S. Regular Cavalry in a flanking move to the north. Stuart responded by sending a brigade commanded by Col. John Chambliss to meet the enemy. In the late afternoon, fighting between these brigades focused on a knoll defended by the Confederates just south of Millville and Goose Creek. As the shooting tapered off around 6 p.m. Chambliss withdrew and eventually the Reserved Brigade rejoined Pleasonton at Middleburg. Chambliss rejoined the main body of Stuart's force positioned in a line across the Ashby's Gap Turnpike just west of Mount Defiance.¹⁰⁰ Although Stuart had been steadily pushed back, he had thus far accomplished his mission of sealing off information of Lee's whereabouts. By now, the Army of Northern Virginia was crossing the Potomac River into Maryland, while the Army of the Potomac straggled behind the cavalry vanguard at Aldie.¹⁰¹

After a lull due to rain, fighting resumed on June 21. About 1,600 men under Brig. Gen. Wade Hampton held the position along the turnpike. Once again the Union forces sent a division against the main front as well as a flanking column along Millville Road to the north. At the Dulany family's Welbourne Plantation, the dismounted Confederates managed to block the flanking force along the road, which led through narrow ravines. In the early afternoon, Hampton's force along the turnpike withdrew to the west side of Goose Creek, behind the eighteenth-century stone bridge located only 3 miles east of Upperville. Confederate artillery began firing on the approaching enemy from high ground west of the bridge. Once Union artillery was brought into position, a heavy exchange of shell ensued for the next two hours. When a brigade of infantry arrived to reinforce Pleasonton's men, with superior numbers the Union soldiers gained the Confederate positions, causing them to withdraw again. During the retreat, Stuart's artillerymen had to abandon a Blakely rifled piece, the first of the general's cannons to be captured during the war.¹⁰²

The next stage of the battle found Stuart with two brigades (Hampton's and Brig. Gen. Beverly Robertson's) in a position on the east side of the Upperville Historic District at Vineyard Hill, along the south side of the turnpike. The square vineyard with its thick hedge of Osage orange was part of the Dulany family's Oakley farm during the Civil War. The vineyard proved an excellent position for defense and concealment of Confederate cavalry. Dismounted sharpshooters took up positions to fire down the turnpike against the enemy while a mounted reserve stood ready behind the cover of the hedges, portions of which may still survive.¹⁰³ The first Union attack came from Brig. Gen. Judson Kilpatrick's brigade charging along the north side of the turnpike through what is now Ivy Hill Cemetery (030-5438-0083) against Robertson's force. The

⁹⁹ Robert J. Trout, *They Followed the Plume: The Story of J.E.B. Stuart and His Staff* (Mechanicsburg, Pennsylvania: Stackpole Books, 2003), 99; Heros von Borcke, *Memoirs of the Confederate War for Independence* (W. Blackwood, 1866), 295-296.

¹⁰⁰ Lowe, *Civil War in Loudoun Valley: The Cavalry Battles of Aldie, Middleburg, and Upperville, June 1863*, 15-19.

¹⁰¹ Knott, Balicki, and Klein, "Aldie, Middleburg, and Upperville Civil War Battlefields Preservation Plan," 2-6.

¹⁰² *Ibid.*, 2-6, 2-8.

¹⁰³ *Ibid.*, A-6.

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Confederates on this side of the battlefield broke quickly and retreated through Upperville as they spotted Buford's column moving past Kinchloe's Mill to the north. To the south of the turnpike around the Vineyard, the fighting was more intense. The 1st and 6th U.S. Cavalry attacked on their mounts. Although one veteran recalled the bold assault as "the finest sabre charge I saw during the war," the assault lacked proper organization and the 1st North Carolina quickly countered and drove the U.S. troopers back.¹⁰⁴ Pursuit was limited, however, as the Confederates came up against dense blasts of canister shot from artillery pieces posted along Oakley Lane. Late in the afternoon, Stuart ordered Hampton to pull back in orderly fashion through Upperville toward Paris.¹⁰⁵

To the northwest, brigades commanded by Chambliss and Brig. Gen. William E. "Grumble" Jones faced the advance of the Brig. Gen. John Buford's division. The Union column had reached Kinchloe's Mill and continued northwest along the mill road. Immediately north of Upperville, Buford's men encountered the Confederate line strung out along the east side of Trappe Road between Jeffries Branch and Panther Skin Creek. A battery of Confederate artillery wrought havoc on the Union advance, but in the late afternoon, Jones and Chambliss led their men to the turnpike and on to Paris.¹⁰⁶

Together, the five days of almost uninterrupted fighting that ended in Upperville on June 21 took a toll of casualties nearly equivalent to the better-known Battle of Brandy Station. Killed and wounded amounted to 850 men on the Union side and 510 on the Confederate, while a combined total of approximately 1,300 horses were killed.¹⁰⁷ At Upperville, the Union force also captured 250 Confederate prisoners.¹⁰⁸

Reconstruction and Growth (1865-1917)

The defeat of the Confederacy opened a new era of educational opportunity for the African American community in Upperville and the immediate vicinity. Immediately following the war, the Freedman's Bureau took up the initiative to establish schools for African Americans across the South. In April 1867, a letter by Lt. W. S. Chase to his superiors hinted at the size of the local African American population when he noted, "I wish there could be a teacher sent to Upperville in Fauquier County[;] there is a fine chance to have [a] large school."¹⁰⁹ By March 1868, an African American teacher, Samuel W. Thompson, was teaching at a school in Upperville, which the Bureau established the previous autumn. The school building, with an assessed value of \$500, could accommodate up to 80 students.¹¹⁰

¹⁰⁴ O'Neill, Robert F. n.d. "...As Spirited a Scene as Is Often Witnessed on a Battlefield': Aldie, Middleburg, and Upperville." *Gettysburg: Historical Articles of Lasting Interest*, no. 43 (July 2010): 41-42.

