Addendum 1
Cultural Resources Investigations for the State Route 215 Project in Fauquier County, Virginia

(VDOT Project 0215-030-104, PE101; UPC 57489)
VDHR File No. 2001-1825

DRAFT FINAL 1/31/08

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JANUARY 30, 2008

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Project No. 07-28401

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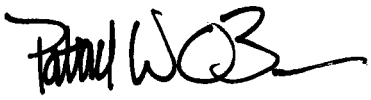

Patrick W. O'Bannon
Senior Historian
30 January 2008

ABSTRACT

Gray & Pape, Inc., of Richmond, Virginia, conducted cultural resources investigations along portions of State Route 215 in Fauquier County, Virginia, on behalf of the Virginia Department of Transportation and the Louis Berger Group, Inc. These investigations were conducted in support of VDOT Project 0215-030-104, PE101; UPC 57489, which entails the proposed realignment and other improvements to State Route 215 and US Route 29 near the village of Buckland in Fauquier and Prince William counties, Virginia. Gray & Pape submitted a draft report detailing our findings in June 2007. Following receipt of comments from consulting parties and review agencies, as well as additional pertinent information, the draft report was revised as presented herein.

Working cooperatively with cultural resources staff from the Virginia Department of Transportation, Gray & Pape completed a scope of work that consisted of 5 tasks:

1. Define an Area of Potential Effects for the proposed State Route 215 and US Route 29 project.
2. Conduct historical research to develop historic contexts associated with the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Hall/ Buckland Farm (076-0032).
3. Evaluate the existing boundaries of the three resources as they pertain to the project Area of Potential Effects.
4. Assess the integrity of each resource in accordance with National Register of Historic Places regulations and guidelines (36 CFR 60.4).
5. Prepare a report documenting the results of the investigations.

The Buckland Historic District (076-0313) was listed in the National Register of Historic Places in 1988. A nomination to amend the district's boundaries was approved by the Virginia Department of Historic Resources in 2007. Buckland Hall/Buckland Farm (076-0032) was recommended individually eligible for listing in the National Register of Historic Places by Virginia Department of Historic Resources staff in 2003 but has not been formally listed. The Buckland Mills Battlefield (030-5152; VA042) was recommended eligible for the National Register of Historic Places by the Civil War Sites Advisory Commission in 1992. Gray & Pape determined that each of these resources retains the aspects of significance and integrity required for listing in the National Register of Historic Places.

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1.0 INTRODUCTION

In 2007, Gray & Pape, Inc., (Gray & Pape) of Richmond, Virginia, undertook cultural resources investigations along portions of State Route 215 in Fauquier County, Virginia, on behalf of the Virginia Department of Transportation (VDOT) and the Louis Berger Group, Inc. The investigations were conducted in support of VDOT Project No. 0215-030-104, PE101; UPC 57489, which entails the proposed realignment and other improvements to State Route 215 and US Route 29 near the village of Buckland, in Fauquier and Prince William counties, Virginia (Figures 1-2). This proposed transportation project qualifies as a Federal undertaking and, therefore, is subject to the review process required by Section 106 of the National Historic Preservation Act (NHPA). The Federal Highway Administration (FHWA) is the Federal agency participating in this project. Gray & Pape submitted a draft report detailing our findings in June 2007. Following receipt of comments from consulting parties and review agencies, as well as additional pertinent information, the draft report was revised as presented herein.

1.1 Project Description

The purpose of the proposed project is to improve traffic operations and safety along State Route 215, including the intersection with US Route 29. The proposed improvements consist of widening State Route 215 from 2 to 4 lanes with all corresponding pavement, grading, drainage, signal, and incidental work. The proposed right-of-way (ROW) width is 110 feet. The project length is approximately 2.2 miles. There are two alternatives. Alternative A (Figure 1) requires relocation of the State Route 215 and US Route 29 intersection approximately 1,300 feet west of its current location. State Route 215, which will be widened from 2 to 4 lanes, would occupy new alignment from the new intersection with US Route 29 to a point north of Broad Run Church Road (State Route 600), at which point State Route 215 will return to its existing alignment. From this point, the widened State Route 215 will continue along the existing alignment to the end of the project at Vint Hill Parkway. This alternative requires the installation of a new traffic signal and new turn lanes on Route 29. Under Alternative B, State Route 215 will remain on its existing alignment from its current intersection with US Route 29 to the intersection of Vint Hill Parkway. State Route 215 would be widened from 2 to 4 lanes under this alternative, and the US Route 29 intersection approaches and the existing traffic signal would be substantially modified.

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1.2 Organization of the Report

This report is organized in 6 sections and 6 appendices. Section 1.0 provides the introductory materials regarding the project. The scope of work and methodology for the current cultural resources investigations are described in Section 2.0. Historic contexts are presented in Section 3.0. The contexts provide a general discussion of the history of the area, as well as descriptions of patterns, trends, and events represented by extant architecturally and historically significant resources, with particular emphasis on those associated with the

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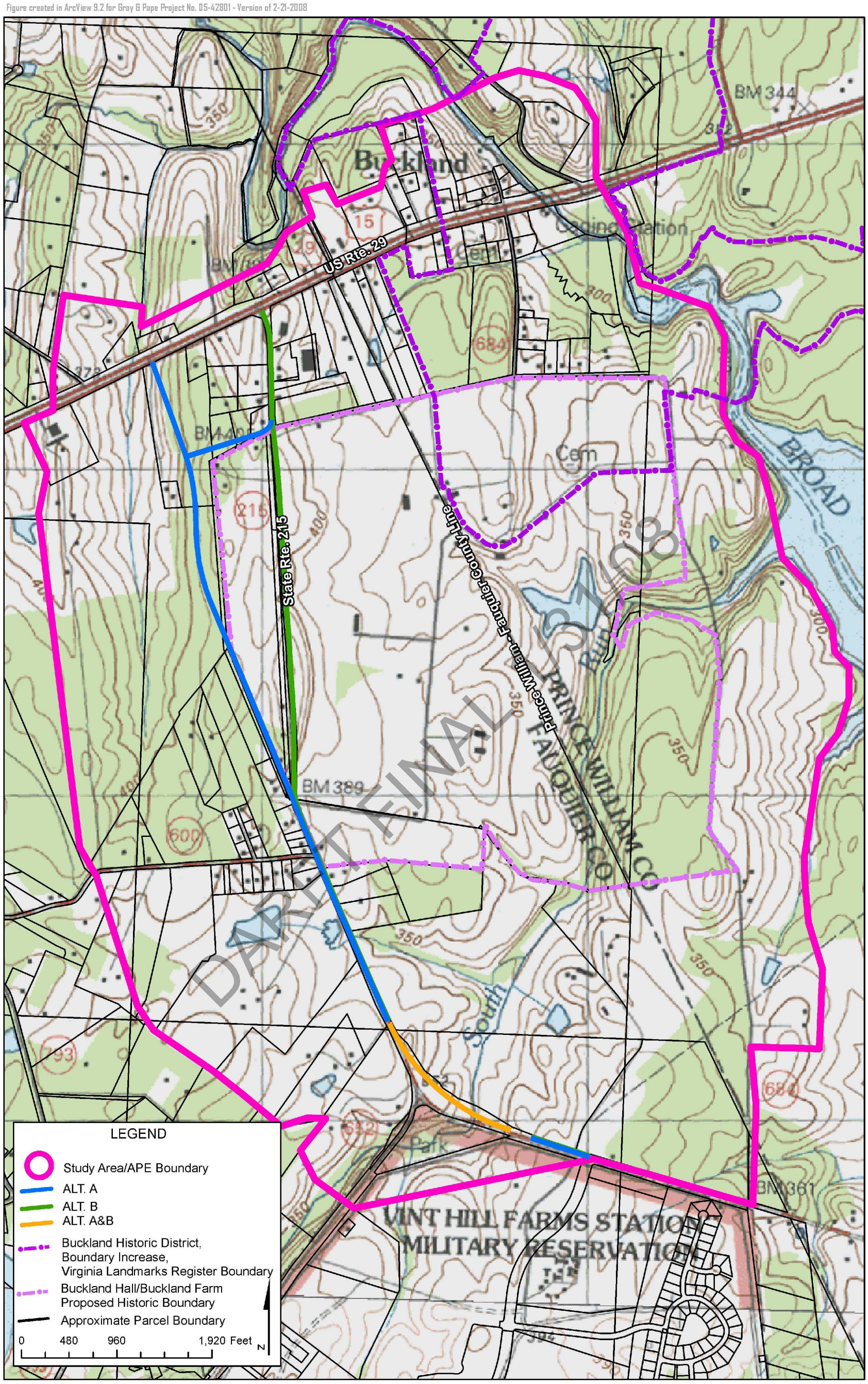

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Location of Project Area in Fauquier and Prince William Counties, Virginia
(USGS Thoroughfare Gap [VA] 7.5-Minute Topographic Quadrangle 1994)

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Figure 1

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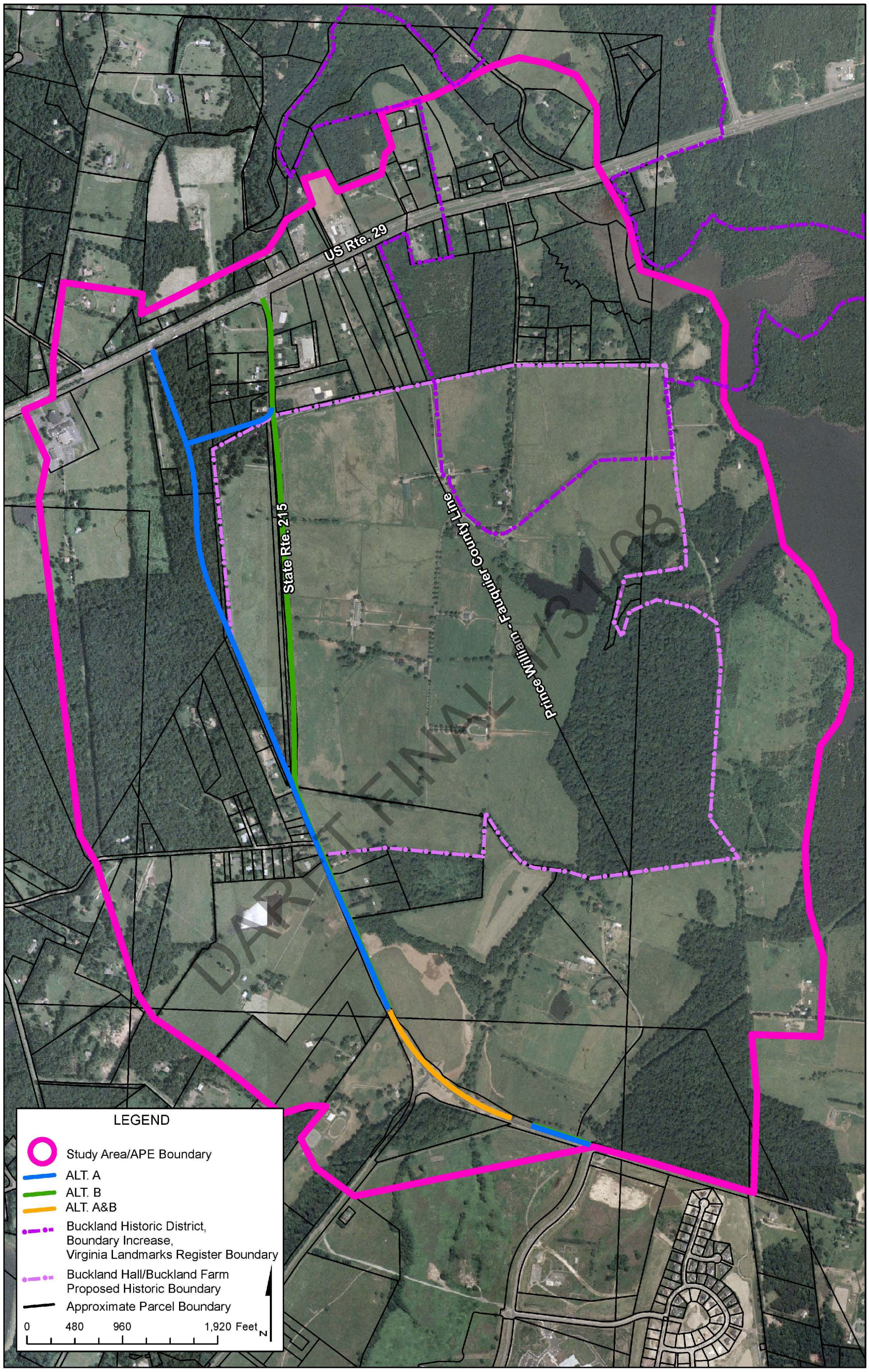

Aerial Photograph Showing Location of Project Area

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Figure 2

Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Hall/Buckland Farm (076-0032). Section 4.0 contains results of the investigation, while conclusions and recommendations are provided in Section 5.0. The references cited are in Section 6.0 of this report.

Appendix A presents the results of computer-generated viewshed analyses carried out as part of this project. Appendix B provides photographs of the existing landscape taken in support of the viewshed analyses. Appendix C presents historic aerial photographs that depict the project area from the mid-1930s until 2002. Appendix D provides photographs that illustrate existing conditions within the APE, with particular emphasis on Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Hall/Buckland Farm (076-0032). Appendix E includes a chronology of cultural resources investigations undertaken to date in association with the proposed State Route 215 project.

1.2.1 Nomenclature

Two principal highways, US Route 29 and State Route 215, are located within the APE. The segment of US Route 29 within the study area carries concurrent designations as US Route 211 and US Route 15. Historically, this highway has been known as the Fauquier & Alexandria Turnpike, the Warrenton Turnpike, and the Lee Highway. Property addresses along the highway are recorded as being on Lee Highway. For clarity and simplicity, this highway will be referred to as US Route 29 when describing current conditions. In those sections of the report that address the history of the area, the historic names of the road will be used as appropriate, with US Route 29 referenced parenthetically.

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State Route 215 is also known as Vint Hill Road. Property addresses along the highway are recorded as being on Vint Hill Road. Historically, the highway carried a designation of State Route 295 and it appears in some instances to have been known as Greenwich Road. For clarity, this route will be referred to as State Route 215 when describing current conditions. In those sections of the report that address the history of the area, the historic names will be used as appropriate, with State Route 215 referenced parenthetically. Property addresses are listed with both the State Route 215 and Vint Hill Road names.

The Civil War Sites Advisory Committee (CWSAC) assigned a reference number, VA042, to the Buckland Mills Battlefield during a 1993 survey of Civil War battlefields (CWSAC 1997). The Virginia Department of Historic Resources (VDHR) assigned the battlefield with the inventory number 030-5152. Both the reference number and VDHR-assigned inventory number are used parenthetically following the resource name throughout the report.

1.3 Acknowledgements

Gray & Pape would like to extend our thanks to the residents of Buckland and its vicinity. Local community members generously shared their knowledge of the project area's history and cultural resources, and provided information that proved immensely helpful to the preparation of this report. The Buckland Preservation Society (BPS) has undertaken a considerable amount of research and documentation of local history, much of which has been

donated to public libraries in Fauquier and Prince William counties. Additionally, the staffs at public libraries in Manassas and Warrenton, Virginia, and at the Fauquier Historical Society in Warrenton were especially helpful in locating additional archival materials.

Staff at VDOT and the VDHR provided Gray & Pape with access to the full range of their archival materials concerning the study area. These included previous cultural resources investigations, historic photographs, maps, correspondence, land records, deed research, and secondary source materials. Both organizations devoted staff time and resources to assisting with the literature review and offered their expertise on assessing the historic resources and cultural landscape within the APE.

Field investigations, background research, and report preparation for this project were conducted by Gray & Pape Senior Historian Patrick O'Bannon, Senior Architectural Historian Lena Sweeten, Archaeologist Robert Clarke, and Architectural Research Assistant Meghan Hesse. Madonna M. Ledford served as the report editor, and graphics were completed by Carly Meyer. Ruth Myers and Patrick Uphus prepared all GIS data and mapping for the report. The authors would like to thank the above staff of Gray & Pape for their contributions to the project.

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2.0 SCOPE OF WORK AND PROJECT METHODS

2.1 Section 106 of the National Historic Preservation Act

Section 106 of the NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. As stated in 36 CFR Part 800, the Section 106 process:

> seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties (ACHP 2004:36 CFR 800.1[a]).

The full text of the Federal regulations governing the Section 106 review process are published online at http://www.achp.gov/regs-rev04.pdf. Following is a summary of the Section 106 review process, as published on the ACHP website (http://www.achp.gov/106summary.html).

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> **Initiate Section 106 process**
> The responsible Federal agency first determines whether it has an undertaking that is a type of activity that could affect historic properties. Historic properties are properties that are included in the National Register of Historic Places (NRHP) or that meet the criteria for the NRHP. If so, it must identify the appropriate State Historic Preservation Office/Tribal Historic Preservation Office (SHPO/THPO*) to consult with during the process. It should also plan to involve the public, and identify other potential consulting parties. If it determines that it has no undertaking, or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

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*The regulations define the term "THPO" as those tribes that have assumed SHPO responsibilities on their tribal lands and have been certified pursuant to Section 101(d)(2) of the NHPA. Nevertheless, remember that tribes that have not been so certified have the same consultation and concurrence rights as THPOs when the undertaking takes place, or affects historic properties, on their tribal lands. The practical difference is that during such undertakings, THPOs would be consulted in lieu of the SHPO, while non-certified tribes would be consulted in addition to the SHPO.

Identify historic properties

If the agency's undertaking could affect historic properties, the agency determines the scope of appropriate identification efforts and then proceeds to identify historic properties in the area of potential effects. The agency reviews background information, consults with the SHPO/THPO* and others, seeks information from knowledgeable parties, and conducts additional studies as necessary. Districts, sites, buildings, structures, and objects listed in the NRHP are considered; unlisted properties are evaluated against the National Park Service's (NPS) published criteria, in consultation with the SHPO/THPO* and any Indian tribe or Native Hawaiian organization that may attach religious or cultural importance to them.

If questions arise about the NRHP eligibility of a given property, the agency may seek a formal determination of eligibility from the NPS. Section 106 review gives equal consideration to properties that have already been included in the NRHP as well as those that have not been so included, but that meet NRHP criteria.

If the agency finds that no historic properties are present or affected, it provides documentation to the SHPO/THPO* and, barring any objection in 30 days, proceeds with its undertaking.

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If the agency finds that historic properties are present, it proceeds to assess possible adverse effects.

Assess adverse effects

The agency, in consultation with the SHPO/THPO*, makes an assessment of adverse effects on the identified historic properties based on criteria found in ACHP's regulations.
If they agree that there will be no adverse effect, the agency proceeds with the undertaking and any agreed-upon conditions.

If a) they find that there is an adverse effect, or if the parties cannot agree and ACHP determines within 15 days that there is an adverse effect, the agency begins consultation to seek ways to avoid, minimize, or mitigate the adverse effects.

Resolve adverse effects
The agency consults to resolve adverse effects with the SHPO/THPO* and others, who may include Indian tribes and Native Hawaiian organizations, local governments, permit or license applicants, and members of the public. ACHP may participate in consultation when there are substantial impacts to important historic properties, when a case presents important questions of

policy or interpretation, when there is a potential for procedural problems, or when there are issues of concern to Indian tribes or Native Hawaiian organizations.

Consultation usually results in a Memorandum of Agreement (MOA), which outlines agreed-upon measures that the agency will take to avoid, minimize, or mitigate the adverse effects. In some cases, the consulting parties may agree that no such measures are possible, but that the adverse effects must be accepted in the public interest.

Implementation
If an MOA is executed, the agency proceeds with its undertaking under the terms of the MOA.

Failure to resolve adverse effects
If consultation proves unproductive, the agency or the SHPO/THPO*, or ACHP itself, may terminate consultation. If a SHPO terminates consultation, the agency and ACHP may conclude an MOA without SHPO involvement. However, if a THPO* terminates consultation and the undertaking is on or affecting historic properties on tribal lands, ACHP must provide its comments. The agency must submit appropriate documentation to ACHP and request ACHP's written comments. The agency head must take into account ACHP's written comments in deciding how to proceed.

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Tribes, Native Hawaiians, and the public

Public involvement is a key ingredient in successful Section 106 consultation, and the views of the public should be solicited and considered throughout the process.
The regulations also place major emphasis on consultation with Indian tribes and Native Hawaiian organizations, in keeping with the 1992 amendments to NHPA. Consultation with an Indian tribe must respect tribal sovereignty and the government-to-government relationship between the Federal Government and Indian tribes. Even if an Indian tribe has not been certified by NPS to have a THPO who can act for the SHPO on its lands, it must be consulted about undertakings on or affecting its lands on the same basis and in addition to the SHPO.

The current report has been prepared as part of the requirements to identify historic properties. Historic properties have been identified as described in Sections 4 and 5 of this report.

2.2 National Register of Historic Places Criteria for Evaluation of Eligibility

As part of the Section 106 review process, cultural resources investigations generally are undertaken with the purpose of identifying resources that are listed in or eligible for listing in the NRHP. The NRHP, which is administered by the NPS identifies districts, sites, buildings, structures, and objects (defined below at 2.2.2) that are significant in American history, architecture, archaeology, engineering, and culture. The quality of significance is present in resources that "possess integrity of location, design, setting, materials, workmanship, feeling, and association" and

> A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. that are associated with the lives of persons significant in our past; or
>
> C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. that have yielded, or may be likely to yield, information important in prehistory or history. Note that the application of Criterion D presupposes that the information imparted by the site is significant in history or prehistory (NPS 2008a: 36 CFR 60.1(a) and 36 CFR 60.4).

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2.2.1 Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. Such properties will qualify, however, if they are integral parts of historic districts that meet the criteria or if they fall within the following categories:

> A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
>
> B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
>
> C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or

D. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. a property achieving significance within the past 50 years if it is of exceptional importance (NPS 2008a:36 CFR 60.4).

2.2.2 Resource Types

The NPS recognizes five types, or categories, of properties that may be listed in or eligible for the NRHP. Each of these types is defined below.

- **Building**. A building, is a structure created to shelter any form of human activity, such as a house, barn, church, hotel, or similar structure. The term "building" may refer to a historically and functionally related complex, such as a courthouse and jail or a house and barn.
- **Site**. A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structure.
- **Structure**. A structure is a work made up of interdependent and interrelated parts in a definite pattern of organization. Constructed by man, it is often an engineering project large in scale. The term is used to distinguish resources created with some purpose other than the shelter of human activity from buildings. Examples of structures include fortifications, roads, and bridges.
- **Object**. An object is a material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, movable yet related to a specific setting or environment. Examples of objects include railroad locomotive, ships, airplanes, and memorials.
- **District**. A district is a geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development.

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2.2.3 Cultural Landscapes

A cultural landscape is a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein), associated with a historic event, activity, or person, or exhibiting other cultural or aesthetic values. There are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic

vernacular landscapes, and ethnographic landscapes. Following is a summary of landscape types, as defined by the NPS (NPS 2008b).

- **Historic site**: a landscape significant for its association with a historic event, activity, or person. Examples include battlefields and presidential homes and properties.

- **Historic designed landscape**: a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, engineer, or horticulturist according to design principles, or an amateur gardener working in a recognized style or tradition. Examples include parks, campuses, and estates.

- **Historic vernacular landscape**: a landscape that evolved through use by the people whose activities or occupancy shaped it. The landscape reflects the physical, biological, and cultural character of everyday lives. Examples include rural historic districts and agricultural landscapes.

- **Ethnographic landscape**: a landscape containing a variety of natural and cultural resources that associated people define as heritage resources. Examples include contemporary settlements, sacred religious sites, and massive geological structures.

Cultural landscapes are listed, or determined eligible for listing, in the NRHP as sites or historic districts. They must meet the NRHP evaluation criteria, described above, in terms of both significance and integrity. The NPS has provided guidance for evaluating the significance of rural historic landscapes associated with agricultural land uses and practices (McClelland et al n.d.).

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> First, the [landscape] characteristics must have served or resulted from an important event, activity, or theme in agricultural development as recognized by the historic contexts for the area. Second, the property must have had a direct involvement in the significant events or activities by contributing to the area's economy, productivity, or identity as an agricultural community. Third, through historic landscape characteristics, the property must cogently reflect the period of time in which the important events took place (McClelland et al. n.d.:13).

Significance of a cultural landscape under NRHP Criterion B is established through association of the resource with the lives of individuals who made important contributions on a local, state, or national level. Significance under Criterion B is often unrelated to historic uses. This is particularly true of farms that were the home of political leaders, writers, poets, artists, or industrialists. Historic landscape characteristics are important in establishing the historic association and setting of these properties.

Significance under Criterion C applies to the physical qualities of a landscape. Significant physical qualities may be present in a number of ways. The organization of space, visible in the arrangement of fields or siting of farmsteads, may illustrate a significant pattern of land use associated with traditional practices unique to a specific community. Similarly,

an irrigation or transportation system may reflect an important innovation in engineering that fostered a community's prosperity.

Significance under Criterion D is associated with properties that have yielded or are likely to yield information important to prehistory or history. Abandoned roadways, reforested fields, remnant stone walls, and battlefield earthworks are examples of resources that can possess characteristics that meet the significance requirement of Criterion D.

2.2.4 Battlefields

Evaluating a battlefield involves considering its historic significance, determining the physical integrity of the battlefield, and defining appropriate boundaries. Battlefields may qualify for the NRHP by meeting any of the NRHP Criteria for Evaluation. They may be associated with events as defined under Criterion A; associated with significant individuals as defined under Criterion B; contain significant works of architecture or engineering as defined under Criterion C; or may have yielded, or be likely to yield, information important in our history as defined under Criterion D. The seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) also must be assessed (Andrus 1999:9-11).

Additionally, the American Battlefield Protection Program (ABPP) of the National Park Service (NPS) utilizes guidelines for assessing battlefields based on the mnemonic KOCOA: **K**ey Terrain; **O**bstacles; **C**over and Concealment; **O**bservation and Fields of Fire; and **A**venues of Approach and Retreat. The KOCOA system has been developed by military experts to analyze defining features, focusing primarily on terrain, but also with consideration for historic structures that were significant to a battle. A defining feature may be any feature mentioned in battle accounts that can be located in the ground, including both natural terrain features and man-made structures. The relative importance of that defining feature depends upon its significance to the ultimate success or failure of the regiments in battle (ABPP 2007).

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2.2.5 Integrity

Applying any of the NRHP eligibility criteria involves two tests. First, a property must satisfy one or more of the criteria and, second, the property must retain sufficient integrity to illustrate or convey its significance (USDI 1995:44-45). The 7 aspects of integrity are defined as follows.

- **Location** is the place where the historic property was constructed or the place where the historic event occurred.

- **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.

- **Setting** is the physical environment of a historic property.

- **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.

- **Association** is the direct link between an important historic event or person and a historic property (USDI 1995:44-45).

For a historic architectural or archaeological property to be considered eligible for listing in the NRHP, it must retain one or more of these aspects of integrity. Cultural resources that have undergone extensive modifications over time may have lost the characteristics that convey integrity, thereby rendering the properties ineligible for listing in the NRHP.

2.3 Area of Potential Effects

The study area for Gray & Pape's investigations coincides with the APE for the proposed State Route 215 project, as shown on Figures 1 and 2. The APE boundaries begin at the northwest corner of Lake Manassas and extend north along Broad Run, crossing US Route 29 and continuing northeast to encompass the historic property known as Cerro Gordo (076-0593). The boundary then turns to the west and extends along the north side of the village of Buckland, generally parallel to US Route 29. At the first ridge west of the proposed new alignment for State Route 215, the APE boundary turns to the south, following this ridge line and then extending east along a tree line that runs along a series of open fields associated with 3 farms at 6558-6560 State Route 215/Vint Hill Road, 6634-6636 State Route 215/Vint Hill Road, and 6668 State Route 215/Vint Hill Road. At the northwestern end of the Vint Hill property, the APE boundary turns to the east and continue to Buckland Mill Road, and then extend north along that road approximately 1,575 feet (480 meters) before turning east and then north to follow a tree line to the west shore of Lake Manassas. The APE boundary then continues north and west to the point of beginning. The methods used for the definition of the APE are described below.

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As previously stated, the current study was initiated at the request of VDOT in support of the VDOT's Culpeper Construction District; VDOT Project No. 0215-030-104, PE 101; UPC 57489. The VDOT project entails the proposed realignment and other improvements to State Route 215 and US Route 29 in Fauquier County near its border with Prince William County. The Washington, D.C., metropolitan area is located approximately 25 miles to the east. Commercial, residential, and light industrial development associated with this metropolitan area is expanding west through Prince William County. In Fauquier County, the county seat of Warrenton is located approximately 8 miles west of the village of Buckland. Lake Manassas is a large, manmade reservoir on the Fauquier/Prince William county line. Broad

Run supplies the reservoir and passes through the village of Buckland. Variegated, low-density commercial and residential development is located along US Route 29. South of the proposed improvements to State Route 215, the Vint Hill development consists of a 695-acre, mixed-use redevelopment project located on the former Vint Hill Army post. The areas west of State Route 215 and north of US Route 29 are generally rural in character with scattered, low-density residential development intermingled with working farmsteads.

The APE for Gray & Pape's investigations was established using a combination of an electronically generated analysis of existing topographic conditions and a field verification of that data for the proposed improvements to State Route 215 and US Route 29 (Figures 1-2). During an initial meeting between Gray & Pape and VDOT staff in January 2007, the APE for the current cultural resources investigations was defined on a preliminary basis as encompassing the viewshed from both the existing and proposed alignments for State Route 215. A viewshed is defined as the geographic area visible from a specific location. The APE for the State Route 215 project was based upon the identification of a viewshed in order to include all cultural resources that could experience visual effects from the project.

The scope of work for this project did not include identification of APEs for all of the possible effects of the proposed State Route 215 project. Direct construction effects and secondary and cumulative effects, such as atmospheric or audible effects, are likely to have APEs that differ somewhat from an APE based on visual effects. Other potential effects for the proposed project will be investigated by VDOT in accordance with the Section 106 review process.

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As the first step in identifying the APE for potential visual effects, VDOT requested that Gray & Pape undertake a computer-generated viewshed analysis for the area of the proposed improvements. Gray & Pape used ESRI's ArcView Spatial Analyst extension to conduct this analysis. A digital elevation model (DEM) was acquired from the United States Geologic Survey (USGS) Seamless Data Distribution System on 7 February 2007 (USGS 2007). A DEM is a digital file consisting of terrain elevations for ground positions at regularly spaced horizontal intervals, in this case 10 meters. Terrain attributes such as slope, aspect (direction of slope), and elevation were derived from the DEM to determine the visual exposure of five OPs selected along project Alternates A, B, and along the western boundary of the Buckland Historic District. The results of this analysis were used to produce a map indicating the maximum extent of the visibility from each Observation Point (OP).

Five OPs were selected as representative of the likely extent of the viewshed in the project area and for their location at important points where work is proposed to occur. OP 1 is located at the intersection of US Route 29 and the proposed new alignment for State Route 215. In Appendix A, Figure A1 illustrates the areas from which OP 1 is visible from other vantage points in the vicinity. Photographs that illustrate the character of the existing landscape around OP 1 are in Appendix B (Plates B1-B4). OP 2 is located at a high point along the ridge where the new alignment is proposed to be located (Figure A2; Plates B5-B9). OP 3 is located at the point where the proposed new alignment would merge with the existing alignment (Figure A3; Plates B10-B13). OP 4 is located at a high point of the berm

along the current alignment for State Route 215 (Figure A4; Plates B14-B17). Located at the southwest end of the existing NRHP boundary for the Buckland Historic District, OP 5 is at the point of the district that is closest to the proposed work (Figure A5; Plates B18-B22).

The results of the electronic viewshed analysis first were depicted on a USGS topographical map to check the results against terrain elevations and contour lines. The analysis then was superimposed upon a current aerial photograph (included in Appendix A). This resulted in a scaled, visual representation of the viewshed's extent that could be compared to easily recognizable landmark features, such as tree lines and driveways, which are not typically depicted on topographic maps. The electronic analysis was based only on topographic features and did not take into account the presence of other objects, such as buildings or vegetation, that might restrict views.

In the aerial photographs included in Appendix A, the individual OPs are keyed to a color. The shaded color indicates the extent of visibility from that particular OP. Based on this analysis, OPs 3 and 4 have the largest viewsheds. A review of existing field conditions confirms the validity of this interpretation, since each of these OPs is located along the edge of State Route 215, which is slightly raised in elevation compared to surrounding land, adjacent to the cleared fields of Buckland Hall/Buckland Farm (076-0032), in an area of gently rolling topography descending towards Lake Manassas.

As previously noted, the electronic analysis did not take into account the effect of existing vegetation and buildings on the extent of the viewshed. Therefore, the results of the analysis from each OP were field verified.

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Based on the results of the electronic analysis and the subsequent field review conducted by Gray & Pape, VDOT extended the APE east to Lake Manassas and included properties located along Buckland Mill Road, a thoroughfare that is historically and culturally associated with the Buckland Historic District (076-0313) and Buckland Hall/ Buckland Farm (076-0032). The APE also was extended east to encompass the historic property known as Cerro Gordo (076-0593). The original APE along the northern, western, and southern sides of the project area remained unchanged. Topography and vegetation limit viewsheds to the north and west of the project area. South of the project area, the redevelopment of Vint Hill has dramatically altered the built environment of that 695-acre parcel. Additionally, topography and vegetation limit visibility between the parcel and the project area.
Background research and field investigations for the Buckland Mills Battlefield (030-5152; VA042) extended beyond the APE to include avenues of advance and retreat utilized by both Union and Confederate forces. These avenues generally followed US Route 29, State Route 215, Foster Fork Road and Bust Head Road. Because the viewshed analysis indicated that some of these areas would not be visually affected by the proposed improvements to State Route 215 and US Route 29, the APE for the current investigation was not extended to include them. Limited field investigations (i.e., reconnaissance survey) of these routes was conducted, however, in order to evaluate the historic boundaries of the battlefield recommended by ABPP in 2006, as required by the scope of work for the current project.

2.4 Scope of Work and Methodology

Gray & Pape prepared this addendum report to accompany previous cultural resources investigations completed by VDOT between 2001 and 2006 as part of the Section 106 review process. A chronology of these previous investigations is provided in Appendix E of this report. As noted above, FHWA has delegated to VDOT the responsibility for complying with the Section 106 review process for the proposed realignment and improvements to State Route 215 and US Route 29. Working cooperatively with VDOT, Gray & Pape completed a scope of work that consisted of the following 5 tasks:

1. Define an APE for the proposed State Route 215 and US Route 29 project.
2. Conduct historical research to develop historic contexts associated with the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Hall/ Buckland Farm (076-0032).
3. Evaluate the existing boundaries of the three resources as they pertain to the project APE.
4. Assess the integrity of each resource in accordance with National Register of Historic Places regulations and guidelines (36 CFR 60.4).
5. Prepare a report documenting the results of the investigations.

Subsurface archaeological investigations and an architectural survey of all historic period resources within the project APE were not included in the current scope of work. All investigations were conducted with reference to the *Guidelines for Conducting Cultural Resource Investigations in Virginia* (VDHR 2003b) and the U.S. Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (United States Department of the Interior [USDI] 1983). The preparation of this addendum report and any recommendations concerning the NRHP eligibility of cultural resources investigated during the survey were made with reference to 36 CFR 800: Protection of Historic Properties (ACHP 2004); 36 CFR 60: National Register Federal Program Regulations (NPS 2008a); National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (USDI 1995); National Register Bulletin 16A, *How to Complete the National Register Registration Form* (USDI 1997); National Register Bulletin 18, *How to Evaluate and Nominate Designed Historic Landscapes* (Keller n.d.); National Register Bulletin 21, *Defining Boundaries for National Register Properties* (Seifert 1995); National Register Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (McClelland et al. n.d.), National Register Bulletin 40, *Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields* (Andrus 1999); and *The Secretary of the Interior's Standards for the Treatment of Historic Properties + Guidelines for the Treatment of Cultural Landscapes* (NPS 2008b). All staff who completed this project meet or exceed the Secretary of the Interior's professional qualifications standards in history, archaeology and/or architectural history (NPS 2007a).

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2.3.1 Background Research

Gray & Pape conducted historic research to develop a historic context associated with the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Farm/Buckland Hall (076-0032). The context covers the respective periods of

significance for each of the three resources, and extends from the 1790s to 1957. The historic context for the battlefield focuses not only on the actual military engagement, but includes a discussion of events that preceded and followed the battle in which the battle played an important role. The historic context was used to evaluate the significance of all three resources, all of which are within the APE of the proposed State Route 215 project, and to reevaluate the historic boundaries associated with each resource.

At VDOT's request, this research built upon three previously completed studies that documented much of the history of Buckland and the battlefield. These studies were *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia* (Ridout et al. 2005), *Archaeological and Historical Investigations of the Buckland Mills Battlefield, Buckland, Virginia* (Bedell 2006), and research conducted by VDOT on Buckland Hall (Barile 2005). These studies provided basic information for the historic context and highlighted subjects and themes requiring additional research. Background research also included review of land records, maps (both historic and current), personal paper collections, Prince William and Fauquier County records, previously completed cultural resources surveys, and relevant secondary sources. This report further includes information included in a NRHP nomination prepared to revise the boundaries of the Buckland Historic District (076-0313) (Brown et al. 2007).

In the historic context, Gray & Pape compared and contrasted previously completed research with new research conducted for this project. Gray & Pape consulted with VDOT Cultural Resources staff during the research effort to assure that relevant questions and issues were thoroughly explored. Gray & Pape's research effort was not intended to develop a comprehensive and exhaustive history of the project area from the seventeenth century through the present day, but instead focused on identifying and synthesizing information that pertained specifically to evaluating the historical significance of the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Farm/Buckland Hall (076-0032) as required to comply with the Section 106 review process.

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2.3.2 Evaluation of Existing Boundaries

Gray & Pape evaluated the NRHP boundaries of the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Farm/Buckland Hall (076-0032). The Buckland Historic District (076-0313) is officially listed in the NRHP, and the Buckland Mills Battlefield (030-5152; VA042) and Buckland Farm/Buckland Hall (076-0032) have been determined eligible by the CWSAC and/or the VDHR. Gray & Pape evaluated the NRHP boundaries for the Buckland Historic District (076-0313) approved by the VDHR in 2007 and various recommended boundaries for the Buckland Mills Battlefield (030-5152; VA042) and Buckland Farm/Buckland Hall (076-0032).

Evaluation of the NRHP boundaries was completed as part of the Section 106 review process, in order to fully identify historic resources located within the APE. The evaluation of existing and recommended boundaries was based on NPS guidelines (Seifert 1995). For the battlefield, the evaluation of boundaries employed the NPS's American Battlefield Protection Program (ABPP) KOCOA guidelines for defining the limits and landscape of the

engagement. KOCOA refers to 5 primary elements of battlefields: Key Terrain; Obstacles; Cover and Concealment; Observation and Fields of Fire; and Avenues of Approach and Retreat. Previous investigations by the CWSAC (1997), the ABPP during 2006, and Bedell in 2006 provided the basis for identifying those portions of the existing landscape utilized during the battle and the landscape features that were important during the battle. A goal of the boundary evaluation was to determine whether landscape features important during the battle remain extant and evident. Gray & Pape's scope for this project did not include conducting additional field investigations or archaeological excavations with the intention of creating a comprehensive inventory of all extant battlefield features. Rather, Gray & Pape's scope called for evaluation of the integrity of previously identified features through field observation, photography, and mapping.

Evaluation of the Buckland Historic District (076-0313) and Buckland Farm/Buckland Hall (076-0032) boundaries also was conducted in accordance with NPS guidelines. In 2003, the BPS, a local advocacy group, filed a preliminary application with VDHR to expand the existing boundaries of the National Register-listed Buckland Historic District (076-0313). Staff at VDHR concurred that the proposed expansion was "conditionally eligible" for the NRHP, but requested submittal of a formal NRHP nomination prior to issuing a final judgment (Wagner 2003). VDHR staff also suggested that merging the NRHP boundaries of the Buckland Historic District (076-0313) and Buckland Farm/Buckland Hall (076-0032) warranted investigation. In January 2007, VDOT requested that both the existing and proposed boundaries of these two resources be evaluated by Gray & Pape and that recommendations be made concerning appropriate boundaries. Gray & Pape submitted a draft report detailing our findings in June 2007. Following submittal of the draft report, the BPS submitted a NRHP nomination to amend the Buckland Historic District's boundaries (Brown et al. 2007). Where appropriate, information included in that document has been incorporated in this report.

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2.3.3 Evaluation of Integrity

As part of the identification of historic resources, Gray & Pape evaluated the integrity of each of the 3 identified resources in accordance with the 7 aspects of integrity identified in 36 CFR 60. These 7 aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. The evaluation of integrity sought to determine whether or not each of these aspects of integrity exists, and if so to what extent, for each of the three identified resources. The evaluation considered the effects of changes to each resource and the broader landscape over time through consultation of historic and current maps (including topographic maps), and aerial photography, as well as other appropriate sources. Changes in vegetation, agricultural use, transportation patterns, and other aspects of the landscape were documented. Existing conditions throughout the APE were verified through field investigations. The existing condition of natural systems and features, spatial organization, land use, circulation patterns, topography, vegetation, buildings and structures, views and vistas, constructed water features, and small-scale features were reviewed and considered in evaluation of resource integrity. Although these categories are based upon an analytical approach defined by the NPS for Cultural Landscape Reports (CLR), Gray & Pape was not scoped to prepare a CLR, as defined by the NPS, for this project (eg., Page 1998). Instead Gray & Pape was

charged with determining whether or not a NRHP-eligible cultural landscape component exists for the three resources under consideration. Given their physical proximity, an examination of the landscape and setting within which the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Farm/Buckland Hall (076-0032) are located was important for assessing the NRHP boundaries for each resource and determining whether recommendations for changing these boundaries were appropriate.