¹⁰⁵ *Ibid.*, 2-9; Lowe, *Civil War in Loudoun Valley: The Cavalry Battles of Aldie, Middleburg, and Upperville, June 1863*, 31-32.

¹⁰⁶ Lowe, *Civil War in Loudoun Valley: The Cavalry Battles of Aldie, Middleburg, and Upperville, June 1863*, 33.

¹⁰⁷ *Ibid.*, 1.

¹⁰⁸ John S. Salmon, *The Official Virginia Civil War Battlefield Guide*, 1st ed (Mechanicsburg, Pennsylvania: Stackpole Books, 2001), 213.

¹⁰⁹ Office of the Associate Commissioner for Fauquier and Prince William. Letter to Capt. Garrica Malley, AAA, Gen. B. F., and A. L. Rich. Catalog # A ARCH.05420. Copy on file, Afro-American Historical Association of Fauquier County, The Plains, Virginia.

¹¹⁰ W. S. Chase (2nd Lt. 1, A.S.A. Comp, Letter to Capt. Garrica Malley AAA Gen. B. F., and A. L. Rich. Catalog # A

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According to monthly reports to the Bureau in April 1870, the Upperville day school had been in operation since February and had an enrollment of 56 pupils, including two white children. Only eight of the students were over 16, and 18 were considered advanced readers, who also studied geography, arithmetic, and writing. Both teachers were African American, one unidentified woman and a male teacher named James H. Waugh, a Civil War veteran who lived in Upperville with his wife Virginia. Only five years after the war, Waugh reported that “the public sentiment towards Colored Schools” is “very good with but few exceptions.”¹¹¹ By this time, Virginia’s new constitution (ratified in July 1869) had called for a superintendent of public instruction to establish a statewide, racially segregated public school system. The first free public schools in Virginia opened in August 1871, providing education to white, African American, and Virginia Indian students.¹¹²

The extant public school for African American children (030-5438-0009) may have been constructed as early as 1896, when a Fauquier County census of “colored” teachers lists P. W. Austin as a resident with a post office address in Upperville during the school year, and a permanent postal address in Rectortown. On a 1914 map of Fauquier County, the building is labeled “No 11 SCHOOL (COL).”¹¹³ Two early twentieth century written sources indicate that the school for African American children at 1176 Delaplane Grade Road (030-5438-0009), now converted to a dwelling, was built in 1899. An 1876 deed of the property that conveyed the parcel from the heirs of Elizabeth Calvert to the School Trustees of Scott District stipulated that this lot would be used for “a Public School House for the instruction of white pupils exclusively,” and a school building appears in this location on the 1876 Fauquier County map as “Pub School.” It is likely referencing an earlier school built on the site. At the time of a visit by a University of Virginia graduate student in the late 1930s, the school had an 8 x 12 foot entrance vestibule separated by a door from the classroom (dimensions were not provided), and an additional 8 x 12 foot room. The graduate student concluded that ventilation was “poor,” with a ratio of 1 to 13 for the area of its two windows to the classroom floor area. Water was obtained from a spring a quarter mile from the building.¹¹⁴ Recommendations for remodeling included digging a well for more convenient access to clean water and closing the two existing classroom windows for replacement with

ARCH.05420. Copy on file, Afro-American Historical Association of Fauquier County, The Plains, Virginia.

¹¹¹ Freedman’s Bureau, Teacher’s Monthly School Report, April 1870. Catalog # A ARCH.05409. Copy on file, Afro-American Historical Association of Fauquier County, The Plains, Virginia.

¹¹² Marianne E. Julienne and Brent Tarter, “Establishment of the Public School System in Virginia” (2016) in *Encyclopedia Virginia*, electronic document,

http://www.EncyclopediaVirginia.org/Public_School_System_in_Virginia_Establishment_of_the.

¹¹³ Fauquier County Board of Trade, “Map of Fauquier County, Virginia,” (Washington, D.C.: Topo. Engraving Co., 1914), Electronic document, <https://www.loc.gov/item/2007627498/>, accessed May 31, 2017.

<https://www.loc.gov/item/2007627498/>.

¹¹⁴ William Garland Coleman, “Negro Education in Fauquier County, Virginia” (Master’s thesis, University of Virginia, 1939), 94; W. G. Puller, William P. Hundley, and Firemen’s Insurance Company (Newark, New Jersey), “Survey: Schools, Fauquier County, Va.” (Warrenton, Virginia: Printed by D. H. Lees & Company, 1936).

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larger ones.¹¹⁵ The building was heated with a wood stove, and both the plastered interior walls and the exterior weatherboards were painted.¹¹⁶

In a 1993 interview, former student Kristy Colbert recalled her attendance at the school in the 1920s. Known then as the Upperville Elementary School, the facility offered grades 1 through 7, the only educational choice for local African American children. During this period, the teachers were all women. They boarded at the home of a woman who prepared school lunches in a kitchen. This later improvement was added through funding from a “philanthropist in the area.” It was not until the 1950s that more advanced educational opportunities became available for African American students, and these were not local. The closest school that accommodated the higher level grades was Taylor High School in Warrenton. After the Upperville Elementary School closed in the mid-twentieth century, students attended Northwestern Elementary School in Rectortown.¹¹⁷ In 1962, the old “No. 11 School” was sold at public auction and conveyed from the School Board of Fauquier County to an individual citizen who reused the building as a residence.¹¹⁸

The prominence of the local African American population during the late nineteenth and early twentieth century is also evident in the establishment of several churches. Sometime after the Civil War, the old Concordia Meeting House became a church building for African American worshipers and served local congregations until it burned in 1894. The Mt. Olive Methodist Episcopal Church (030-5438-0010), now used as a dwelling, was built ca. 1909, and Mt. Pisgah Baptist Church (030-5438-0116) was built ca. 1900. Beginning in 1918, the old Lanham House (030-5438-0006) served as the “parsonage or home for the pastor of the colored Methodist Episcopal Church” until the property was sold by the church trustees in 1931.¹¹⁹

Even though the local African American population had more opportunities during Reconstruction, whites were slow to accept the new scope of socio-economic freedom and some even resorted to violence. While a Federal occupation force remained in control of the region, John R. Holland petitioned the Freedman’s Bureau commissioner for protection from a neighbor who threatened him for renting living quarters in his mill to African Americans. According to Holland, his neighbor vowed to burn down his mill if he did not evict the tenants. Holland asserted that his neighbors in Upperville had already burned the homes of other individuals who had rented residential property to African Americans.¹²⁰

After a hiatus during the Civil War, the Upperville horse shows grew in popularity and scope through the twentieth century. In 1869, the restructured and renamed Upperville Club organized a show, with Col. Richard Henry Dulany still contributing a large share of impetus and energy to the endeavor.¹²¹ One of the

¹¹⁵ William Garland Coleman, “Negro Education in Fauquier County, Virginia” (Master’s thesis, University of Virginia, 1939), 95-96.

¹¹⁶ Puller et al., “Survey: Schools, Fauquier County, Va.”

¹¹⁷ Kitty Colbert, January 11, 1993 interview summary on file, Afro-American Historical Association of Fauquier County, The Plains, Virginia.

¹¹⁸ Fauquier County Deed Book 219, p. 147.

¹¹⁹ Fauquier County Deed Book 136, p. 247.

¹²⁰ Mangus, “The Debatable Land,” 377.

¹²¹ Jennifer “Perky” Beisel, “The American Upper Class and the American Horse Industry from 1865 to 1929” (Doctor of Arts dissertation, Middle Tennessee State University, 2005), .

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club's enthusiastic members was none other than Col. John S. Mosby who, beginning in 1872, was to use his influence to expand the number of classes in the show, a trend that has resulted in the current week-long event that includes jumpers, hunters, and other classes. Improvements to the show facilities in the 1890s included a larger grandstand and permanent stalls for horses in the competition. In the twentieth century, the popularity of foxhunting and thoroughbred racers further diversified the show.¹²² The shift also followed a general trend in American shows toward perceiving equestrian events as sport, whereas mid-nineteenth-century events were generally focused on the improvement of draft horse stock for agricultural uses.¹²³

In 1873, the General Assembly adopted an act that changed the number of Upperville's town officers to a mayor and seven councilmen. At that time, William M. Claud was appointed mayor, and Dr. A. P. Brown, John J. Haines, W. Richardson, James Bradfield, C. M. Smith, Gilbert Gibson, and John DunBarr were appointed councilmen. The mayor was given the authority to engage as many citizens as necessary to assist the town sergeant in keeping the peace. As justice of the peace, the mayor could hear cases and determine all prosecutions arising from the town's by-laws and ordinances with the right of appeal to the Fauquier County Court. The council could punish individuals with reasonable fines for firing guns within the town limits, "running or driving horses at an unusual gait," and other offences that disturbed the quiet of Upperville. The council was also given the right to assess and tax property (provided that the tax did not exceed 50 cents for every \$100 value), license public exhibitions, and appoint the sergeant.¹²⁴

A ledger of minutes from Upperville town council meetings from 1873 to 1904 (when the village had a population of approximately 376), provides information about the community during this period.¹²⁵ In 1873, the village lacked a jail, as indicated by an August 6 committee report of a room offered by Mayor Claud that "could be fitted up at the expense of \$11 or \$12." A resolution at the same meeting allowed the town sergeant to impound stray hogs on the village streets, and to be released to the owner for a fee of 25 cents. By 1875, the village had appointed Samuel R. Newton as "Superintendent of the Working of the streets and roads" with compensation of \$1.50 for each day of service. Liquor could be purchased within the corporate limits of Upperville from sellers who paid an annual tax of \$10. (In an effort to further regulate liquor distribution, an 1883 ordinance imposed a fine of as much as \$100 on unlicensed sales.)

The town budget was proportional to the small size of the jurisdiction. At a meeting held on June 30, 1875, the town sergeant reported having collected \$9.48 in taxes, possibly a monthly or quarterly amount. At the same meeting, a projection of expenses included road maintenance (superintendent's fee for three days, horse and cart hire, and purchase of three shovels) totaling \$15.20 and \$2 compensation to the town recorder for four months of service. Transportation tax revenue included \$12.50 from a Berryville man who had hired out two buggies in Upperville during the previous quarter. In June 1876, the town elected R. M. Seaton as mayor

¹²² Kitty Slater, *The Hunt Country of America* (South Brunswick, New Jersey, and New York: A. S. Barnes and Company, 1967), 104-106.

¹²³ Beisel, "The American Upper Class and the American Horse Industry from 1865 to 1929," 87.

¹²⁴ *An Act to Amend Sections 1 and 2 of Chapter 254, Acts of 1855-56, passed December 20th, 1855, in relation to the Town of Upperville.* (Richmond, 1873), 110-113.