2.3.4 Field Methods

Field investigations were undertaken in March 2007. The investigations were conducted by a Gray & Pape survey team composed of 1 archaeologist and 2 architectural historians. The team members traversed all publicly owned roads within the APE. The team members completed a field review and verification of the computer-generated viewshed analysis by performing a walkover of the areas around the 5 OPs and recording existing conditions around each OP with digital photographs. Survey team members also took photographs of existing conditions throughout the APE. Field maps, photo logs, and notes were used to record pertinent information to supplement the photographs. Local property owners who expressed an interest in the survey team's activities were interviewed (Blake 2007; deButts 2007; Wright 2007). The scope of work for this project did not include subsurface archaeological investigations or architectural survey and inventory of historic-period resources within the project APE. Previous architectural survey and archaeological investigations for this project are described in Appendix E of this report.

Access to much of the Buckland Farm/Buckland Hall (076-0032) resource was denied by the property owner at the time of the field survey. The survey team received permission to take photographs from the front porch of the main dwelling. Portions of the farm that were visible from publicly owned right-of-way (ROW) also were photographed.

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3.0 HISTORIC CONTEXTS

The vicinity of the proposed project has been the subject of several recent cultural resources investigations. These include *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia* (Ridout et al. 2005), *Archaeological and Historical Investigations of the Buckland Mills Battlefield, Buckland, Virginia* (Bedell 2006), and research conducted by VDOT on Buckland Hall (Barile 2005). Gray & Pape's draft report for this project was submitted to VDOT in June 2007. In August 2007, a draft NRHP nomination to revise the boundaries of the Buckland Historic District (076-0313) was submitted to VDHR (Brown et al. 2007). As Gray & Pape revised this report, VDOT requested that pertinent information from the NRHP nomination be incorporated into the historic context. The following narrative is based on these findings and expands upon certain topics, such as agriculture, commerce, and transportation, that have significantly shaped the broad patterns of the area's history.

More than 250 years have passed since the onset of permanent European settlement in the project area. The existing landscape and built environment represent an accretion of the many historical events, trends, and patterns that occurred during this time. Local historian Eugene Scheel (1996a, 1994) mapped these events, illustrating the multiple layers of area history (Figures 3-4). For example, natural features have been altered repeatedly to suit the needs of local residents. At various times, Broad Run has been dammed to provide water power for mills (from the eighteenth through the early-twentieth centuries) and to create a municipal water supply (from the 1970s to the present day). Drainages around natural springs have been altered to form ponds for livestock. Agricultural fields created by clearing forests have been converted to pastureland, allowed to reforest, or subdivided for residential development. The first road through the area was formally constructed by the late-eighteenth century, and more roads have followed as a result of technological changes and transportation demands. Thousands of acres in the Buckland vicinity became a battlefield on 19 October 1863 during the Civil War. The built environment retains churches, schools, agricultural outbuildings, dwellings, taverns, and shops that illustrate changes in land use over time.

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Established in 1731, Prince William County is located in northern Virginia approximately 35 miles southwest of Washington, D.C. (Figure 5). It is bounded on the north by Fairfax and Loudoun counties, on the east by the Potomac River, on the south by Stafford County, and on the west by Fauquier County. Prince William County originally covered more than 2,000 square miles, but Arlington, Fairfax, Fauquier, and Loudoun counties were carved from it, reducing it in size to today's 348 square miles. The independent cities of Manassas and Manassas Park are within the county's boundaries. Four incorporated towns also are in the county: Dumfries, Haymarket, Quantico, and Occoquan. There are 65 square miles of Federal land in the county, including Quantico Marine Corps Base, Manassas National Battlefield Park, Prince William Forest Park, Occoquan Bay National Wildlife Refuge, and Featherstone National Wildlife Refuge.

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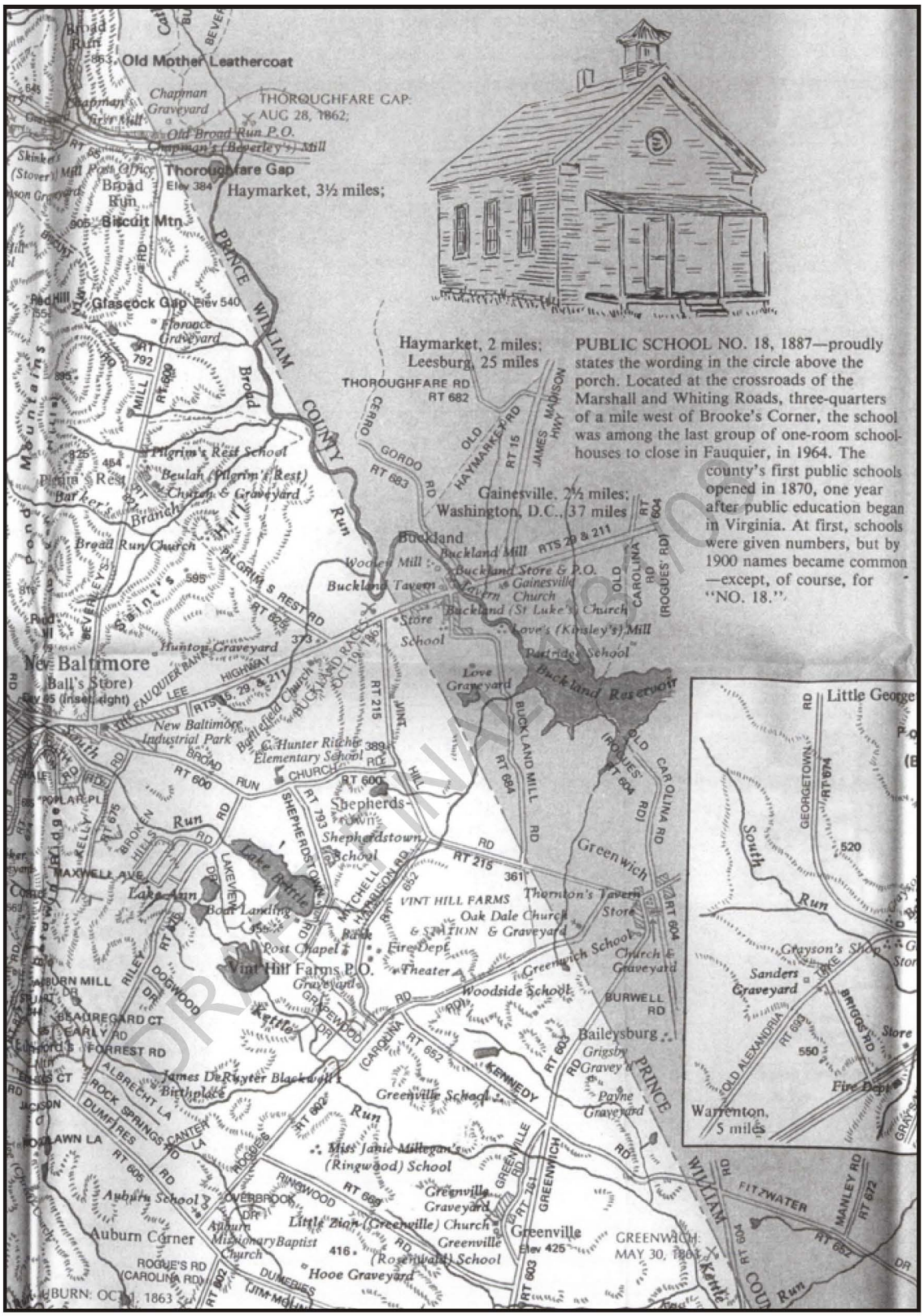

Detail of Historic Sites Maps in *Fauquier County, Commonwealth of Virginia* (Scheel 1996b)

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Figure 3

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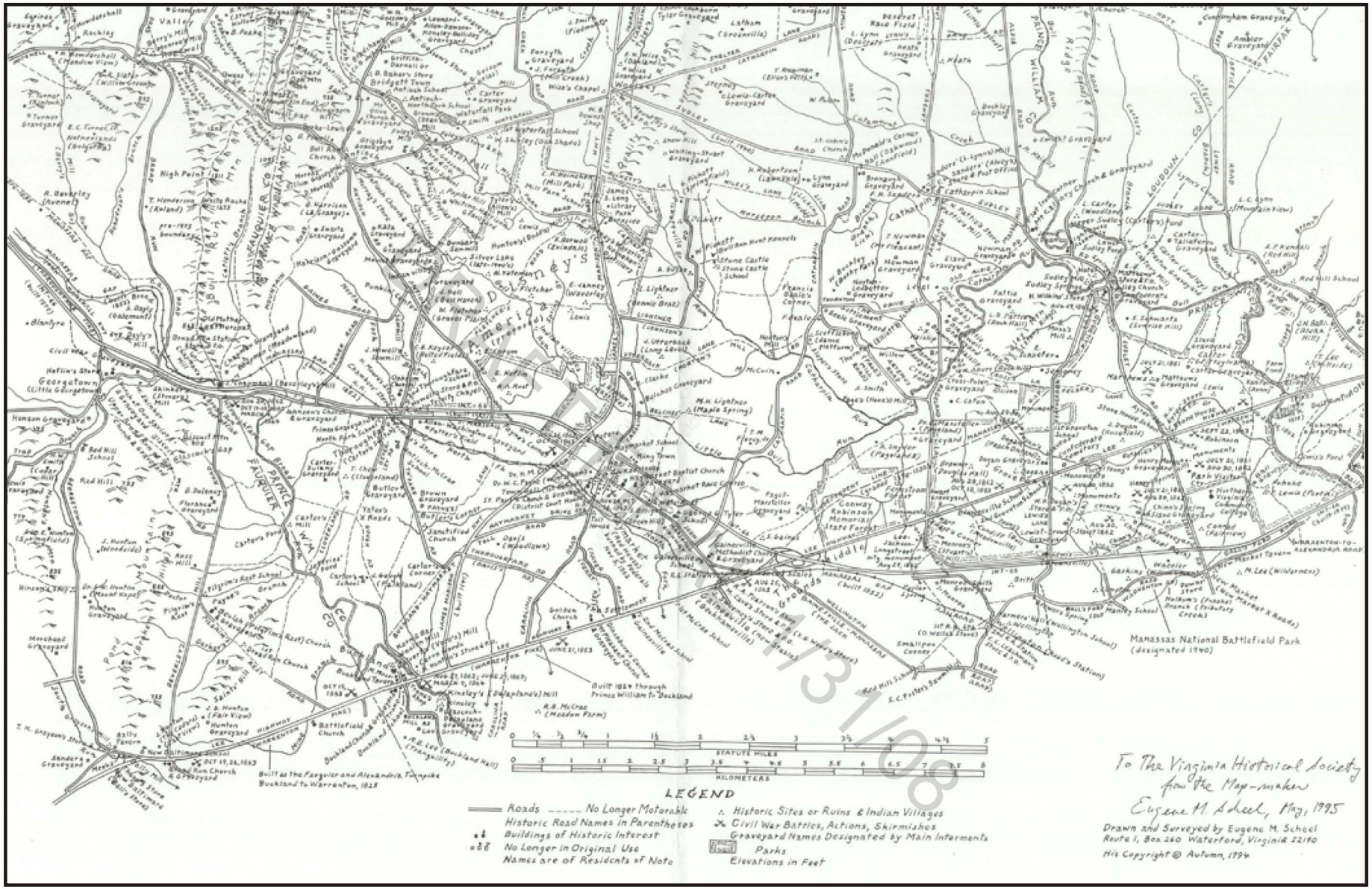

Detail of Historic Sites Map in Fauquier and Prince William Counties
(Scheel 1994)

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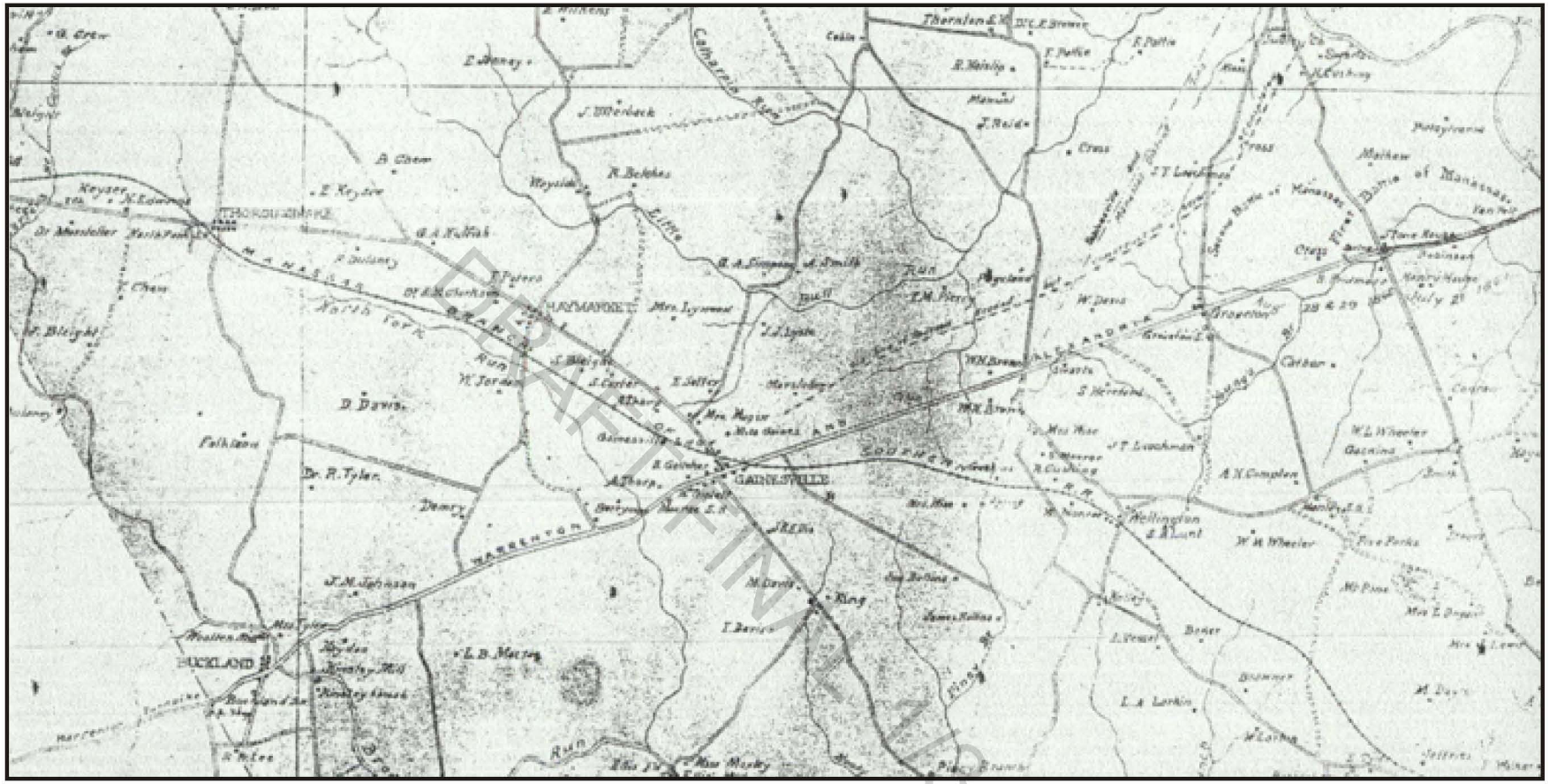
Figure 4



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Detail of 1901 Map of Prince William County
(Evans 1989)

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Figure 5

Fauquier County is located directly west of Prince William County (Figures 6-7). The county was carved from Prince William County's western holdings in 1759 (Writer's Program 1941:31). It is bounded on the north by Loudoun and Clarke counties, on the west by Warren and Rappahannock counties, and on the south by Culpeper and Stafford counties. The county encompasses 651 square miles. The incorporated towns of Warrenton, The Plains, Remington, and Marshall are located within its boundaries.

3.1 Protohistoric and Early Historic Aboriginal Occupation (1600-1644)

Few contacts were made between Europeans and Native Americans north of the Rappahannock River before the establishment of Jamestown in 1607. One possible interaction may have occurred in 1588 when the Spanish sent Vincente Gonzales to investigate the Chesapeake Bay region and determine whether the English had established any settlements in the area. Although he did not find any English, Gonzales did capture two Indian boys, one possibly from the area that later became Stafford County (Lewis and Loomie 1953:56). Later, in 1604, the English made contact with a tribe along the north bank of the Rappahannock River and then killed their "chief" and several of his followers (Barbour 1969:184, 482; Smith 1910a:18).

The Native Americans who occupied this area in the sixteenth and seventeenth centuries were known as the Patawomecks (Potomacs) (MacCord 1991, 1992). Located on the periphery of the territory known to have been part of the Powhatan Chiefdom, historians and archaeologists continue to debate whether the Patawomecks were included in that political unit. John Martin, in a report prepared in 1622 (Kingsbury 1933 [III]:705), stated with reference to the Powhatans that "on the Northernmost side of the Patawomecks and other nations are their enemyes." Further, the research of Potter (1976:18) clearly indicates that the Indians north of the Rappahannock River were excluded from the political control of Powhatan. Others, including Mooney (1907), Mook (1943), and McCary (1957), have made strong cases that the Potomacs were participants in the 32 "kingdoms" of the Powhatan chiefdom. In any event, of the tribes recorded by Smith (1910), the Siouan-speaking Mannohocks were located above the fall line and the Algonquian-speaking Nanotaughtacunds were located below the fall line (Bushnell 1937).

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In June 1608, Captain John Smith led a small party of men from the recently established Jamestown colony on an expedition into the Potomac River region. Attacked by a large contingent of Indians, the noise of the English gunfire induced the Indians to surrender their weapons. Soon afterwards, hostages were exchanged as a sign of good faith (Smith 1910b). The attack may have been instigated by the earlier murder of a nearby chief by Englishmen. After Smith's peace-making efforts, trade was established between the Potomacs and the colonists at Jamestown. The Indians exchanged corn for copper artifacts and glass beads (Tyler 1907).

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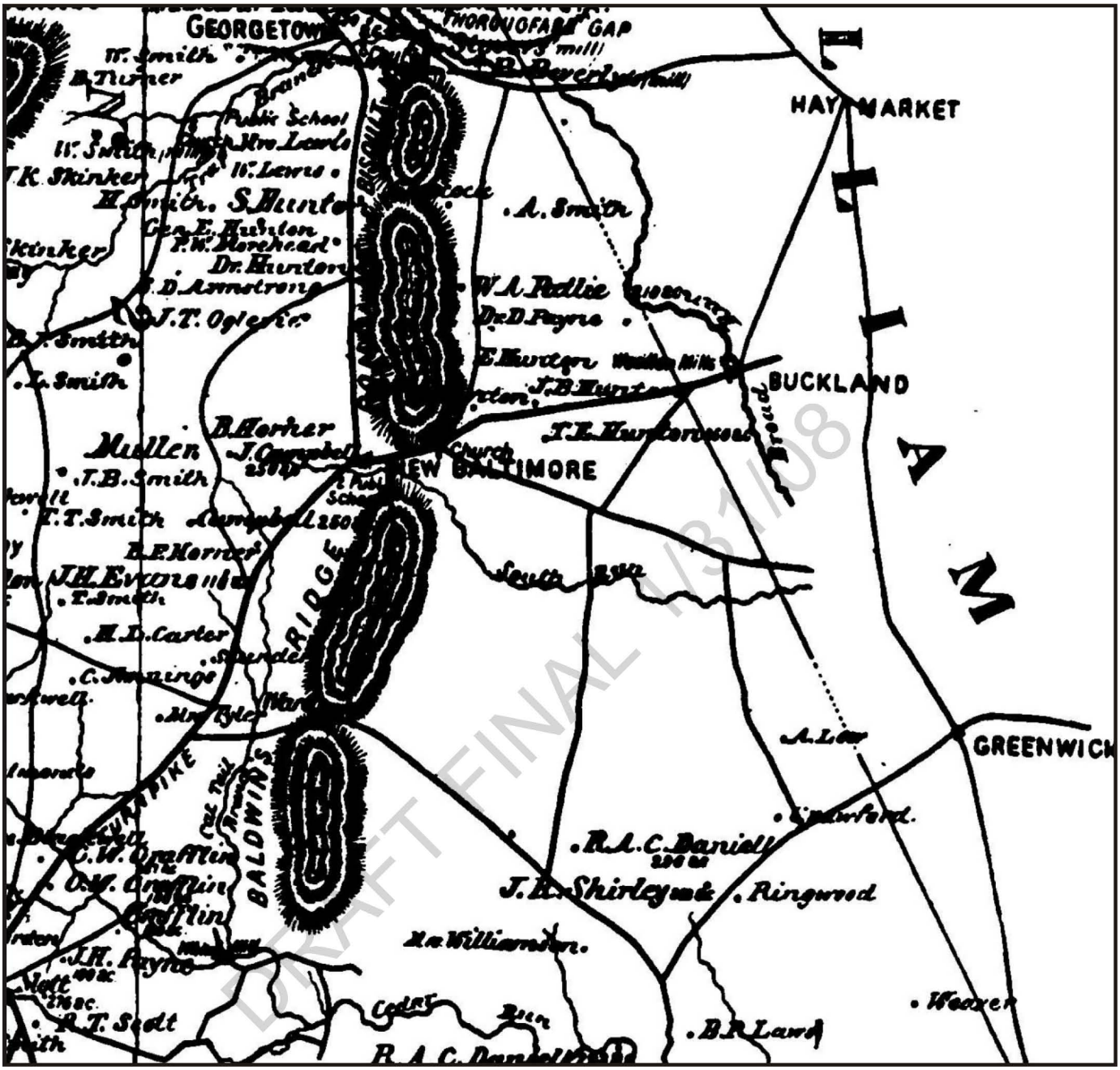

Detail of 1876 *Map of Fauquier County*
(Anonymous 1876)

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Figure 6

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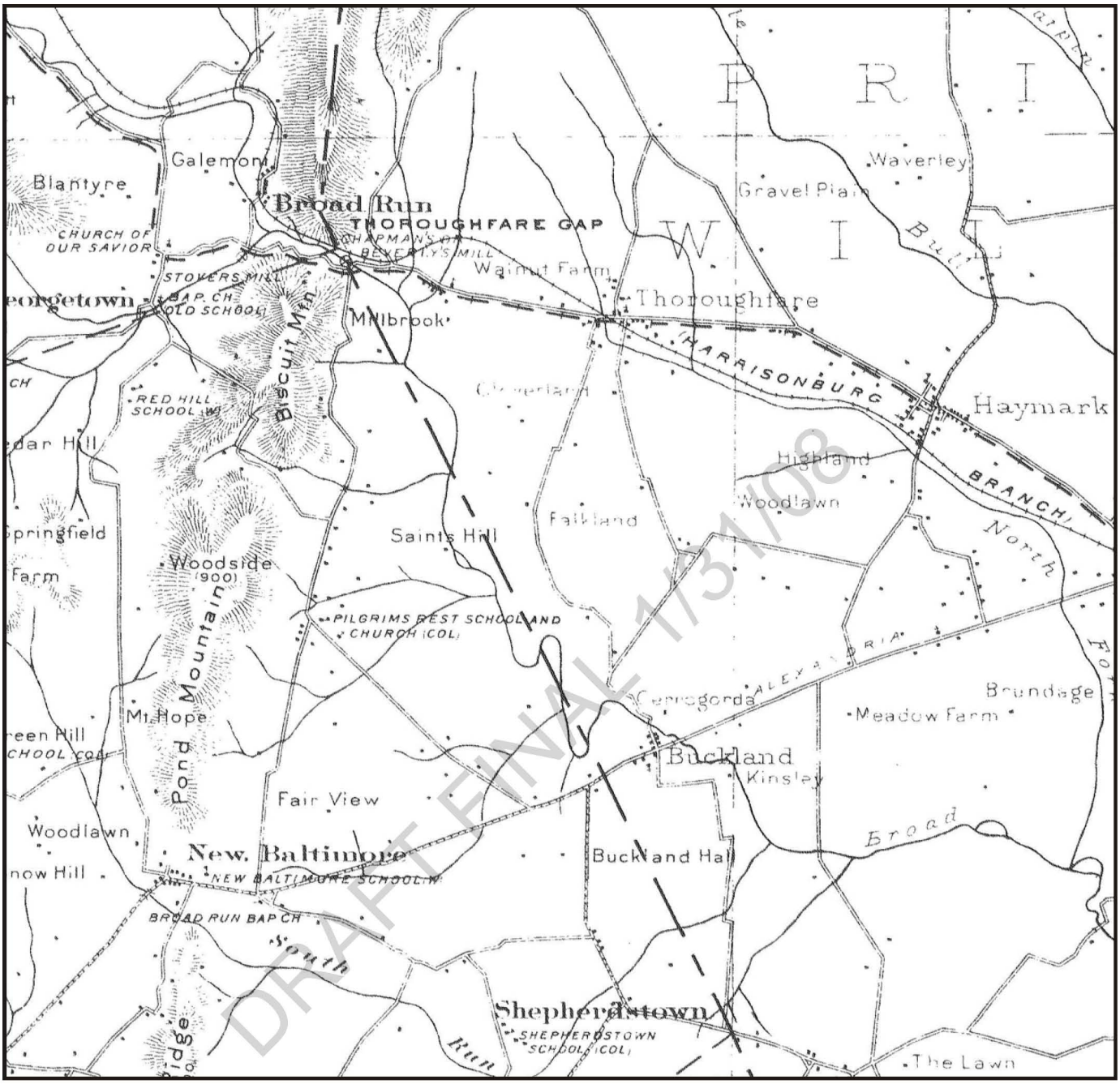

Detail of 1914 *Map of Fauquier County*
(Fauquier County Board of Trade 1914)

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Figure 7

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John Smith's 1612 map of Virginia depicted the approximate locations of all known kings' houses, major villages, and lesser hamlets visited in his exploration or described to him by native informants. The exacting detail of this map has led researchers to approximate Native American population totals. Turner (1982) used Smith's map to estimate the population of the Potomac Indians in this region as totaling slightly more than 800 individuals.

Chief Powhatan died in 1618, and his brother Opechancanough assumed the position of paramount chief of the Powhatan Chiefdom. In 1622, the new chief led the tribes from the York and James rivers in attacks on the English settlements. The southern Potomacs did not participate in this fighting (Mooney 1907:138). The conflict between the Indians and the English continued until 1636, when the governor agreed to a treaty with the Pamunkey and Chickahominy tribes (Powell 1958). Soon afterwards, the English established permanent settlements along the rivers beyond the James, including the southern Potomac shoreline.

In 1644, Opechancanough tried for a second time to forcibly remove the English from their settlements along the James and York rivers. Once again, the Potomac Indians did not engage in the conflict. Chief Opecancanough died in 1646 and a peace treaty was signed which, in effect, dissolved the Powhatan chiefdom. The remaining tribes were placed on reservations as tributaries of the Virginia Colony (Craven 1971).

3.2 Early European Land Acquisitions

The popular assertion that Spanish Jesuits arrived in Aquia Creek in 1570 (Fleming et al. 1978:1; Goolrick 1976:12) has been challenged by other investigators who assert that the Jesuits actually built their mission along the York River (Wittkofski and McNeal 1993:15). It is certain, however, that in 1608 Captain John Smith explored the area currently comprising Prince William County and traded with the Native American inhabitants of the area (Fleming et al. 1978:1).

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The area remained sparsely populated through much of the seventeenth century. Most European settlement remained in the Tidewater region, where the English concentrated on the cultivation of tobacco. In 1648, in response to an earlier Indian massacre, the Chickacoan District (north of the York River) was annexed to create Northumberland County (Doran 1987:8). A series of forts was built during this period, including one along the Potomac River.

In 1649, Charles II granted seven of his supporters' title to the navigable portions of the Rappahannock and Potomac rivers. The newly formed corporation of Northumberland was part of this grant, known as the Northern Neck Proprietary. By 1658, patents had been issued along the entire Potomac riverfront (Griffin 1991:19). In 1688, James II enlarged the Proprietary to include all the land between the Rappahannock and Potomac rivers (Sanford et al. 1993:35). This land eventually passed to Thomas Lord Fairfax, who appointed Robert "King" Carter of Corrotoman manager of the land. The proprietary system originally did not allow outright sales of land, but rather operated on a long-term lease of grants that were

subject to rent (Hadley et al. 1994:10). By 1745, the proprietary comprised over 2,023,500 hectares (5,000,000 acres), which included land in 24 counties in Virginia and West Virginia (Hadley et al. 1994:10). Within this much larger area, the earliest known map of present-day Prince William and Fauquier counties was drawn in 1759 by Bertram Ewell (Figure 8). The map depicts a linear area between the Bull Run Mountains at the north and John Catlett's land at the south. Included were important local landmarks, including early roads, mills, streams, and some property owners. The map indicates that permanent settlement was well under way in the area by the mid-eighteenth century.

3.3 Settlement and Commerce in Buckland

Although British settlement in the vicinity of Buckland is known to date from the mid-eighteenth century, little specific information concerning the earliest period is available. Land records state that the Town of Buckland is located on the "Broad Run Tract," originally owned by Thomas Lord Fairfax. Fairfax gave a very large parcel of land to Robert "King" Carter in 1724 (Blake and Fonzo 2005; Barile 2005). Carter bequeathed the land to Landon and Charles Carter in his will. In 1774 they designated Walker Taliaferro to act as their agent and sell the property. That same year, Samuel Love of Loudoun County purchased a 1,200-acre plot of land in a Bill of Agreement recorded on 9 February 1774. The 1774 conveyance references "a mill, mill dam, and appurtenances" (Fauquier County Deed Book 6:46-47; Barile 2005; Gott 1988:124, 170). This description confirms that settlement and commerce already were established in the area, but the identities of these early settlers is not presently known. Deed descriptions suggest that Walker Taliaferro may have been responsible for the mill's construction (Ridout et al. 2005:20). The 1,200-acre property purchased by Love formed the core of what became the village of Buckland and a farmstead known as Buckland Hall (Figures 9-10).

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The same year that Love acquired his Buckland property, the American Revolution began. In June 1774, a citizens' meeting at Dumfries elected delegates to attend the First Virginia Convention, held in Williamsburg in August 1774. Prince William County raised a company of minutemen in November. The county also was represented at the second Virginia Convention in March 1775. When armed hostilities broke out, Prince William County sent its militia to join the Revolutionary cause, although no battles took place within the county itself. One of the legendary commanders of the Continental Army, General Henry "Light Horse Harry" Lee, hailed from Prince William County (Writer's Program 1941:32-35).

The war ended when Great Britain and the former American colonies signed the Treaty of Paris in 1783. In Prince William and Fauquier counties, attention then turned to establishing a new political and civil order. The Northern Neck Proprietary was abolished, public support of churches came to an end, and districts were created for the election of county commissioners (Writer's Program 1941:36-37). After years of war and political turmoil, landowners refocused their efforts on maximizing the economic potential of their holdings.

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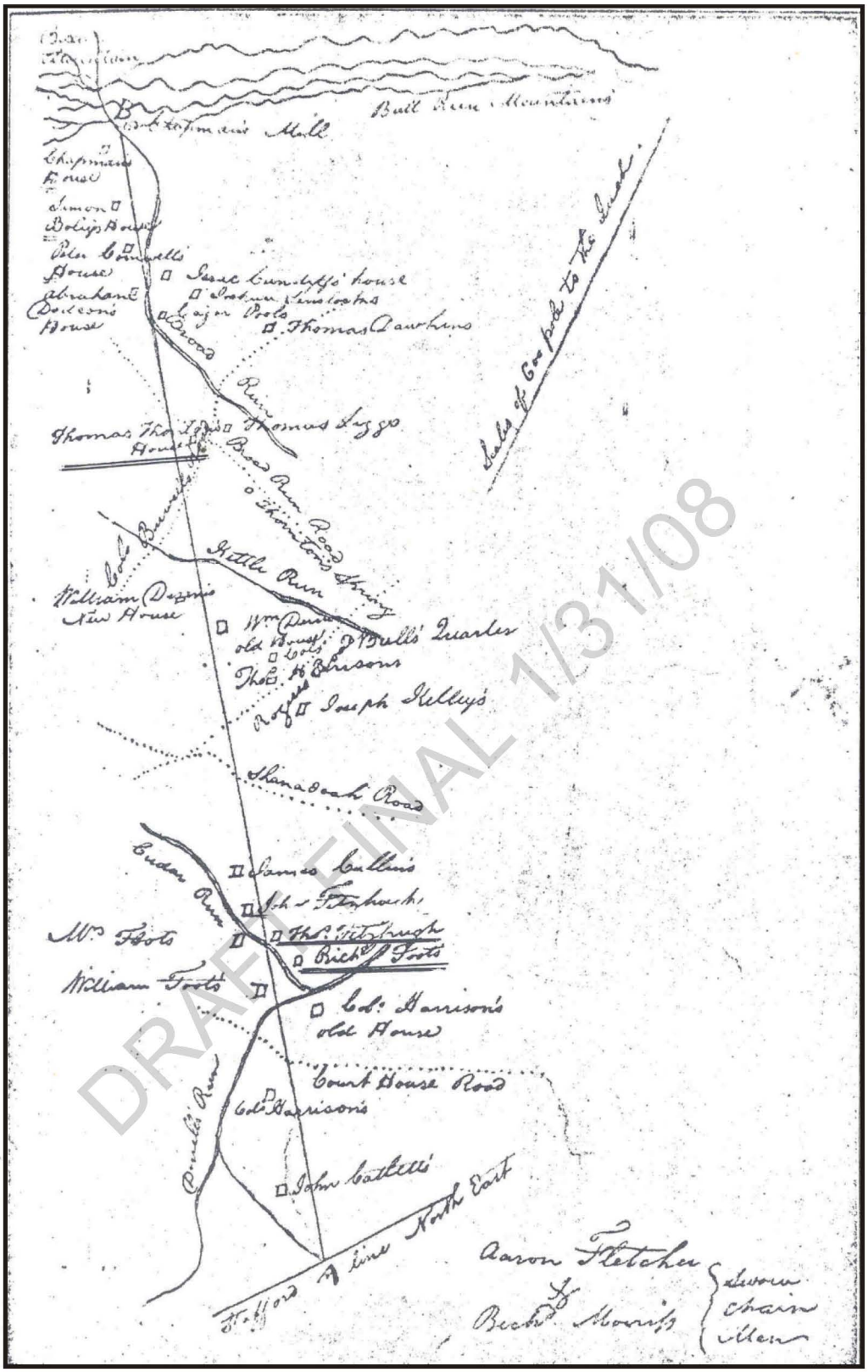

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Detail of 1759 Map Showing Fauquier-Prince William County Line
(Ewell 1759)

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Figure 8

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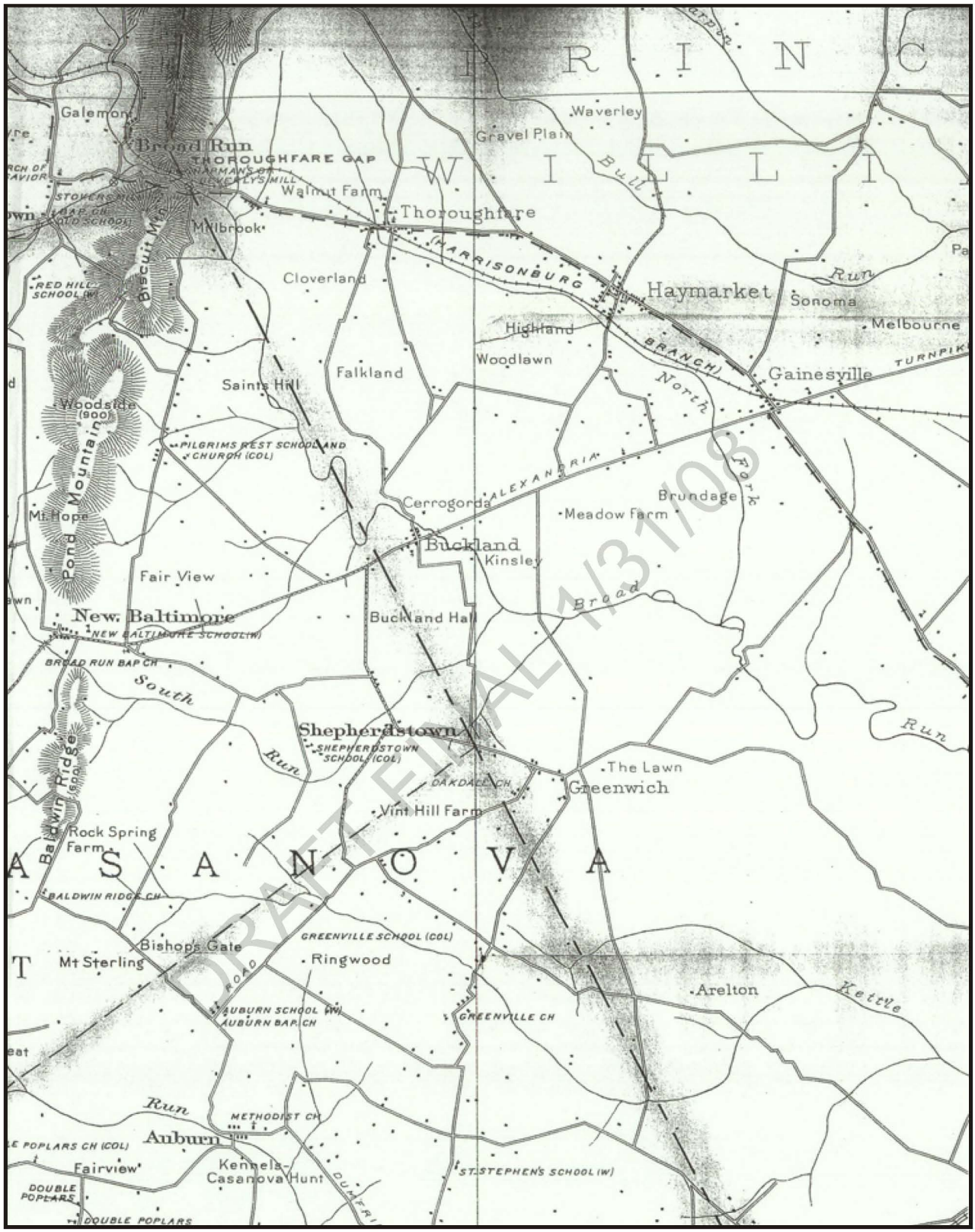

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Detail of Buckland Area
(US Army Corps of Engineers 1914)

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Figure 9

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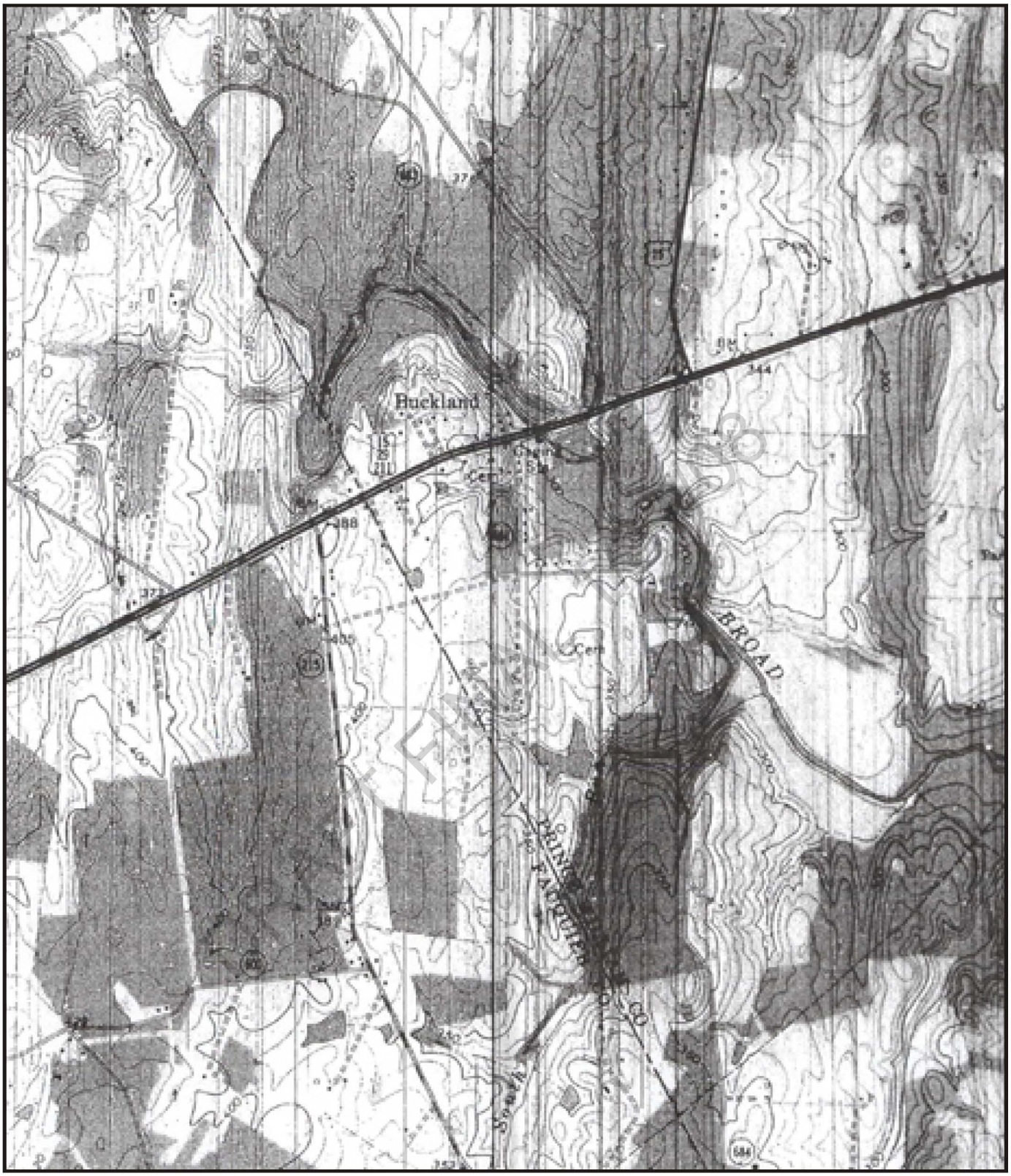

Detail of Buckland Area
(USGS 1966)

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Figure 10

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Improved transportation was crucial to the early development of Love's property. Soon after obtaining title in 1774, he petitioned Fauquier County for an existing private road "to be opened and made public and sufficiently cleared for wagons to pass to the said mill on publick and private occasions." In 1779, Fauquier County ordered surveyors to determine the advantages of opening the old private road, and the resulting report described the road as having "been much used by the inhabitants of the neighborhood on their public and private business ever since our first knowledge of the place, for which for some of us is upwards of thirty years" (Ridout et al. 2005:5). Love sought to have the road connect his grist mill on Broad Run to the existing Carolina Road (Figure 11). County court records describe the route recommended by local appointees as

> "a Road to set out from the Carolina Road at the upper end of Nash's land extending on the line thereof to an Old Road which formerly went thro' the said Nash's land, and thence up the said road to the top of a Stoney Ridge thence in a straight direction through the land of William Warrant to the mouth of a Lane between him and the land Capt. Chilton sold to Colo. Heale, thence on or near the line of the said land to the said Love's Land near South Run, is by much the best and nearest way to the said Run, thence with the said Love's line and the Mountain Road opposite the house of Nimrod Taylor thence through the said Love's Land along the foot of a Ridge to the County Line near the said Mill" (Gott 1993:70-71)

In May 1779, this recommendation was approved. James McClanaham was appointed surveyor of the road, with orders to see it cleared and kept in repair. Although the precise alignment of this road is not known, the description suggests that it crossed Broad (or South) Run near Loves' mill, which stood on the west bank. According to Brown et al. (2007:8/58), on the east side of Broad Run the road passed through land later associated with the Cerro Gordo property (076-0593) before joining the Carolina Road. It was one of the earliest roads formally established in the area. Mill roads were not uncommon in eighteenth century Virginia, as these thoroughfares provided necessary access for farmers to transport their grain for processing. A mill formed a logical nexus for additional commercial development, as the traffic generated by a mill could support other commercial enterprises.

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Around this same time, Love commissioned construction of a house on his farmstead. Love dubbed the single-pile, stone residence Buckland Hall, and it remains extant. The house has been commonly attributed to master carpenter and architect William Buckland, although this claim has not been substantiated. Arriving in Virginia in 1755 as an indentured servant, Buckland's first job entailed the completion of the interiors of George Mason's Gunston Hall in Fairfax County. After completing his four-year indenture, Buckland set up his own shop in Richmond County and is known to have designed a number of important buildings in the Tidewater region, including an early courthouse for Prince William County, Mt. Airy, the Chase-Lloyd House, and the Hammond-Harwood House. In 1771, Buckland relocated to the Chesapeake Bay coast of Maryland, a more populous region that offered him greater opportunity for work. Interior finishes of other buildings, including Whitehall, Strawberry

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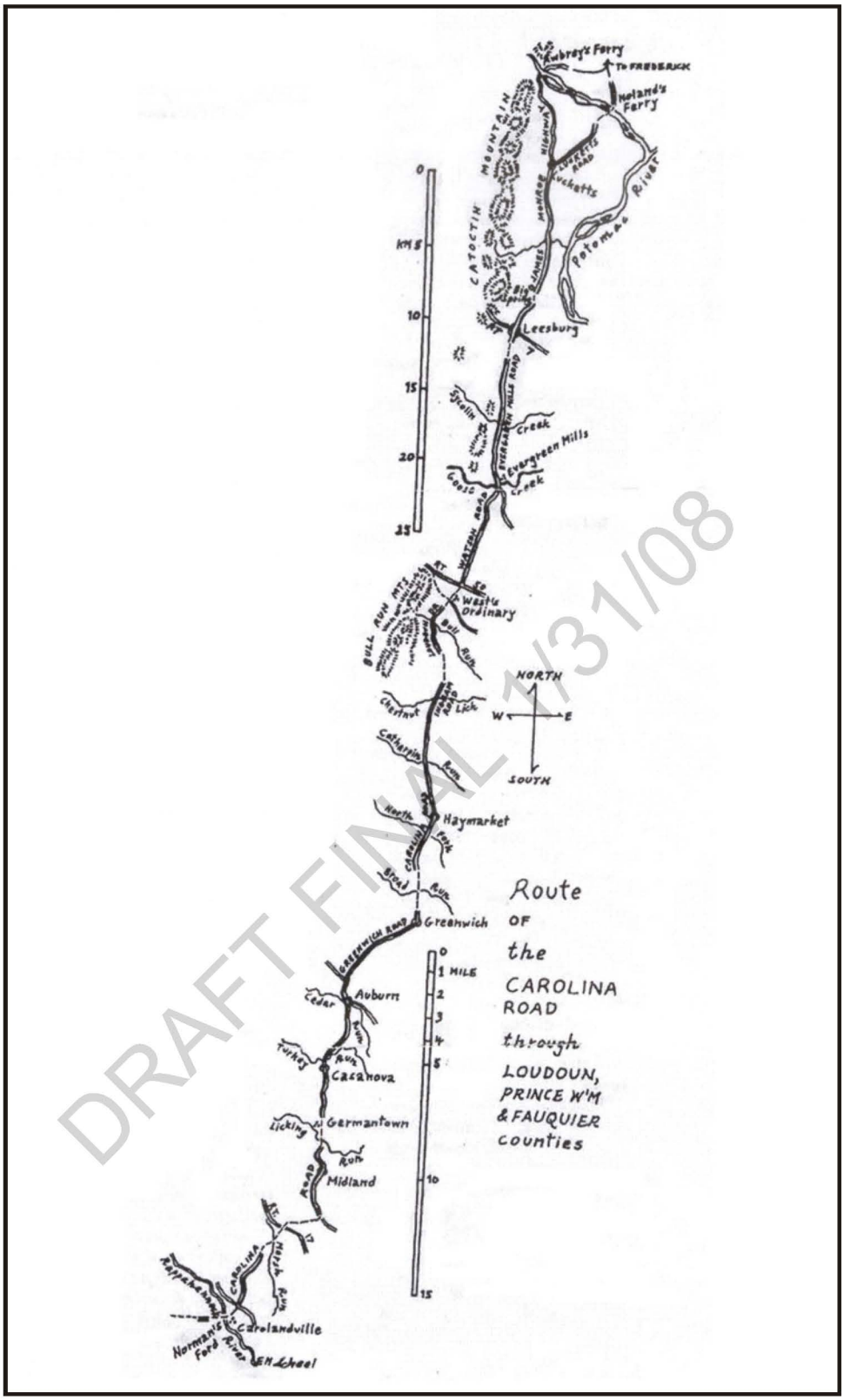

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Route of the Carolina Road through Loudoun, Prince William, and Fauquier Counties (Scheel 1996a)

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Figure 11

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Hill, and the Ringgold House (all in Maryland), are attributed to Buckland, but confirming documentation is not available. Buckland was especially admired for the quality of his wood carving, which derived from the traditions of his native England, refined and expanded by his own design sensibilities (Brown 1978:7, 14-15, 51).

Buckland Hall is noted for its Federal-period interior woodwork, but there are questions as to whether it is original to the house, and as to the actual construction date of the building. Following a visit to the house in 2002, one architectural historian labeled it as having "very odd interior woodwork…highly individualized, almost folk Federal" and speculated that it had been installed following a fire in the early-nineteenth century (Loth 2002). The house appears to have been built in stages, beginning with a gabled, one-story block constructed of stone. To its northern gable end was added a two-story, side-gabled, single-pile block with a central passage and end chimneys, a dwelling form that occurred commonly throughout Virginia. Another architectural historian referred to the house as having "a traditional Virginia form," but noted that this vernacular form did not have been much in keeping with William Buckland's preferred emphasis on academic styles (Wells 2002). Previous investigations indicate that the rear, stone ell of the house is the earliest portion and that it likely dates from the late-eighteenth century. Construction materials visible in the two-story main block of the house, especially the presence of wire-cut nails, suggest that this section dates from ca. 1810. The projecting, two-story, pedimented portico has also been dated to ca. 1810 (Bushey 1996a; Wells 2007). The current property owner indicated that John Love built the portico and remodeled the interior of the house at the same time (Blake 2004).

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That William Buckland resided in Maryland by 1771 and died in 1774, while the earliest portion of Buckland Hall was not constructed until at least 1779, suggests that Buckland was not directly involved with the building's construction. However, it is possible that the design of the building predates its actual construction. As for the name "Buckland," naming a house after a craftsman was not common practice, leading one historian to speculate that use of the name "Buckland" for both the house and the nearby village was coincidental (Wells 2002). This supposition is born out by another historian's report that the area was named Buckland for a salt lick that attracted numerous deer (Morton 1937). Wilson notes that assigning credit for a building's design to a single person is problematic as "… the present consensus is that the design of houses and other buildings came from the interaction of the patron and the builders and a mixture of precedent, local condition, and usage" (Wilson 2002:17). Regardless of the identity of the architect, it is clear that Buckland Hall is an important example of eighteenth century Virginia architecture.

Samuel Love's sons, Samuel, John, Charles, and Augustine, served as officers in the Virginia Regiment during the Revolutionary War. After the war they returned to their father's home. The surrounding area was noted for its fertile soil and wheat farming represented an important sector of the local economy. Love's sons built an assortment of secondary structures, near the existing grist mill, for production of farm goods. These buildings reportedly stood at the base of the road leading to the main house. The opening of the new route from the Carolina Road in 1779 increased business and a distillery, stone quarry,

smithy, tannery, and several stores attracted patrons from around the area. (Ridout et al. 2005:5)

Broad Run is a swift stream that flows from Bull Run Mountain to the Occoquan River. It maintained a generally steady flow through most of the year, making it an ideal source for powering various types of mills. Between the late-eighteenth century and 1860, at least 15 mills operated along its banks (Massey and Maxwell 1987:8/7). These included 2 mills constructed by the Love family, in addition to the mill that was extant when Samuel Love first acquired land in the area. In 1794, Charles and John Love applied for water rights on Broad Run to construct a new grist mill, which became known as Kingsley (and later, Kinsley) Mill (Ridout et al. 2005:6; Brown et al. 2007:8/59). This mill, a granary, and a miller's house were located northwest of Buckland Hall along the west bank of Broad Run. The mill and granary are no longer extant. The miller's house was destroyed by fire during the early-twentieth century, and a new house was built on the original foundation (deButts 2007). By 1796, John Love also had built a mill for manufacturing woolen cloth. This mill was located north of the original mill that stood within Buckland village itself. Its foundation is extant. Remnants of the mill race that served the woolen and original mills also can be seen (Brown et al. 2007:8/59; Massey and Maxwell 1987:8/7; Gilliss 1953).

The presence of several mills in the area attracted other businessmen, who leased land and erected buildings for their enterprises. These included shopkeepers, a wheelwright, a cooper, two tavern keepers, an apothecary, a boot/shoe manufacturer, and a saddle maker. A church congregation also had been established by the late 1790s (Brown et al. 2007:8/59). On the east side of Broad Run, opposite the 2 mills within the Buckland village itself, a stone quarry (44PW1659-0052) provided the building materials for many of the village's structures. The prospects of the growing settlement were such that, in 1797, John Love submitted to the Virginia General Assembly a petition to establish the Town of Buckland on his land. In this document, Love described the existing conditions within the community, noting that, "[w]ithin the limits of the Town are upwards of Twenty good houses which are occupied by tradesmen and merchants, considerable manufactorys…" (Massey and Maxwell 1987:8/7). Love also noted the presence of 2 springs, quarries of red and white stone, and the fertile land surrounding the community (Brown et al. 2007:8/60). The petition was approved on 15 January 1798. William Tyler, Alexander Scott, Briton Sanders, Robert Thrift, William Brooks, Richard Gill, William Hunton, Edward Carter, and Thomas Hunton were named trustees of the town (Virginia General Assembly 1798:33). Buckland thus became the first inland town chartered in Prince William County (Massey and Maxwell 1987:8/7; Gilliss 1953).

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Love created a town plat of 48 lots separated by a grid of streets, and by 7 July 1798, the town trustees reported that 32 of the 48 lots had been sold. Lots 7 and 8 were sold to Joseph Hale; lots 9 and 47 to George Britton; lot 10 to Robert Thrift; lot 12 to Richard Gill; lot 13 to W. I. Washington; lot 14 to William Carter; lot 36 to George Segg; and lots 11, 15, 18, 19, 20, 21, 22, 23, 27, 28, 30, 31, 33, 34, 37, 39, 40, 41, 42, 43, 44, 45, 46, and 48 to John Love.

According to the trustees' record, lots 1, 2, 3, 4, 5, 6, 29, 32, 35, 38, and 46 were built on prior to the formal establishment of the town (Prince William County Deed Book 4:43).

No historic map illustrating this town plan is known to exist. A conjectural plat map, depicting conditions in ca. 1830, was prepared by a local resident and researcher in 1973 (Figure 12). Mill Street, on which the majority of houses were built, extended north from the Carolina Road to the grist mill. This is the present-day Buckland Mill Road. West of Mill Street, were 3 additional north-south streets, Fayette, Madison, and Franklin Williams Street, an east-west thoroughfare, evolved over time into the Alexandria-Fauquier turnpike and, finally, US Route 29. South of Williams Street was a short east-west street called Jane Street. North of Williams Street were Elizabeth, Bridge, and Love streets. According to the 1973 map, Jefferson Street lay on the east side of Broad Run (Massey and Maxwell 1987).

In 2004 Blake produced a town map based upon examination of boundary descriptions in late-eighteenth and early-nineteenth century deeds (Figure 13). Bridge Street is believed to be the location of the original land route into Buckland from the east. A ford was located just north of this street and remained in use for many years. The street name also suggests that this was the location of the first bridge across Broad Run, but the design and appearance of that bridge are not known (Blake 2007). The 1973 and 2004 maps are quite similar, depicting the same general layout of streets. The 1973 map shows the likely locations of a church, town, physician's residence, woolen mill, distillery, miller's house, and the Moss residence. The 2004 map provides a layout of the entire town with all the lots numbered and depicts the location of the tan yard. An additional street, South Street, is indicated along the south side of the town. Land south of this street is labeled as a town common (Blake 2007).

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Investigations by Brown et al. established that:

> Of the fifteen standing historic buildings, and four historic structures remaining within the town proper, four contain portions that date prior to 1798, while five were built in the first decades of the 19th century. Among the early buildings are: Love's Store (076-0113 and 076-313-0006) located on Lot 1; Brook's Tavern (076-0120 and 076-0313-0003) on Lot 2; Richard Gill's House (076-0185 and 076-0313-0012) on Lot 3, as well as the foundations of the standing mill. Early structures include the mill race and dam (076-0112 and 076-0313-0007; and 076-0313-0028); and two stone spring heads (44PW1659-0053), while the original stone quarry is an archaeological site (44PW1659-0052). Buildings dating early in the early 19th century include Robinson's Tavern (076-0033 and 076-0313-0001) on Lot 4; the Trone House (076-0123 and 076-0313-0009) on Lot 6; Isaac Meeks House (076-0117 and 076-0313-0027) on Lot 8; Ned Distiller's House (076-0119 and 076-0313-0013) on Lot 13; the Buckland Post Office (076-0114 and 076-0313-0004) on Lot 29; along with the stone bridge abutments and macadam roadbed (076-5121/076-0313-0045 and 44PW1659-0050) (Brown et al. 2007:8/60).

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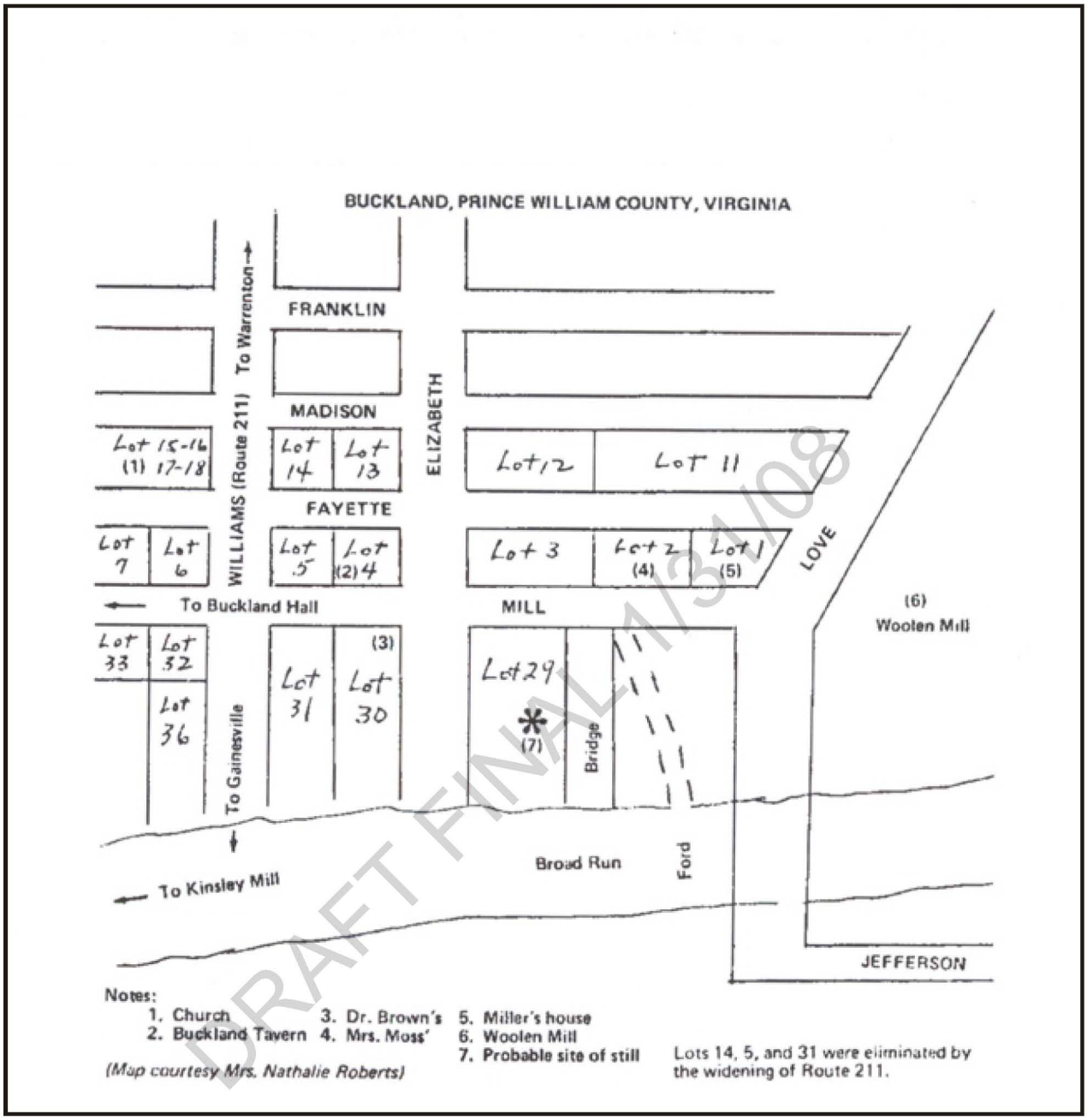

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Conjectural Plat of Village of Buckland, ca. 1830
(Massey and Maxwell 1987)

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Figure 12

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Conjectural Plat of Village of Buckland, ca. 1800
(Blake 2005)

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Figure 13

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Archaeological investigations and primary source research carried out under the auspices of BPS have discovered evidence that considerably more buildings and resources existed in Buckland from the late eighteenth through the late nineteenth century than are presently extant. These resources are listed and described in further detail in Sections 4.7 and 4.11 of this report.

In 1800, Buckland became one of the earliest post offices in Prince William County (Brown et al. 2007:8/60). As early as 1799, George Britton established a tanyard on Lots 8, 9, and 37 on the south edge of the community. Isaac Meeks acquired this property in 1809 and operated the tanyard until ca. 1825 (Ridout et al. 2005:89). In 1808, John Love formed the Fauquier & Alexandria Turnpike Company and built a road from Fairfax Courthouse to Buckland that extended on to the Little River Turnpike. The Fauquier & Alexandria Turnpike Company was reorganized in 1821 as the Alexandria-Warrenton Turnpike Company, and continued to be known by this name through the 1830s (Ridout et al. 2005:13; Brown et al. 2007:8/60).

The turnpike proved an instant success and enhanced Buckland's stature as a mercantile center. In 1809, John and Henry Hampton built a distillery in Buckland. It was purchased and expanded by William Brooks in 1812. The 2 springs south of the village are said to have provided the water supply for the distillery. One spring was located on Lot 28, adjacent to Brooks's property (Gillis 1953; Massey and Maxwell 1987:8/10). The BPS has identified the location of these springs at 8220 Buckland Mill Road.

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In 1820, George Love, John Love's uncle, prepared a map of the Buckland area that showed the locations of the Buckland Mill, Buckland Tavern, Kinsley Mill in the village of Buckland in relation to the routes (or proposed routes) of the Fauquier & Alexandria Turnpike and the Carolina Road (Figure 14). Love's map indicates that, by this date, the turnpike stretched from Fairfax Courthouse west through Warrenton and on to Thompson Ford. The map also depicts the locations of the town of Haymarket, northeast of Buckland, and Dumfries, near the southern boundary of Prince William County.

In 1821 John Love followed his friend Andrew Jackson west to Tennessee, where he had been involved in land speculation (Ridout et al. 2005:8). Before he left Buckland, Love sold the Kinsley Mill (076-0118; 076-0184) to Thomas Hunton and Henry Brooks. The property included "the mills, a granary, dwelling house, kitchen and store house and other buildings thereon" (Hobbs et al. 2001:575). In 1839, Love sold Buckland Farm to George Washington's first cousin, Temple Mason Washington. In 1853, Washington conveyed the property to Major Richard Bland Lee II, son of Congressman Richard Bland Lee of Sully, nephew of "Lighthorse Harry" Lee, and first cousin of General Robert E. Lee. Lee obtained the rank of Major in the U.S. Army and was later appointed to the same rank in the Confederate States Army (Blake and Fonzo 2005:4; Ridout et al. 2005:8).

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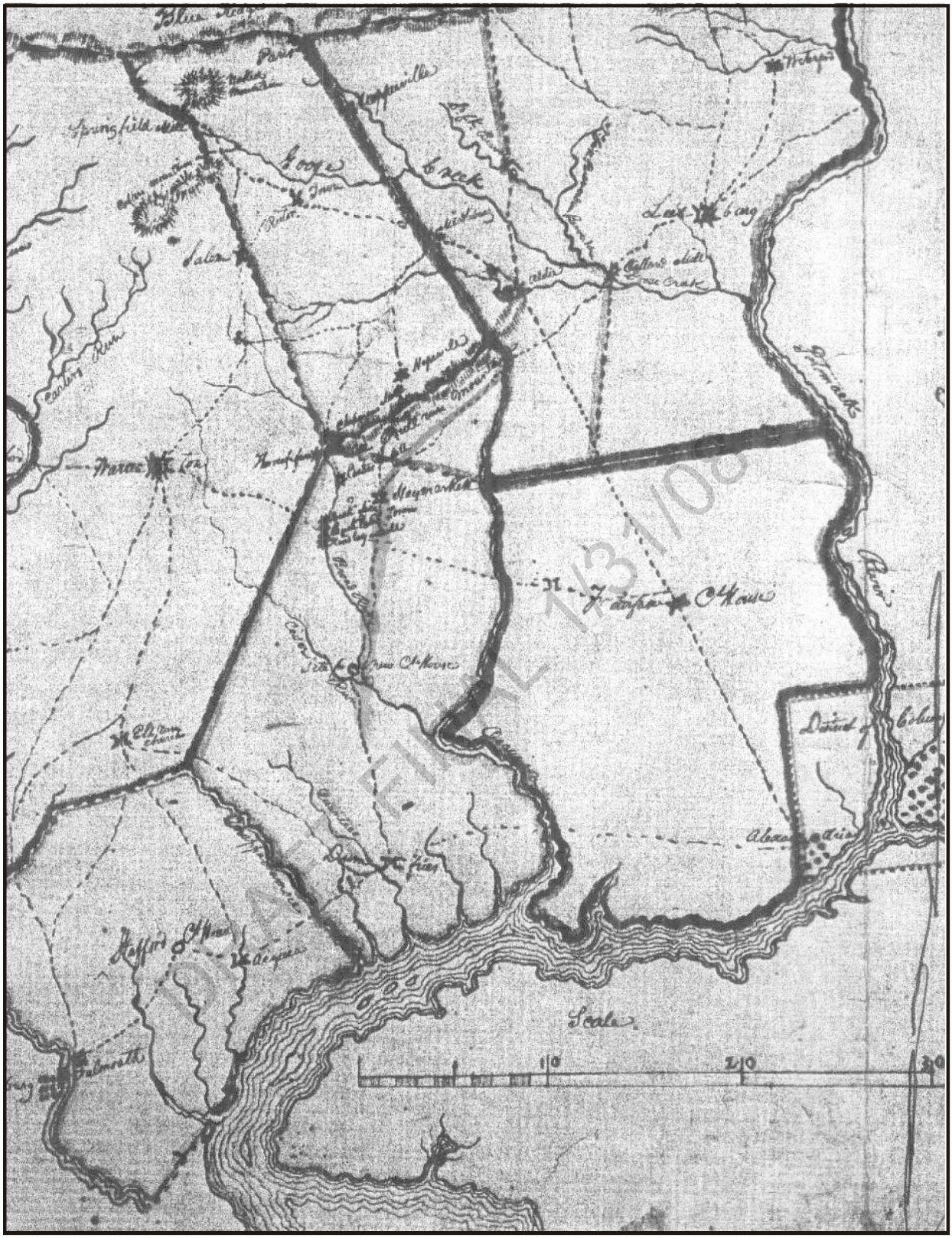

1820 Map Showing Buckland and Routes of the
Carolina Road and Fauquier and Alexandria Turnpike
(Love 1820)

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Figure 14

Created in CorelDRAW 9, 04-16-2007

The village of Buckland, meanwhile, continued to grow. Capitalizing on the turnpike traffic, a tavern was built along the north side of the road. This is the extant stone house located at 8106 Buckland Mill Road (076-0033). In 1825, John Trone, a blacksmith, purchased Lot 6 (Gilliss 1953; Ratcliffe 1978:69-70; Ridout et al. 2005:81). In addition to his shop, which is no longer extant, Trone built a frame one-and-one-half story dwelling atop a raised stone foundation that survives. At 8111 Buckland Mill Road, a dwelling (076-0114) constructed ca. 1800 served as Buckland's post office for more than a century (Brown et al. 2007:Inventory 15). In 1835, a gazetteer noted that the village had "an elevated and romantic situation on Broad Run, a never failing stream on which two extensive flour manufacturing mills are situated" (Martin 1835:273). The gazetteer went on to detail: "[t]his village and its suburbs contains [*sic*] 22 dwelling houses, 1 general store, 1 large and extensive distillery, 1 apothecary shop, 1 house of public worship free for all dominations, and two houses of entertainment. The mechanics are 1 tanner and currier, 1 wagon maker, 1 boot and shoe manufacturer, 1 cooper, 1 hatter, 1 millwright, 1 blacksmith, 1 tailor and saddler… There is one well organized Sunday school, and 1 common school. Population 130 whites; of whom 1 is a physician; and 50 blacks" (Martin 1835:273-274).

Of particular note is that Buckland's African American population included both slaves and freemen. The 1810 census identifies Ned Distiller as a former slave who worked in the Buckland distillery. Samuel King, another freeman, was recorded as freeing his wife, Celia, as well as several others in 1811. Celia King operated the tollgate in Buckland for a number of years and sold molasses cookies to travelers (Brown et al. 2007:8/62).

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A variety of other economic endeavors were undertaken in Buckland during the mid-nineteenth century. The Kinsley Mill continued to operate. Thomas Hunton and Henry Brooks apparently lost or sold the property due to a debt, for Isaac Foster, Special Commissioner of the Fauquier County Circuit Court, is listed as grantor to John T. Delaplane in 1835 (Hobbs et al. 2001:575). Descendants of the Delaplane family continue to own the property, although the mill is no longer extant and the original house was replaced during the early-twentieth century. In 1841, Eppa Hunton reportedly established a school to teach law in Buckland (Blake and Fonzo 2005:4). In 1852, a Virginia business directory listed James W. F. Macrae as a physician in the Buckland area. He practiced in the county until at least the start of the Civil War (Turner 1999:139). A business license issued in May 1853 detailed the commercial endeavors of John A. and Joseph A. Francis in Buckland. The Francises paid $30 to keep a tavern in the town, a $10 fee for operating a store "to sell goods and merchandise of foreign and domestic manufacture," and a $21 fee to retail liquor from their premises (Turner 2004:65). The Francis property was located at 8205 Buckland Mill Road (076-0587) and is now a dwelling (Brown et al. 2007:Inventory 19).

In 1856, a new church building was constructed in Buckland by local builders Leslie Sanders and Thurston Brown (Brown et al. 2007:8/63). The frame, front-gabled building was perched on a hilltop on Lot 16. John Trone bought this plot for $1 from Hugh H. and Ann R. Hite, with the understanding that it be used for a house of worship. Originally known as St. Mark's Methodist Church, it was part of the Methodist Church South circuit, which also included

Sudley Church and a Centreville church (Bushey 1996c; Hobbs et al. 2001:68). Trone, who owned a nearby blacksmith shop and residence, served as a lay preacher (Conner 1981:178). The presence of a gallery inside the building suggests that the church may have been used by the local slave and free African American population (Ridout et al. 2005:112). An adjacent cemetery includes the graves of many early white citizens, including Trone (1802-1885), with the earliest marked grave dating from 1858. An assemblage of nineteenth-century African American burials also is present (Bushey 1996c; Ridout et al. 2005:112; Hobbs 2001:67; Brown et al. 2007:8/63).

In 1860, Andrew Low established a country estate known as Vint Hill located off present-day Vint Hill Road/State Route 215. He built a brick Italianate-style house and engaged in raising sheep and cattle. The farmstead remained in the Low family for more than 50 years, making it one of the longest-tenured properties in the area (Fauquier Historical Society n.d.).

3.4 Early Nineteenth Century Road Transportation

As previously noted, transportation played a crucial role in the early development of Buckland Farm and the village of Buckland. Development of public infrastructure continued through the early-nineteenth century with construction of a more extensive network of surface routes. The evolution of roads began as a response to locations not situated on navigable waters for commerce and communication. As settlement moved away from watercourses into the interior of the country, the demand for roads grew immensely. Allocation of responsibility for local road construction and maintenance initially fell to county governments, which generally allowed local citizens to undertake the work in lieu of paying some local taxes. Enslaved African Americans were also widely used in road building.

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The Carolina Road through Loudoun and Fauquier counties ranked among the most important north-south travel arteries in colonial Virginia (Figure 11). Approximately 10 feet wide, the dirt road began in Frederick, Maryland and extended as far south as the Virginia-North Carolina border. Originally a trade route for Native American tribes, it was used and expanded by colonists. Reference to the road first appears in the historical record as early as 1662 (Harrison 1924:454). Goods transported along the road included boots, shoes, saddles, harnesses, woolen goods, and linen, woolen, and flax seed threads. These were carried on pack horses to Virginia and North Carolina, where they were exchanged for cotton, indigo, specie, and other goods. Numerous springs along the route, milder temperatures along the east side of the mountains, and comparatively safe fords at major rivers and streams favored the road's usage. The territory through which the road passed, however, was noted by numerous travelers for its remoteness and untamed character. Leesburg was the only major settlement of note along its route throughout Virginia (Scheel 1996a; Harrison 1924:456).

During the colonial period in Virginia, the establishment and maintenance of public roads were among the most important functions of the county court. Each road was opened and maintained by an Overseer of the Highways appointed yearly by the Gentlemen Justices. All these were dirt roads that often became impassable in inclement weather, especially during winter (Anonymous 2007b). Maintenance was often haphazard, with deep ruts and poor

grading marring many roads. In the years immediately after the American Revolution, many counties simply lacked the resources to build and maintain adequate roads.

Turnpikes were proposed as a remedy to these problems. A "Toll Pike" system administered by regional private citizen groups was pioneered in England. Under that system, regional turnpike authorities were authorized to borrow money for construction and to erect toll houses, with the understanding that the road became free for public use once the construction debt was paid. In practice, turnpikes quickly became for-profit businesses. The colonial American versions of turnpike companies were profit-oriented from the start, but usually proved financial failures. Failed turnpikes reverted to public domain "within a few decades" (Hunter 1961:278). The earliest private turnpike charter in Virginia was granted in 1796 to the Little River Turnpike System, but this corporation never successfully organized. A second effort by the same name succeeded in completing a road from Alexandria to the ford of the Little River in 1806 (Harrison 1924:564).

On 5 February 1816, the Virginia General Assembly passed an act that created a Fund for Internal Improvement and a Board of Public Works to administer the fund (Hunter 1961:279). In practice, the funds were administered by political appointees; three from west of the Alleghenies, two from the Valley, three from the Piedmont, and two from the Tidewater. The Board rapidly became highly politicized, as the appointees decided which projects to back. For those so favored, the state subscribed 40 percent of capital (and, by the 1830s, often 60 percent). Over time, it became obvious that the Fund was underfinanced, but private liquid capital was almost non-existent (Hunter 1961:279).

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On 7 February 1817, the state legislature passed the General Turnpike Law. This law was intended to guide the Board of Public Works in the administration of turnpike companies. The law regulated the chartering of companies, the application of eminent domain, assessments of damages, the width, grade, and surfacing of roads, the weight of loads, width of wheels, frequency of tollgates, as well as rates of toll and other details. Perhaps most importantly, the law mandated that if a turnpike company did not maintain the road, the local county court could require the tollgates be thrown open free to the public until repairs were completed (Hunter 1961:280).

The General Turnpike Law of 1817 required an 18-foot roadbed in a 60-foot road right-of-way. Although the law made no mention of grades, in practice, 3.5 degrees of slope was rare, a maximum of 4 degrees was considered good, a maximum of 5 degrees was normal, and more than 5 degrees was common (Hunter 1961:283). The 1817 legislation also mandated that each company erect a toll house at least every 5 miles. An immediate public outcry resulted in a modification in practice, whereby toll houses were located no less than every 10 miles. Toll houses were supposed to be erected in places hard to avoid, such as at river crossings and mountain gaps, country stores, or approaches to towns (Hunter 1961:284).

By 1828, the Commonwealth of Virginia, from its Fund for Internal Improvement, had subscribed to stock in 12 turnpike companies. In mid-century many miles of hard-surfaced roads were completed, particularly in the state's mountainous sections. One of the most

ambitious of these enterprises, a corollary to the James River Canal, was the turnpike constructed in 1830 from Rockfish Gap to Scottsville. The peak of this effort to improve the movement of traffic over land was reached in 1850 when the road down the Shenandoah Valley was macadamized from Winchester to Staunton. During this same decade planked roads appeared, such as the Jerusalem, Orange, & Boydton (Anonymous 2007b).

Turnpikes were intended to be maintained from toll receipts, although most turnpike companies contracted out their maintenance work. During the depression of the 1840s, turnpike maintenance costs often exceeded income from tolls (Hunter 1961:283). One solution was called "toll farming," whereby the maintenance contractor ran the toll houses and was allowed to keep the proceeds. This expedient served as an admission that the pike had failed as a business, surviving as a public service (Hunter 1961:284).

The Board of Public Works hired a Principal Engineer to survey routes, supervise the construction of turnpikes, and ensure some level of uniformity in design. Claudius Crozet was one of the most colorful figures to fill that position in the early-nineteenth century, and perhaps the most competent (Hunter 1961:283). Crozet was a significant figure in the history of Virginia, serving as Principal Engineer for the Board of Public Works from 1823 to 1831 and from 1838 to 1843. Crozet was responsible for the initial survey of many of the primary and secondary roads in use to this day and, in the 1820s, he correctly predicted the ascendance of the railroads over canals. Crozet was trained as an artillery officer under Napoleon, and for a time served as an instructor at West Point (MacDonald and Miller 1999).

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The position of principal surveyor included educating an amateur workforce of road builders and maintenance personnel, and fixing the errors of previous surveyors. There was nothing in the law that required turnpike companies to follow the advice of the Principal Surveyor, who was in effect a public consultant, working in a position analogous to the modern farm bureau. Crozet once remarked on a particularly poorly surveyed route that, "it was a shame that such skill in road making had not been used on a better location" (Hunter 1961:283).

Claudius Crozet was very critical of the turnpike system. In 1842, while surveying in the western and southwestern parts of state, he wrote:

> I firmly believe that another system will have to be introduced to maintain them, than the collection of tolls… In proportion as a county becomes settled, new parallel roads are opened, which lessen the revenue of old ones. The main turnpikes besides become the recipient of a multiplicity of common roads, which are industriously made with view of shunning the gates; so that repeated expenses are incurred in changing their locations, buying new lots and building [toll] houses, and what with the causes, the evasion of tolls the difficulty of securing responsible collectors and the expense of collecting, but little is finally obtained for the roads; which must, in the end, either be kept in bad order or sustained from public or private contributions (Hunter 1961:285).

As it turned out, Crozet was correct. It is hard to imagine an alternative to the system of publicly financed roads in use today. According to a leading scholar on the subject of turnpikes, "[t]he main reason for the decline of turnpikes in Virginia and elsewhere was that they were inherently unsuited for profitable private enterprise" (Hunter 1961:285). Whether profitable or not for their investors, the greater community served by these roads benefited from reduced transportation costs and an increase in surrounding property values.

3.4.1 Road Building Technology

Dirt

The first roads in colonial Virginia were essentially dirt trails, most often following routes that Native Americans had used for generations. These unimproved routes were generally only a few feet wide and followed the existing contours of the landscape. Many were adjacent to streams and rivers. These trails were generally too narrow to allow passage of wagons and carts, thereby necessitating the first improvements. Trees were felled and the stumps cleared to create a wider traveling surface. Additional road work might include grading and ditching to improve drainage. Equipment for improving dirt roads was limited to horse-drawn road scrapers and two-wheeled carts for hauling dirt, as well as hand tools such as shovels and rakes (Sloane 1955:62-63). Particularly in rural areas, however, such labor-intensive improvements were rare.

Block

One of the earliest forms of paved road construction incorporated the use of cobblestones. Block roads appeared in the United States as early as the seventeenth century and remained a popular construction style into the nineteenth century. This technique used river cobbles placed in sand to provide stability. A variation on this method used dressed granite or quartzite "cobbles" shaped and fitted by skilled artisans. Because this technique was so labor intensive, it was rarely used on long stretches of road; it was common only in urban settings (Miller et al. 1998:27).

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Another method of block road construction was Nicolson Wood Pavement. Developed in 1867, this type of paving used ¾-inch-thick pine lathing strips laid between 3-inch-wide blocks of oak to create uniform spacing and alignment. Any spaces were filled by tar or gravel. This method of road construction proved very popular in the late-nineteenth century. Like cobblestones, wood block paving was more common in urban than in rural areas (Miller et al. 1998:27).

Gravel

In the early-nineteenth century, John Loudoun Macadam developed a road system that focused on keeping the road dry, which helped maintain the road's weight-bearing capacity. Macadam accomplished this by placing three layers of broken-stone gravel into a trough. The first, or bottom, layer consisted of 4 inches of broken stone that measured 2 to 2½ inches in size; the second layer was 4 inches thick and made of broken stone ¾-inch to 2 inches in size. The top layer was 2 inches thick and consisted of small pieces of rock ranging from ¾-inch pieces of gravel to fine sand. The road surface was sealed by capping it with the dust leftover from breaking the stones. The road was graded to create a crowned roadbed with berms and

ditches on both sides of the pavement, and the surface was rolled to compact the materials. The design and materials of the macadam method created a road that could shed water and stand up to wear and tear. Built in 1823, the turnpike between Hagerstown and Boonsboro, Maryland was the first macadam principle road constructed in America (Miller et al. 1998:28-29). In Virginia, the Fauquier & Alexandria Turnpike represented the first macadam road constructed in the state (Board of Public Works 1826:201).

3.4.2 Fauquier & Alexandria Turnpike

The Love family had long been involved with the vital business of assuring wagon passage to Virginia's seaports. In October 1785, Samuel Love was among the commissioners appointed to establish a toll gate between the heavily traveled roads leading from Snicker's Gap and Vestal Gap into Alexandria (Massey and Maxwell 1987:8/8; Ridout et al. 2005:12). The need for the road stemmed from the collapse of the tobacco economy, which subsequently caused the old, larger farms to be subdivided into smaller farms. The influx of new farmers created a need for transporting crops and products to markets, principally to the port of Alexandria (Ridout et al. 2005:12).

In 1808, newly elected Congressman John Love formed the Fauquier & Alexandria Turnpike Company and built a road from Fairfax Courthouse to Buckland and then on to the Little River Turnpike. This alignment generally followed the existing US Route 29. In his petition, Love wrote:

> Buckland is easy of access on all sides, and although from the short time it has been a place of consequence, roads have not yet been properly opened, the necessary steps are now being taken for that purpose.
>
> Buck Land [*sic*] lies convenient to one of the best gaps in the lower ridge of mountains, through which the roads from a very extensive part of the country must necessarily pass to go either to Dumfries or Alexandria… The road in the straytest [*sic*] direction from Ashley's gap to Dumfries will pass thru Buck Land. The road called the Carolina Road, leading from Nowland's Ferry on Potomac River to Norman's Road, Rappahannock, is established to pass thru Buck Land… (Massey and Maxwell 1987:8/8).