¹²⁵ Henry Gannett, *The Gazetteer of Virginia* (Washington, D.C.: U.S. Government Printing Office, 1904), 149.

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and seven councilmen for a one-year term. At least through 1876-1877, the council met in a room above Gochnauer’s store, for which the town paid an annual rent of \$20.¹²⁶

As an indication of the late-nineteenth-century trend toward the more orderly appearance of public spaces, the town council imposed fines for obstructing sidewalks with hitched horses or vehicles in 1879. Four years later, the council sought to keep the street fronts quiet and unobstructed with fines up to \$5 and possible imprisonment for “playing of marbles, or ball or dancing on porches or in the streets.”¹²⁷

In 1891, Ivy Hill Cemetery (030-5438-0083) was officially established on the northeast side of town, although the earliest marked burial is dated 1849. Five acres were initially acquired by the Ivy Hill Cemetery Company from the Peach family. The cemetery was subsequently expanded; it now includes a little over eleven acres. Of note is the monument to Confederate cavalymen killed at the Battle of Upperville. A local 1892 newspaper article describes citizens’ efforts to fund the enterprise with intent to remove “the Confederate dead from their protected graves scattered over various battlefields in this vicinity as well as a number who died in the Concord Church building and were buried in the [surrounding] neighborhood” and reinter the soldiers’ remains at a “commemorative monument” in the cemetery.¹²⁸ The monument was finally erected in 1894.¹²⁹

The growth of foxhunting in the surrounding countryside at the turn of the twentieth century brought national exposure to Upperville. The Piedmont Fox Hounds, founded in 1840, was and continues to be the predominant foxhunting club in and around Upperville; it is the oldest continuing hunt in the United States. The Orange County Hunt, which was established in Goshen, New York, around 1900 and relocated to northern Fauquier County in 1903, became noted in the area to the east around The Plains. In 1905, two rival Massachusetts hunt clubs staged a match in the heart of northern Virginia’s hunt country that pitted a pack of American hounds against the traditional English breed of hounds. After traveling with their mounts and dogs by train to Fauquier County, the heads of the two clubs, Alexander Henry Higginson and Harry Worcester, met at the Piedmont Inn in Upperville to sign the agreed upon rules for the widely publicized match.¹³⁰

The hunt was to change the social and economic status of several of the surrounding working farms to gentry estates where horse breeding and racehorse training occurred. The lure of the Piedmont convinced many to purchase old Virginia properties and convey the traditions associated with the hunting season to the area. For example, the hunt breakfast was presented annually in Upperville homes and on some of the surrounding estates, like Ayrshire, Rose Hill, and Oakley, the home of Theodora Ayer Randolph who was a hunt master and the “first lady of fox hunting” during the mid-twentieth century.¹³¹ New affluent property owners infused

¹²⁶ Transcript of minutes in possession of Tammy Worcester, Caldwell Carr House, Upperville, Va.

¹²⁷ *Ibid.*

¹²⁸ *The True Index*, “Upperville News,” 1892 Aug 13, Vol. XXVI, No. 31, page 3.

¹²⁹ Timothy S. Sedore, *An Illustrated Guide to Virginia’s Confederate Monuments* (Carbondale: Southern Illinois University Press, 2011), 170.

¹³⁰ Martha Wolfe, *The Great Hound Match of 1905: Alexander Henry Higginson, Harry Worcester Smith, and the Rise of Virginia Hunt Country* (Rowman & Littlefield, 2015).

¹³¹ Thomas, Robert McG, Jr., “Theodora Ayer Randolph, Fox Hunting’s First Lady, Dies at 90,” *New York Times*, 1996 June 15. <http://www.nytimes.com/1996/06/15/sports/theodora-ayer-randolph-fox-hunting-s-first-lady-dies-at-90.html>.

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funds into the restoration and expansion of existing Upperville houses and construction of new buildings. During the early 1920s, Brigadier General James A. Buchanan, who owned Ayreshire, a large horse breeding farm approximately one mile north of Upperville, built an elegant Colonial Revival style hall on the occasion of his daughter's wedding along the south side of Main Street. Buchanan Hall would later become a meeting place for local civic and social organizations, and during the 1940s and 1950s, it served as a dance hall for local, racially-segregated dances.

By the early twentieth century, the automobile was slowly replacing the horse as the most frequent means of overland travel. Although road construction and maintenance had been a concern in Virginia since the colonial era, auto transportation made road improvement critical. By 1906, the demand for better roads led to the establishment of the Virginia State Highway Commission, and in 1908, the state legislature made its first appropriation for road construction—\$25,000 annually, “out of any money in the state treasury not otherwise appropriated.” These funds were intended mainly for use in counties where convict labor was not available and were to be matched equally by the localities, then required to issue bonds “for the purpose of macadamizing or otherwise permanently improving the public roads...or building bridges.” During its 1918 session, the General Assembly approved establishment of the first state highway system, a network of 4,002 miles for which construction and maintenance would be the direct responsibility of the highway commissioner and his staff.

The highways stimulated a dramatic increase in automobile ownership and leisure driving and led to the emergence of local auto-related businesses, like filling stations and garages, and a tourist industry with various places for overnight accommodations, restaurants, and attractions. By 1918, the section of the old Ashby's Gap Turnpike that extended from Alexandria through Upperville to Winchester was assigned state highway status. In 1922, this corridor was officially designated a part of the Lee Jackson Memorial Highway. However, by 1925, road improvement was not yet complete on the 77-mile section when it was then noted as “still needing bridges and a stretch of clay between Upperville and Millwood.” Despite these omissions, a newspaper reporter described the tourism corridor as “offering a romantic and historic route through alluring villages, undulating farm lands and mountain scenery unequaled for beauty.”¹³² In 1932, the Virginia General Assembly adopted the Byrd Road Act, and the provisions of this law, along with funds from the Works Progress Administration, helped to pave Virginia roads. Between 1932 and 1942, the number of “hard-surfaced” roads in Virginia tripled.¹³³ During this decade, the Virginia Department of Highways first widened and paved Lee Jackson Highway.