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The turnpike company was reorganized in 1821 as the Alexandria-Warrenton Turnpike Company and it was decided to extend the road from Buckland to Warrenton (Ridout et al. 2005:13). State engineer Claudius Crozet was brought in to design the new thoroughfare. Crozet and the town trustees determined that Buckland would be improved by building the new turnpike along an alignment that passed through the center of the village, a short distance south of the existing road at Bridge and Love streets. In 1823, construction of the new road began. This new section of the road was planned to be built using the macadam paving system (Ridout et al. 2005:13). According to the 1824 annual report for the Fauquier & Alexandria Turnpike Company, the company spent $108,000 on the construction and improvement of the turnpike and the Board of Public Works provided $22,500 for assistance (Board of Public Works 1826:200).

Crozet, however, expressed considerable displeasure with the road's construction, complaining that the stones used were too large. He also described the road bed's grading and ditches as likely to cause erosion and excessive deterioration. The turnpike company worked to correct these defects, going so far as to take up and relay some sections of road. Crozet noted that a bridge across Broad Run had been destroyed by a flood and would shortly be rebuilt (Board of Public Works 1829). This bridge dated from as early as 1807, with documentary evidence suggesting that it had been a kingpin design. Crozet is reported to have designed the replacement structure. A drawing of the new bridge, showing two wooden spans supported by a stone pier, with stone abutments at each end, has been identified as Crozet's design. The 1827 bridge was replaced with an iron through-truss bridge ca. 1890 (Blake and Fonzo 2005; Brown et al. 2007:Inventory 29-30).

Construction costs for the turnpike increased rapidly, rising from $2,000 per mile in 1827 to as much as $4,200 per mile the following year. During the late-1820s, the Fauquier & Alexandria Turnpike Company successfully petitioned the General Assembly to authorize a public lottery to raise funds. In 1829, the legislature agreed to allow up to $30,000 to be raised in this fashion. The same year, a total of 6 toll houses were operated. They were spaced approximately 5 miles apart, in keeping with state law, although closer together than common custom (Ridout et al. 2005:14).

From its earliest days, the Fauquier & Alexandria (and later Fauquier & Warrenton) Turnpike served principally as a farm-to-market road. Summer traffic was heavy enough to warrant construction of 2 parallel side roads, each 11 feet wide, for seasonal use (Evans 1989:25; Ridout et al. 2005:14). A stagecoach route and U.S. mail service operated along the road. Like many turnpike companies, the Fauquier & Alexandria encountered financial difficulties maintaining the turnpike's operation. Between 1830 and 1834, no funds were available for additional improvements. The road was not fully completed until the early 1840s, by which date the Board of Public Works no longer included any substantive mention of the company in its reports (Ridout et al. 2005:14).

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3.5 Late-Eighteenth/Early-Nineteenth Century Agriculture

During the earliest years of English settlement in Virginia, farmers experimented with a variety of native crops and also introduced European grains, such as wheat. The climate proved suitable for cultivating many of these crops, but the rapidly emerging European market for tobacco resulted in a trend towards monoculture. A small number of families, such as the Blackburns of Rippon Lodge in Prince William County, became quite wealthy as a result of raising tobacco. The port towns of Alexandria and Dumfries owed their existence to their role as shipping points for the crop (Harrison 1924:397; National Park Service [NPS] 2007b).

Tobacco, however, proved ill suited for long term cultivation, as the crop exhausted the soil, leading to lower and lower yields per acre. By the end of the eighteenth century, most local tobacco planters had diversified and begun cultivating other crops that required fewer nutrients from the soil, such as corn and wheat. Smaller land owners and tenant farmers

adopted a similar approach. Increasing demand abroad for American-grown grains guaranteed ready markets for these products (NPS 2007; Harrison 1924:403). Farmers of all types engaged in subsistence agriculture, growing a variety of crops, tending orchards, and raising livestock to produce for their own needs. Surpluses were sold at regional markets for cash. The success of these farms, ranging from sprawling plantations to comparatively modest farmsteads, depended heavily on the labor of enslaved African Americans (NPS 2007).

Even with the shift from tobacco to other crops, agriculture was not always self-sustaining. Many farmers supplemented their incomes by selling fish caught from the Potomac, by engaging in other trades, such as blacksmithing, or by operating small dry-goods stores (NPS 2007). Small-scale commercial enterprises geared toward the processing of agricultural products sprang up at crossroads communities such as Buckland. Distilleries, grist mills, tanneries, and store houses were typical of the types of businesses found in rural Virginia towns. These businesses provided local farmers with necessary services and a means to prepare their goods for shipment to distant markets.

Harrison credits the influence of German and Scots Irish immigrants, as well as Quakers from the Delaware Valley, for bringing a tradition of diversified subsistence farming to central Virginia, and thereby supplanting the Tidewater tradition of tobacco cultivation. Indeed, Loudoun and upper Fauquier counties were known from their earliest days of settlement as grain producing regions. Farmers in these areas cultivated wheat, barley, rye, and oats (Harrison 1924:401).

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At Buckland Farm, John Love experimented with several varieties of wheat during the late-nineteenth century. One strand wheat, “The Lawler,” had a natural resistance to the Hessian Fly, a pest that caused significant, periodic damage to the American wheat crop during the nineteenth century. Love corresponded regularly with many of Virginia’s leading figures, including James Monroe, Thomas Jefferson, James Madison, Patrick Henry, Andrew Jackson, and Benjamin Latrobe, about political and agricultural issues of the day. In one letter, he noted that Monroe had purchased some 200 bushels of Lawler wheat for himself and reserved a like amount for Jefferson and Madison (Ridout et al. 2005:6).

Love ground his wheat into flour at his mills on Broad Run. Indeed, the rapid increase in wheat and corn cultivation during the eighteenth century led to a proliferation of grist mills throughout Virginia. Most of these were located along streams and rivers that provided the power required for the milling process. Wagon caravans hauling flour from mills to markets were a common sight along rural Virginia roads. Port towns such as Alexandria, which initially had depended on the tobacco trade, soon turned to the export of grain, a potentially highly profitable endeavor, since these goods were not covered by the navigation laws of the colonial period. Trade quickly reached well beyond the colonial markets of Baltimore and Philadelphia to the West Indies, where grain products were exchanged for rum, sugar, molasses, and salt. Following American independence, direct trade with European markets became possible, further increasing demand (Harrison 1924:405, 407-408).

Agriculture remained the backbone of the economies in Prince William and Fauquier counties through the nineteenth century. An examination of census data provides insight into this period (Geostat Center, University of Virginia Library [hereafter, Geostat Center] 2007). By 1850, Prince William County had 579 farms with a cash value of $1,446,304 ($2,498 per farm), while Fauquier County had 889 farms with a cash value of $5,976,203 ($6,722 per farm). The higher values in Fauquier County presumably relate to that county's higher volumes of productivity and greater value of livestock and farm products as compared to Prince William County. Similarly, land values in Fauquier County were higher than in Prince William County, and a greater area of Fauquier County land was recorded as improved. There were 104,424 acres of improved land in Prince William County farms and 72,343 acres of unimproved land. By comparison, Fauquier County farms included 247,297 acres of improved land and 130,206 acres of unimproved land. Ten years later, on the eve of the Civil War, the number of Prince William County farms had increased only slightly, to 581, but the cash value had almost doubled to $2,373,100. Improved farmland amounted to 97,353 acres and unimproved farmland was 76,746 acres. Although the county reported a higher number of farms, the total amount of land under active cultivation had decreased since 1850. Meanwhile, in Fauquier County, the trend toward increasing levels of agriculture continued. In 1860, there were 966 farms with a cash value of $10,062,472. The amount of improved farmland was 268,431 acres and unimproved land totaled 115,048 acres.

African American slaves provided the bulk of the labor force at farms and plantations throughout Virginia and, therefore, comprised a substantial percentage of total population in most areas. For example, in 1790, Prince William County's total population was 11,615 while Fauquier County's was 17,892. Of this number, 4,704 persons (just over 40%) in Prince William County were African American slaves, while in Fauquier County the number of slaves totaled 6,642 (just over 37% of the population). By 1860, Prince William County's total population had decreased to 8,565, and the slave population had decreased to 2,356 (approximately 27% of the population). Fauquier County saw its total population increase to 21,706, with the number of slaves increasing to 10,455 (almost 50%of the total population (Geostat Center 2007).

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A much smaller number of free African Americans lived in both counties. In 1820, the census recorded 275 freemen and women in Prince William County and 507 in Fauquier County. By 1860, 519 free African Americans lived in Prince William County and 821 in Fauquier County. Many free African Americans worked as farm laborers, while some found employment as skilled workers. For example, the 1860 census for Prince William County identified freemen Thomas H. Delaplane as a master miller and George Smith as a cooper. Both men lived in the Buckland area (Peters n.d.:5).

3.5.1 Horse Breeding and Racing

A specialized segment of agriculture in northern Virginia revolved around horse breeding and racing. This pursuit was the purview of gentlemen farmers, who possessed the time and financial means to devote to an activity that went well beyond providing necessities for daily survival. Upper class English colonists brought horse racing traditions with them as early as 1650, when Robert Brooke established the first private foxhunting pack in Maryland. Almost

a century later, the first organized pack was founded in Virginia (Beisel 2005:36, 40). Foxhunting was by definition a gentlemen's sport, as it required thousands of acres of woods, pastures, cropland, cleared trails, and defined fence lines. Some individual holdings were large enough to offer the necessary accoutrements, but generally area landowners and small farmers cooperated to build a hunt country (Beisel 2005:40).

Thoroughbred, or flat, racing was firmly established in Virginia by the mid-seventeenth century. By the mid-eighteenth century, colonists regularly imported stallions, broodmares, and racing stock, attended annual meets, and participated in jockey clubs. Flat racing peaked in popularity during the 1830s (Beisel 2005:46).

Steeple chasing is a younger sport, the first organized race taking place in England in 1792. Courses were built to simulate the conditions found in the English countryside, and included walls, ditches, hedges, and fences. Both foxhunters and thoroughbred racers quickly discovered that their horses could also excel at steeple chasing (Beisel 2005:63).

During the 1840s, ring tournaments were introduced to Fauquier County at Fauquier White Sulphur Springs, near Warrenton. These events were contests loosely based on medieval games, involving young men dressed in knightly regalia. Riders completed an obstacle course, at the end of which they snared a hanging ring with the point of a lance. Each rider was given three chances, and the individual with the most rings was declared the winner. The NRHP-listed Morven property in Markham hosted these types of events (Shepherd 2001:8/12).

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The origins of the thoroughbred breed lay in Great Britain, with a foundation stock that generally consisted of Arabian stallions and native mares. The American thoroughbred resulted from breeding native stock with imported English and Arabian horses, and emerged as its own distinct breed by the late-eighteenth century. Virginia was a leader in the thoroughbred breeding industry by 1775, when 27 stud farms operated in the vicinity of the James, Potomac, Rappahannock, and York rivers. One of the best known was John Tayloe II's estate, Mt. Airy, built in the early 1750s in Richmond County. The Tayloe's owned and raced Childers, a horse imported in 1751 and said to be a sire of great mares, and Leviathan, the first champion gelding in American turf history and winner of 23 consecutive races. John Tayloe III bred his mare Castinira to Diomed, out of which came Sir Archie, another famous sire of American thoroughbreds (International Museum of the Horse 2007).

Buckland Farm developed a reputation for its horse stock during the late-eighteenth century. Beginning in the 1780s, John and Samuel Love, Jr., imported Arabian and fine European horses to breed at Buckland and at Samuel's farm, Salisbury, in Loudoun County. The origins of the American thoroughbred breed are reportedly traced in part through the blood lines of their stallions, Mahomet and Spread Eagle (Ridout et al. 2005:6).

Exactly why the Loves engaged in horse breeding is not known, but their association with thoroughbreds suggests they were involved in horse racing. In 1789, correspondence between Charles Love, Jr., and General George Washington indicates that Washington bought one of

Love's horses "for his own use" (Ridout et al. 2005:6). A decade later, Washington corresponded with Samuel Love and introduced him to James McHenry, Secretary of War under President John Adams. Love offered "a number of horses" for the U.S. Army, but whether the offer was accepted is not known (Ridout et al. 2005:6).

3.6 The Civil War

After decades of discord over slavery, sectional tensions between the North and South reached a flashpoint on 12 April 1861, when South Carolinians fired on the U.S. Army's Fort Sumter. Five days later, Virginia seceded from the Union. Eppa Hunton of Prince William County was among the delegates at the secession convention. Thereafter Hunton was appointed colonel of the Eighth Virginia Infantry, made up of companies from Loudoun, Prince William, and Fauquier counties (Dabney 1989:284-294; Writer's Program 1941:47-48). Control of the Potomac River became important to both sides because of the river's proximity to Washington, D.C. and its usefulness as a supply route. Confederate guns were placed at Aquia Creek and Mathias Point in an attempt to command the river. Meanwhile, the Federals moved on Norfolk to scuttle warships (MacDonald and Miller 1999:20; Dabney 1989:301). The first major land battle in Virginia took place on 16 July 1861 at the First Battle of Manassas in Fairfax and Prince William counties. It ended in Confederate victory, but at great cost in casualties. Leaders on both sides realized that the conflict would not be resolved quickly. In March 1862, Confederate troops abandoned their positions in the Manassas area and moved to the Rapidan River. The following November, Union victory at the Second Battle of Manassas led to largely undisputed Federal control over Prince William County. Small Confederate groups, such as Mosby's Ranger's, continued to operate in the area until the end of the war and conducted a number of successful raids against Union troops (Writer's Program 1941:50-52).

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The following discussions of the Bristoe Station Campaign and the battle of Buckland Mills are based on Bedell's investigations (2006) augmented with additional research conducted by Gray & Pape.

3.6.1 The Bristoe Station Campaign

The Bristoe Station campaign of August to October 1863, which culminated with the battle of Buckland Mills, marked a decrease in the tempo and volume of military action in the eastern theater of operation. This period saw a relative decrease in military operation when compared to the decisive campaign of Gettysburg that preceded it and Grant's overland campaign that followed. Both armies were, to an extent, worn down by the previous months' exertions, and Federal losses in senior leaders and troops put no small strain on the Army of the Potomac. Meanwhile, Confederate losses, including key cavalry leaders such as General Wade Hampton, had been nearly crippling at Gettysburg. In addition, General William "Grumble" Jones's court-martial and exile to southwestern Virginia and General Beverly Robertson's resignation necessitated a reorganization of the Confederate cavalry arm. The number of serviceable Confederate horses was reduced by hard use and an outbreak of hoof rot disease (Henderson 1987:5).

The period after Gettysburg saw a complete reorganization in Confederate command and leadership. In the fall of 1863, a corps-level organization was adopted with General J.E.B. Stuart as Cavalry corps commander. The Cavalry corps consisted of two divisions, one under Fitzhugh Lee and the second under Wade Hampton. Accompanying this reorganization was a change in fighting doctrine. Stuart was ordered by Robert E. Lee to issue rifle muskets for dismounted sharpshooters. This was partly to counter the use of repeating carbines and breach loaders then being issued in increasing numbers to Federal cavalry, as well as to offset the lack of available cavalry arms, notably swords, carbines, and pistols. The musket rifles allowed for long range fire, but were slow and impractical for mounted troops. They also proved no match for the excellent weapons available to the Federals, but were all that was available from the limited Confederate arsenal. The reliance on rifles conflicted with Stuart's own aggressive policy in which he implored his troopers to close with "arm blanc," the sword, rather than halting to give mounted fire. This mixed message had problematic results during the battle of Buckland.

During the first two years of the war, Federal cavalry underperformed, with poor leadership and poorly trained troopers leading to a string of embarrassing defeats. By 1863, the situation had improved, as Generals Cooke, Stoneman, and Averell were replaced by younger and more effective commanders such as Generals Judson Kilpatrick and George Armstrong Custer. Two years of active service meant that the Federal cavalrymen had learned their trade. At Brandy Station, and again at Gettysburg, the reorganized and reinvigorated Federal cavalry showed that it was an effective force capable of matching Confederates on the field. Stuart, too, was criticized for his poor performances, a situation to which he was unaccustomed. Consequently, by the fall of 1863, Federal cavalry was clearly in the ascendancy while the Confederates were perched on the verge of a decline.

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The impulsive natures of new, younger Federal commanders such as Kilpatrick, age 27, and Custer, age 23, often led them to pitch into a fight without much reflection. This was something Stuart and Fitzhugh Lee would try to use to their advantage. Stuart had nearly trapped Custer at the old Brandy Station battlefield, where Custer's Wolverines had had to make four charges before cutting their way through Gordon's North Carolina Brigade and out of Stuart's trap. Stuart correctly surmised that the Federals might be prone to make the same kind of rash attacks again.

With almost a third of the Army of Northern Virginia removed to Tennessee to face a growing crisis there, and confronted by heavy losses among the army's leadership, Robert E. Lee was forced to limit his aggressive nature. During August 1863, comparatively little fighting took place in Virginia, while the situation in Tennessee deteriorated for the South. The Confederate high command sent General James Longstreet and two divisions to improve the situation in Tennessee. Federal spies alerted their command to the weakness of the Army of Northern Virginia. Ready to go on the offensive, General George Gordon Meade advanced the Army of the Potomac to determine Lee's strength and position and to bring Lee to battle if the opportunity arose. But after the Confederate victory at Chickamauga (18-20 September 1863), two of Meade's corps (the 11th and 12th) also were sent to Tennessee, and the cautious Meade began withdrawing northward toward Manassas and Centreville. Lee sensed an

opportunity to take advantage of Union weakness, and hoped to cut off and destroy Meade's forces piecemeal and prevent the Federals from shifting more troops from the east to Tennessee. Lee's attempt to cut off the Union rear guard at Bristoe Station on 14 October, however, resulted in heavy Confederate casualties and little success. Meade was able to pursue the Confederates to the Rappahannock River, where Lee attempted to hold the line. On 7 November, two Union corps overran a Confederate bridgehead at Rappahannock Station, taking more than 1,600 prisoners. Lee then retired south of the Rapidan River. The "Mine Run Campaign" or "Mud March" of late November was equally indecisive, so both sides spent the winter in largely the same positions they had occupied in August.

Cavalry played a crucial role in the series of marches and countermarches that characterized the Bristoe Campaign. Mounted forces were constantly on the move, scouting, screening troop movements, attacking supply lines, and generally probing for advantage as Lee's army fell back from Bristoe Station in October 1863. Stuart and Fitzhugh Lee attempted to set a trap for Kilpatrick's Third Cavalry Division. While Hampton recovered from wounds received during the Gettysburg campaign, Stuart assumed direct command of Hampton's cavalry division. Hampton's division had withdrawn in front of Kilpatrick, screening the retreat of Lee's army, and taking position at a line along Broad Run. Stuart had 3 brigades under his command: Gordon's Tar Heels (the 1st, 2nd, 4th and 5th North Carolina), Butler's Brigade under Pierce Young (the 1st and 2nd South Carolina, Cobb's Legion, Philips Legion, and the Jefferson Davis Legion), and Jones' Brigade under Thomas Rosser (the 7th, 11th, and 12th Virginia Cavalry). Gordon's brigade, dismounted, defended the bridge at Buckland Mills, supported by artillery.

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Kilpatrick maintained he would "give him [Stuart] no rest," and his division closely pursued the Confederate cavalry (Hartley 1996:293). Confederate accounts of the fighting at Buckland begin two days before the engagement, when Stuart fought his way out of a very difficult situation. On 17 October, Stuart awoke at dawn to discover that he was surrounded by Federal infantry units that had camped on either side of him. Fortunately for the Confederate troopers, the Federals had no idea they were in such close proximity to the enemy. According to Captain Whit Anthony, Stuart

> sent word to [General] Gordon "for God's sake take the First N.C. and cut through." This regiment was at once wheeled into column of four and to reach the enemy had to pass over a ditch and a high rail fence. Shortly after the head of the column reached the field in which were the enemy, Lieutenant Colonel Thomas H. Ruffin, who was leading, was mortally wounded, which created a little confusion. Seeing this Major Rufus Barringer, who had rejoined his command the evening before and who had not yet reported for duty, having been wounded at Brandy Station, at once rushed to the front and with only a walking cane for a weapon gallantly led the charge through the enemy lines and actually captured the whole of the 126th New York Infantry…The Federal Cavalry was in full force, numbering six thousand, in close pursuit of Stuart, with a large Infantry support sent up from Fairfax, where Meade had his main army. Stuart had less than half that number consisting of two divisions, Hampton's and Fitz Lee's; but these two

divisions were quite separated and apparently both retreated; and on diverging roads. Stuart was with Hampton on the Warrenton Turnpike, while Fitz Lee was on the Federal left, seemingly following the old line towards Auburn and Catlett Station (Anthony n.d.).

3.6.2 Battle of Buckland Mills

On the morning of 18 October 1863, Union forces comprised of General Kilpatrick's cavalry division began moving south and west from Gainesville along the Warrenton & Alexandria Turnpike (US Route 29). These forces included the brigades of General Custer (1st, 5th, 6th, 7th Michigan and 1st Vermont cavalry regiments) and General Davies (2nd and 5th New York, 18th Pennsylvania and 1st West Virginia cavalry regiments). The previous day, these troopers had been in contact with Stuart's cavalry division, which included the brigades of Gordon, Rosser, and Young, near Groveton and had pushed Stuart west to Gainesville, with Davies driving Young's brigade through Haymarket and on to Thoroughfare Gap. Kilpatrick's orders were to proceed west, maintaining pressure on Stuart to Warrenton. The Federals believed additional Confederate cavalry was 5 miles to the north, covering Lee's withdrawal across the Rappahannock. Confederate cavalry under Stuart had moved from the previous day's position north, around Gainesville, and set up a defensive line west of Broad Run at Buckland. The three brigades of Wade Hampton's cavalry division, commanded by Stuart, occupied a position astride the Warrenton & Alexandria Turnpike (US Route 29). Their dispositions included dismounted sharpshooters along Broad Run supported by artillery. As this was a cavalry force and there was little time available, there were no prepared earthworks or field fortifications. Custer's brigade was positioned on a bluff at the Cerro Gordo plantation just east of Broad Run and the village of Buckland. An artist traveling with the Federal forces captured Custer's view toward the Confederate positions (Waud 1863) (Figure 15).

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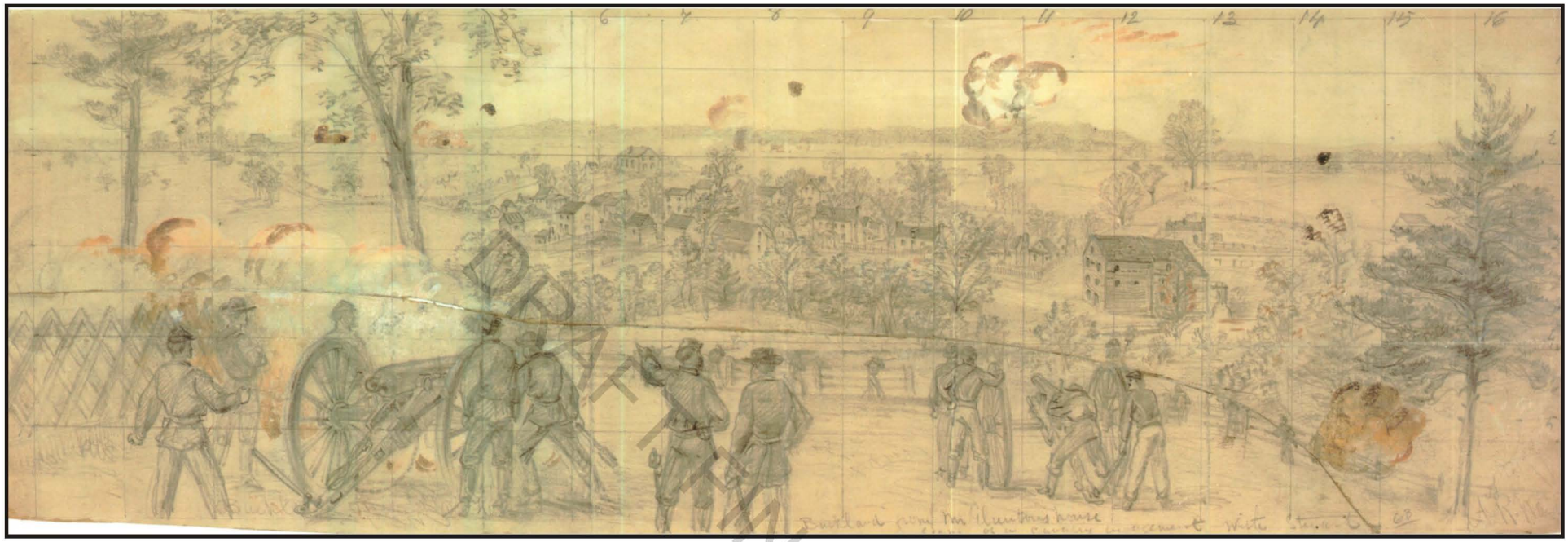
Custer's brigade began its attack after dawn, driving in the Confederate skirmishers and beginning a dismounted firefight across Broad Run (Figure 16). After several hours of unsuccessful frontal attacks, Custer attempted to work around both flanks of Stuart's position. Stuart's forces began to withdraw along the turnpike. The time was around noon, and the remaining Federal brigade under General Davies and the divisional commander Kilpatrick had arrived on the scene. Kilpatrick ordered Davies to pursue the retreating Stuart toward Warrenton with Custer's brigade to follow (Figure 17).



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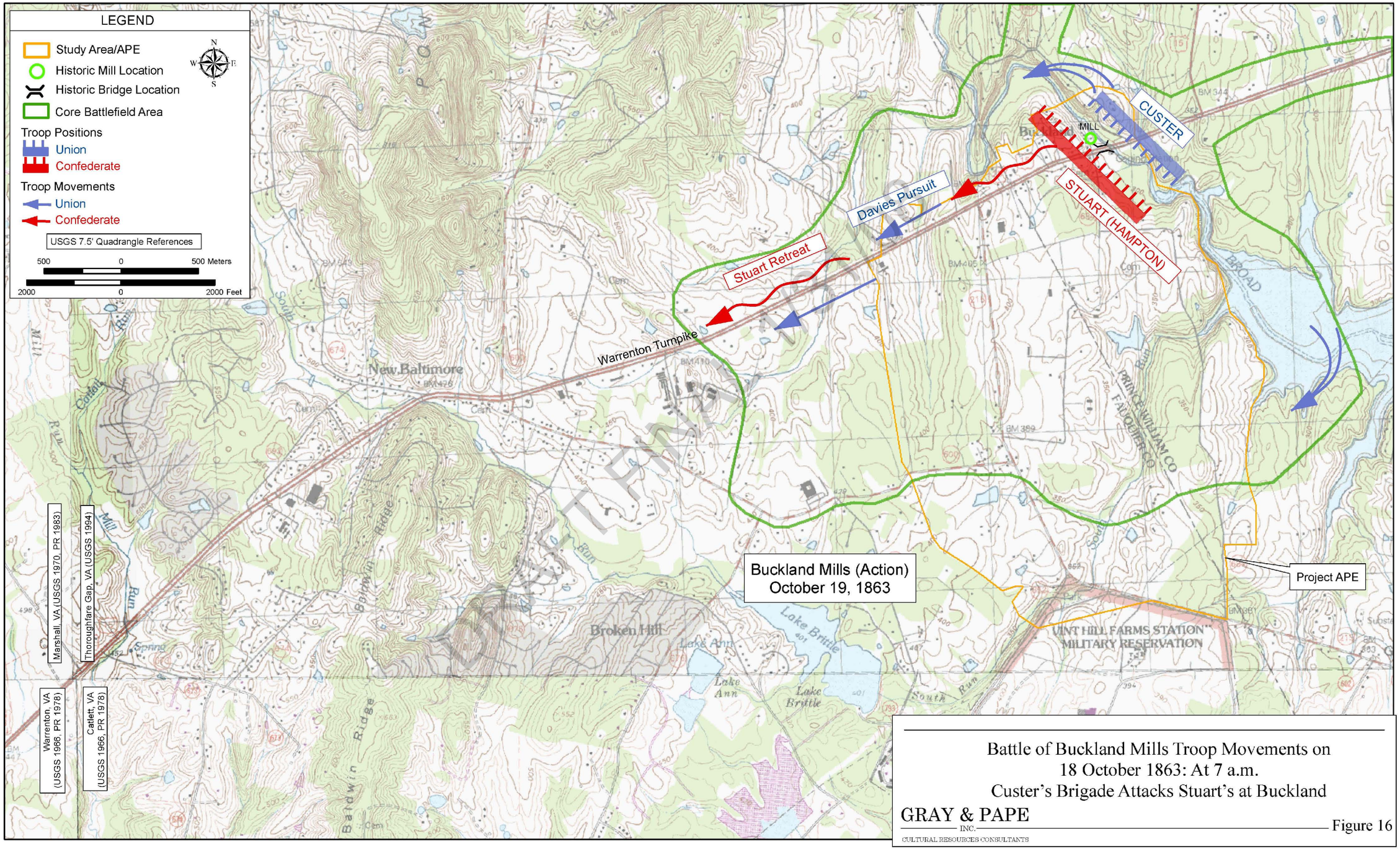
A. R. Waud's 1863 Drawing of the Battle of Buckland Mills



Battle of Buckland Mills Troop Movements on
18 October 1863: At 7 a.m.
Custer's Brigade Attacks Stuart's at Buckland

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Figure 16

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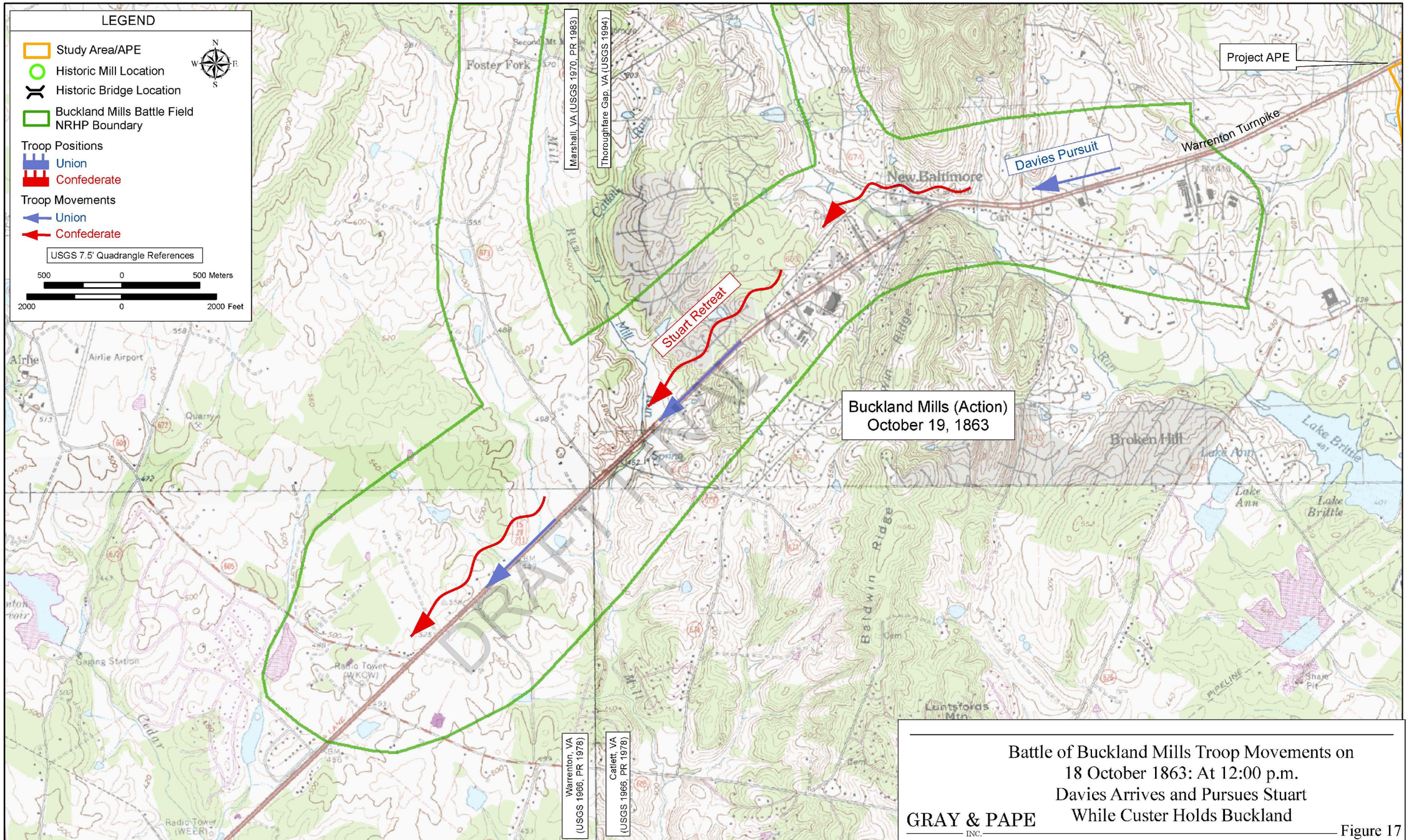

Battle of Buckland Mills Troop Movements on 18 October 1863: At 12:00 p.m. Davies Arrives and Pursues Stuart While Custer Holds Buckland

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Figure 17

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Custer indicated that his brigade needed a rest, as it had been in action all morning and the horses had not been fed since the previous evening. Kilpatrick permitted Custer time to take care of his men and animals and then ordered him to continue to follow Stuart's retreat west towards Warrenton.

At Buckland, Custer's command rested and ate, then formed up on the Warrenton Turnpike (US Route 29) to follow Davies. Concerned with the rapid retreat of Stuart and sensing that all was not as it appeared, Custer dispatched the 7th Michigan southeast toward Greenwich to screen his left flank. He ordered the 6th Michigan to guard his rear and the bridge over Broad Run at Buckland. Around 3:00 p.m., Custer assembled his three remaining regiments and his artillery and moved forward to support Davies. The 1st and 5th Michigan were followed by the 1st Vermont. Custer had advanced only a short distance along the turnpike when he heard rifle fire coming from the direction of Buckland. Custer raced back to the 6th Michigan and formed a line of battle south of the turnpike and near the stone bridge. Custer deployed the 6th Michigan forward as skirmishers, with placed the 1st Vermont and 5th and 7th Michigan in line from left to right, supported by Battery M of the 2nd U.S. artillery. It was from this position that Custer observed what he believed to be Confederate infantry extending across a 1-mile frontage advancing from a wood located a half-mile southeast of the Warrenton & Alexandria Turnpike (US Route 29). This was Fitzhugh Lee's entire division, consisting of three brigades, almost all of them Virginians: W.H.F. Lee's brigade, under the command of John Chambliss (9th, 10th, and 13th Virginia), Wickham's brigade, under the command of Thomas Owen (1st, 2nd, 3rd, and 4th Virginia), and Lomax's Brigade (5th, 6th, and 15th Virginia and 1st Maryland), supported by horse artillery firing from a hill along Vint Hill Road (State Route 215). These forces had been in motion since the early morning. Fitzhugh Lee had contacted Stuart about noon with a proposal to ambush the Federal cavalry. According to this plan, Stuart would yield the position at Buckland and retire toward Warrenton. Moving north from Auburn, Fitzhugh Lee would catch the Federals in the flank and rear as they advanced west along the Warrenton Turnpike in pursuit of Stuart. Stuart agreed to the plan and issued orders accordingly.

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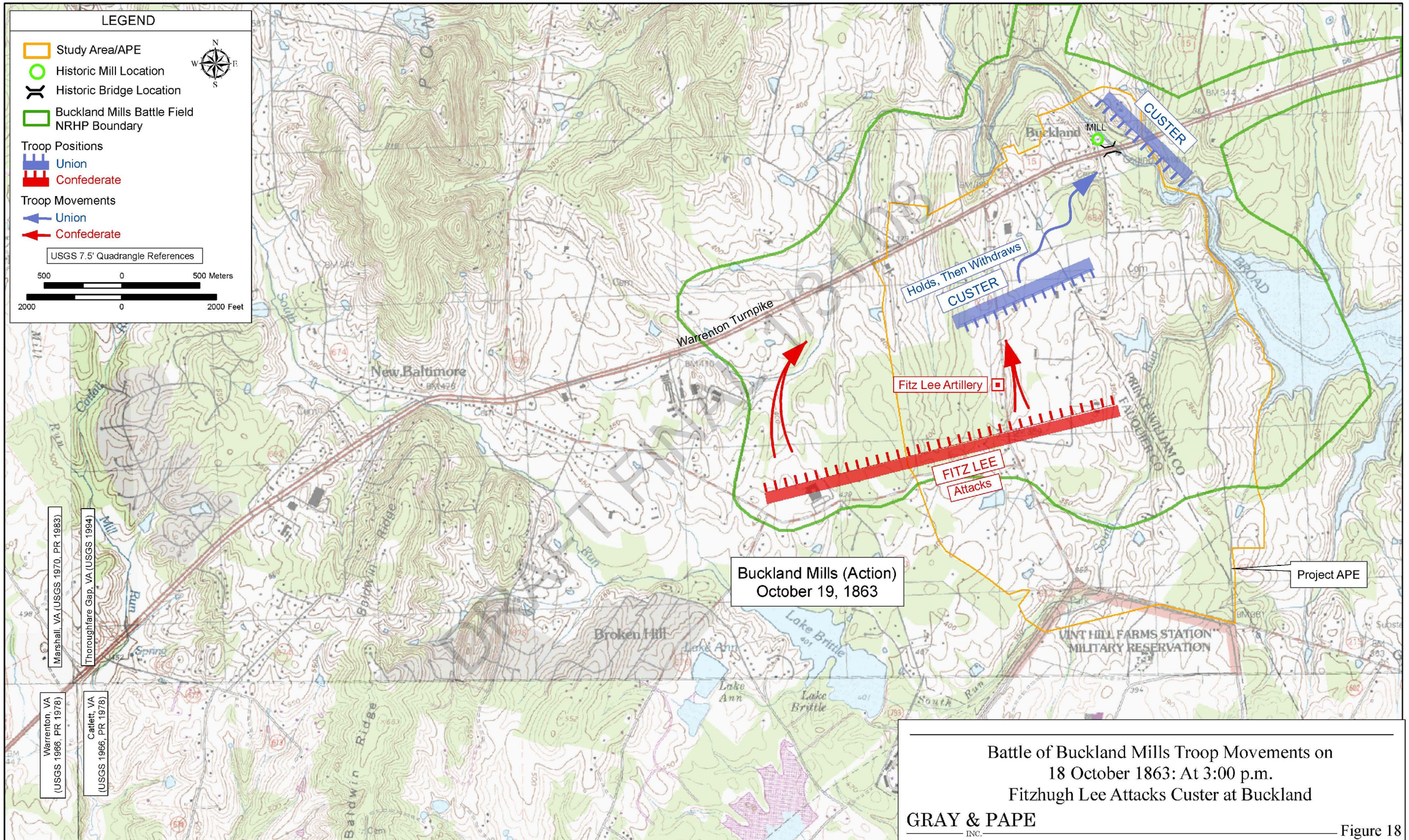
Fitzhugh Lee evaded the 7th Michigan and arrived close to the Warrenton & Alexandria Turnpike (US Route 29), screened from the road by a large woodlot south of the turnpike (Figure 18). His forces emerged from these woods as Custer prepared to move forward in support of Davies. The best account of the fight between Custer and Fitzhugh Lee is given by Major James Kidd of the 6th Michigan. Kidd's account is based on a combination of his own memories and written sources, including the official accounts of the battle and those of Confederate cavalryman Major Henry McClellan. As Kidd told it, he was taking an after-lunch nap when:

> Finally Custer was ready to move. Awakened by a staff officer I was directed to report to the general. "Major," said he, "take position with your regiment about 500 yards toward those woods. Remain there until the command is in column on the pike, then follow and bring up the rear."



Battle of Buckland Mills Troop Movements on
18 October 1863: At 3:00 p.m.
Fitzhugh Lee Attacks Custer at Buckland

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Figure 18

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> The order was given with a caution to be careful, because the Seventh Michigan had been scouting near Greenwich and might be expected to come in from that direction. Greenwich is almost due south from Buckland Mills, whereas Auburn, from which place Fitzhugh Lee was approaching, lay considerably west of south.
>
> The movement of the two commands began simultaneously. The Fifth Michigan, Pennington's Battery, the First Michigan, and First Vermont, with Custer and his staff leading, were in a few moments marching briskly in column on the Warrenton pike, which was not very far away from the starting point. The Sixth Michigan meantime proceeded in column of fours toward the place designated by General Custer, close up to the woods. Nothing had been seen or heard of Davies for some time. Everything was quiet. Nothing could be heard except the tramp of the horses' feet and the rumble of the wheels of Pennington's gun carriages, growing more and more indistinct as the distance increased.
>
> The Sixth had gone about 250 or 300 yards and was approaching a fence which divided the farm into fields, when Captain Don G. Lovell, who was riding by the side of the commanding officer of the regiment (Kidd), suddenly cried out:
>
> "Major, there is a mounted man in the edge of the woods yonder," at the same time pointing to a place directly in front and about 200 yards beyond the fence (Kidd 1969)

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A discussion followed about whether the man was friend or foe, settled when he drew his revolver and fired at the Michigan men:

> "There, ____ it," exclaimed Lovell. "Now you know it is a rebel, don't you?"
>
> The information was too reliable not to be convincing, and the regiment was promptly brought front into line, which had hardly been accomplished, when shots began to come from other points in the woods, and no further demonstration was needed that they were full of confederates.
>
> The fence was close at hand, and the command to dismount to fight on foot was given. The Sixth deployed along the fence and the Spencers began to bark. The horses were sent back a short distance, under cover of a reverse slope. The acting adjutant was dispatched to overtake Custer and report to him that we were confronted by a large force of confederates and had been attacked. Before he had started, the confederates displayed a line of dismounted skirmishers that extended far beyond both flanks of the regiment and a swarm of them in front. A Michigan regiment, behind a fence, armed with Spencer carbines, was a dangerous antagonist to grapple with by a direct front assault, and Fitzhugh

> Lee's men were not eager to advance across the open field, but hugged the woods, waiting for their friends on the right and left to get around our flanks, which there was imminent danger of their doing, before relief could come.
>
> It did not, however, take Custer long to act. Putting the Fifth Michigan in on the right of the Sixth, he brought back Pennington's battery, and stationed the First Vermont mounted to protect the left flank, holding the First Michigan mounted in reserve to support the battery and to reinforce any weak point, and proceeded to put up one of the gamiest fight against odds seen in the war. Opposed to Custer's five regiments and one battery, Fitzhugh Lee had twelve regiments. . . .
>
> Before the dispositions described in the foregoing had been completed, Breathed's battery, which had been masked in the woods to the right and front of the position occupied by the Sixth Michigan, opened fire with shell. But Pennington came into position with a rush, and unlimbering two pieces, in less time than it takes to tell it, silenced the confederate artillery, firing over the heads of the Sixth Michigan skirmishers. Fitzhugh Lee pressed forward his dismounted line, following it closely with mounted cavalry, and made a desperate effort to cut off Custer's line of retreat by the bridge. This they were unable to do. The Sixth held on to the fence until the confederates were almost on it, and until ordered by Custer to retire, when they fell back slowly, and mounting their horses, crossed the bridge leisurely, without hurry or flurry, the battery and the other regiments, except the First and Fifth Michigan, preceding it. The First Michigan brought up the rear (Kidd 1969:218-222).

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The account in Kidd's memoirs can be compared with one he wrote in a letter home just a week after the battle:

> Dear Father & Mother
> When you saw me last I was making coffee and had just ceased skirmishing. We had crossed Broad Run a stream which at that time was unfordable and could be crossed only by a single bridge or by swimming. The enemy as I think I told you had given up a splendid position to our advance a position which they could have held against two times their number whereas as the sequel proved they greatly outnumbered us. The 1st Brigade went on towards Warrenton and our brigade remained on the bank near the bridge making coffee feeding our horses at ease unsuspicious of danger but it seems General Stewart [*sic*] who was in command left his strong position to allow us across intending when we had placed sufficient distance between ourselves and the chance of retreat. While making strong show of resistance in our front to have Fitz Hugh Lee's cavalry attack our rear…. (but) dinner saved us. Fitz Hugh Lee evidently waited for us to move on until Gen. Kilpatrick obtained some inkling of his presence upon our flank when he ordered Gen. Custer's brigade back across the run at the same time sending orders to Gen. Davis [*sic*] commanding the 1st Brigade to return. Gen. Custer ordered me to move 500 yards to the left and remain there

> while the column was passing out. At that time I am satisfied that he was entirely unaware of the presence of an enemy in our immediate neighborhood. I moved the regiment through a field till I came to a fence and intended to go on to the woods beyond the next field but not thinking it worth while to remove the fences I commenced to form the regiment in "columns of battalions" where I was. I had found one battalion with the left flank toward the woods and was forming the other in its rear when the enemy concealed in the woods opened fire on us. The balls whizzed through and over us strange to say injuring no one. I was astonished, and for a moment supposed they were our own men as Gen. Custer had told me that the 7th Michigan were near there but they were more to the right. A second volley satisfied me and in two minutes I had dismounted the regiment, deployed the skirmishers along the fence facing the woods and sent the horses back to our former position under cover of a hill. I reported to Gen. Custer who on hearing firing was as much surprised as myself he immediately placed the battery in position in our rear, by which time the rebels opened fire from a masked battery, right in front of us. They however directed their attention to our battery and to the rear of our battery. Five minutes after a heavy force of mounted Infantry dismounted made its appearance to the front and left and coming down upon our left flank while the 7th Michigan Cavalry had been driven in upon our right. Our battery immediately limbered up when I had informed Gen. Custer of this new danger and went for the bridge on the run, while all the mounted regiments all retired slowly. Gen. Custer ordered me to mount my men who when they received the order fell back at a walk firing as the retired and mounted and got out of the way in good order. After we had all got safely over the bridge the rebels planted a battery and shelled the road while a force of cavalry which had crossed below came in upon what had been our left but was then our right flank. At Haymarket we met our Infantry and was out of danger. The 1st Brigade was cut off also the 5th Michigan and made their escape by turning off to the right and swimming the stream (Wittenberg 2000).

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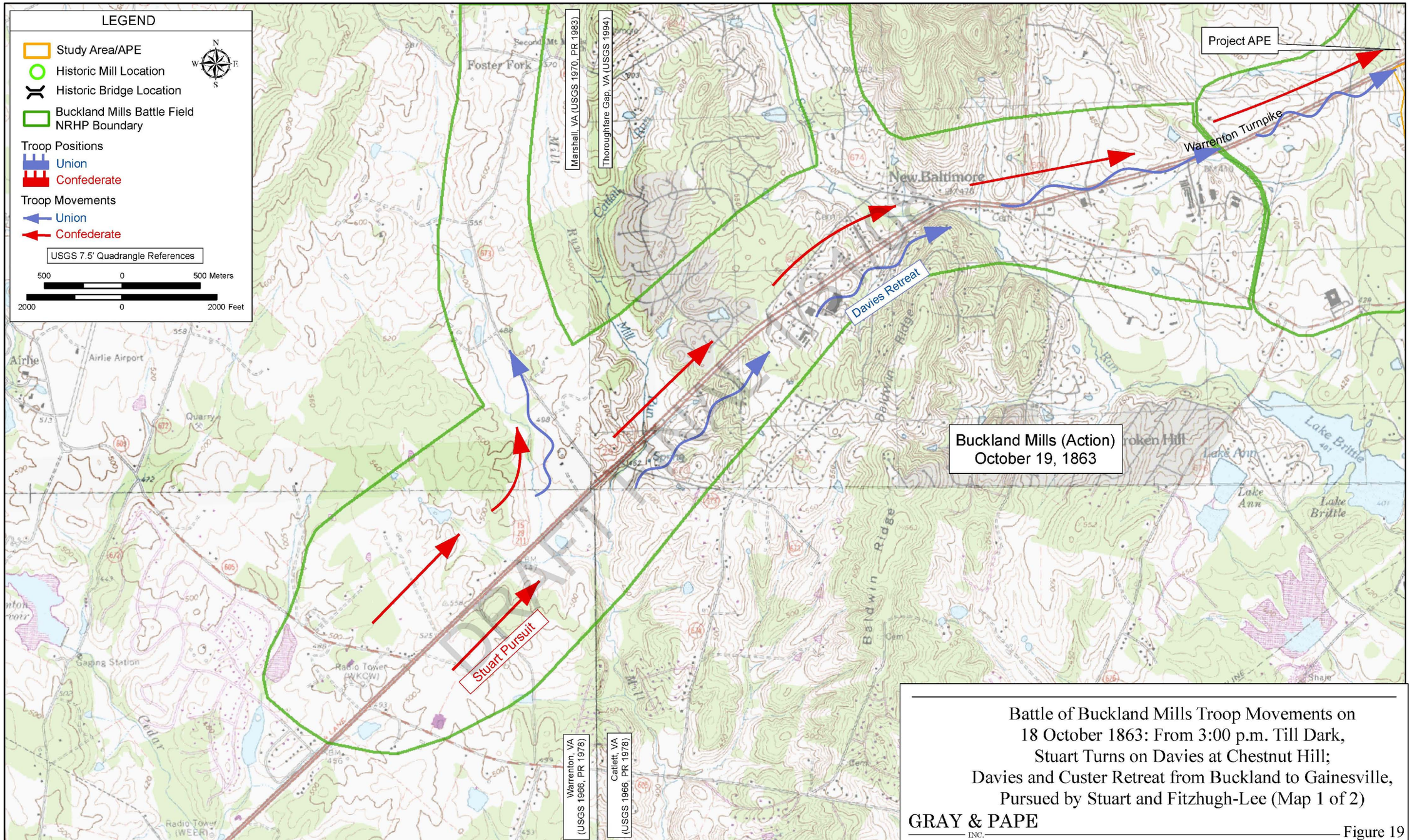
With Custer occupied by Fitzhugh Lee in Buckland, Davies's brigade, with Kilpatrick, continued to pursue Stuart along the Warrenton Turnpike (US Route 29). They reached a point somewhere between New Baltimore and Chestnut Hill, approximately 4 to 5 miles west of Buckland, when they heard firing to the east. Troopers were sent to investigate the commotion. This was the signal for Stuart to turn and attack (Figures 19 and 20). Screened by Chestnut Hill, Stuart drew up his three brigades. In the center, along the road, was Gordon's Brigade, the 1st North Carolina in the lead, with Young's Brigade on the left and Rosser's on the right. When the men were mounted and in order, Stuart turned to Gordon and said, "Now, Gordon, is your time." To Rufus Barringer, commander of the 1st North Carolina, Gordon said, "Major Barringer, charge those Yankees and break them." Bugles were blown and the charge was unleashed. Sabres drawn, the 1st North Carolina gave the rebel yell and bore down on Davies's men, who began to fall back (Anthony n.d.; Barringer n.d.:7; Official Records of the Union and Confederate Armies [OR] 1890:461). Kilpatrick, alerted to Fitzhugh Lee's assault on Custer, ordered Davies to withdraw.



Battle of Buckland Mills Troop Movements on 18 October 1863: From 3:00 p.m. Till Dark, Stuart Turns on Davies at Chestnut Hill; Davies and Custer Retreat from Buckland to Gainesville, Pursued by Stuart and Fitzhugh-Lee (Map 1 of 2)

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Figure 19

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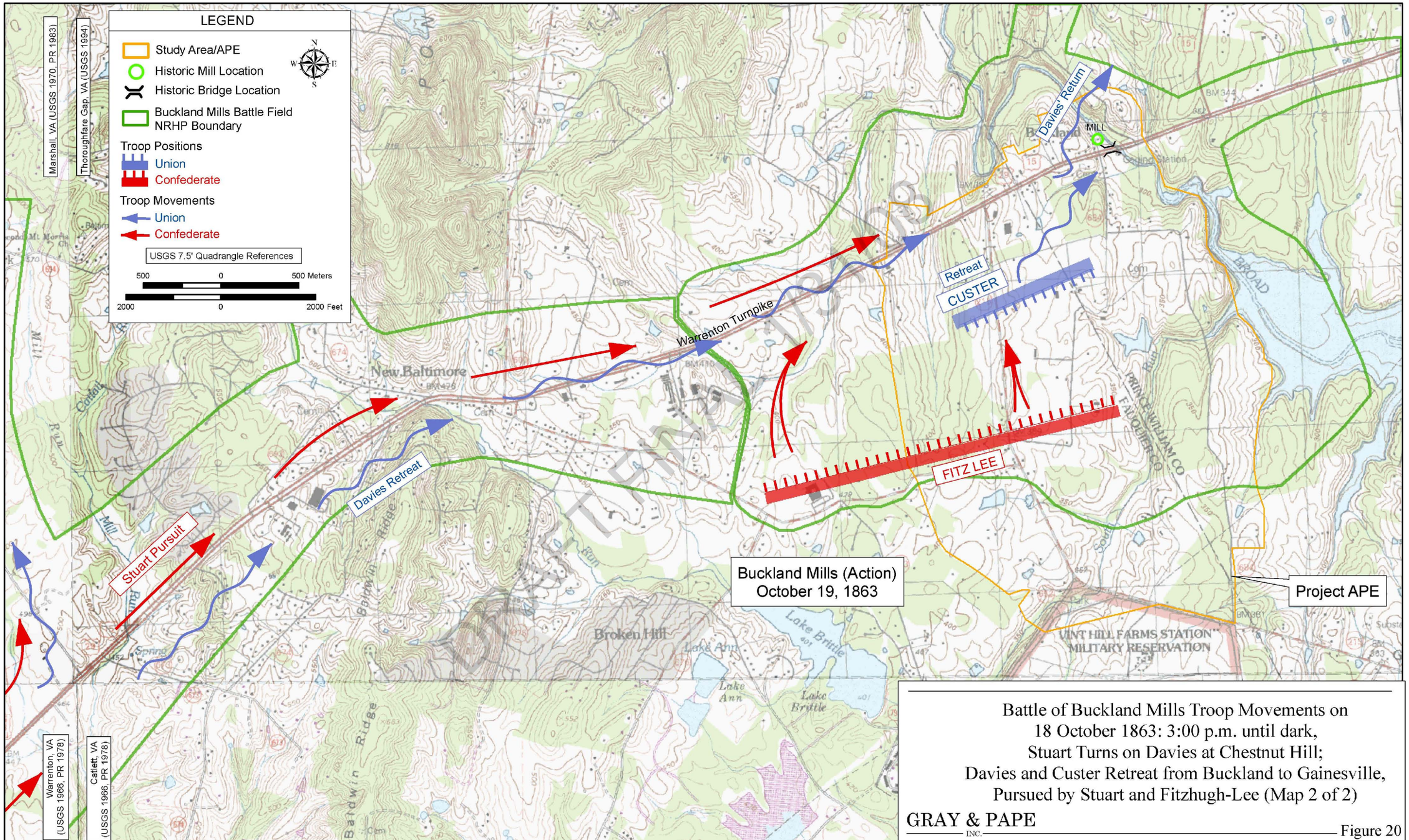

Battle of Buckland Mills Troop Movements on
18 October 1863: 3:00 p.m. until dark,
Stuart Turns on Davies at Chestnut Hill;
Davies and Custer Retreat from Buckland to Gainesville,
Pursued by Stuart and Fitzhugh-Lee (Map 2 of 2)

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Figure 20

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> Cavalry actions are typically confused, often fluid affairs and it is difficult to reconstruct exactly what happened next. Some Confederate accounts speak of "breaking" Davies's brigade and chasing them all the way to Gainesville. Stuart, for example, reported that
>
> They at first resisted my attack stubbornly, but once broken the rout was complete. I pursued them from within 3 miles of Warrenton to Buckland, the horses at full speed the whole distance, the enemy retreating in great confusion [OR 1890:438].

While Stuart claimed to have routed the Federal forces, careful review of battle accounts suggests that this claim was somewhat exaggerated. Rufus Barringer, in a historical note written for the Confederate Veterans' Association, recalled:

> In a few moments more the whole command were down upon the Federals with drawn sabers. The latter stood their ground until the column came within less than 50 yards of the extreme front, when the whole line emptied their pistols and carbines upon our devoted heads, and then deliberately wheeled about and galloped off. The volley, of course, checked our speed and produced some confusion all through our advanced lines. But in an instant more the charge was again sounded and the pursuit continued.
>
> The Yankees, however, preserved good order, wheeling and firing at occasional intervals for more than a mile. At last Maj. Barringer ordered the dashing Capt. Cowles, of Company A, to break their ranks. This was speedily done, and the whole retreat became a rout (Barringer n.d.:7).

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Captain Whit. Anthony of the 1st North Carolina gave a more complete account of the battle from the Confederate side:

> On the night of the 18th Stuart and Hampton took position on the south bank of Broad Run, and on the morning of the 19th resisted every attempt of the Federals to cross. At last, Stuart began to retire and was slowly and cautiously followed by Kilpatrick, with the bulk of the Federal Cavalry, while Custer was left to watch Fitz Lee; the Federal Infantry occupying a point to support either in case of emergency.
>
> Stuart feigned to resist every attack in his rear and retired with dogged obstinacy until he reached Chestnut Hill, three miles in front of Warrenton, a strong position which he held to await Fitz Lee's movement. The latter had been instructed to hold his ground until he felt sure Kilpatrick was several miles off his support, and then at a given signal of a cannon, Hampton was to turn on Kilpatrick and Lee was to attack Custer, simultaneously. . . .

The Federal front was held by Davis' [*sic*] Brigade well supported in his immediate rear and flank, and confident in strength of Custer and the infantry near Broad Run. When Barringer gave the order to "Charge," the horses started off (as is usual in a well made mounted charge) at only a full steady trot, so as to see that we were exactly in place, and well in hand and with sabers only. After going some fifty yards, the order was "to gallop" and after probably a hundred further, the chief bugler, "Little Henry Litaller" bore slightly to one side and facing the regiment sounded the "Bugle Charge," which stirred men and horses to the deadly shock. This call was answered all through the lines; but it was the North Carolinians that led the way, as they had the open road, while the flanks encountered fences, forests, rock walls, ditches, etc. And it was the "first" that kept "tip to tip" and threw itself with irresistible force and fury against the solid ranks of Davis' [*sic*] Brigade and "broke them." The Federals were also "In Column" and stood undismayed, as the Confederates at full speed threw themselves squarely upon them, with saber in hand, but instead of meeting the shock with a counter charge, the Federals resorted to the pistol and carbine, and fired too quick, nearly every shot passing over the Confederates. The main Yankee front was instantly scattered and fled, but firing as they retreated. Not so with Davis' [*sic*] rear and flank. They all broke and ran for life. The idea of "rear attack" seems to have seized every man of them and they not only broke and fled but took to the woods and fields in all directions, and without any attempt to reform, save only the front squadron which manfully held the road and for miles alternately reformed, coolly delivered a fire and again retreated.

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Meantime the Confederate supports on either flank and far to the rear had all come up and pushed right ahead under Stuart, Hampton, Young and others, until they struck Custer, who finding himself assailed alike in front, flank and rear, had no alternate but to order a retreat. His wagon train fell into a panic and a total rout ensued extending several miles and far into the night. Gordon kept his other regiments close up and well in hand but it was the First North Carolina that did nearly all the fighting and really won the day. The wonder has been how less than two hundred troopers could accomplish such results. Of course, when the Federals were once broken and their forces fairly scattered, all of Stuart's men did good service in capturing prisoners, flanking detached parties of the enemy, and in gathering up spoil. In the pursuit of Davis' [*sic*] Brigade alone "two hundred fifty prisoners were taken, eight wagons and ambulances taken, with Custer's headquarters wagon, baggage and papers."

When Maj. Barringer got his orders to "break those Yankees" every man under him knew what he had to do, and all went at it with one heart and mind. The blow was struck before Davis could possibly arrange to meet it, and every "Tar Heel" knew that success lay in sticking close together and pushing every advantage. When the Federals were once started back the Confederates all followed the lead of the North Carolinians, and the latter again and again dashed into the very ranks of the flying enemy. What added greatly the force and fury

> of the onset was the tremendous force of the chargers ridden by Barringer and his front file. His own splendid steed (Blake shot) twice led him into the rear of the Yankees, but so complete was the panic that he escaped unhurt, but at the end of two miles, however, in passing through a small hamlet (Buckland) a fourth charge threw both horse and rider square up against an old building and so disabled the Commander, when Capt. W. H. H. Cowles of Company A instantly dashed to the front and led the charge right on. And thus those veteran troopers kept up the charge until the lines of the enemy Infantry were encountered.
>
> Of all of the regular mounted charges of the war this was probably the most complete in its success, the most daring and continuous the onset and the most glorious in its results (Anthony n.d.).

Federal accounts of the action differ from these claims of unqualified and complete victory. Kilpatrick does not mention the ambush of Davies's brigade at Chestnut Hill, noting only that when Fitzhugh Lee launched his attack, "Davies [was] ordered to return." Kilpatrick wrote that when he ordered Custer to retire across Broad Run,

> Davies had not yet returned, but could be distinctly seen a short distance off slowly retiring, fighting as he came. . . . I sent an order to General Davies to leave the main road and retire by the right of the town and cross the stream higher up. The enemy saw this movement on the part of General Davies, but were unable to prevent it, as General Custer's artillery swept the bridge and road over which the enemy must pass to attack him. General Davies succeeded in safely crossing the stream, but, as the enemy were crossing in front of General Custer a strong force, I deemed it best not to form a junction with the two brigades (OR 1890:383).

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Davies recalled that he began to fall back toward Buckland Mills when he heard Fitzhugh Lee's attack, and only briefly mentions Stuart's division:

> As I gained a position beyond New Baltimore I heard cannonading in my rear, and at the same moment was told by an officer of General Kilpatrick's staff that the enemy had appeared on our left and rear, and that I was directed to halt where I was and await further instructions. The firing in my rear growing heavier, I took the responsibility of countermarching my command, returning toward Buckland Mills, at the same time directing the Second New York Cavalry, which had the advance, to hold their ground for some time and then retire slowly, covering my rear.
>
> Arriving within 1 mile of Buckland Mills, I learned that the enemy's infantry had driven General Custer's command across Broad Run, and held the bridge and fords at the mills. At the same time a column of infantry, coming in on my right from the direction of Auburn, threw out skirmishers and attacked my

> column. I sent out the Fifth New York, under Major Hammond, to hold them in check, which was successfully done.
>
> I sent forward my wagons, artillery, and the rest of my column to the left, with instructions to cross Broad Run and make toward Hay Market, and then, with the First [West] Virginia Cavalry and the Second New York, attacked and drove back the rebel cavalry that were charging my rear. This done, I ordered the whole command across Broad Run, and moved through the fields and woods toward Hay Market (OR 1890:387).

The truth of the matter is that the battle was probably a combination of the rout described by Stuart and the ordered withdrawal reported by Kilpatrick. Stuart's account is overstated, possibly because he was trying to make up for his shortcomings during the preceding months, notably at Brandy Station and Gettysburg. Davies retained all his cannon and most of his wagons by moving north from the Warrenton Turnpike across country to Foster Fork Road and Bust Head Road. He continued to Thoroughfare Gap and eventually arrived at Gainesville (Henderson 1987:204-205). Nevertheless, Davies's brigade had at least 84 men captured by the Confederates, including 50 from the 2nd New York, which suggests that at least part of his force was routed or cut off.

Young must have been sent in pursuit of some of Davies's command. He stated that the division "achieved a splendid victory over the enemy's cavalry in which I had not the pleasure to participate, as my brigade was sent round to attack in the rear" (OR 1890:459). Stuart's account confirms this order to Young (OR 1890:452). Other accounts state that Young's brigade was on Gordon's left flank when the initial charge was made against Davies, so the order sending Young around the Federal right must have been made later. Along the way from Chestnut Hill to Buckland, Stuart stopped Young, whose brigade may have fallen behind Gordon's, and told him to take a different route and try to get in the Union rear. Probably Young followed the road toward Foster Fork, which branches off to the north about half a mile east of Chestnut Hill. Stuart likely hoped to get Young in front of Davies and cut him off. That Young was unable to accomplish this suggests that Davies's men were withdrawing rapidly and not resisting the Confederate attacks.

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Another account of the battle was written by Captain (then Lieutenant) Willard Glazier of the 2nd New York in his *Battles for the Union* (1883). Though Glazier's writing is not accurate in regard to some details, he tells a seemingly honest account of his participation and subsequent capture at the battle of Buckland Mills. Being taken prisoner at Buckland was an event that, as he put it, "vitally affected my whole after life" (Glazier 1883:355). By his own account, he "lay insensible under the feet of trampling horsemen" for some time after his horse was shot from under him, and his memories of the day may not have been entirely clear (Glazier 1883:351). He recalled that:

> In the closing engagement of the campaign of 1863, near New Baltimore, General Kilpatrick suffered his first defeat. Overwhelmed by superior numbers,

after a sharp struggle he was obliged to retire to Haymarket, leaving the attacking cavalry of Stuart in undisputed possession of the field.

After the Confederate defeat at Bristoe, where, the confident advance of Lee's army had been suddenly checked and his legions hurled backward in retreat, the rear of the retiring army was covered by Stuart's cavalry, which fell slowly back towards Warrenton. The Union force followed . . . and thus gave [Fitzhugh] Lee an opportunity for a flank attack. On the night of the eighteenth of October, Kilpatrick's Division, consisting of the brigades of Custer and Davies, bivouacked near Gainesville, posting their pickets along Cedar Run [actually Broad Run].

We reached Gainesville at about dark, having skirmished all day with the enemy's cavalry, who had sharply disputed our advance. . . . The firing was kept up until a late hour—the crack of carbines and pistols breaking the stillness of the night air along Warrenton Turnpike, and lighting the darkness with fitful flashes. During the night, our regiment was drawn up in column of squadrons, ready for action at a moment's notice, and we were ordered to "stand to horse."

A little after dawn the next morning, the order to advance was given and, breaking camp, we were soon en route for Warrenton. Stuart's cavalry, in our immediate front, retired slowly before us, skirmishing as they fell back. The Harris Light [2nd New York], marching in columns of platoons, led the van. Just after we passed New Baltimore, on the Warrenton Pike, we were startled by a sudden thunder of artillery which shook the air, and to our dismay, we discovered that Fitzhugh Lee was making a furious attack on our rear guard at Buckland Mills. A storm of shot and shell from the enemy's batteries swept our ranks, and at the same instant Stuart, in our front, wheeled about and charged the small brigades of Kilpatrick with wild fury. The onset was terrible and we were taken completely by surprise. Lee and his cavalry . . . advanced by an unpicketed road upon our troops. Here, by a pre-concerted movement with Stuart, he began the attack. Almost at the same moment, General Gordon, in command of a third division of Cavalry, emerged from the woods on our left, and made an attack on the Union flank with determined fury. A less skillful commander than Kilpatrick would have been overwhelmed by a crisis so unlooked-for and portentous. Surrounded on all sides by the swarming hordes of the enemy, and assaulted in front, flank, and rear, by a force greatly outnumbering our own, certain destruction seemed to await us. . . Quickly [Kilpatrick's] plans were formed, and the order "Platoons right about wheel!" rang down the column. It was followed an instant afterwards by the command, "gallop! march!" and at the head of his small brigades, he made a desperate charge upon the cavalry and artillery of Fitzhugh Lee, arrayed in line of battle along the banks of [Broad] Run. Our boys obeyed the voice of their chief, with unflinching determination, as their desperate onset proved: but the three hundred slain left on the field, showed at what a cost the charge was made. It

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> was a bloody alternative, but the command was saved and their road to escape made clear.
>
> When we were in pursuit of the retreating foe, the Harris Light Cavalry had the advance, but by a sudden evolution of the regiment during the fight, we were thrown in the rear and compelled to defend ourselves as best we could from an attack on the flank. Reaching a slight elevation in the road, we made a stand and succeeded in holding the enemy in check for some time, by the deadly volleys from our carbines and pistols. Stuart, who was commanding the Confederate force in person, ordered an assault on our position upon us amid wild yells with an entire division. A furious hand-to-hand conflict ensued, which made the battle field a scene of confusion and distress. Numbers, it is said, were drowned in [Broad] Run while endeavoring to feet their escape. At this crisis of affairs, a fatal bullet pierced my horse and we found to the ground, trampled by the charging squadrons of the foe (Glazier 1883:351-354).

Buckland Mills was Kilpatrick's first real defeat. He had suffered several repulses while pursuing the Confederate retreat from Gettysburg, but in those instances the Confederates were fighting delaying actions and eventually retired from the field. Buckland Mills marked the first time Kilpatrick was forced to leave a battlefield under the control of the enemy. Glazier's estimate of Federal dead at Buckland Mills is too high (230 casualties is the current estimate for Federal casualties, almost all of them prisoners), he misnames Broad Run, and he confuses Gordon, who was commanding the North Carolina brigade that pursued Davies down the turnpike, along with Chambliss, who led the flank attack at the head of a brigade, not a division. His account, however, agrees with those of Stuart, Barringer, and Anthony. Davies's brigade retreated in reasonable order for more than a mile, until a sudden charge by the Confederates overwhelmed the rear guard and sent the rest of the brigade scurrying across Broad Run to safety. Glazier captures the fear and confusion of the Federals, who were attacked in the front and the flank as they discovered that the bridge in their rear was held by their enemies, and the cool professionalism of Kilpatrick and Davies, who extricated most of their men from the trap.

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From Kilpatrick's account, one might conclude that Custer had already fallen back across the bridge when Davies's men came in sight. Custer's loss of wagons and ambulances, including one with his personal effects, is at odds with this conclusion. Confederate artilleryman P.P. Johnston recalled:

> My battery was hotly engaged when Fitz Lee attacked Custer's brigade at Buckland Mills. The battle was of the most obstinate character, Fitz Lee exerting himself to the utmost to push the enemy, and Custer seeming to have no thought of retiring. Suddenly a cloud of dust arose on the road toward Warrenton, and as suddenly everything in our front gave way. The mounted cavalry was ordered forward, and I saw no more of the enemy (McClellan 1994:393).

A trooper of the 3rd Virginia wrote in his diary,

> We soon captured the picket on the road to Greenwich and pressed on; but came upon a heavy force of the enemy stationed on the hills around Buckland. Dismounting our sharpshooters, we advanced, driving back the enemy & finally getting possession of the pike at Buckland. As soon as Gen. Stuart heard our guns, he faced about & pressed the enemy from the direction of Warrenton. Kilpatrick was unprepared for this & consequently was considerably demoralized. But a force of infantry and artillery, which he had as support, held the position around Buckland until the greater portion of his command had retreated (Nanzig 1989:44).

As Major McClellan put it,

> Of course the stampede of Davies's brigade placed Custer in a critical position, and necessitated his precipitate withdrawal from Fitz Lee's front. But Custer was a hard fighter even in a retreat, and he succeeded in saving his artillery, and in re-crossing Broad Run without any serious disorder. Some of the fugitives from Davies's brigade crossed at Buckland with Custer; the remainder, now cut off from that ford, continued their flight toward Haymarket (McClellan 1994:395).

Custer's command, though surprised, delayed the Confederates long enough to retire in some order, getting away with their artillery and most of their wagons. With two regiments of troopers armed with repeating rifles and backed by artillery, Custer presented a formidable obstacle. The 6th Michigan deployed a couple of hundred yards east of the turnpike and must have acted as a screen to allow the rest of the command to withdraw northward.

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As Col. Thomas Owen of Wickhams Brigade described,

> I pressed forward with my sharpshooters and took possession of the bridge and ford at Buckland and forced those of the enemy who were cut off to leave the road to their right and flee across the run above the bridge and ford. This they did pell-mell in great disorder and confusion but, a great many were killed captured or drowned and a number of their wagons and ambulances were captured in their flight (OR 1890:474).

Kilpatrick officially reported that he had ordered Custer to withdraw over the bridge, so he, at least, had returned from Davies's. If any of Davies's men actually crossed with Custer, as in McClellan's statement, this implies that the two brigades became mixed up in the fighting. This is certainly the impression given by the unnamed trooper of the 3rd Virginia. Davies managed to save all of his artillery, which might seem to imply that the artillery crossed the bridge. The testimony of A.R. Waud, a reporter for *Harper's Weekly* who sketched the battlefield from the nearby Cerro Gordo plantation, indicated that Davies "retreated up the Run to find a crossing." Waud continued, "General Davies succeeded in getting his men over the river at a most unpromising place; looking at it the next day, it seemed almost impossible

for the guns to get across as they did." The river is fordable in several places north of the bridge, including an old wagon ford at Buckland Mill.

It is difficult to determine from the available accounts if any of Davies's men crossed the bridge with Custer. Most seem to have crossed north of the bridge. Davies reported that he was attacked from the flank by "a column of infantry," which must have been some of Chambliss's men (W.H.F. Lee's Brigade) fighting dismounted and moving around Custer's right. That they attacked Davies from the flank, rather than the rear, shows that they had not yet reached the turnpike when the 1st Brigade returned. Davies reported that he deployed the 5th New York to face the flank attack and kept the 2nd New York and 1st West Virginia facing Gordon's pursuit, sending "my wagons, artillery, and the rest of my column to the left, with instructions to cross Broad Run and make toward Hay Market." The 18th Pennsylvania and Elder's battery were sent ahead, and some of them may have escaped across the bridge, along with four of Custer's regiments. Three regiments of the 1st Brigade and the 5th Michigan from the 2nd Brigade could not reach the bridge, and so turned north to cross Broad Run where they could.

After crossing Broad Run, Kilpatrick's brigades retreated separately toward Union lines, losing more men along the way. Custer withdrew east along the Warrenton Turnpike (US Route 29) to Gainesville. Some of Davies's men took the road leading northeast to Haymarket, while others crossed Broad Run north of Buckland and moved cross-country to Gainesville. Davies reported being attacked on the road near Haymarket:

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> At New Baltimore I learned that Fitzhugh Lee's division of cavalry had turned to the right and gone off toward Thoroughfare Gap. [Actually it was Young's Brigade of Hampton's Division who veered off.]… I ordered the whole command across Broad Run, and moved through the fields and woods toward Hay Market. I struck the pike from Gainesville, through Thoroughfare Gap, about a mile below Hay Market, outside the pickets of the First Army Corps, just in time to check Lee's Cavalry, which were coming down through the Gap to cut off my brigade. I at once placed my guns in position and rallying my command, met and drove back his attack (OR 1890 Series I, Vol. 29 Part I:459).

This must describe the last actions of the battle as evening fell and the Confederates halted their pursuit as the Federals retired back on their supports.

3.6.3 Results of the Battle

Federal losses totaled 2 killed, 16 wounded, and 84 missing from Davies's command. Custer lost at least 50 captured from the 5th Michigan, and he gave his losses for the whole campaign of October as 9 killed, 48 wounded, and 162 missing. A majority of these losses probably occurred at Brandy Station on 11 October. Stuart reported taking 200 prisoners, which includes some infantry pickets, and generally conforms to Federal accounts. Kilpatrick stated that he lost 150 men during the battle, which agrees with the reports of his officers. On the other hand, the precise figures in officer's reports do not always compare with strength

returns compiled later, so casualty statements may be under reported. In any event, Stuart and Fitzhugh Lee had come close to destroying Kilpatrick's division. Custer's delay in following Davies had prevented the encirclement of Kilpatrick's entire division. Nevertheless, the victory proved temporary as the Confederates soon retreated from the area.

The material shortcomings of the Confederate cavalry were evident during the battle. Many Confederates armed with infantry muskets were forced to fight dismounted. Their numbers were so large that Federal commanders mistook them for infantry. Confederate troops found fighting dismounted against Custer's men, who were armed with repeating rifles, to be hard going. Federal commanders considered the Confederate decision to fight dismounted a tactical mistake, arguing that a decisive mounted charge would have proven more effective. However, the Confederates lack of a melee weapons, such as swords and pistols, probably influenced the decision to fight dismounted, as did the poor condition of Confederate mounts. The widening material gap between the Confederates and Federals was almost impossible to overcome. As a result, the action at Buckland Mills was the Confederate cavalry's last great victory.

Battlefield surveys prepared during the 1990s for the CWSAC provide estimate troop strengths of 4,000 for the Union and 8,000 for the Confederates in the battle at Buckland Mills (CWSAC 1997). These numbers, however, may be high. Kilpatrick's 3rd Division is reported to have numbered 3,500 men for the Gettysburg campaign and its strength likely declined during the months of skirmishing that followed (Fox 1889:223). There is little reliable information on Confederate cavalry strength between Brandy Station in May 1863 and spring 1864. At Brandy Station, the Confederate cavalry corps numbered 10,000, but losses experienced during the Gettysburg campaign and the growing shortage of horses presumably reduced this number considerably by the fall of 1863.

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3.7 A Period of Transition: Reconstruction to the Great Depression

The battle of Buckland Mills was the last major armed engagement to take place in the Buckland area. The focus of the war in Virginia shifted south to the Richmond and Petersburg areas. Although the Confederacy won some important battles, such as at Cold Harbor, the war's tide had turned in favor of the Union. On 9 April 1865, the Civil War drew to a close when Robert E. Lee's Army of Northern Virginia finally surrendered at Appomattox Courthouse.

Four long years of war had brought devastation to local agriculture and destroyed transportation routes within northern Virginia. With natural resources depleted and agricultural fields burned or otherwise destroyed, economic recovery after the war came slowly. Social and political systems also were devastated, and many families took the opportunity to move from the area (MacDonald and Miller 1999:20). In Fauquier County, the population dropped from 21,706 in 1860 to 19,690 in 1870. A general declining population trend that began in Prince William County in 1800 continued, with the population decreasing from 8,565 in 1860 to 7,504 in 1870 (Geostat Center 2007). The agricultural economy had to be rebuilt without reliance upon enslaved African Americans, who had contributed so heavily to the economic prosperity of the antebellum period. Damaged transportation routes,

particularly roads and rail lines, required extensive repair. Houses, barns, fences, churches, schools, and businesses had likewise been destroyed, and livestock had been either confiscated or driven away (Dabney 1989:353-354).

Virginia was governed as a military district until 1870, when civil authorities were restored. A new constitution was ratified that reorganized the structure of the state government. The antebellum county court system was replaced by boards of supervisors and magisterial districts. A public education system supported by local and general taxes was established. In 1872, the Alexandria & Washington Railroad and the Richmond, Fredericksburg, & Potomac Railroad extended their respective tracks to meet at Quantico Creek in Prince William County. Manassas was incorporated a year later, Occoquan followed in 1874, and Haymarket in 1882. In 1893, Manassas assumed the role of county seat from Brentsville (Writer's Program 1941:54-55). Over the succeeding decades, the populations of Prince William and Fauquier counties began to recover. By 1900, Fauquier County's population had reached 23,374, while Prince William's numbered 11,112 (Geostat Center 2007).

Unlike many Southern plantations, Buckland Hall/Buckland Farm (076-0032) remained intact. In 1887, Mrs. Richard Bland Lee's first cousin, John Singer Sargent, painted a watercolor of the house (Figure 21). The romantic image shows the house and an unidentified nearby outbuilding (possibly an icehouse or springhouse). A picket fence encircles the yard and mature trees dot the landscape. The bucolic scene seems far removed from the battle that raged across the property 24 years earlier.

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Buckland Hall/Buckland Farm (076-0032) was occupied by Lee and his descendants until May 1913, when the farm was sold to Mitchell Harrison, who also owned the nearby Vint Hill and Acorn Farms. Harrison died in 1927, but his heirs retained the property until 1951. The Harrisons raised shorthorn cattle and sheep, and operated Buckland Farm as a dairy farm. During their tenure, architect Irving Fleming directed a major renovation of Buckland Hall. Fixtures were updated, but the historic woodwork, windows, mantles, pine flooring, staircases, and doors were retained (Barile 2005). The house was photographed during an inventory of historic properties undertaken by the Works Progress Administration (WPA) in the 1930s and early 1940s (Figure 22). It is not known if the photograph was taken before or after Fleming's work. The whitewash on the stone walls has since been removed, but it appears that the building has experienced few other exterior changes since this date.

Halting steps toward revitalization took place in the village of Buckland in the years immediately following the war. The Loves' old woolen mill was enlarged and upgraded. The cloth it produced was of a higher quality than in earlier years, and sold for $.75 to $1 per yard. The mill relied upon wool purchased from local farmers (Ratcliffe 1978:101). In 1869, the Manassas Gazette somewhat wistfully pronounced Buckland to be "the 'Lowell' of Prince William County," noting that the woolen mill employed 17 hands. Over subsequent years, the mill's ownership changed several times. In 1872, the mill was listed as Buckland Manufacturing Company, with stockholders including W. W. Payne, J. G. Hunton, P. H. Delaplane, John Hunton, Eppa Hunton, and others (Turner 1999:26). Records concerning the

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Watercolor Painting of Buckland Hall (076-0032) by John Singer Sargent
(Buckland Preservation Society)

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Photograph of Buckland Hall (076-0032) about 1940 from the Virginia Historical Inventory
(Works Progress Administration 1941)

mill's operation thereafter are conflicting. By 1877-1878, business directories listed the Kern, Bar and Company Woolen Mill in Buckland, and this firm remained in operation through 1881. From 1888 to 1894, a woolen mill in Buckland was listed in business directories as Tyler Mill, operated by J. O. Tyler (Turner 1999:118, 230). According to Ridout, Ross Campbell of Baltimore acquired the mill by 1878, but died shortly afterward. Legal issues kept the mill closed for some time thereafter. Ridout speculates that by the 1890s, the mill had fallen into disrepair. (Ridout et al. 2005:22). The woolen mill is known to have been demolished sometime around the turn of the twentieth century. In 1901, Irven Wolverton purchased the mill, Lot 28 in Buckland, and 40 acres of land. Near the woolen mill site, a new grist mill was erected (8090 Buckland Mill Road, VDHR No. 076-0112). A foundation date stone with the year 1904 indicates the construction date. In 1906, Wolverton sold the new mill to George W. Calvert. Receipts indicate that the mill processed flour, meal, corn, bran, and middlings. Calvert closed the mill sometime between 1915 and 1919 (Ridout et al. 2005:22; Bushey 1996b). In March 1923, G. W. Calvert conveyed the mill and all its machinery to George A. Vose, as recorded in Deed Book 78, page 309 (Turner 1999:234). A ca. 1910 photograph of the Broad Run dam near the mill has been identified by the Buckland Preservation Society (Figure 23).

The Kinsley Mill also operated for a period of time after the Civil War. Daniel Delaplane is listed as a corn and flour mill owner and operator in business directories published between 1877 and 1891. J. E. Delaplane was listed as the mill owner/operator in 1893-1894 and 1897-1898 directories. Miss Jane A. Delaplane, meanwhile, was listed in an 1890-1891 business directory as both a mill and boarding house operator. She also had a business license in 1887 for a boarding house (Turner 1999:59, 123). These records tend to confirm the WPA's description of the mill's history, which stated that "after the mill ceased to function as such, it was used to accommodate several boarders and there are several rooms partitioned off for that purpose, still partly furnished…" (Hobbs et al. 2001:575). During the Great Depression, the Kinsley Mill and its granary were photographed by the WPA as part of the Virginia Historical Inventory (Figure 24).