With increased mobility came a decline in Upperville's population. The 1900 population census listed 376 permanent Upperville residents, while the 1910 census showed 296 residents, and the 1920 census population dropped to 270 residents.¹³⁴ It is highly probable that the population decline and subsequent reduction of tax revenue were leading factors in the request of Upperville citizens to repeal the town's

¹³² Virginia Star, Volume 6, Number 33, 5 February 1925.

¹³³ Virginia Department of Transportation, *The History of Roads in Virginia: the Most Convenient Wayes*, (Richmond: VDOT, Office of Community Affairs, 2006) 33.

¹³⁴ 1910 U.S. Census, Population - Virginia, Table 1: Population of Minor Civil Divisions, 1910, 1900, 1890, digital image, United States Census Bureau (https://www.census.gov/history/www/through_the_decades: accessed 10 November 2017)

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charter, which the General Assembly granted on February 16, 1918.

The decrease in Upperville's population reflected the overall Fauquier County population decline between 1900 and 1950, specifically for African American residents. In 1900, 8,298 African American residents were recorded in the Fauquier County census. This number gradually decreased through the following five decades, until 1950 when 5,589 African American county residents were listed. Conversely, the number of white residents spiked during the mid-20th century, from 14,906 in 1940 to 15,659 in 1950. One probable reason for the African American population decline is the Great Migration, a relocation of approximately 6 million African Americans from the rural South to urban centers in the Northeast, Midwest, and West. This massive resettlement movement, which generally occurred between 1916 and 1970, stemmed primarily from poor economic conditions, as well as prevalent racial discrimination and segregation in Southern states where Jim Crow laws were upheld. There was hope of opportunities for work and education in the North.

Automobile travel was an agent for change in Upperville—it shifted the village's demographics, altered its businesses, public services, the number of daily travelers through the community, and spurred new commercial and residential development. In the early 1930s, the trustees of the Upperville New Baptist Church divided the land south of the Baptist parsonage into small lots and sold them to new residents, like J. W. Lanham, a farm laborer who built a modest, one-story, vernacular house in 1933. The 1937 aerial map of Upperville shows the beginning of the extension of Lanham Lane (presently named Parker Street) south of the highway with additional small dwellings. New residences are also shown along Patrick Street, Poplar Row, and Lee Jackson Highway.

Most new single family homes in Upperville from the 1930s are small, wood frame, one or one-and-a-half stories, with little to no exterior features that evoke a specific architectural style, although Colonial Revival and Craftsman style dwellings were also constructed during this time. The notable construction of less expensive residential buildings reflects the economic status of most Upperville residents during this period. Following World War II and continuing through the next two decades, new residential growth continued in the historic district. Like the houses of the 1930s, later residences were smaller and less ornate than houses constructed during the 19th century and early 20th century. Popular architectural styles applied in Upperville during this time included Colonial Revival, Craftsman, Minimal Traditional, Split-Level, and Ranch (although Ranch houses built in the late twentieth century tend to be larger than their mid-twentieth century counterparts). These dwellings also represent the post-war era's rapid adoption of standardized construction materials and methods, such as dimensional lumber, standardized window and door sizes, composition (asphalt) shingles, newer siding materials such as asbestos shingles, and construction methods that required fewer specialized skills for joinery, decorative details, and masonry. Not only were these newer materials and methods less costly than prewar techniques, they allowed construction of houses to proceed much faster, a necessity as the housing shortage that had begun during the economic stagnation of the Great Depression years reached crisis levels by the war's end.

In 1945, Eugene and Lillian Bradbury purchased the Joseph Carr House (030-5438-0031) on the north side of Route 50. Eugene Bradbury was one of more prolific and celebrated 20th century Virginia

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architects. Early in his career, he worked for Washington D.C. architect Waddy Wood and the supervising architect of the Treasury Department. Noted for rendering different architectural styles in the greatest detail, Bradbury designed at least forty residential and public buildings in and around Charlottesville, Virginia. During the 1930s and 1940s, Bradbury worked for the Historic American Buildings Survey (HABS) in Virginia and Charleston, South Carolina. In 1949, he documented his own residence through HABS, naming it “Old House in Upperville, Virginia.” It is speculated that Bradbury may have designed architectural renovation projects of older properties in Upperville.

The post-war growth of Washington, D.C. led to the growing popularity of the Piedmont as a retreat for its more affluent and politically-influential citizens. Many new owners were socially notable, including Paul Mellon, one of the heirs of the Mellon Bank fortune, an accomplished breeder of thoroughbred racehorses and an avid art collector. He purchased several historic properties in northern Fauquier County, including Oak Spring, located approximately 1.5 miles southeast of Upperville. Known for his philanthropy, Mellon generously contributed to Upperville community events and activities, including the construction of the third Trinity Episcopal Church in Upperville. In 1948, it was apparent that the existing Episcopal Church building, built in 1895, was in poor condition, and the congregation was in dire need of a new building. Paul Mellon and his wife, Rachel, were parish members. They gifted the construction of a new, grand church, parish, and rectory. Work began on the church in 1951, and the first service in the new church was held in 1960.