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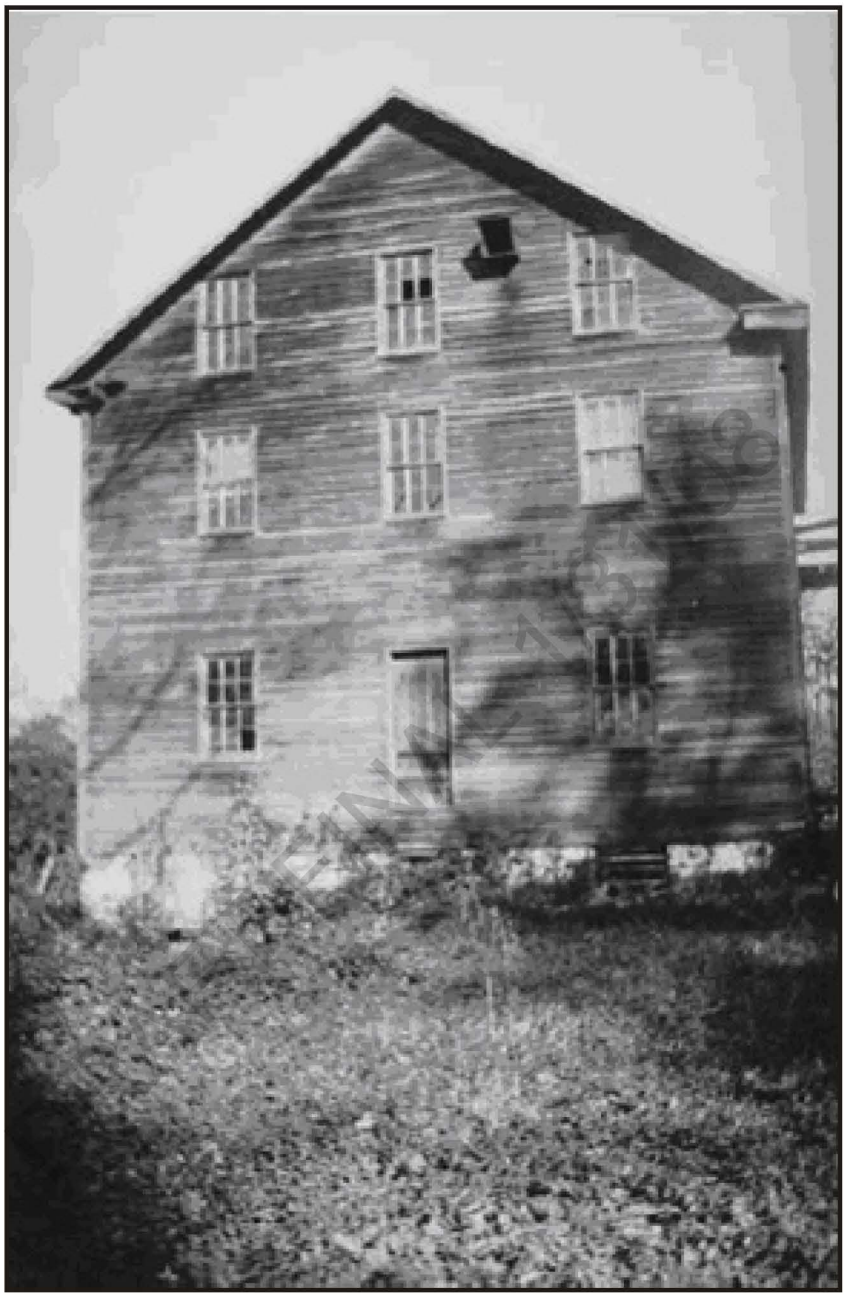
As early as 1870, petitions were filed to replace the Warrenton Turnpike's wooden bridge over Broad Run. The estimated cost for the work was $900 (Turner 2004:256). A replacement, iron through truss bridge was not installed, however, until ca. 1890 (Ridout et al. 2005:14). In 1882, residents petitioned to open a road from Buckland to Thoroughfare Station. Part of the road was to be located on an existing roadbed that had fallen into disuse, while the remainder would be located on new alignment. According to the petition, this road was needed because "we are now building houses upon our land recently purchased by us and have no way of getting to or from the place of building to carry our lumber without trespassing on other people" (Turner 2004:283).

A small assortment of skilled workers and professionals resided in Buckland during the late-nineteenth century. G. W. Miller was listed as a carpenter and builder in Buckland in 1890-1891 and 1893-1894 directories, while J. R. Payne was listed as the same in 1890-1891 and 1897-1898. Additionally, Payne & Evans were noted as saw mill operators at

Ca. 1910 Photograph of Dam on Broad Run near Buckland, Virginia
(Buckland Preservation Society)

07-28401



Ca. 1940 Photograph of Kinsley Mill and Granary (076-0118)
from the Virginia Historical Inventory
(Works Progress Administration)

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Figure 24

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Buckland, although the location of their mill is not known. Buckland had a physician for a number of years. T. G. Brown, born in 1857 in Maryland, is listed as a physician in various directories from 1888 to 1917. He paid a $10 tax for a physician's license in November 1886, the earliest record confirming his residency in Buckland. H. D. Kerfoot, another physician, also resided in Buckland during the 1870s (Turner 1999:25, 72, 75, 83-84, 58, 117, 164, 175, 201, 230).

Business records indicate a varied array of merchants in Buckland through the 1920s. Although these records likely do not provide a complete picture of the village's economy, they do offer some insight into the range of business activities conducted in the village, and the changes that took place between the Reconstruction era of the 1870s and the Great Depression of the 1930s. For example, C. M. Nalls was identified as a general merchant in Buckland, and appeared in 1880-1881 and 1884-1885 business directories. According to business licenses, R. R. Sanders was a retail merchant from 1877 through at least 1882. W. Fletcher and Company operated as a retail merchant with a tobacco license between 1876 and 1878. G. B. Grayson appeared from 1888 to 1891 as a general store merchant. Another individual, F. A. Francis, appeared in an 1897-1898 Virginia business directory as a general merchant in Buckland. A general merchandise store, owned by William Gough and listed as the Gough Store, was included in business directories between 1880 and 1891. From 1891 until after 1900, S. P. Twombly was included in business directories as a general merchant in Buckland (Turner 1999:25, 72, 75, 83-84, 58, 117, 164, 175, 201, 230). The village appears to have supported at least two stores throughout this period, although the merchants came and went with a fair amount of regularity.

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Buckland experienced some growth during this period, but it never became more than a rural crossroads village. The historical record suggests that at least some of the village's stores failed or their owners moved on to other opportunities. For example, in 1870, William Brooks's old general store on Lot 19 (now known as Deerlick Cottage) was sold to Orlando J. Glasscock for $950. The following year, the store's contents were sold and it appears that the store ceased operation. Delinquent taxes were recorded for the property by 1878, and it was sold at public auction in 1886, when Mrs. Lassie Glasscock purchased it (Ridout et al. 2005:121).

The town's lack of access to a railroad limited opportunities for large-scale commercial and industrial development. After the Civil War coal-generated steam power represented a viable alternative to waterpower, eliminating the need to locate mills and factories along rivers and streams. The many small mills that had lined Broad Run for more than a century began to close. In November 1906, Taylor's Mill (also known as Bodine's Mill) on Broad Run was put up for sale at public auction. The property included 14 acres, a house, outbuildings, and a water-power mill in operable condition, all situated near Buckland. No sale was made at the auction, but the following month, G. Raymond Ratcliffe bought the mill for $1075 (Turner 1999:223; Turner 2001:4).

By the turn of the twentieth century, Buckland's traditional role as a social and commercial center was fading. The post office established in Buckland in 1800 was permanently closed

in 1907. The Buckland Methodist Church (076-0116) had lost much of its congregation by 1906. The original deed for the church specified that the church's lot was to be set aside specifically for a church to be used by and maintained under the governance of the Methodist Episcopal Church, Baltimore Conference. Church trustees filed a petition with the Circuit Court of Prince William County requesting the right to sell the church and grounds. They argued that the church's governing body sought to transfer the remainder of Buckland's congregation to another local church and to use the proceeds from the building's sale for their members' needs. In February 1906, the circuit court granted permission for the sale. The property was put up for public auction the following month, but no adequate bids were received. Finally, in December 1906, St. Paul's Episcopal Church at Haymarket made an offer to purchase the church and lot for $250. This was accepted by the Buckland church trustees and the circuit court permitted the sale to proceed (Turner 2004:151-155). The building served for a time as an Episcopal chapel, but eventually fell into disuse (Ridout et al. 2005:111).

Business records indicate the presence of fewer commercial enterprises in Buckland after 1900. The W. W. Sanders General Store (presumably a successor to R. R. Sanders) appeared in business licenses from 1908 to 1911. In 1911, the Evans & Hensley store advertised itself as being located in Buckland. J. S. Evans was listed as a saw mill owner in the 1906 Virginia business directory and as a county magistrate in 1917. W. E. Lefever appeared as a general merchant in Buckland on a 1925 county business license, while M. C. Calvert held a retail merchant license between 1910 and 1925 (Turner 1999:30, 66-67, 130).

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In 1911 Mitchell Harrison, former owner of the Franklin Sugar Refining Company of Philadelphia, purchased Buckland Farm, the Low family's Vint Hill Farm, and Armstrong (later Acorn) Farm, and made Vint Hill his primary residence. In 1916, Mitchell renovated and expanded the circa 1860 Italianate residence at Vint Hill in the Colonial Revival style, doubling its original size. The mansion became a hub of fashionable social activity in Fauquier County (Fauquier Historical Society n.d.).

Overall, however, the Buckland's prosperity had waned since the late-nineteenth century. Local resident Henry C. Jenkins remembered that his family always went to New Baltimore for their shopping. His family still used the Calvert Mill in Buckland, and he would bring two bushels of corn at a time to be ground (Douglas 1974:6). An observer remembered that, in 1909, Buckland was

> little more than a dusty street crossing the pike… Other streets and boundaries of lots laid out by John Love had long since been obliterated, and houses straggled on either side of Mill Street up the hill southward without apparent plan… There were two stores, a blacksmith shop, and a little chapel, then a mission branch of St. Paul's Church, Haymarket.
>
> The bridge over the run was iron framework with a floor of wide thick planks that rattled alarmingly if anything went over it faster than a walking pace. The pike was covered with small loose rocks that rolled under one's foot and

> wedged in horses' hoofs. Dirt detours on each side of the hills were used in dry weather to avoid rocks (I.F. Fields in Massey and Maxwell 1987:8/12).

Buckland had become a sleepy village in rural northern Virginia, a place well removed from the urban centers of Washington, D.C., Norfolk, Richmond, and Petersburg. The events of World War I do not appear to have greatly affected the community's economic base, although its social impacts must have been felt as the region's young men were called up by the military draft. It was not until 1927 that the impact of the automobile began to be significantly felt in Buckland. That year the old Warrenton Turnpike, re-designated US Route 29, was paved with asphalt. At the same time, the 1890 iron bridge over Broad Run was replaced with a reinforced concrete span. The improved road network brought increased automobile traffic to, and through, Buckland, and also provided area residents with easier access to Warrenton, Manassas, and Alexandria. Filling stations soon dotted the local landscape, including one at the old Stagecoach Inn (since demolished) in Buckland (Ridout et al. 2005:7, 14-15). Within less than two decades, US Route 29 became a major thoroughfare linking Fauquier and Prince William counties to the Washington, D.C., metropolitan area.

The Great Depression of the 1930s crippled northern Virginia's economy by eroding agricultural prices, increasing unemployment, and inhibiting industrial and economic development. During this period, public works programs established under President Franklin D. Roosevelt's New Deal brought new opportunities for public infrastructure improvements. Schools, roads, municipal water systems, rural electrification, dams, and parks were among the many New Deal projects in the region. In Prince William County in 1933, the Resettlement Administration acquired a collection of farmsteads that suffered from soil exhaustion. This land was used to create the Chopawamsic Recreation Demonstration Area (RDA), part of a National Park Service program that built 46 public parks in 24 states, chiefly near urban areas, using labor from a variety of New Deal work relief programs, such as the Civilian Conservation Corps and Works Progress Administration. The Chopawamsic RDA later was renamed Prince William Forest Park (Hiltz 2007).

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3.8 World War II and the Postwar Era, 1940-1960

Between 1910 and 1940, Prince William County saw a considerable increase in population, growing by 47%, from 12,026 residents to 17,738. During the same period, in a reversal of a decades-long trend, Fauquier County's population declined by nearly 7%, from 22,526 to 21,039 (Forstall 1995). Agriculture continued to be vital to both counties' economies. The events of World War II also brought unprecedented new industrial, commercial, and residential development, especially to Prince William County, which lay within the sphere of the rapidly expanding Washington, D.C., metropolitan area.

In 1941, Buckland was described as having "filling stations, several small tumbled-down old structures, and three or four modern dwellings" (Writer's Program 1941:171). Buckland Tavern (076-0033) was noted as consisting of little more than "crumbling remains." Local resident Mary Finks recalled that the stone wall on one end of the building had a crack large

enough for neighborhood children to squeeze through (Writer's Program 1941:172; Douglas 1974:14; Massey and Maxwell 1987:8/12).

This situation, however, soon changed. In 1942, Mitchell Harrison sold his Vint Hill property, consisting of about 720 acres, to the U.S. Army for $127,500. The Army was interested in the property because it was a suitable location for setting up a station to intercept enemy communications. The 2nd Signal Service Battalion troops established Monitor Station 1 in the dairy barn complex at Vint Hill. Cryptanalysts, intercept-radio technicians, and radio operators were trained at Vint Hill. Ultimately, more than 2,000 military and civilian employees worked at the station (Fauquier Historical Society n.d.; Inn at Vint Hill 2007; US Army 1997).

After World War II, efforts were begun to preserve some of Buckland's oldest buildings. Grace Bear purchased and restored the neglected Buckland Tavern (076-0033). Martha Leitch, a local historian who completed considerable research on the Buckland area, purchased the Deerlick Cottage (076-0114) at 8111 Buckland Mill Road in 1953. She undertook a major renovation of the dwelling, possibly due to a fire at the south end of the building (Ridout et al. 2005:70, 122). The village also experienced a resurgence as a bedroom community for the Washington, D.C., area. In 1957, I. F. Fields described Buckland as "a town of small homes… a restful retreat for commuters, surrounded by a fertile farming country, within easy driving distance of Washington and other cities" (Massey and Maxwell 1987:8/12). One reason the Buckland area became attractive to commuters was the expansion of US Route 29 from 2 to 4 lanes. In Buckland, this work resulted, however, in the loss of 80 feet of property on the north side of the road and the demolition of one house, a privy, a shed, and a small fish pond, as well as the removal of several trees (Massey and Maxwell 1987:8/12; Ridout et al. 2005:10, 15; Mullen 1954).

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Commercial and residential development began to spring up along US Route 29 as well as along area secondary roads. Roadside development typically included gas stations, restaurants, and small stores. The buildings often were of concrete-block construction with few, if any, stylistic elements beyond large display windows in the primary facades. A number of these buildings are extant in the Buckland vicinity, although most have undergone alterations and their original function is not immediately apparent to the casual observer.

Ranch, split-level, and Cape Cod style houses typified the residential development that occurred around Buckland from the late 1940s through the early 1960s. Along State Route 600/Broad Run Church Road a string of split-level and ranch house types line both sides of the road. Modest ranch and Cape Cod houses on small lots also can be found along State Route 211/Vint Hill Road and along Buckland Mill Road south of US Route 29.

3.9 Twentieth Century Road Transportation

At the beginning of the twentieth century, Virginia's roads were in poor condition. Few were paved and those that were, such as the Warrenton Turnpike, had not been adequately maintained. During the preceding decade, a nationwide movement agitating for good roads emerged, backed largely by bicycle and automobile enthusiasts. In Virginia, Andrew Jackson

Montague and Claude A. Swanson, governors from 1901 through 1910, were among the strongest proponents of good roads. In 1906, using recommendations made by Montague and Swanson, the state legislature created the first State Highway Commission to oversee road construction and maintenance. Counties retained responsibility for performing the actual work. A convict labor force was authorized for road projects deemed of benefit to the whole state. Use of convict labor had been a common practice for some years, utilized by about half of Virginia's counties (VDOT 2002:10-11).

Initially, funding for road construction was extremely limited. Counties were required to pay the full cost of construction, a responsibility beyond the means of many. The first state appropriation for road construction was made 1909. A total of $25,000 was authorized, with much of it targeted to areas where convict labor was unavailable. Counties receiving these funds had to provide an equal match and were directed to do so by levying a road tax of up to 40 cents for each $100 of value on real estate and personal property (VDOT 2002:12).

The number of registered automobiles in Virginia mushroomed in the first decades of the twentieth century, from 2,705 in 1910 to 36,000 in 1916. By 1920, that figure had quadrupled to 145,340. Revenue generated from licensing and registration fees was earmarked to pay for road maintenance. The state legislature appointed a committee to develop the first plan for a state highway system. Simultaneously, work proceeded on the creation of a Federal aid system for highway construction. The American Association of State Highway Officials, organized in 1914, lobbied Congress on technical, legislative, and financial matters related to roads. In 1916, Congress passed the Federal Aid Road Act, the first piece of legislation that provided for construction of rural public roads. Federal funds would pay 50% of the cost of construction, while state governments assumed responsibility for ongoing maintenance (VDOT 2002:12-13, 16).

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In 1918, Virginia's General Assembly approved the establishment of the first state highway system. A total of 4,002 miles was included in the new network. The use of convict labor was restricted to building the new system. American involvement in World War I halted progress on road construction, as vehicular use and construction materials were directed to the war effort, and a labor shortage developed. Approximately 80% of engineers and others with technical skills joined the military service. Momentum, however, was quickly regained in the years after World War I (VDOT 2002:14-15).

From 1920 until 1923, mechanisms for state funding were debated. In keeping with the state constitution, voter referendums authorized limited bond issues. State Senator Harry F. Byrd, Sr., proposed a financing system based upon the use of a gasoline tax as a permanent means of raising revenue. This approach was approved by the General Assembly in 1923. In 1927, as part of a reorganization of state government, the Department of Highways was formally established as a state agency. Nationally, the US Secretary of Agriculture appointed a committee in 1925 to develop a numbering system for designating highway routes. East-west routes would be assigned even numbers, while north-south routes received odd numbers. Uniform standards for signage also were proposed. As a result of these actions, the modern US highway system emerged (VDOT 2002:15).

Many counties continued to struggle to pay their costs for road construction and maintenance. The situation worsened during the Great Depression, when many citizens could not afford to pay the property taxes that provided the bulk of local revenue for roads. In 1931, the Department of Highways initiated a staggered system of employing workers, providing one force of men for one week, a second force the following week, and alternating in that fashion through the construction season. This system created jobs for 8,000 additional workers. The system remained in effect throughout the Great Depression. Maps of Fauquier and Prince Williams Counties prepared in 1932 illustrate the progress made in developing a road network (Figures 25-26). In 1932, the Byrd Road Act relieved counties of responsibility for road construction and maintenance by establishing a state secondary road system. The act resulted in the addition of another 39,500 miles to the state's 7,191-mile road network. Almost 70%, or 25,000 miles, were unimproved dirt roads, while 2,000 miles were hard-surfaced and 8,900 miles were gravel or soil. By 1940, the amount of hard-surfaced roads had tripled, and soil and gravel roads had doubled. Almost a half-million vehicles were registered in Virginia by this date (VDOT 2002:16-17).

The outbreak of World War II significantly affected Virginia's state highway system. Labor and materials again were in short supply, and revenues declined as tire and gasoline rationing curtailed travel. Movement of war materiel, however, proved critical to the nation's defense effort and the establishment of new military installations, such as the Vint Hill Farms Station, required adequate roads. Heavy use, combined with limited maintenance, meant that, by 1946, 20,000 miles of road in the state had experienced significant deterioration (VDOT 2002:18).

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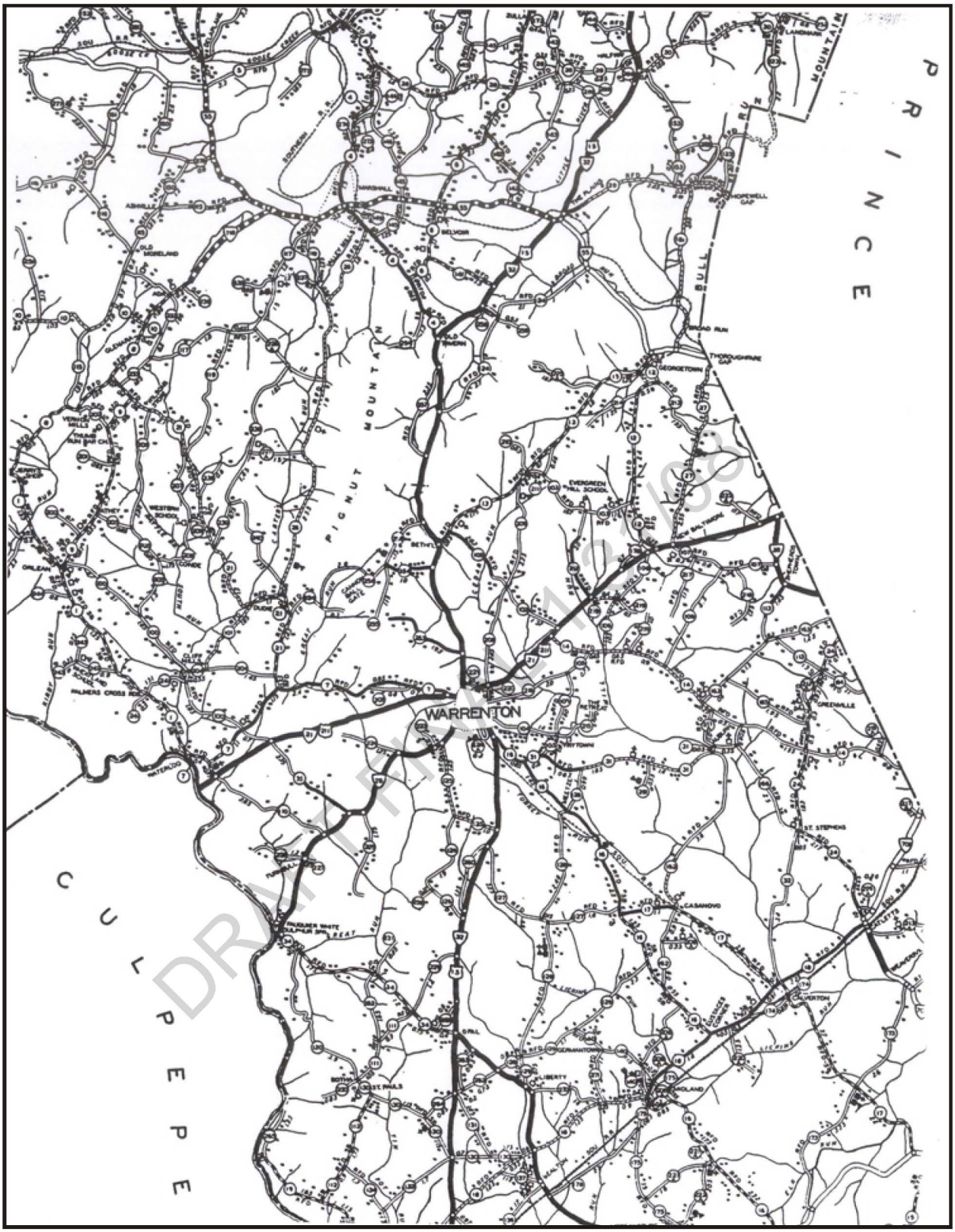
During the postwar era, the Department of Highways developed its first 20-year plan for upgrading all state road systems. By mid-1948, wartime damage to the state's roads largely had been repaired. The amount of dirt roads was reduced to 5,184 miles. Nearly a million vehicles were registered in Virginia by 1950, resulting in unprecedented traffic volumes on many roads. To handle the increasing capacity, the Department of Highways began expanding major state highways from two lanes to four lanes. By the mid-1950s, the state had 300 miles of multi-lane divided highways. By 1960, increasingly rapid suburbanization prompted a study commission chaired by State Senator William F. Stone to recommend development of a new arterial network of roads. These were intended to support the new Federally funded interstate highway system that had been under construction since the 1950s. When completed, either an arterial or interstate highway would be within a 40-mile radius of every town in Virginia. The General Assembly authorized establishment of the arterial highway system in 1964 (VDOT 2002:19-20; Kozel 2007).

The oil crisis of the mid-1970s prompted a major reorganization of the Department of Highways, as well as an expanded mission that resulted in a name change to the Department of Transportation. Planning for air, rail, and waterway facilities now fell within the department's purview. Funding formulas for road construction also were simplified, with 50% allocated to primary state roads, 25% to secondary state roads, and 25%

07-28401



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Detail of *Map of Fauquier County Showing State and County Roads*
(Department of Highways 1932)

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Figure 25

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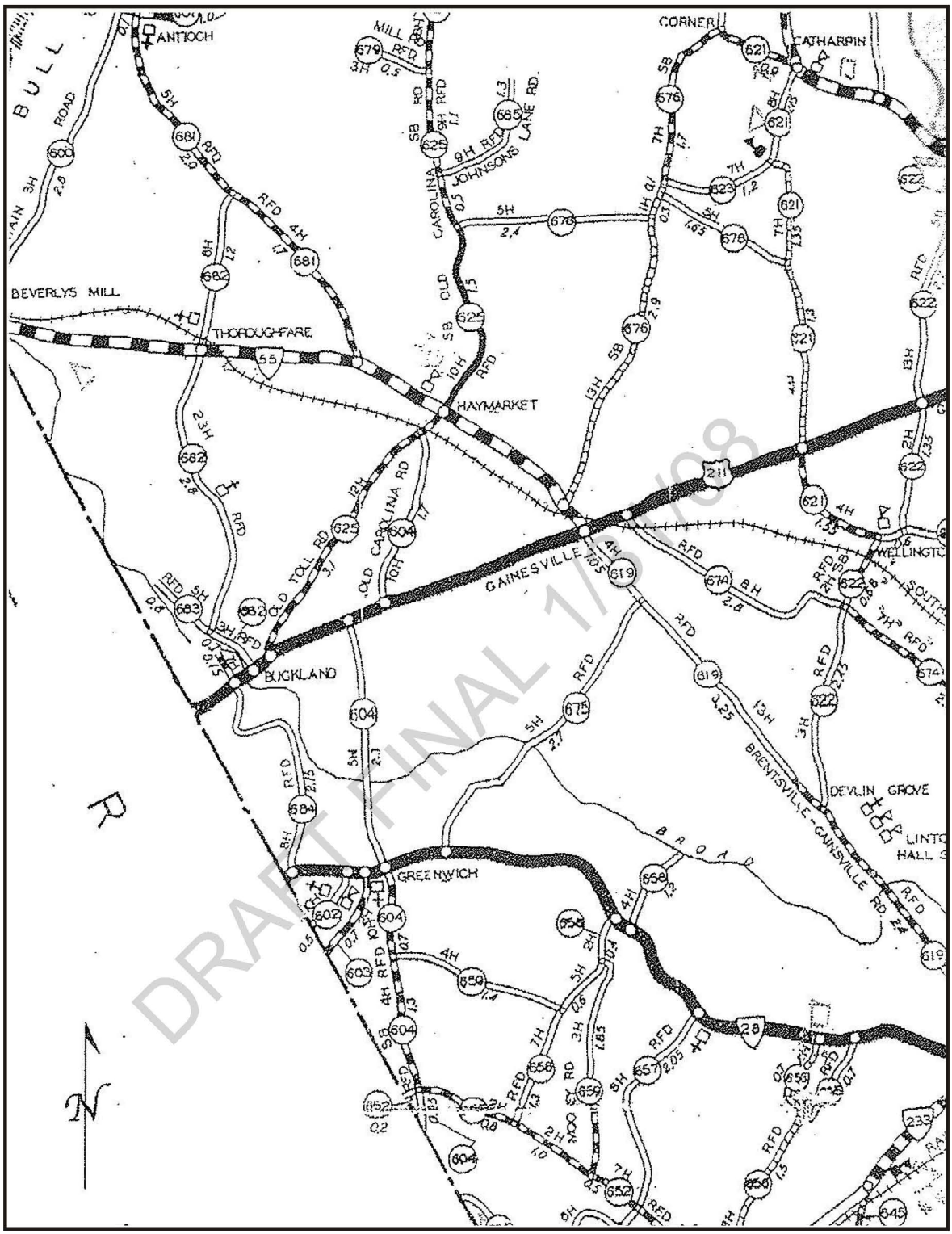

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Detail of 1933 Map of Prince William County
(Brown et al. 2007)

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Figure 26

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to urban roads. The Federal aid program for highway construction began to be curtailed during the late 1970s. State revenues continued to be raised through gas taxes, which were increased to make up for some of the loss of Federal money. Economic growth continued in Virginia, further fueling an expansion of transportation capacity. By 1980, the state had the nation's third-largest highway system, behind North Carolina and Texas. Increasing demand, traffic volumes, and congestion concerns dominated Virginia's transportation planning for the remainder of the twentieth century (VDOT 2002:28-29, 32, 38, 42).

3.9.1 US Route 29

At the beginning of the twentieth century, the Warrenton Turnpike continued to be an important road in northern Virginia, although its condition apparently left a great deal to be desired. Among the more colorful events to take place on the road was a motorcade involving President William Howard Taft, reporters, several members of Congress, and Secret Service agents, who intended to travel to the Manassas Battlefield to take part in a jubilee of national reconciliation held in July 1911. Taft was the first president to purchase automobiles for the White House and he wanted to drive to the battlefield by the same route used by Federal troops in 1861. After braving typical early-twentieth century road conditions, including frightened horses, swollen streams, heat, dust clouds, and a rainstorm, the party arrived 2 hours late and with only one motorized vehicle, the other cars having been abandoned along the way in favor of carts and buggies. Undaunted, Taft addressed the crowd of Union and Confederate veterans—and returned to Washington by train (Federal Highway Administration [FHWA] 2007).

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Substantial road improvements did not arrive for another 16 years. As previously mentioned, Buckland's 1890 iron through-truss bridge was abandoned in 1927, when a concrete bridge was built north of the old bridge. At the same time, the turnpike itself was shifted slightly to the north, widened, and paved with asphalt. Local resident Henry C. Jenkins recalled knocking nails out of the form boards used for the new bridge's construction. Workers used mule-drawn equipment for the road work. At that date, according to Jenkins, the existing roadbed was located "a bit south of the south lane of the new highway" (Douglas 1974:5). A 70-yard portion of this nineteenth century roadbed is extant a few feet west of the stone abutments at Broad Run (Ridout et al. 2005: 15). Jenkins also noted that during the late-1920s, "nearly everything was horses and buggies, with a few Model T Fords comin' up. When the Depression hit, it was mostly Model Ts." Mary R. Finks recalled that the first time a car came through Buckland, the schoolchildren were allowed to sit along the side of the road to watch for it. "It came by all right, a little old thing about three feet wide just chuggin' along like crazy" (Douglas 1974:6). A series of photographs by Dr. S. M. Johnson captured the condition of Lee Highway (US Route 29) during the mid-1920s. Much of the road through Virginia was not paved, although Johnson's photographs indicate the road was graded and well-maintained in Buckland (Figure 27).

In 1932, the former turnpike was designated US Route 29, in keeping with the aforementioned plan for numbering major highways. At this date, US Route 29 extended

07-28401

Lee Highway between Falls Church and
Fairfax Court House in Virginia

Lee Highway Crossing Bull Run Battlefield in Virginia

Lee Highway at Ben Venue, Virginia,
65 Miles West of Washington

Lee Highway Between Buchanan and Roanoke, Virginia

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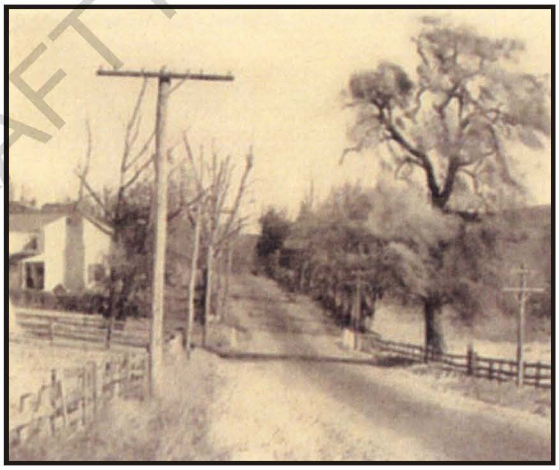

Lee Highway Between Harrisonburg
and Staunton, Virginia

Mid-1920s Photographs Along Lee Highway by Dr. S.M. Johnson
(FHWA 2007)

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Figure 27

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from Tuskegee, Alabama, north to Culpeper, Virginia, where it joined US Route 15. In 1934, US Route 29 was extended through Washington, D.C. to Baltimore, Maryland, along a highway that carried a concurrent designation as US Route 211. Ultimately, the US Route 29 designation reached as far south as Pensacola, Florida, making a total length of 1,102 miles (Strong 2007; FHWA 2007).

The former Warrenton Turnpike also is historically associated with the Lee Highway, named after Robert E. Lee. The highway was a national auto trail that connected New York City to San Francisco. National auto trails were an informal network of marked routes that existed in the United States and Canada during the early-twentieth century, prior to establishment of the numbered Federal highway system. The trails often followed a wide assortment of roads through numerous states. Even when the numbered system was introduced, the national auto trails names often remained in use. In Prince William and Fauquier counties, properties located along US Route 29 continue to carry a Lee Highway address (Anonymous 2007a).

In 1954, VDOT expanded US Route 29 to 4 lanes to accommodate increasing traffic. The two 1927 lanes became the northbound travel lanes and new southbound lanes were constructed north of the existing highway. This work resulted in the loss of 4 of Buckland's original 48 town lots. Additionally, the highway plans for the project indicate that 2 buildings in Buckland were removed because they fell within the alignment of the new southbound lanes. The current configuration of the intersection of US Route 29 and State Route 215 (then designated as State Route 295) was developed at this time. The highway's plan and profile were constructed in accordance with the Department of Highways Road and Bridge Specifications dated 1 January 1947 and Road Designs and Standards dated 1 November 1953 (Mullen 1954).

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Examination of the highway plans yields interesting information about the built environment in the Buckland area ca. 1954. Both New Baltimore and Buckland featured a collection of closely spaced buildings, most of which were dwellings. Beyond the village cores were quite large tracts of open land with comparatively few buildings. Locations of the historic Broad Run Baptist Church and cemetery are shown on the south side of the existing 2-lane highway. A short distance east of the church, were a tourist court and a service station, also on the south side of the road. The tourist court was as a horseshoe-plan building, while the service station had a simple rectangular footprint. A short distance east of the US Route 29/State Route 295 (present day State Route 215) intersection, a dwelling and several outbuildings stood directly in the path of the new southbound lanes and presumably were removed (Mullen 1954).

The highway plans indicate R. Lee Fink as the owner of lots on the east and west sides of Buckland Mill Road, south of US Route 29. The west lot included the former John Trone House (076-0123) at 8200 Buckland Mill Road. Arthur G. Post owned the parcel immediately east of Fink's holdings, adjacent to Broad Run. Meanwhile, to the west of 8200 Buckland Mill Road stood the former Buckland Methodist Church (076-0116), which then bore the name St. Paul's Episcopal Church. Bertram C. Gough owned a farmstead west of the church that included a 2-story frame dwelling, a barn, and several sheds. Hattie Mercer and

Samuel C. Lunsford owned houses west of Gough's. None of these buildings were located in the path of the proposed highway expansion. Along the north side of the existing highway, Mary E. McIntosh owned the house at 8115 Buckland Mill Road (076-0115), the northeast corner of US Route 29 and Buckland Mill Road. Details on the plans are indistinct, but it appears that a small shed adjacent to the southeast corner of the house was removed. On the opposite corner was Grace Bear's property, the former Buckland Tavern (076-0033). Maurice H. and Irma B. Graham owned a house directly west of Grace Bear's, and this building as well as a nearby privy appear to have been removed to make way for construction of the southbound highway lanes. A nearby fish pond within the right-of-way for the new lanes also was demolished. Samuel C. and Bessie C. Lunsford owned houses at 16208 and 16210 US Route 29/Lee Highway (VDHR File Nos. 076-0119 and 076-0313-0014, respectively), and both of these remain extant. However, a 1-story building in front of the house at 16210 Lee Highway was removed. On the land within the state-owned right-of-way, a total of 5 trees were located within the construction footprint and presumably were removed (Mullen 1954).

As a result of the road project, the entire length of US Route 29 through Virginia became 4 lanes, except for a segment that passes through the Manassas National Battlefield in Prince William County. A bypass around the village of New Baltimore was added sometime after 1954. The 1927 bridge for the northbound lanes was replaced in 1980 (Ridout et al. 2005:15). Since that date, routine maintenance and repairs have been undertaken to the road through the Buckland area, but no major alteration to the roadway has occurred. Presently, the segment of US Route 29 in Buckland carries concurrent designations as US Route 211 and US Route 15.

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3.9.2 State Route 215

The thoroughfare locally known as Vint Hill Road and Greenwich Road was established before the Civil War as a public roadway. The road figured prominently in the battle of Buckland Mills in October 1863. During the early-twentieth century, the route was known as Harrison's McAdam Road, a moniker that presumably referred to Mitchell Harrison, who owned both Vint Hill Farm and Buckland Farm. The road connected his two properties to Warrenton Turnpike (later US Route 29). When the state highway numbering system was introduced, this road originally was designated as State Route 295. The designation State Route 215 was assigned after 1957 (Barile 2005:3).

3.9.3 Road Building Technology

Concrete

Concrete is a mixture of naturally occurring cement (which acts as a binding agent) and aggregate. Aggregates include sand, crushed stone, gravel, slag, ashes, burned shale, and burned clay. Naturally occurring cement was used for a variety of construction projects by ancient civilizations from Egypt to China. Use of the material died out during the Middle Ages, but was rediscovered during the Renaissance. Limited applications began during the late-eighteenth century after John Smealton discovered that combining quicklime with other materials created a binding agent that hardened as it dried. The first patent for hydraulic cement, or stucco, was issued to Bry Higgins in 1779. By the early-nineteenth century,

engineers were using cement in a variety of construction materials, including mortars, stucco, and plaster. In 1818, iron bars began to be used to reinforce poured concrete. The first patented Portland cement was produced in 1824 by Joseph Aspdin, a British bricklayer. It was made by burning finely pulverized lime and clay at high temperatures in kilns. Over the remainder of the nineteenth century, technological improvements and innovations led to an ever increasing use of cement and concrete (Bellis 2007; Dee Concrete Accessories 2007).

The first concrete roadway was laid in Bellefontaine, Ohio, in 1891. Eighteen years later, the first mile of rural pavement was poured in Wayne County, Michigan. The first load of ready-mix concrete was delivered in Baltimore, Maryland, in 1913, and the first patent for a truck mixer was issued in 1916. Standard test formulas for Portland cement and concrete were developed during the first two decades of the twentieth century. These were used to develop standards and specifications for road construction. Other innovations, such as a horizontal axis-revolving drum truck mixer and a hopper to weigh and measure concrete ingredients by volume, were introduced as well and saw nationwide use (Dee Concrete Accessories 2007).

Initially, concrete was used in two ways in road construction. The first method used concrete as the foundation, with layers of broken stone, asphalt, and sand placed upon this base. Rigid concrete construction was also popular during the twentieth century. In this instance, steel-reinforced concrete was placed on top of a concrete base. Rigid concrete construction remained prevalent through the twentieth century, and although it was much more expensive to maintain than simple poured asphalt, it proved a more durable construction method. Many roadways now are built with a reinforced concrete foundation and an asphalt surface. The concrete foundation has a lifespan of several decades, while the asphalt surface requires repair and/or replacement approximately every 10 to 20 years, depending on factors such as the volume and weight of traffic and the use of road salt during winter months.

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Asphalt

By the late-nineteenth century, improvements in road building technology included the application of asphalt to macadam roads. The asphalt strengthened the road and provided more traction. Asphalt is a naturally occurring material, found in asphalt lakes or as rock asphalt (a mix of sand, limestone, and asphalt). Originally, coal tar was the binder used in bituminous mixtures in the United States. These mixes saw limited use for sidewalks, crosswalks, and pavements by the late-1860s. The first true asphalt pavement in the United States was made with a sand mix and was used in Newark, New Jersey in 1870. A number of competing, proprietary brands of hot mix asphalts were developed over the remainder of the nineteenth century. Cities played a significant role in standardizing quality in asphalt by requiring 15-year warranties on workmanship and materials (Curbstone Corporation 2003; National Asphalt Pavement Association 2007).

Until about 1900, almost all asphalt used in the United States came from natural sources in Venezuela. Refined petroleum asphalts were developed originally as an additive to soften natural asphalt but, by 1907, their superior qualities led to use on their own. The earliest hot mix asphalt production units were shallow iron trays heated over open coal fires. An operator dried the aggregate on the tray, poured hot asphalt on top, and stirred the mixture by hand.

Around 1910, drum mixers used for making Portland cement were adapted to handle hot mix asphalt. Cold feed systems for portable and semi-portable systems were introduced during the 1920s, and vibrating screens and pressure injection systems followed during the 1930s (National Asphalt Pavement Association 2007).

Construction methods for asphalt roadways originally involved dumping, spreading, and smoothing asphalt by manual labor using brooms, lutes, squeegees, and tampers. Horse-drawn rollers then smoothed and compacted the surface. Steam rollers soon were introduced. By the 1930s, modified concrete mechanical spreaders produced the first machine-laid asphalt. Tailgate spreaders and concrete strike-off screeds were added as well. The highway building boom of the post-World War II era led to an even more rapid rate of technological innovation in asphalt paving (National Asphalt Pavement Association 2007).

3.10 Twentieth Century Agriculture

Agriculture continued to serve as the economic backbone of Prince William and Fauquier counties through the first half of the twentieth century. During this period, dairy farming became an increasingly significant component of the agricultural economy. During the 1940s and 1950s, Fauquier, Loudoun, and Prince William counties were among Virginia's top dairy-producing counties, largely due to their proximity to Washington, D.C. Most dairy operations were concentrated around US Route 28 and enjoyed easy access to the city (Hutchinson 1988:13).

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A variety of crops, such as cereals, fruits and nuts, and grains and seeds, also were raised, as well as hay and forage for livestock. The total value of all crops sold in Fauquier and Prince William counties between 1910 and 1930 were reflective of larger trends in the nation's agricultural economy. In 1910, the value of Fauquier County's agricultural products totaled $1,536,889, while Prince William's was $668,619. These numbers increased substantially by 1920, to $4,976,535 and $1,886,240, respectively. By 1930, as the Great Depression set in, the figures dropped to $2,130,595 in Fauquier County and $753,341 in Prince William County (Geostat Center 2007).

Both owner-operated and tenant farms were present in significant numbers in Fauquier and Prince William counties. In 1910, the value of land and buildings in Fauquier County farms operated by owners was $9,942,992, while tenant-operated farm value stood at $2,814,501. In Prince William County, these values were $3,503,939 and $722,805, respectively. As a phenomenon, tenant farming gradually decreased over the course of the early- to mid-twentieth centuries. Many tenant farmers, especially African Americans, sought opportunities elsewhere as the economic viability of tenant farming declined. By 1940, Fauquier County's owner-operated farms were valued at $14,133,347, while the value of tenant-operated farms stood at $2,790,160. The total number of tenant farms in Fauquier County in 1910 was 347. This number held fairly steady through 1940, but had declined to 112 by 1950. In Prince William County, owner-operated farms were valued at $4,814,410 and tenant-operated farms at $798,586 in 1940. The total number of tenant farms in Prince William County declined from 190 in 1910 to 65 in 1950. Similar trends were posted in Loudoun, Culpeper, Rappahannock, and Warren counties (Geostat Center 2007).

In a similar trend, the total number of farms owned by whites and African Americans showed a general decline. In Fauquier County in 1900, there were 1,792 white-owned farms. Thirty years later, this number had dropped to 1,477 and, by 1950, 1,341 white-owned farms operated in the county. African Americans and other non-whites owned 535 farms in 1910, and just 240 in 1950. Meanwhile, Prince William County had 1,055 white-owned farms in 1900, just 706 in 1930, and 793 by 1950. The number of farms owned by African Americans and other non-whites was 196 in 1910 and only 74 in 1950. This trend, too, is apparent in Loudoun, Culpeper, Rappahannock, and Warren counties during this period (Geostat Center 2007).

Some insight into the holdings of local Depression-era farms is available through examination of notices for public auctions. In 1931, the estate of Henry W. Gough, a local builder believed to have constructed Calvert's Mill (076-0112), was put up for sale. His property was located 1 mile west of Buckland. The list of personal property for sale included 2 horses; 4 cows; 1 bull; 2 yearling calves; several horse plows; a buggy; a cart; a corn planter; a Ford truck; a Ford touring car; a 2-horse wagon; a 2-horse cultivator; a double-disk harrow; a spring-tooth harrow; a set of double-team wagon harness; 2 sets of plow harness; 1 buggy harness; 3 horse-collars; and a lot of carpenter's tools, as well as various farming tools and household goods. The terms of sale required cash payment for anything under $10. Over that amount, 6 months credit could be given, with the purchaser to provide interest-bearing negotiable notes payable to the Peoples National Bank of Manassas. No goods could be removed until the terms of sale were met (Turner 2001:40).

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In 1936, a tenant farmer advertised that the farm he had rented had been sold and he had not found another suitable farm to rent. The lists of goods he offered for public sale included household and kitchen furniture such as a range, dining table, bureaus, and beds. Farming implements included a Fordson tractor; plows and discs; a tractor binder; a riding cultivator; several plows; a Letz feed grinder; a hog scalder; a 2-horse wagon; a spring wagon; a spike-tooth harrow; a set of wagon harness and one of plow gearing; 7 tons of hay; 500 chick brooders; 1 7-year-old bay mare; 1 12-year-old roan horse; 10 young cows; 1 Gurnsey bull; a sow; and 5 pigs. Purchases under $10 required cash, while those above could be bought on credit over 9 months (Turner 2001:70). The following year, Charles E. Nalls advertised an auction at his farm on the Buckland Mill road. It was to include 1 double-shovel plow, farming implements, a horse-drawn cultivator, a wheel barrow, an Emery stone, a 2-horse plow, and various household and kitchen furniture (Turner 2001:85).

Over the course of the mid- to late twentieth century, development pressures caused Fauquier and Prince William County farmland to be converted to commercial, light industrial, and residential uses. In 1940, Fauquier County had 2,183 farms, and a total of 358,169 acres of farmland. The average value per acre for land and buildings was $64. Each decade thereafter, until the mid-1970s, the county recorded a decrease in farmland. The low point was reached in 1974, when the county had 772 farms and 244,675 acres of farmland. Thereafter, overall numbers began to increase. In 1982, the county claimed 973 farms and farm acreage of 247,952 (Virginia Agricultural Statistics Service 2004a). The dairy industry in Fauquier

County peaked during the 1960s. By 1980, Fauquier County had 59 grade-A dairy farms with 6,150 cows. Eight years later, the number had declined to 48 dairies with 5,500 cows (Hutchinson 1988:13). By 2007, Fauquier County had only 35 dairy farms, but still ranked fifth in Virginia (Land Trust of Virginia 2007).

During the 1990s, farmland preservation and conservation easement programs were established in Fauquier County to preserve the county's agricultural heritage and green space. Between 1992 and 1997, the number of farms in the county increased from 925 to 957. The amount of acreage in farmland rose from 235,533 to 239,034. The average value per acre was $3,406 in 1992 and $3,787 in 1997. At the end of 1998, approximately 10.1%, or 35,213 acres, of privately held land in Fauquier County was under some sort of protective conservation easement, the Piedmont region's highest both in terms of percentage and total acreage (Land Trust of Virginia 2007). By 2002, there were 1,344 farms in the county and 238,135 acres of farmland. That year, Fauquier County's livestock inventory ranked first in Virginia in horses and ponies, and fourth in cattle and calves. Top ranked crop items were forage (hay, grass silage, and greenchop), corn for silage, and barley. The county had 1,996 farmers who were white, and only 43 who were African American (Virginia Agricultural Statistics Service 2004a).

Between 1940 and 2002, Prince William County posted a much more considerable, and sustained, drop in farmland. From a total of 1,044 farms and 124,288 acres of farmland in 1940, the county saw a decline to 479 farms and 89,319 farm acreage by 1959. The average value per acre for land and buildings was $53 in 1940 and $234 in 1959. A low was reached in 1974, when the county had 276 farms totaling 53,464 acres, with an average value per acre of $1,424. Although the number of farms increased somewhat during subsequent decades, farm acreage continued to decline. By 1997, there were 344 farms in the county but acreage had decreased to 39,876. In 2002, these numbers were 350 and 32,549, respectively, and value per acre stood at $6,604 (Virginia Agricultural Statistics Service 2004b). The substantial increase in the value of farmland partially explains the loss of farms, as many farmers found it profitable to sell their land for development. The county's livestock inventory ranked first in Virginia in pigeons and seventh in goats, and its value of sales in hogs and pigs was second in the state. The top ranked crop item was sod, in which the county also stood second in the state. The county had 525 white farmers, only 9 of whom were African American (Virginia Agricultural Statistics Service 2004b).

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3.10.1 Horse Breeding

From its earliest beginnings in the United States, horse breeding and racing have been activities enjoyed by wealthy, social elites. The horse industry witnessed unprecedented growth and popularity between 1865 and 1929 due to the increased expansion of professions and professional associations in the broader American society as well as a nationwide rise in organized leisure and recreation. The upper class led and supported clubs and associations that owned hunt clubs, racetracks, and show grounds. Huntsmen, kennelmen, breeders, trainers, jockeys, riders, grooms, hostlers, and importers provided the essential work for operating the horse-related facilities (Beisel 2005:37-38).

Between the Civil War and the Great Depression, the national sport horse industry included 8 key areas of competition and breeding standardization: foxhunting, flat racing, steeple chasing, polo, harness racing, coaching, military, and horse shows. A calendar of year-round events was available for the dedicated horse enthusiast, in places ranging from New York to Kentucky, as well as Canada, Europe, and South America (Beisel 2005:39).

Thoroughbred flat racing in the North suffered during the Antebellum Period due to a variety of anti-racing and anti-gambling laws. After the Civil War, thoroughbred owners began to revitalize the sport in the North and partially rebuilt the Southern racing tradition that had suffered during the war. Most antebellum Southern tracks and breeding farms, however, failed to duplicate their former successes, especially those located outside Kentucky, Maryland, and Louisiana. There were a few successful racetracks in Louisiana and California, but New York was the locus of thoroughbred racing activity. Thoroughbred racing became a modern sport with the establishment of the Jockey Club and other organizations that sought to produce standardized rules for all races, a licensing system for industry participants, and annual rankings celebrated in industry and popular publications. (Biesel 2005:48-49).

During the first decade of the twentieth century, the racing industry was dampened by a second wave of anti-betting laws passed in the aftermath of several scandals. Following in his father's footsteps, August Belmont, Jr., served as president of the Jockey Club between 1895 and 1924. Belmont successfully worked to enact reforms and further professionalize the industry in order to improve both the image of racing and the overall wellbeing of the sport (Biesel 2005:50-54). Thoroughbred racing enjoyed great social prominence and financial success throughout the remainder of the twentieth century.

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The economic and social deprivations brought on by the Civil War and Reconstruction greatly eroded Virginia's horse industry, but by the early twentieth century, the industry began to rebound. Meadow Farm, located in Caroline County, was an estate with origins that extended back to 1805. In 1932, Christopher Tompkins Chenery, a descendant of the original owner, purchased the property as well as a number of additional tracts. He established a world class horse-breeding facility, and among his successes was the Triple Crown winner Secretariat. By the time of Chenery's death in 1973, Meadow Farm encompassed 2,600 acres with 35 acres in lakes, 25 paddocks, a 1/8-mile indoor racetrack, and a 1-mile outdoor track. The property was purchased by the organizers of the Virginia State Fair in 2003. In November 2005, Meadow Farm was determined eligible for the NRHP by VDHR staff for its historical associations with horse racing (Rupnik 2005).

Another early-twentieth century horse farm, Dakota, located in Fauquier County, rose to prominence under the ownership of Edgar Wolten (E.W.) and Bertha Winmill. E. W. Winmill and other members of the Fauquier County Sportsmen club were instrumental in establishing the Virginia Hunt Cup in 1922. This event is believed to have been established in response to Maryland's successful Hunt Cup, founded in 1894, as well as the Pennsylvania and Middleburg Hunt Cups in 1921. The name was shortly changed to the Virginia Gold Cup, in recognition of the gold cup awarded as a prize to the race's winner. The race

consisted of a 4-mile route over timber. Dakota remained in the Winmill family until E.W.'s death in June 1947. Since that date, a succession of owners have maintained the property as a thoroughbred horse farm (Pezzoni 2005:8/6-8/7).

The Burrland Farm Historic District, also in Fauquier County, is a 428-acre horse farm with buildings constructed between 1927 and 1932. The property first was established as a 274-acre farm during the early-nineteenth century. In 1911-1912, Joseph B. Thomas, a foxhunting enthusiast, leased the farm while he built his own estate, Huntlands. Thomas operated Burrland as a foxhunting country inn and held the organizational meeting for the American Foxhound Club there in 1912. In December 1926, William Ziegler, Jr., purchased the farm, and added a 37-acre tract of land 2 years later. Heir to a fortune built on baking powder, Ziegler first bred show horses and polo ponies at a farm in Connecticut. During the mid-1920s, he became interested in breeding and racing thoroughbreds. He made Burrland into a successful thoroughbred breeding and training farm and, by 1930, had built one of the best equipped stud farms on the East Coast. Ziegler's operation thrived through the 1930s and World War II. He sold his holdings in 1950, and the property has been managed as a horse farm since that time (Murphy 1997:8/10-8/13).

Horse breeding and racing continued to be an important industry in Fauquier County through the late-twentieth century. Between 1992 and 1997, profits from horse and pony sales increased almost $6 million and the county ranked first in Virginia in terms of these sales (Land Trust of Virginia 2007).

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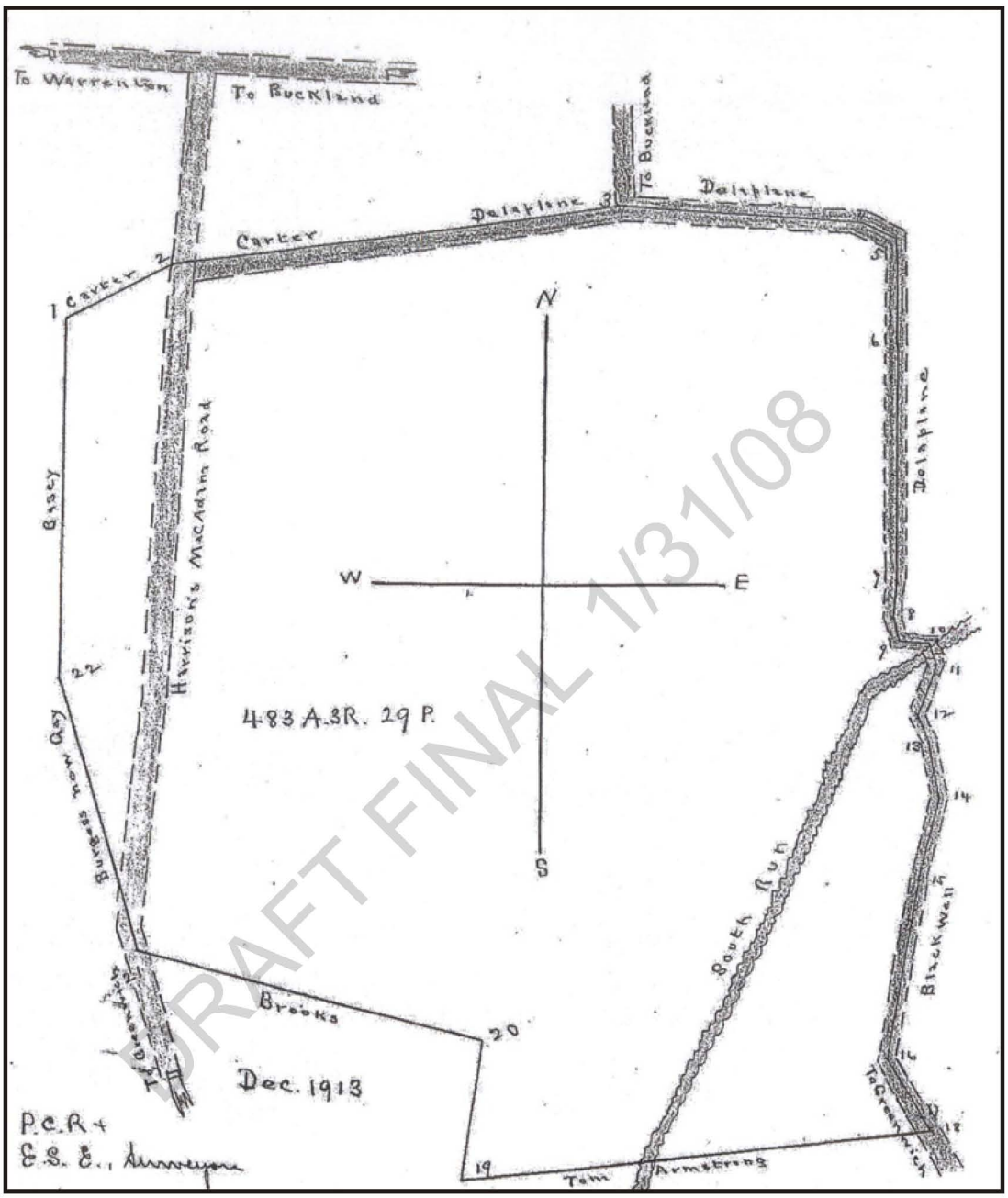
It was not until the mid-twentieth century that Buckland Hall/Buckland Farm (076-0032) regained its stature as a site for horse breeding. As previously mentioned, the Harrison family operated the property as a dairy farm during their tenure from 1913 until 1951. A plat map of the property shows that there were 483 acres associated with the house (Figure 28). Southeast of the house, the location of South Run, a tributary to Broad Run, is depicted. To the east, a road is labeled "Harrison's McAdam Road," indicating that this route had been paved and improved. That it bears the Harrison name suggests that the family undertook these improvements themselves. This road followed the same route along which Confederate troops had approached the Warrenton Turnpike (US Route 29) during the October 1863 battle of Buckland Mills. It was later designated State Route 215. The road ended at a T-intersection with the turnpike. The Delaplane family is listed as owners of a large tract east and north of Buckland Farm. Since the 1870s, this family had owned the Kinsley Mill, formerly associated with the Buckland Farm property. Another plat map dated 1939 recorded no changes to the property, suggesting that it was simply copied from the 1913 plat (Figure 29).

From 1951 until 1956, Arthur G. Post and then Jack Solomon of Gallagher's Steak House owned the farm. Solomon raised registered Angus cattle at Buckland Farm. In 1956, the property, including the cattle herd, was acquired by Thomas Mellon Evans and Josephine Evans. When they purchased the property, the Evans family already owned houses in Pittsburgh, New York, California, and Georgia. They invited friends to use the farm as a

07-28401



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1913 Plat Map of Buckland Hall/Buckland Farm (076-0032)
(Fauquier County Deed Book 110, page 43)

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Figure 28

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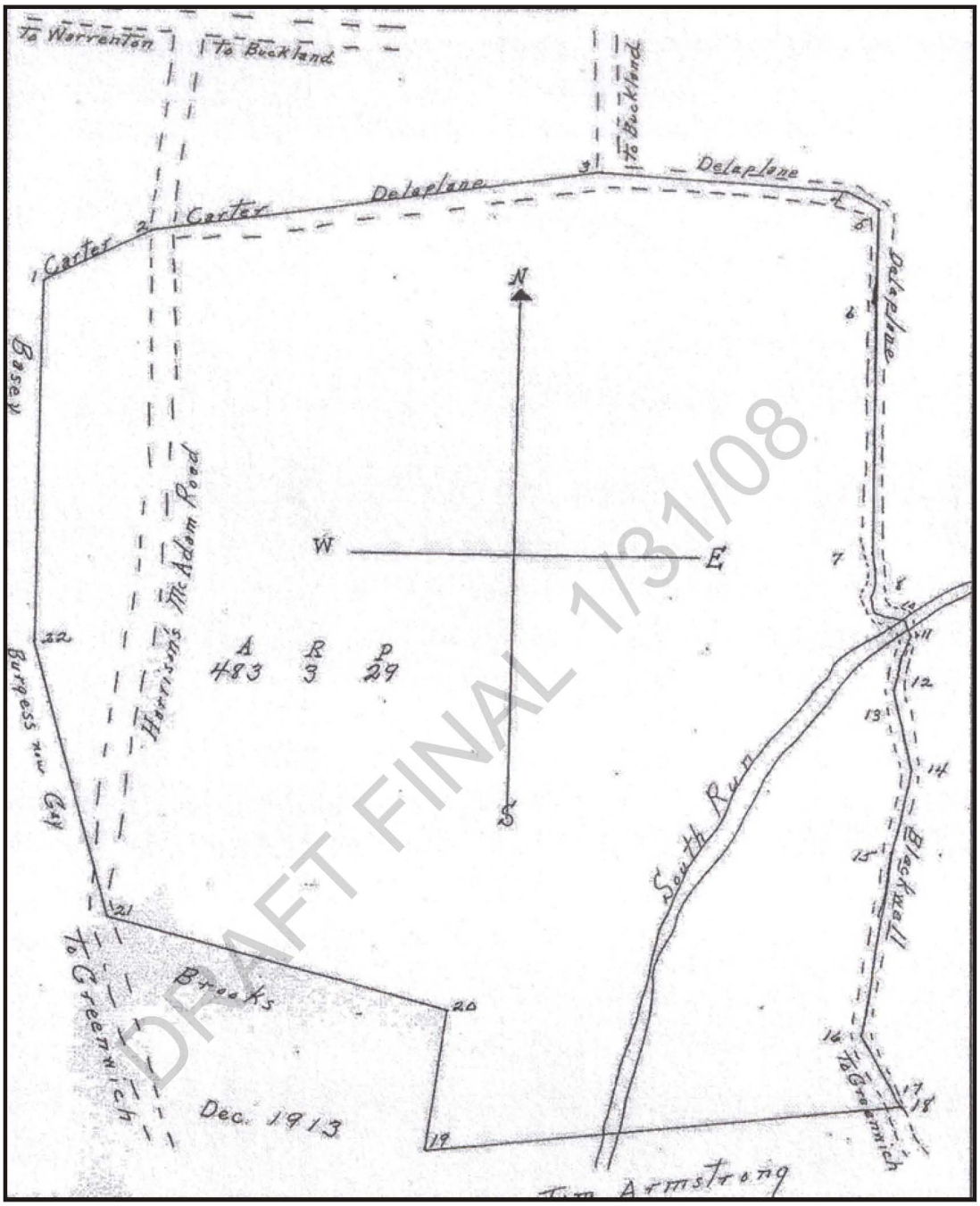
07-28401



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1939 Plat Map of Buckland Hall/Buckland Farm (076-0032)
(Fauquier County Deed Book 148, page 102)

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Figure 29

Created in CorelDRAW 9, 04-16-2007

weekend retreat. One guest described it as "Old Virginia," a "beautiful, beautiful" place. Evans later bought property in Casanova in Fauquier County as well as a 300-acre Kentucky farm (Barile 2005; Shearer 1967:37-38; Woodville 1995:48, 52). A plat map of the property prepared in 1957 reveals that the acreage had decreased slightly from 1913, to 474.2 acres (Figure 30). South Run was still shown, while the former Harrison's McAdam Road now bore the designation State Route 295 (this number later would be changed to State Route 215). North of the farm and adjacent to Buckland Mill Road, small lots had been carved from the former Delaplane holdings. This suggests that at least some of the extant dwellings along the road had been constructed by 1957.

Thomas Mellon Evans is credited with re-establishing Buckland Farm as a horse breeding farm. He sold the cattle by 1964 and turned his attention to thoroughbred horses. First, fences were erected to create paddocks. An existing dairy barn was converted into a barn for broodmares, with 12 large stalls and a foaling stall. A 2-sided building used as a cattle shed with a feed room in one corner was adapted into an L-plan yearling barn by the addition of a wall on the open side and stalls and aisles in each wing of the L. A new training barn also was constructed. This building had 24 stalls, a 12-foot by 12-foot feed room, tack room, and warming room. A covered passageway extended around the stalls. The barn's design was conceived by the Buckland Farm manager, Don Robertson, and the final plans were drawn by the Reynolds Aluminum Company in Louisville. A stallion barn also was planned (Shearer 1967:42-43). By 1996, there were 25 buildings, sheds, barns, and other structures associated with the property (Figure 31).

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While the farm's physical plant was enlarged and altered, Evans bought a number of racing age horses and broodmares. Among his first race horses were Sailor's Son and Gallup Poll. Broodmares included Mamounia, Timid Tilly, Tanned, and Fixed Star, all of whom were acquired overseas. Shama, America, Miz Carol, and Maya were among the horses Evans acquired from farms in the United States (Shearer 1967:42-43). In 1974, an oral history interview with Henry C. Jenkins, an employee of the farm, was conducted by H. H. Douglas. Jenkins drove horses to race locations in Florida, New York, and Kentucky. He recalled that Sea Saga, a mare, won the most money for the farm (Douglas 1974:10-11).

Evans's championship horses included Pleasant Colony, winner of the 1981 Kentucky Derby and Preakness Stakes. By the time the horse retired, he had won nearly $1 million in purses. Pleasant Colony was said to "rank alongside Mill Reef and Secretariat as one of the best sires bred in Virginia," according to Deborah S. Norden, executive director of the Virginia Thoroughbred Association. The horse sired more than 40 major stakes' winners responsible for more than $9 million in winnings. Between 1988 and 1991, Buckland bred 10 stakes winners. Operations were scaled back by the mid-1990s, when there were 28 foals at Buckland, while all the broodmares and stallions were at the Evans's Kentucky farm. Yearlings were brought up from Kentucky and after being broken to riding, the horses were taken to a training farm in Aiken, South Carolina. From there, the 2-year-olds usually returned to Virginia, this time to the Middleburg Training Track. From there, the horses

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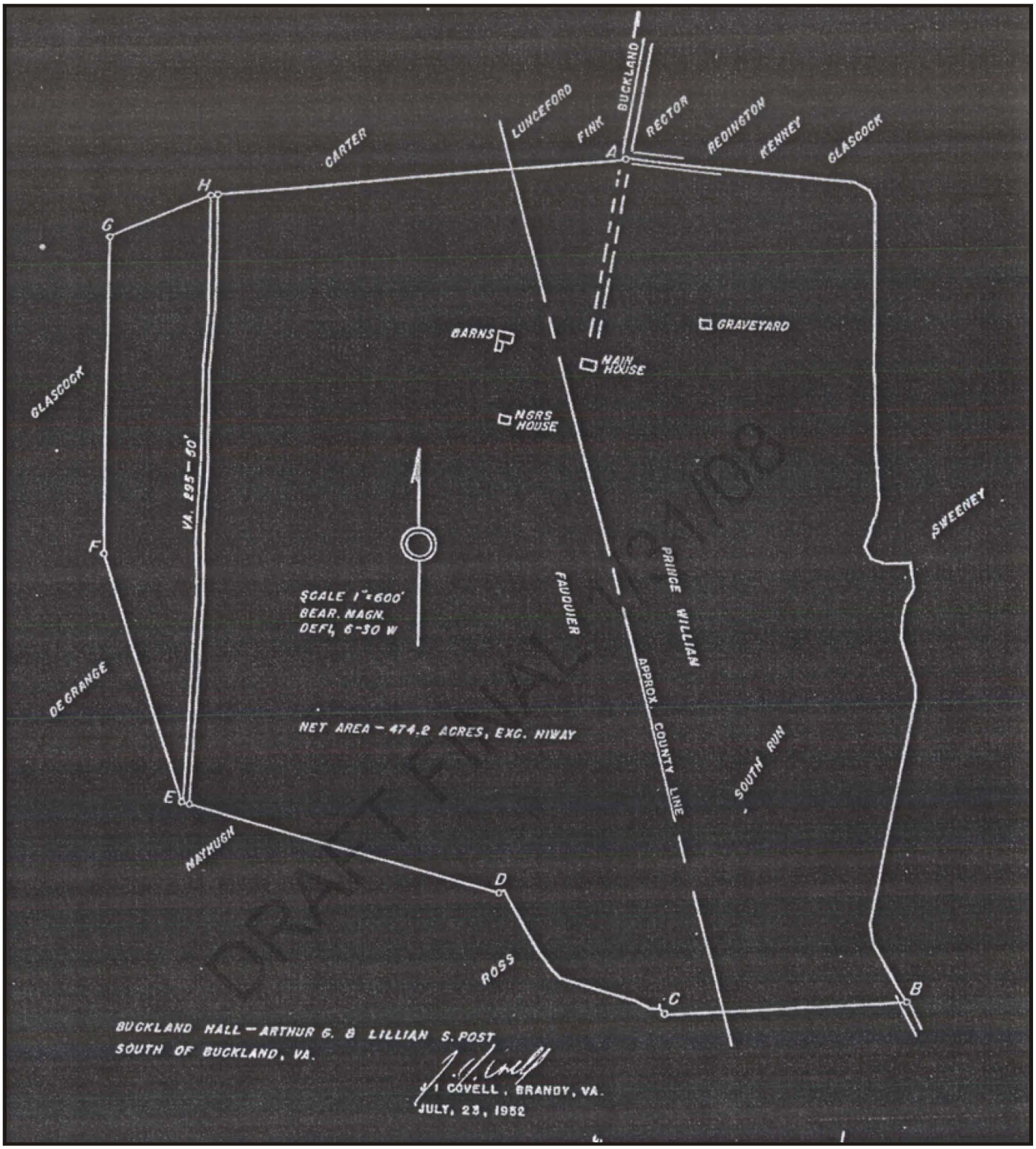

1957 Plat Map of Buckland Hall/Buckland Farm (076-0032)
(Fauquier County Deed Book 198, page 221)

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Figure 30

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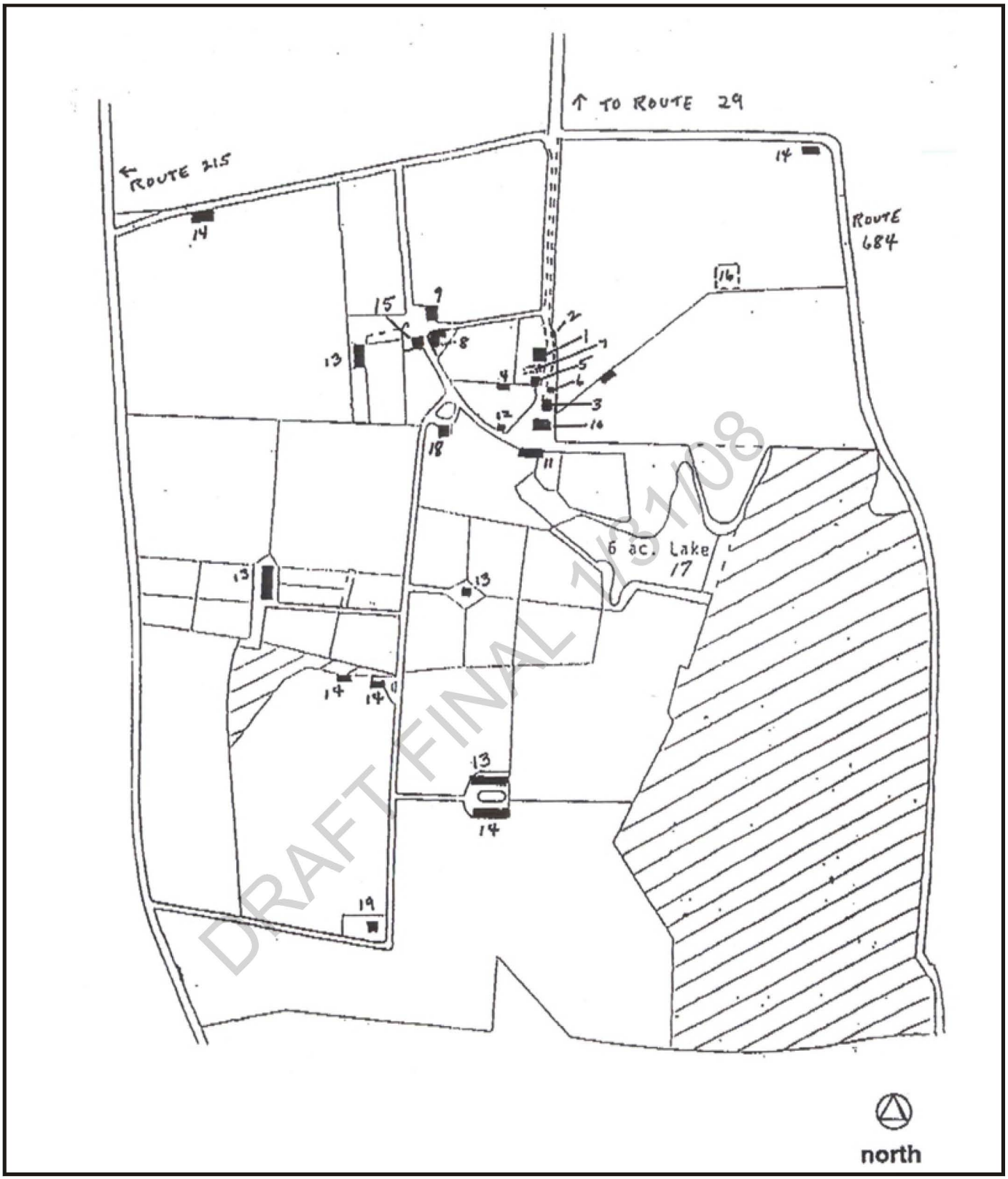

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Site Map of Buckland Hall/Buckland Farm (076-0032)
(Virginia Department of Historic Resources 1996)

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Figure 31

Created in CorelDRAW 9, 04-16-2007

competed at tracks on the East and West coasts. Widely recognized for his success at breeding and racing, Evans was inducted into the Virginia Hall of Fame in 1993 (Woodville 1995:46, 48, 54-55).

Buckland Farm remained in the Evans family until 1999, when it was sold to the current owner, David W. Blake (Barile 2005; Rowand 1999). It continues to be used as a horse farm. Since 2003, Buckland Farm also has been the site of the annual Casanova Hunt Point to Point, a steeplechase race that has taken place in Fauquier County since 1958 (Karnes 2003).

3.11 Commercial and Residential Development Since 1960

After 1960, population growth in Prince William County began to explode. It more than doubled by 1970, reaching 111,102 residents. Within 20 years, that number had nearly doubled again, to 215,686. The estimated 2005 population was 378,455. Prince William County now ranks as Virginia's third most populous county, behind Fairfax County and Virginia Beach City (Prince William County 2007). Over the same period, growth in Fauquier County was less dramatic. In 1960, the county claimed 24,066 residents. By 1980, the number had reached 35,889. The estimated 2005 population was 64,997 (Forstall 1995; US Census Bureau 2007).

In 1970, Broad Run was dammed to create Lake Manassas, a city-maintained reservoir that provides the municipal drinking supply for Manassas. In keeping with its function, the 1,100-acre lake has restrictions on boating and swimming. Fishing was permitted until new security measures were implemented after the terrorist attacks on 11 September 2001. Around the lake, there are 550 newer houses on .25 to 1-acre sites built as part of the Lake Manassas planned community (deButts 2007; Siegal 2004). A small number of newer houses are located along the east side of Buckland Mill Road, which parallels the west shore of the lake.

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After World War II, the historic house at Vint Hill Farms Station was converted to an Officers' Club and Quarters. The facility's overall mission focus changed in 1974, when it shifted toward research, development, and logistical support of intelligence and electronic warfare. In 1992, the post commander converted the officer's quarters into a community club and renamed it "The Inn at Vint Hill" (Inn at Vint Hill 2007). A year later, with the Cold War at an end, Vint Hill Farms Station was included for closure on the Base Realignment and Closure (BRAC) list. It was the only major Army installation closed through BRAC in 1993. Most of its employees were transferred to Fort Monmouth, New Jersey; Tobyhanna Army Depot, Pennsylvania; and Fort Belvoir, Virginia (United States Army 1997). Over the next decade, the Vint Hill facility was redeveloped as a mixed-use light industrial, commercial, and single- and multiple-family residential complex.

An extensive amount of rehabilitation work took place in the village of Buckland between the mid-1970s and the early 2000s. During the early-1970s, the Buckland Mill (076-0112) was used to stable horses. The building has since been cleared out and is presently used for storage. Sifting and grading machines from the early-twentieth century milling operation remain on the upper floor of the building. The Dr. Brown House (076-0115) at 8115 Buckland Mill Road underwent some changes around 1973, when the owners removed a

wing that had housed the doctor's offices and added a new wing to the east side of the house. In 1976, the Moss House (076-0120) at 8104 Buckland Mill Road was subjected to a major renovation that included replacing damaged walls and ceilings, remodeling the kitchen, enclosing a screened porch, and enlarging a bedroom. The Miller's House (076-0113) at 7980 Buckland Mill Road was renovated in 1988. Between 1988 and 1990, the Hawley House (076-0119) at 16208 US Route 29/Lee Highway was extensively rehabilitated. The Odescalcki-Graham House (076-0185) was renovated during the 1970s, when a one-story lean-to addition was added to the north side of the house. Thomas J. Ashe, Jr., later acquired this building and renovated it again around 1997. Since he first purchased and renovated the Buckland Tavern (076-0033) in 1975, Ashe has acquired a number of buildings in Buckland. He owns the Graham House at 8108 Buckland Mill Road, and believes that the house was built around 1952 with salvaged materials from other buildings. Ashe purchased the former Buckland Methodist Church (076-0116) during the late 1980s and renovated it in 1990. The church now is leased to a local congregation. Ashe also owns the John Trone House (076-0123) at 8200 Buckland Mill Road (Ridout et al. 2005:22, 36, 45-46, 56, 65, 70, 103, 111, 133).

New commercial and residential development is taking place at a rapid pace along US Route 29, especially in Prince William County in the vicinity of Gainesville, approximately 3.5 miles east of Buckland. Commercial development, such as strip shopping centers, also is beginning around US Route 29 on the west side of Warrenton in Fauquier County, approximately 8 miles from Buckland. US Route 29 itself is a heavily traveled thoroughfare that experiences a high volume of traffic throughout the day. Much of this is commuter and commercial truck traffic.

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3.12 Existing Conditions within the APE

Gray & Pape documented existing conditions within the APE through site research and field investigations. Changes to the landscape over time are documented in aerial photographs taken in 1937, 1954, 1985, and 2003 (Appendix C). Representative photographs of the landscape and built environment within the APE are included in Appendix D, with particular emphasis on the Buckland Mills Battlefield (030-5152; VA042), Buckland Historic District (076-0313), and Buckland Hall/Buckland Farm (076-0032).

Current land uses within the APE are summarized as follows:

- **Residential:** Single-family dwellings are spread throughout the APE. The village of Buckland has the highest density of houses in the APE. A ca. 1960-1970 subdivision of split-level and ranch houses is located along State Route 600/Broad Run Church Road. Houses along the southern portion of Buckland Mill Road (beyond the Buckland Historic District boundaries) are spaced farther apart and include both historic-period farmhouses as well as dwellings constructed since the 1970 creation of Lake Manassas. Beyond the village of Buckland, sporadic residential development along US Route 29 dates from the mid-nineteenth through the late twentieth

centuries. A total of approximately 120 single-family houses are located within the project APE.

- **Agricultural:** Extant farmsteads within the project area are concentrated in the southwestern portion. They include Buckland Hall/Buckland Farm (076-0032); Acorn Farm (030-1013); and the properties at 6558-6560 State Route 215/Vint Hill Road, and 6634-6636 State Route 215/Vint Hill Road. These farms encompass large tracts of acreage and function as working farms.

- **Retail/Commercial:** The northern and southern sides of US Route 29 are lined with retail/commercial establishments. Along this road corridor, the dominant features of the landscape are steady vehicular traffic, low-density commercial development, utility poles, traffic lights, and other highway devices. Construction dates range from the 1950s into the late 1990s. A variety of businesses are present, including antique shops, a custom cabinetry shop, and a car dealership.

- **Industry:** The Weston Corporation is located within the APE along the northern part of State Route 215. The corporation is a steel fabricator and employs 50-100 people. The business is located approximately 30 feet from the road in a utilitarian metal building.

- **Religious:** Buckland Methodist Church (076-0116), the Community Christian Church, and Battlefield Baptist Church are located within the APE along US Route 29 and the northern portion of State Route 215. Only Buckland Methodist Church has a cemetery located on the church property. Built in 1856, this church is the oldest within the project area. Community Christian Church and Battlefield Baptist Church both were constructed during the late twentieth century.

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- **Cemetery:** In addition to the Buckland Methodist Church cemetery, a small family cemetery is located at Kinsley Mill (076-0184). It is located off Buckland Mill Road in the northeastern portion of the project area and is sited southeast of the primary dwelling. At Buckland Hall/Buckland Farm (076-0032), the marked graves of Samuel and Rebecca Love, original settlers of Buckland Hall also have been identified.

- **Equine:** Several horse farms are located within the APE, the most prominent being Buckland Hall/Buckland Farm (076-0032). At 6668 State Route 215/Vint Hill Road, Green Hills Stables, Inc., is of more recent vintage, with a contemporary-style ranch house and newer outbuildings. Other farms in the area, such as Acorn Farm (030-1013) also have horses, but these appear to be for either personal or farm use, rather than commercial breeding, racing, or showing.

- **Utility:** A gaging station is located on the west bank of Broad Run at US Route 29. Gaging stations are automated facilities used by hydrologists to monitor streams, wells, lakes, canals, reservoirs, and other water bodies. Instruments at these stations

collect information such as water height, discharge, water chemistry, and water temperature.

3.12.1 Aerial Photographs

Aerial photographs (Appendix C) indicate that the vegetation patterns within and adjacent to the project area have not changed significantly since the mid-1930s. Locations of large woodlots remain generally the same in area and density. A few farm fields have been reforested, but the majority of fields present during the 1930s remain extant. Aerial photographs indicate that much of the agricultural land within the project area was devoted to pastures and grasses for livestock. Little evidence of ongoing crop cultivation, such as plowed fields, is apparent in the photographs. The creation of Lake Manassas in 1970 resulted in submersion of a 1,100-acre area once devoted to agriculture. A portion of the lake is visible in Figure C4.

A side-by-side comparison of the aerial photographs indicates that the most significant change to take place within the APE between 1937 and 1954 was the expansion of US Route 29 from a 2-lane to a 4-lane, divided highway (Figures C1 and C2). Other changes observable in the aerial photographs include the development of subdivided residential lots along Buckland Mill Road between US Route 29 and Buckland Hall/Buckland Farm (076-0032), between 1937 and 1954 (Figure C3). Commercial development along US Route 29 also had begun to occur by 1954. This roadside development was notably denser by 1985. Additional residential subdivisions, such as that along State Route 600 (Broad Run Church Road), are visible by 1985. Between 1985 and 2002, conditions in the project APE appear to have remained somewhat static (Figure C4). During this period, however, the Vint Hill military installation was decommissioned and the redevelopment of this parcel had begun to introduce new residential, light industrial, and commercial development just south of the project APE.