Although now situated along a busy highway, Upperville has remained a small community serving the surrounding countryside. It still retains the character and feeling of a rural village. The name of Upperville received national exposure on the literary scene with the 1961 publication of a playful poem by author John Updike in the *New Yorker* magazine. While showcasing the Pulitzer prize-winning novelist’s word craft, the poem does not reveal the location of Upperville but nevertheless touches on its rural setting and easygoing lifestyle.

In Upperville, the upper crust
Say “Bottoms up!” from dawn to dusk
And “Ups-a-daisy, dear!” at will—
I want to live in Upperville

One-upmanship is there the rule
And children learn about, at school,
“The Rise of Silas Lapham” and
Why gravitation has been banned.

High hamlet, ho!—my mind’s eye sees
Thy ruddy uplands, lofty trees,
Upsurging streams, and towering dogs;
There are no valleys, dumps, or bogs.

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Depression never dares intrude
Upon thy sweet upswinging mood;
Downcast, long-fallen, let me go
To where the cattle never low.

I've always known there was a town
Just right for me; I'll settle down
And be uplifted all day long—
Fair Upperville, accept my song.¹³⁵

Criterion A: Transportation

The Upperville Historic District is significant under National Register Criterion A, at the local level, in the area of Transportation. Transportation played an important role in the development of the village, from its earliest settlement through the mid-20th century. The village of Upperville evolved along what was an early trading path and colonial road that connected parts of Virginia's Piedmont to the fertile lands of the Shenandoah Valley. The road today, known as John Mosby Highway (State Route 50) still exists as the spine of the community and the building patterns of extant contributing homes and businesses show their relationship to the road and how it influenced construction and continued development of the small village.

In the early to mid-19th century, Upperville with a population of 300, contained 63 houses, four churches, three stores, two taverns, a hotel, and a flour mill. This evolution of both business and residential development coincided with road improvements to what was becoming a major stage road from Alexandria to Winchester. Buildings constructed in late 18th and early to mid-19th century that catered to both residents and travelers were constructed and include, for example, the still extant ca. 1850, Edmond's Hotel/Yerby's Tavern (030-5438-0045).

Advances in transportation in the early to mid-20th century continued to define the area and its development. Improved roads and the rapid proliferation of automobiles provided easier access for travelers from the larger cities of the east, Alexandria, Washington, D.C., and Baltimore, and provided opportunities for more tourists and perhaps influenced more development and the purchase of large farms and construction of homes for country estates. Construction of new commercial buildings like filling stations, general stores, garages, and car dealerships were also directly associated with the advent and growing popularity of the automobile. Upperville, at one time boasted two filling stations. Both buildings are still extant today, the ca. 1890 Upperville Country Store (053-6087-0151), which was likely constructed to cater to horse and buggy travelers and residents in the late 19th century, and later adapted to car traffic with the addition of fuel pumps (no longer extant) and the Upperville Gas Station (030-5438-0166) which was constructed ca. 1928 (030-5438-0166). A 1930s car dealership (030-5438-0072) and a garage (030-5438-0088) are also still extant.

¹³⁵ John Updike, "Upon Learning That a Town Exists in Virginia Called Upperville," *New Yorker* May 20, 1961, p. 135.

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These buildings are testament to the growing number of travelers and how transportation continued to influence the development and building activities of this small rural village during the twentieth century.

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Section 10.

Acreeage of Property 456.92 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 38.998140 | Longitude: -77.887900 |
| 2. Latitude: 38.992970 | Longitude: -77.866250 |
| 3. Latitude: 38.989800 | Longitude: -77.866870 |
| 4. Latitude: 38.985790 | Longitude: -77.869060 |
| 5. Latitude: 38.992630 | Longitude: -77.892420 |
| 6. Latitude: 38.995370 | Longitude: -77.892490 |

Verbal Boundary Description (Describe the boundaries of the property.)

In the 1972 nomination, the district's historic boundary was described as being the Loudoun-Fauquier county line on the north, Rt. 719 on the east, an imaginary line extending .3 mile south of and parallel to US Route 50 on the south, and Panther Skin Creek on the west. The historic boundary has not changed as a result of this nomination update. The historic boundary as mapped in 1972 is shown on Figure 1 below and the true and correct boundary is shown on the attached Sketch Map/Photo Key prepared to accompany this 2021 additional documentation.

The historic district's northern boundary is more accurately described as extending parallel to the Loudoun-Fauquier county line, with the district's eastern boundary defined by St. Route 719/

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Greengarden Road north of John S. Mosby Highway and thereafter extending south/southwest in a straight line a distance of approximately 1,542 feet/.3 mile. The district’s southern boundary parallels US Route 50 and extends west for a distance of approximately 1.63 miles to end at Panther Skin Creek. The western boundary follows Panther Skin Creek north/ northeast to US Route 50, then follows State Route 619/ Trappe Road approximately 1,068 feet/ .2 mile and ends at the western end of the district’s aforementioned northern boundary.

The 1972 nomination states the historic district encompasses 480 acres, whereas using GIS today the district is calculated to include 456.92 acres. The 5 percent discrepancy in acreage, therefore, is attributed to more precise mapping and acreage calculation available today.

Boundary Justification

The historic boundary as drawn in 1972 captured the historic core of the village of Upperville along US Route 50 as well as related properties on side streets within the settlement. The relatively dense development within the historic district is easily distinguished from the surrounding extensive open spaces comprised of agricultural fields and woodlots. The boundary encompasses all known historic resources associated with Upperville as well as the historic setting.

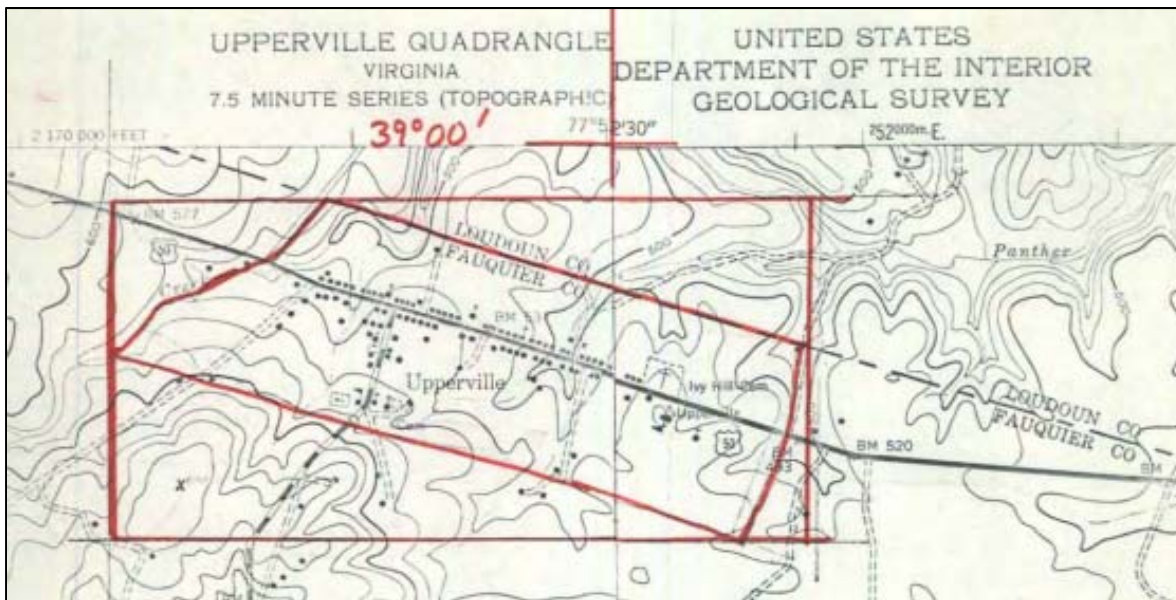


Figure 1. Section of USGS Topographic Map Showing Historic Boundary As Mapped in 1972 Nomination

United States Department of the Interior

National Park Service

**National Register of Historic Places
Continuation Sheet**

Upperville Historic District (2021 Update)
Name of Property
Fauquier and County, VA
County and State
72001394
NR Reference Number

Section number Additional Documentation Page 69

PHOTO LOG

Unless otherwise indicated, the following information applies to all photographs.

Name of Property: Upperville Historic District

City or Vicinity: N/A

County: Fauquier

State: Virginia

Photographer: Mary Ruffin Hanbury, 2017

View: John S. Mosby Highway, view to NE and Dr. Smith Office

Date Photographed: February 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0001.tif

View: John S. Mosby Highway, view to SW and Caldwell Carr House

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0002.tif

View: John S. Mosby Highway, view to SE and the Store House Lot

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0003.tif

View: John S. Mosby Highway, view to NW and Dr. Charles Warren House

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0004.tif

View: Rose House view to North

Date Photographed: February 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0005.tif

View: J. A. Johnson House view to South

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0006.tif

View: to East, Crow's Nest and Barber Shop

Date Photographed: February 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0007.tif

United States Department of the Interior

National Park Service

**National Register of Historic Places
Continuation Sheet**

Upperville Historic District (2021 Update)
Name of Property
Fauquier and County, VA
County and State
72001394
NR Reference Number

Section number Additional Documentation Page 70

View: Upperville Methodist Church view to southwest

Date Photographed: February 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0008.tif

View: Delaplane Grade Road (030-5438-0124), view to northeast

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0009.tif

View: Delaplane Grade Road, Mt. Pisgah Baptist Church, view to East

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0010.tif

View: John S. Mosby Highway, view to SE and 9129 and 9125 John S. Mosby Highway

Date Photographed: February 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0011.tif

View: House 9160 Upper Road , view to northwest

Date Photographed: February 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0012.tif

View: John S. Mosby Highway, view to SE and the Rectory and Kerfoot House

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0013.tif

View: view from Ivy Hill Cemetery south to Upperville Gas Station

Date Photographed: June 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0014.tif

View: view from Ivy Hill Cemetery east

Date Photographed: June 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0015.tif

View: Joe Brook's Restaurant, view to west

Date Photographed: June 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0016.tif

View: 9199 John S. Mosby highway, view to southeast

Date Photographed: February 2017

United States Department of the Interior

National Park Service

**National Register of Historic Places
Continuation Sheet**

Upperville Historic District (2021 Update)
Name of Property
Fauquier and County, VA
County and State
72001394
NR Reference Number

Section number Additional Documentation Page 71

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0017.tif

View: 9030 John S. Mosby Highway, view to northwest

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0018.tif

View: Trinity Episcopal Church, view to northeast

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0019.tif

View: Upperville Baptist Church, view to northeast

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0020.tif

View: Joseph Carr House, view to the northwest

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0021.tif

View: John S. Mosby Highway, view to northwest and Dr. Thomas Smith House

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0022.tif

View: Baptist Pastorium, view to southwest

Date Photographed: April 2017

Image: VA_FauquierCounty_UppervilleHistoricDistrict2021Update_0023.tif

Upperville Historic District 2021 Update Fauquier County, VA; DHR #030-5438 Sketch Map/Photo Key

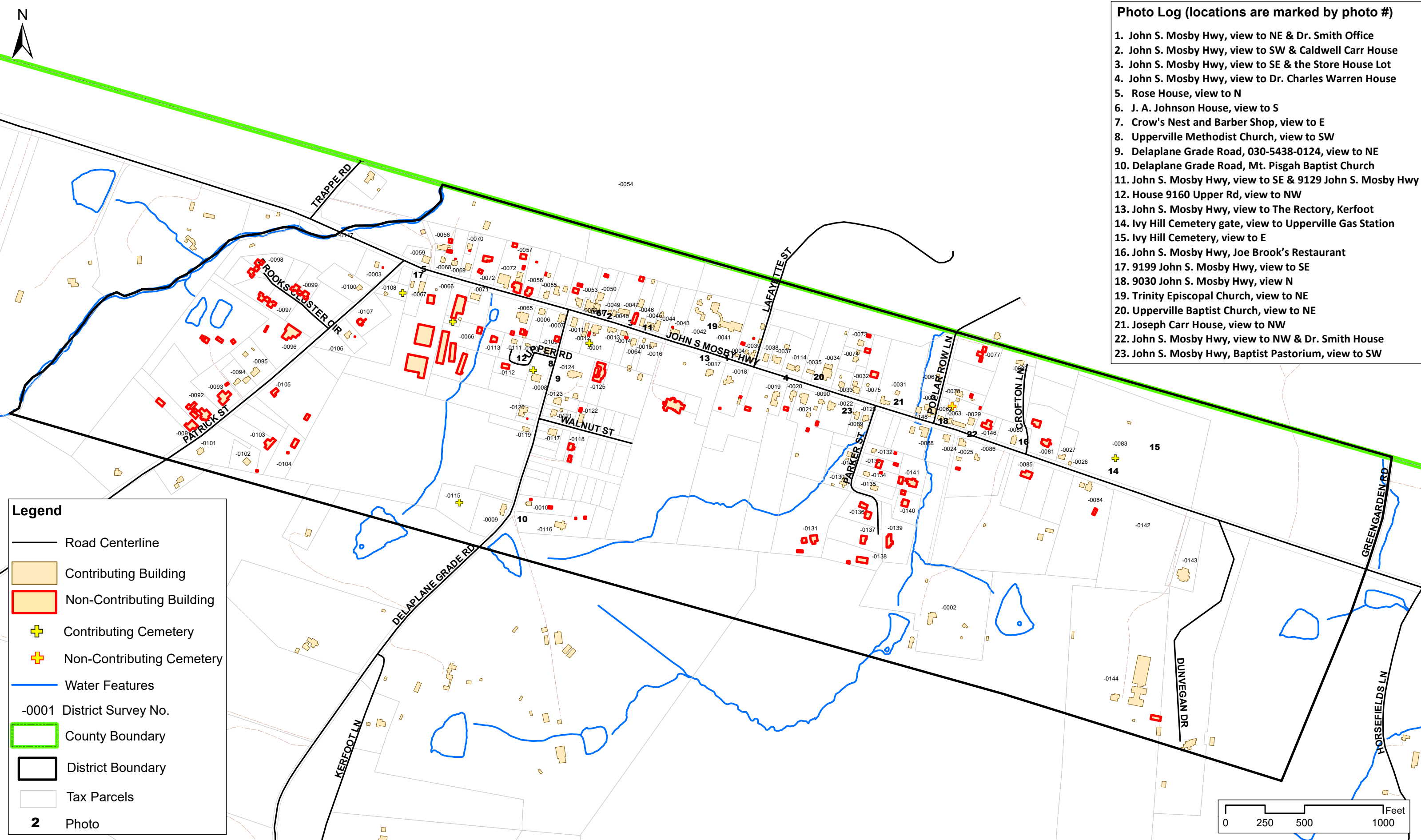


Photo Log (locations are marked by photo #)

1. John S. Mosby Hwy, view to NE & Dr. Smith Office
2. John S. Mosby Hwy, view to SW & Caldwell Carr House
3. John S. Mosby Hwy, view to SE & the Store House Lot
4. John S. Mosby Hwy, view to Dr. Charles Warren House
5. Rose House, view to N
6. J. A. Johnson House, view to S
7. Crow's Nest and Barber Shop, view to E
8. Upperville Methodist Church, view to SW
9. Delaplane Grade Road, 030-5438-0124, view to NE
10. Delaplane Grade Road, Mt. Pisgah Baptist Church
11. John S. Mosby Hwy, view to SE & 9129 John S. Mosby Hwy
12. House 9160 Upper Rd, view to NW
13. John S. Mosby Hwy, view to The Rectory, Kerfoot
14. Ivy Hill Cemetery gate, view to Upperville Gas Station
15. Ivy Hill Cemetery, view to E
16. John S. Mosby Hwy, Joe Brook's Restaurant
17. 9199 John S. Mosby Hwy, view to SE
18. 9030 John S. Mosby Hwy, view N
19. Trinity Episcopal Church, view to NE
20. Upperville Baptist Church, view to NE
21. Joseph Carr House, view to NW
22. John S. Mosby Hwy, view to NW & Dr. Smith House
23. John S. Mosby Hwy, Baptist Pastorium, view to SW

Legend

- Road Centerline
- Contributing Building
- Non-Contributing Building
- Contributing Cemetery
- Non-Contributing Cemetery
- Water Features
- 0001 District Survey No.
- County Boundary
- District Boundary
- Tax Parcels
- 2** Photo