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3.12.1 Existing Conditions within the Landscape and Built Environment

Within the project APE, both Fauquier and Prince William counties lie within the Piedmont physiographic province, a gently rolling plateau about 40 miles (65 kilometers) wide. The boundary between the Piedmont and the adjacent Coastal Plain is the fall line, a narrow zone marked by rapids formed in streams and rivers as they leave the crystalline bedrock of the Piedmont and enter the Coastal Plain (Martof et al. 1980:16). The general topography of the area consists of rolling hills and small drainages typical of the Piedmont. The elevation of Prince William County ranges from sea level at its eastern boundary to 1300 feet (396 meters) above mean sea level (AMSL) on Bull Run Mountain in the northwestern part of the county (Elder 1989; Blake and Bowden 1999:9). Within the project APE, the landscape is generally gently rolling. Open farm fields and pastures are interspersed among woodlots. Viewsheds are limited in many places by the hilly landscape and dense vegetation. Among the major topographical features within the project area are Lake Manassas, directly east of the APE, and a wooded ridgeline that defines the western side of the APE. North of US Route 29, the terrain gradually becomes more steeply rolling and rugged.

Broad Run is another important natural feature within the project APE (Plates D1-D4). Its presence attracted settlement to the area as early as the mid-eighteenth century, and water-powered mills were constructed along its banks by the 1770s. A pair of stone abutments is located along the banks of Broad Run, a short distance east of the intersection of US Route 29 and Buckland Mill Road (Plates D1-D2). The abutments are associated with the 1890 iron through-truss bridge that once spanned the stream, and may be associated with earlier bridges at this location dating to the early nineteenth century. Additionally, a 70-yard stretch of nineteenth-century roadbed is extant between the east side of Buckland Mill Road and Broad Run, just south of the present northbound lanes of US Route 29. Views from the banks of Broad Run toward the village of Buckland appear to have changed little over the years (Plates D3-D4). The stream continues to be a significant component of views toward and within the village. Presently, Broad Run is dammed at a location south of US Route 29. It is the principal source of water for Lake Manassas, a manmade reservoir that supplies drinking water for the City of Manassas (Plate D5).

US Route 29, a divided, 4-lane highway, runs through the northern portion of the APE (Plates D6-D8). It is a major arterial highway. State Route 215 is located in the center of the APE and intersects with US Route 29 (Plates D9-D12). Beginning at a T-intersection on the south side of US Route 29, State Route 215 runs south a short distance before turning east toward Manassas in Prince William County. State Route 215 is a 2-lane asphalt-paved road (Plates D13-D16). State Route 600 and State Route 652 intersect with State Route 215 in the southern portion of the APE and extend west into Fauquier County (Plates D17-D19). These roads also are 2-lane asphalt-paved roads. In the eastern portion of the APE, Buckland Mill Road runs generally north-south (Plates D20-D26). It begins in the village of Buckland and extends south from US Route 29 to the northern boundary of Buckland Hall/Buckland Farm (076-0032). The road then turns east to parallel that property's boundary, and just before reaching Broad Run, turns south again and runs parallel to the western shore of Lake Manassas. Buckland Mill Road is a 2-lane gravel road shaded by dense vegetation. Access points to private roads and driveways are located off all these roads and highways.

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The village of Buckland lies in the northeastern portion of the APE. It was originally listed in the NRHP as a historic district (076-0313) in 1988 (Plates D27-D55). In 2007, the district boundaries were expanded to include important resources such as Buckland Hall/Buckland Farm (076-0032) (Plate D21), Cerro Gordo (076-0593) (Plates D56-59), Kinsley Mill (Plates D60-D61), and numerous archaeological sites. US Route 29 bisects the village. Buckland Mill Road extends from the north end of the district, across US Route 29, to the south end of the district (Plates D20-D26). Encompassing approximately 305 acres, the district contains 54 land parcels, 46 contributing resources and 59 non-contributing resources (Brown et al. 2007:7/2-3). A range of construction dates and architectural styles are represented. Historically, the topography around the village limited its expansion, as it is bounded by Broad Run on the east and a steep hill to the west.

The highest concentration of standing historic resources in Buckland is near the western bank of Broad Run along Mill and Elizabeth streets (Plates D31-D42). These buildings generally date from the late eighteenth to the early nineteenth centuries (Brown et al. 2007:7/3). The

northern terminus of Buckland Mill Road is within the Buckland village, just south of a historic former mill (076-0112) (Plate D37). The road continues south of US Route 29 through the remainder of the village and toward Buckland Hall/Buckland Farm (076-0032) (Plates D20-D21). Buckland Mill Road is lined with trees and shrubs, and the adjacent dwellings generally have a shallow setback. Pull-off areas for parking cars are located near many houses.

While the portion of the village north of US Route 29 is very cohesive, the southern portion has a more variegated built environment. Buckland Methodist Church stands on the west side of the village and is accessed only from the northbound lanes of US Route 29 (Plates D50-D52). Along Buckland Mill Road, there are a variety of dwellings, some of which are contributing to the historic district and some that are non-contributing (Plates D47-49, D54-D55). Construction dates range from the early nineteenth century through the mid-twentieth century. Archaeological sites associated with the historic district have been identified as well, and Buckland Hall/Buckland Farm (076-0032) anchors the southern end of the district.

The area's agricultural heritage remains apparent in the working farms located within the APE (Plates D62-D77). These include the farms at 6634-6636 State Route 215/Vint Hill Road (Plate D62); 6558-6560 State Route 215/Vint Hill Road (Plates D63-D64); Acorn Farm (030-1013) (Plates D65-D66); a farm on the south side of US Route 29 (Plates D67-D69); and Buckland Hall/Buckland Farm (076-0032) (Plates D70-D77). Considerable acreage within the APE is encompassed within these properties, which are generally characterized by open, level to gently rolling fields bounded by tree lines. A building complex consisting of a dwelling and a collection of outbuildings, including barns, sheds, stables, and pens, is located on each farmstead.

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Among the character-defining features of the agricultural landscape within the battlefield are the extensive fences that enclose many of the farm fields. Most of the fences are post-and-wire fences or posts with strands of barbed wire. Buckland Hall/Buckland Farm (076-0032) has approximately 60 miles of fencing that encloses various pastures, paddocks, and runs (Plates D35-D42). These wooden fences feature square posts and flush plank rails, a fencing style seen at many horse farms in Virginia. The wood is sealed with a dark stain or paint. Most of the existing farms appear to be engaged in raising horses, cattle, and sheep. Numerous pastures and woodlots are evident. Large-scale crop cultivation was not apparent within the APE at the time of Gray & Pape's investigations.

Buckland Hall/Buckland Farm (076-0032) is a 500-acre horse farm with a variety of buildings and structures associated with breeding and racing (Plates D70-D77). Clusters of sheds and barns are dispersed across the farmstead (Plates D71-72, D74). The largest stable stands southwest of the primary dwelling, Buckland Hall, and is located east of State Route 215. Buckland Hall stands near the northern end of the farmstead and is accessed from the north via a long drive lined with stately trees (Plate D75). The farmstead's long and continuous use as an agricultural property means that very few, if any, modern intrusions are visible from Buckland Hall (Plates D75-D77). Although the extensive fencing that now

divides the farm's fields and pastures was not erected until the mid-1960s, the materials and design are compatible with the landscape and with the property's historic agricultural use.

The Buckland Mills Battlefield (030-5152; VA042) is the site of a Civil War battle that took place in October 1863 in and near the village of Buckland. From the hilltop location of a Confederate artillery battery near Buckland Hall/Buckland Farm (076-0032), there is a sweeping vista of the battlefield (Plate D78). Nearby, State Route 215 was a principal route of Confederate advance during the battle (Plate D79). The highway extends along a raised berm that places the roadway at a slightly higher elevation than the surrounding landscape. As a result, extensive views exist along both sides of the roadway (Plates D15-D16, D70).

Another vantage point looking toward the battlefield is at Cerro Gordo (076-0593), north of US Route 29 and east of the village of Buckland (Plate D80). A dense tree line along the property's western edge has existed since 1863, when Union General George Custer surveyed the landscape (Figure 15). While the view toward the village of Buckland now is somewhat obscured, important features, such as Broad Run and Calvert's Mill (076-0112), remain visible (Plate D58). A number of buildings within Buckland village that were extant during the battle still survive today (Plate D81).

A critical aspect of the battle was the running cavalry engagement that took place along the Warrenton Turnpike, now US Route 29 (Plate D82). Beyond the project APE, other important battlefield sites are at Chestnut Hill and along Foster Fork Road (Plates D83-D84).

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Beyond the Buckland Historic District (076-0313) and Buckland Hall/Buckland Farm (076-0032), the built environment within the Buckland Mills Battlefield (030-5152; VA042) is somewhat variegated. Along US Route 29, low-density residential and commercial development is extant (Plates D85-D89). Many of the buildings are located in close proximity to the roadway, but some newer dwellings are set back from the road 200 feet or more. The Battlefield Baptist Church occupies a ridge at the western end of the project APE (Plate D90). A few small parcels fronting State Route 215, State Route 600, and Buckland Mill Road have been subdivided for residential development. Clusters of houses dating from the 1960s and later are located along State Route 600 and State Route 215 (Plate D19).

4.0 RESULTS OF INVESTIGATIONS

Gray & Pape conducted a literature review, background research, and field investigations to gather data and develop a full understanding of the project area and of previously completed cultural resources investigations undertaken in the area. Previously identified architectural and archaeological resources within the project APE are discussed in Sections 4.1 and 4.2 below. Field investigations were conducted to evaluate and assess the boundaries and current integrity of the Buckland Historic District (076-0313), Buckland Hall/Buckland Farm (076-0032), and Buckland Mills Battlefield (030-5152; VA042). This assessment included photography of existing conditions and an examination of the cultural landscape associated with each resource. The results of investigations for each resource are discussed in Sections 4.3, 4.4, and 4.5, respectively.

4.1 Previously Identified Architectural Resources

Within the project APE, previous investigations have identified 65 historic architectural resources (Figures 32-33; Table 1), including the village of Buckland, a NRHP-listed historic district (076-0313). Extant buildings within the district date from the late-eighteenth through the mid-twentieth centuries. Brick, stone, and clapboard are typical building materials. The district originally was listed in the NRHP in 1988, and the district boundaries were expanded in 2007. Encompassing approximately 305 acres, the district contains 54 land parcels, 46 contributing resources and 59 non-contributing resources (Brown et al. 2007:7/2-3). Two historic properties that are individually eligible for the NRHP also are within the APE. These are Buckland Hall/Buckland Farm (076-0032) and Cerro Gordo (076-0593). Both also are contained within the expanded boundaries of the Buckland Historic District (076-0313). The centerpiece of Buckland Hall/Buckland Farm (076-0032) is a stone dwelling dominated by a two-story wood portico, but the property includes numerous barns, sheds, and stables (Figure 22). Most of these outbuildings date from the mid-1960s and later, when horse breeding was reintroduced to the property. Access to the property was not permitted for the current project. Photographs of the property taken during a 1996 architectural survey, however, are representative of the types of resources located on the farm (Figures 34-35). Cerro Gordo (076-0593) is located east of the village of Buckland and Broad Run, and north of US Route 29. The property includes an impressive ca. 1925 Colonial Revival residence built of stone (Plate D56). Other cultural resources within the property's boundaries include archaeological remains of many earlier outbuildings; a family cemetery; earthworks and buried evidence associated with the battle of Buckland Mills; an historic stone quarry; the east bank of the ford that served as the original crossing point spanning Broad Run; and eleven lots and streets within the original town grid of Buckland (Brown et al. 2007:7/10). The Buckland Historic District (076-0313), Buckland Hall/Buckland Farm (076-0032), and Cerro Gordo (076-0593) all are within the historic boundaries of the Buckland Mills Battlefield (030-5152; VA042). The battlefield was determined eligible for the NRHP in 2002. Its historic boundaries include all of the APE and extend beyond to include routes of Confederate and Union advance and retreat (Figures 16-20). Within the battlefield's boundaries along State

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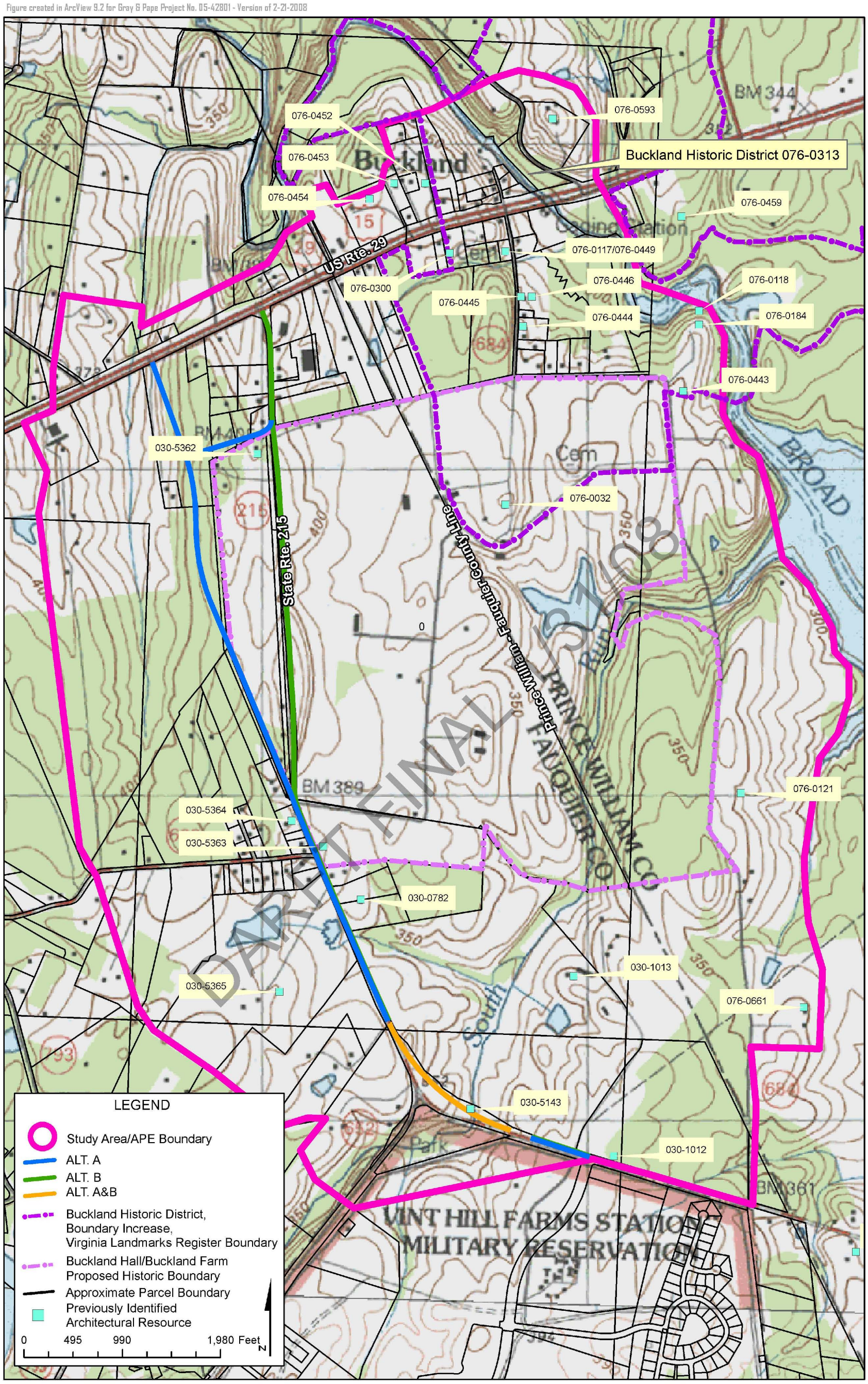
Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008



Previously Identified Architectural Resources within the Project Study Boundaries and Area of Potential Effects

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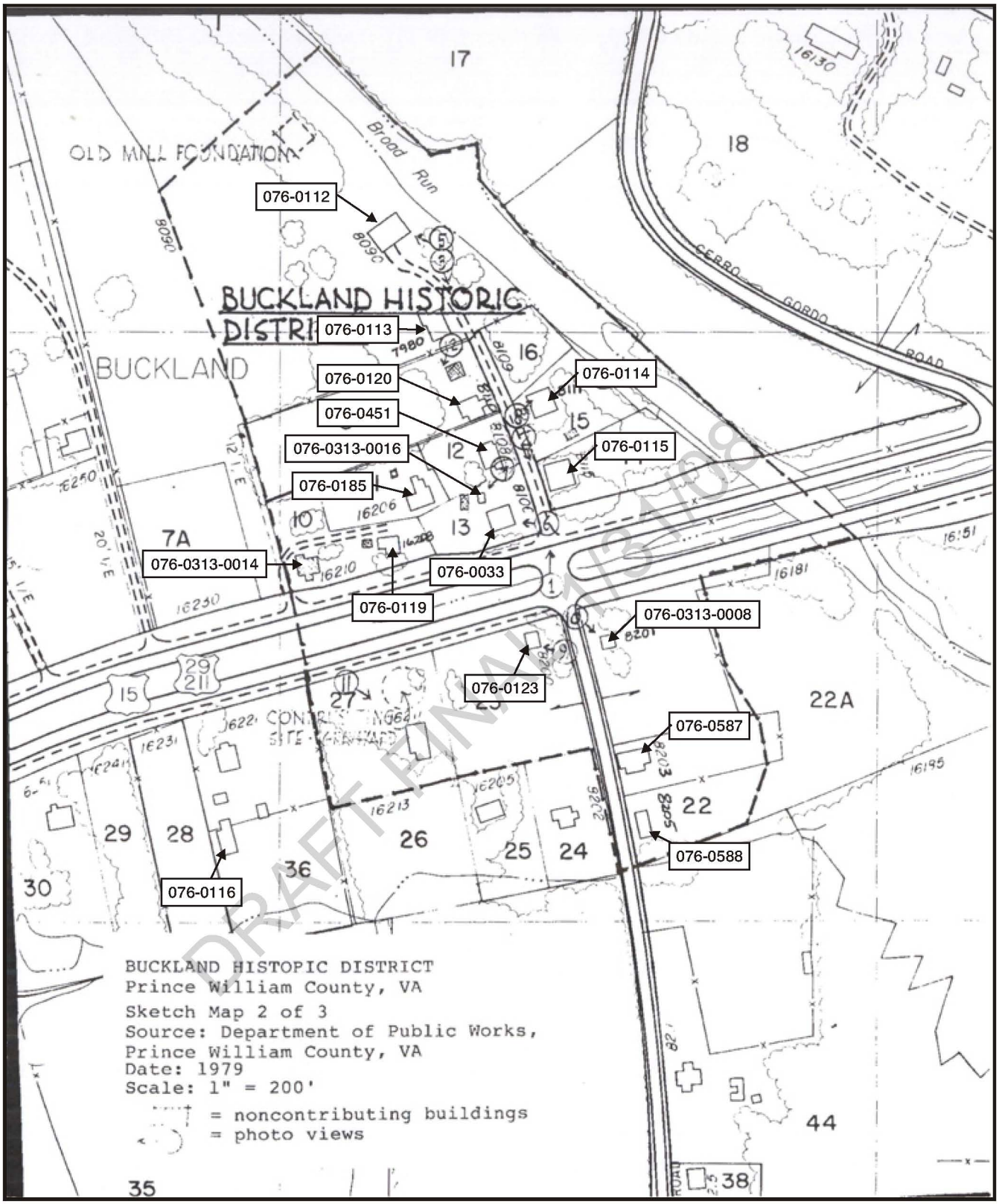
Figure 32



Locations of Architectural Resources within
the Buckland Historic District
(Massey and Maxwell 1987)

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INC.
CULTURAL RESOURCE CONSULTANTS

Figure 33

Created in CorelDRAW 9, 04-16-2007

Primary Dwelling, Northern Façade, and Tree-lined Circular Drive at Buckland Hall/Buckland Farm (076-0032) Recorded During a 1996 Architectural Survey (Bushey 1996a)

GRAY & PAPE INC
CULTURAL RESOURCES CONSULTANTS

Figure 34

Primary Dwelling, Western Elevation, at Buckland Hall/ Buckland Farm (076-0032)
Recorded During a 1996 Architectural Survey
(Bushey 1996a)

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Figure 35

Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
030-5362	n/a	Metal Roof House	4301 US Route 29/ Lee Highway	Ca. 1949 gable-roofed house	Determined Not Eligible by VDHR in 2002
030-5363	n/a	White House	6539 St Rt 215/ Vint Hill Rd	Ca. 1949 frame house	Determined Not Eligible by VDHR in 2002
030-5364	n/a	Holtslag House	6534 St Rt 215/ Vint Hill Rd	Ca. 1947 one-story house	Determined Not Eligible by VDHR in 2002
030-5365	n/a	Walter Brown House	6560 St Rt 215/ Vint Hill Rd	Ca. 1949 two-story house	Determined Not Eligible by VDHR in 2002
030-0782	n/a	Acorn Farm	East of St Rt 215/ Vint Hill Rd	Ca. 1820 log house	Not Evaluated
030-1011	n/a	House and Farm	6872 St Rt 215/ Vint Hill Rd	Ca. 1900 L-plan house	Not Evaluated
030-1012	n/a	House	6771 St Rt 215/ Vint Hill Rd	Ca. 1920 side-gable house	Not Evaluated
030-1013	n/a	Acorn Farm	6610 St Rt 215/ Vint Hill Rd	Ca. 1920 Bungalow and tenant houses	Not Evaluated
030-5143	n/a	Bridge #1033	St Rt 215/ Vint Hill Rd over South Run	1923 single span highway bridge	Demolished
030-5152; VA042	n/a	Buckland Mills Battlefield	Buckland Vicinity	Civil War Battlefield	Determined Eligible by VDHR in 2002
076-0121	n/a	Richard Sweeney House/ Tipperary	8815 Buckland Mill Rd	Ca. 1890 T-plan house	Not Evaluated. This dwelling appears to have been demolished.
076-0313	n/a	Buckland Historic District	Parts of Buckland Mill Road, US Route 29/ Lee Highway, and Cerro Gordo Road	Historic District	NRHP Listed 1988; expansion found eligible by DHR in 2007

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0313-0001	076-0033	Robinson's Tavern	8106 Buckland Mill Rd	Ca. 1824 stone side-hall house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0002	076-0451	House	8108 Buckland Mill Rd	Post-1953 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0003	076-0120	Brook's Tavern	8104 Buckland Mill Rd	Ca. 1800 single-pile dwelling	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-004	076-0114	Buckland Post Office	8111 Buckland Mill Rd	Ca. 1800 Federal style house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-005	076-0115	Dr. Brown House/ Dr. Kerfoot House	8115 Buckland Mill Rd	1850s house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0006	076-0113	Miller's House; Love's Store	7980 Buckland Mill Rd	Ca. 1798 log and frame house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0007	076-0112	Buckland Mill/ Calvert's Mill	8090 Buckland Mill Rd. Also recorded as 7980 Buckland Mill Rd.	Ca. 1904 front-gabled mill	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0008	n/a	Shop	8201 Buckland Mill Rd	Ca. 1950 frame commercial building	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0009	076-0123	John Trone House	8200 Buckland Mill Rd	Ca. 1825 Federal style house	Contributing Resource in Buckland Hist Dist (076-0313)

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0313-0010	076-0587 (was 076-0447)	House	8205 Buckland Mill Rd	Pre-1853 house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0011 (also was 076-0448)	076-0588	House	8203 Buckland Mill Rd	1850s frame house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0012	076-0185	Richard Gill House	16206 US Route 29/ Lee Highway	Ca. 1796 frame and log house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0013	076-0119	Ned Distiller's House	16208 US Route 29/ Lee Highway	Ca. 1819 frame house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0014	n/a	Hazel House	16210 US Route 29/ Lee Highway	Ca. 1950 Colonial Revival dwelling	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0015	076-0116	Buckland Methodist Church	16211 US Route 29/ Lee Highway	1856 frame church	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0016	within 076-0033 record	Log Cabin	8106A Buckland Mill Rd	Pre-1850 log house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0017	076-0118; also see 076-0184	Kinsley Mill Granary	8241 Buckland Mill Rd	Ca. 1790 stone granary	Demolished
076-0313-0018	076-0184; also see 076-0118	Kinsley House	8241 Buckland Mill Rd	1890 I-house	Contributing Resource in Buckland Hist Dist (076-0313)

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0313-0019	n/a	House	8237 Buckland Mill Road	Ca. 1970 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0020	n/a	House	8231 Buckland Mill Road	Ca. 1950 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0021	n/a	House	8227 Buckland Mill Road	Ca. 1950 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0022	n/a	House	8223 Buckland Mill Road	Ca. 1950 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0023	n/a	House	8217 Buckland Mill Road	Ca. 1950 one-story house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0024	076-0444	House	8219 Buckland Mill Rd	Ca. 1950 one-story house	Non-contributing Resource in the Buckland Hist Dist (076-0313)
076-0313-0025	n/a	House	8215 Buckland Mill Road	Ca. 1954 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0027	076-0117; also see 076-0449	Isaac Meeks House	16205 US Route 29/ Lee Highway	Ca. 1803 house	Contributing Resource in Buckland Hist Dist (076-0313)

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0313-0028	n/a	Buckland Mill Race and Dam	7980 Buckland Mill Rd	Elements of 1771-1774 mill race and dam	Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0029	n/a	House	8225 Buckland Mill Road	Ca. 1969 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0030	n/a	House	8221 Buckland Mill Road	Ca. 1985 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
087-0313-0031	n/a	House	8202 Buckland Mill Road	Ca. 1952 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0032	076-0445	House	8211 Buckland Mill Rd	Ca. 1960 cross-gable house	Non-contributing Resource in the Buckland Hist Dist (076-0313)
076-0313-0033	076-0446	House	8213 Buckland Mill Rd	Ca. 1960 one-story house	Non-contributing Resource in the Buckland Hist Dist (076-0313)
076-0313-0034	n/a	House	16230 Lee Highway	Ca. 1982 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0035	n/a	House	7808 Cerro Gordo Road	Ca. 1900 house	Contributing Resource in Buckland Hist Dist (076-0313)

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0313-0036	076-0593	Cerro Gordo Plantation	8001 Cerro Gordo Rd	Ca. 1925 Colonial Revival house	Determined Individually Eligible by VDHR in 2003; Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0037	n/a	House	16126 Lee Highway	Ca. 1978 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0038	n/a	House	16124 Lee Highway	Ca. 1979 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0039	n/a	House	7725 Cerro Gordo Road	Ca. 1982 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0040	n/a	House	7823 Cerro Gordo Road	Ca. 1974 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0041	n/a	House	8405 Buckland Mill Road	Ca. 1961 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0042	076-0300	House	16221 US Route 29	Ca. 1926 house	Contributing Resource in Buckland Hist Dist (076-0313)

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0313-0043	076-0032	Buckland Hall/ Buckland Farm	8230 Buckland Mill Rd	Georgian dwelling and associated horse farm	Determined Individually Eligible by VDHR in 2003; Contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0044	076-5120	Southbound Bridge over Broad Run	US Route 29 at Broad Run	Ca. 1953 bridge	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0045	076-5121	Historic Kingpin Bridge Abutments and Northbound Bridge over Broad Run	US Route 29 at Broad Run	Ca. 1805-1807 abutments; ca. 1980 bridge	Contributing Resource in Buckland Hist Dist (076-0313); bridge is non-contributing
076-0313-0046	n/a	House	7814 James Madison Highway	Ca. 1987 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0313-0047	n/a	House	7804 James Madison Highway	Ca. 1970 house	Non-contributing Resource in Buckland Hist Dist (076-0313)
076-0443	n/a	House	8411 Buckland Mill Rd	Ca. 1949 one-story house	Not Evaluated
076-0449	also see 076-0117	House behind Isaac Meeks House	16205 US Route 29/ Lee Highway	Ca. 1860 frame house	Contributing Resource in Buckland Hist Dist (076-0313)
076-0452	n/a	House	16250 US Route 29/ Lee Highway	Ca. 1935 one-and-one-half story house	Not Evaluated
076-0453	n/a	House	16280 US Route 29/ Lee Highway	Ca. 1860 two-story house	Not Evaluated. Appears to have been demolished

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Table 1. Previously Identified Architectural Resources Within the Project Study Boundaries and Area of Potential Effects as of August 2007					
VDHR No.	**Other VDHR No.**	**Property Name**	**Property Address/ Location**	**Description**	**NRHP Status**
076-0454	n/a	House	16302 US Route 29/ Lee Highway	Ca. 1925 one-story house	Not Evaluated
076-0459	n/a	House	16127 US Route 29/ Lee Highway	Ca. 1900 two-story house	Not Evaluated
076-0661	also was 076-0442	Breezy Hill Farm; Wilkenson Farm	9021 Buckland Mill Rd	Ca. 1900-1922 American Foursquare house	Not Evaluated

Route 215, there are several historic farmsteads (030-0782, 030-1011, 030-1012, and 030-1013). A log house at Acorn Farm (030-0782) is reported to date to ca. 1820, while the remaining properties include resources built between 1900 and 1920. A simple, single span, ca. 1923 concrete deck bridge (030-5143) once was located on State Route 215 where it crosses South Run, but this structure was replaced in 2003. Along Buckland Mill Road, Breezy Hill Farm (076-0661) features a ca. 1900-1922 American Foursquare house. West of the village of Buckland are a small number of previously identified historic-period houses located along US Route 29 (076-0452, 076-0454, and 076-0459).

Since the mid-twentieth century, the battlefield's built environment along US Route 29 has become increasingly commercial. The low-density commercial development typically consists of one-story, astylistic, utilitarian, concrete block buildings set back 20 to 30 feet from the roadway and fronted by paved parking lots. More recent residential development, such as the ranch dwellings at 16280 and 16290 US Route 29/Lee Highway also are present. The house at 16280 US Route 29/Lee Highway is believed to have replaced a ca. 1860 two-story house (076-0453). Recent residential development also fronts State Route 215 and is interspersed among the historic period farmsteads and dwellings. For example, a collection of 1960s split level and ranch houses line both sides of State Route 600/Broad Run Church Road (Plate D19).

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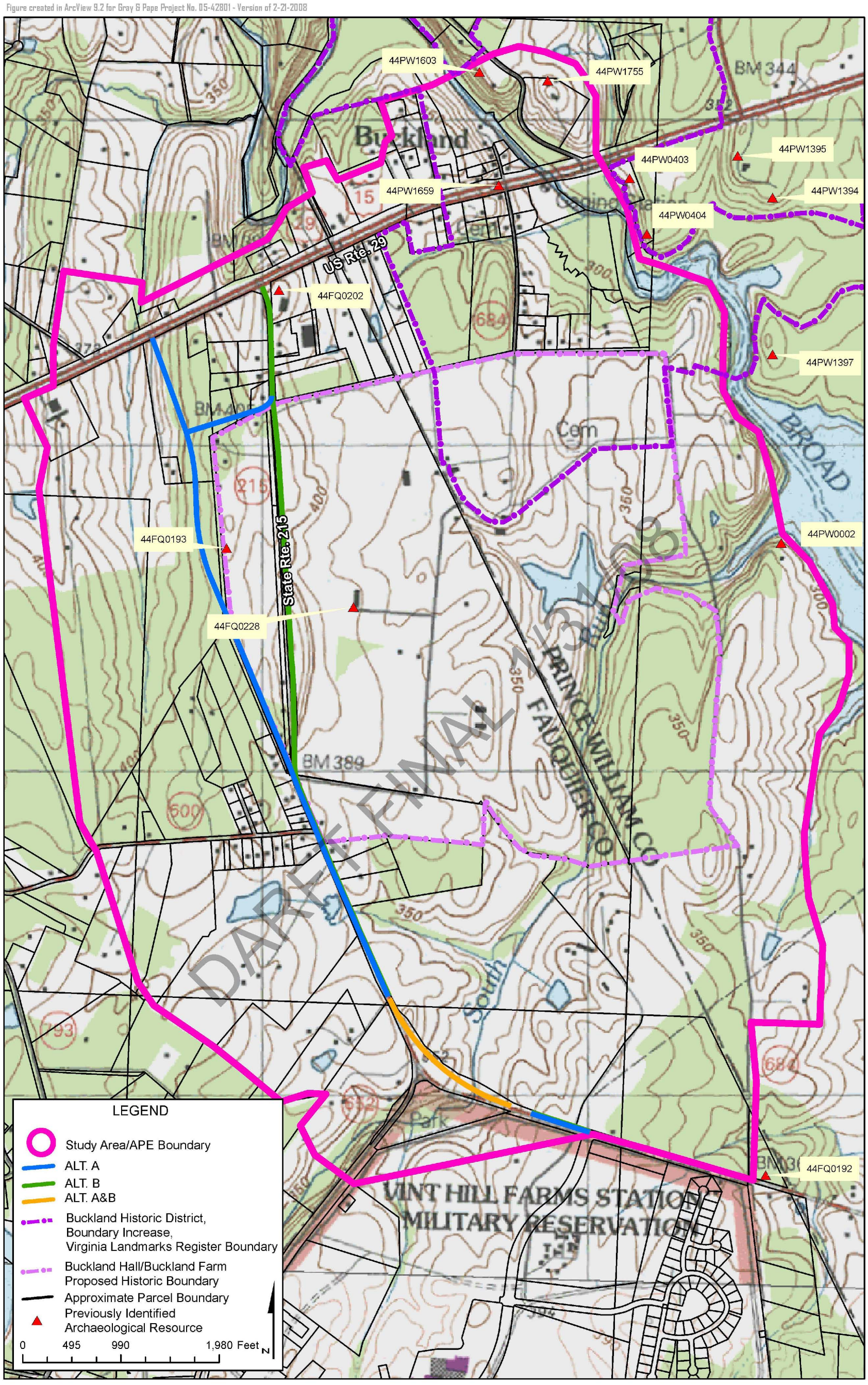
4.2 Previously Identified Archaeological Resources

The VDHR lists 15 previously identified archaeological resources within the APE (Figure 36; Table 2). These encompass prehistoric sites, Civil War sites, as well as other nineteenth and early-twentieth century sites.

Six prehistoric archaeological sites are located within the APE. Site 44PW0002 is an Archaic to Woodland occupation village. Artifacts recovered included steatite and pottery sherds as well as Woodland and Archaic projectile points. Site 44PW1397 is a prehistoric camp with one Late Archaic Holmes-type point identified as well as quartz, quartzite, and chert debitage. The temporal associations of sites 44PW0192, 44PW0403, 44PW0404 and 44PW1396 are unknown, but they are probably small, limited occupation camps, identified by lithic scatters, with quartz and quartzite raw materials predominating.

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008



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Previously Identified Archaeological Resources within the Project Study Boundaries and Area of Potential Effects

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Figure 36

Table 2. Previously Identified Archaeological Resources Within the Project Study Boundaries and Area of Potential Effects as of June 2007				
VDHR No.	**Site Type**	**Temporal Period**	**Artifacts/Features**	**NRHP Status**
44FQ0192	Camp	Unknown prehistoric	1 chert flake; 27 quartz flakes	Not Eligible
44FQ0193	Military - Civil War earthworks	19 October 1863	Possible rifle pits associated with Buckland Mills Battlefield	Contributing resource to Buckland Mills Battlefield (030-5152; VA042)
44FQ0202	Domestic - house site	19th - 20th century	Nails (cut and wire); screws; glass (bottle, window, tableware, and chimney); ceramics (yellowware, whiteware, stoneware, and porcelain), and metal debris (can fragments, unident. metal)	Not Eligible
44FQ0228	Military – Civil War battlefield	Late 18th/19th/ 20th centuries	50 Union Schenkl shell fragments; 5 bullets; 1 shell from Spencer rifle	Not Evaluated
44PW0002	Village	Archaic/Woodland	Archaic and Woodland points, pottery, steatite sherds; hearth	Not Evaluated
44PW0403	Unknown	Unknown prehistoric	Quartz debitage	Not Evaluated
44PW0404	Unknown	Unknown prehistoric	Quartz debitage	Not Evaluated
44PW1394	Subsistence/ Agriculture – Farmstead	19th century	Ceramics (yellowware, whiteware, ironstone, and redware), redware pipe fragments, glass fragments (bottle, window, canning-jar lid, chimney, and light-bulb glass), crown bottle caps, can fragments, wire nails, metal screw, bone, plastic, leather	Not Evaluated; Phase II recommended
44PW1395	Domestic - Trash scatter	Late 19th/ early 20th centuries	Bottle glass, wire nail, metal fragments	Not Evaluated
44PW1396	Camp	Unknown prehistoric	Quartz, quartzite, and hornfels debitage	Not Evaluated
44PW1397	Camp	Late Archaic	Holmes-type projectile point, 3 quartzite flakes, 1 quartz flake, 1 chert flake	Not Evaluated
44PW1398	Military - Civil War earthworks	1863	Civil War trench	Not Evaluated

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Table 2. Previously Identified Archaeological Resources Within the Project Study Boundaries and Area of Potential Effects as of June 2007				
VDHR No.	**Site Type**	**Temporal Period**	**Artifacts/Features**	**NRHP Status**
44PW1603; 030-5152; VA042	Military - Union firing line; Domestic - house site	19 October 1863; early 19th century	Burnside 0.54-caliber cartridge cases, bullets (0.32 and 0.36 or 0.38 calibers), artillery shell fragments, iron chain, iron pin, iron beam, iron wedge, iron trunk fixture, 1941 US quarter; late 18th century road bed	Contributing Resource in Buckland Hist Dist (076-0313)
44PW1659	Town of Buckland	Late 18th through mid-20th centuries	Foundations, glass (bottle, tableware, and window), wrought and cut nails, plaster, oyster shell, pearlware, whiteware, cow tooth	Contributing Resource in Buckland Hist Dist (076-0313)
44PW1755	Cerro Gordo	Early 19th/ mid-20th centuries	3 Civil War bullets; 2 Spencer cartridges	Contributing Resource in Buckland Hist Dist (076-0313)
44PW1774	Kinsley Mill and Granary	Late 18th through early 20th centuries	Foundations, subsurface remains	Contributing Resource in Buckland Hist Dist (076-0313)
44PW1775	Road to Haymarket/Old Toll Road	18th through early 20th centuries	Old roadbed	Contributing Resource in Buckland Hist Dist (076-0313)

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Civil War-era archaeological sites within the APE include Sites 44PW1398, 44FQ0193, and 44FQ0228. Site 44PW1398 is a section of earthwork consisting of a trench. Site 44FQ0193 is a series of rifle pits possibly connected to the Buckland Mills Battlefield. Site 44FQ0228 is located on Buckland Hall/Buckland Farm. A 2005 metal detector survey in this location revealed several bullets and a large number of shell fragments, defining the initial Confederate artillery position and the route of their advance northeast toward Buckland.

Five archaeological sites, 44PW1603, 44PW1755, 44PW1774, 44PW1775, and 44PW1659, have been identified as contributing resources within the Buckland Historic District (Brown et al. 2007). Site 44PW1603 comprises the archaeological remains of the Union firing/defensive line for the battle of Buckland Mills on October 19, 1863 (030-5152), as well as an early 19th-century dwelling site, and an historic late eighteenth-century road bed extending along the southern edge of the site to the edge of Broad Run. This archaeological site contains the buried remains of the core area of Cerro Gordo plantation (076-0593/076-0313-0036), as well as standing earthworks and buried artifacts relating to the Civil War

Buckland Mills Battlefield (030-5152). Site 44PW1774 is the Kinsley Mill and Granary (076-0118 and 076-0313-0017), which were part of a large mill complex in operation on Broad Run between the late eighteenth and early twentieth centuries. Site 44PW1775 was the early road to Haymarket, which was a portion of the Old Carolina Road stretching from Maryland to North Carolina. The road served as an important colonial transportation route for the inland areas of Fauquier and Prince William Counties.

Site 44PW1659 is the location of the Saunders/McIntosh House, a nineteenth- to twentieth-century domestic site. Artifacts recovered included glass fragments from bottles, tableware, and window glass. Ceramics, including pearlware and whiteware, were recovered, as were architectural materials such as wrought nails and plaster fragments. Following is a list of individual archaeological sites classified by Brown et al (2007:Inventory) as part of site 44PW1659; all are within the expanded Buckland Historic District boundaries.

- Site Address: 7980 Buckland Mill Road
  Site Name: Lot No. 1: Samuel Love outbuildings and associated features
  VDHR Number: 44PW1659-0001
  Cultural/Temporal Designation: Euro-American- Late 18th through 20th centuries

- Site Address: 8104 Buckland Mill Road
  Site Name: Lot No. 2: George Britton's Shop/James Hunton & Son Store House Site, and Brook's Tavern Site
  VDHR Number: 44PW1659-0002
  Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

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- Site Address: 8108 Buckland Mill Road
  Site Name: Lot No. 3: Richard Gill Blacksmith Shop Site
  VDHR Number: 44PW1659-0003
  Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

- Site Address: 8106 Buckland Mill Road
  Site Name: Lot No. 4
  VDHR Number: 44PW1659-0004
  Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

- Site Address: Beneath U.S. Route 29 (VDOT)
  Site Name: Lot No. 5: Robert Thrift Store and Dwelling House Site, and Stagecoach Inn
  VDHR Number: 44PW1659-0005
  Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

- Site Address: 8200 Buckland Mill Road
  Site Name: Lot No. 6: William Draper's Shop Site, Trone House and Stagecoach Inn Site
  VDHR Number: 44PW1659-0006
  Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

- Site Address: 8200 Buckland Mill Road
  Site Name: Lot No. 7
  VDHR Number: 44PW1659-0007
  Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

- Site Address: 8202 Buckland Mill Road
  Site Name: Lot No. 8, 9 and 37: Isaac Meeks' Tanyard Site
  VDHR Number: 44PW1659-0008
  Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

- Site Address: 8202 Buckland Mill Road
  Site Name: Lot No. 8, 9 and 37: Isaac Meeks' Tanyard Site
  VDHR Number: 44PW1659-0009
  Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

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- Site Address: 7980 and 8104 Buckland Mill Road
  Site Name: Lots 10 and 11: William Brooks House Site
  VDHR Number: 44PW1659-0010
  Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

- Site Address: 8104 Buckland Mill Road
  Site Name: Lot No. 11: Ice House Site
  VDHR Number: 44PW1659-0011
  Cultural/Temporal Designation: Euro-American- 19th century

- Site Address: 16206, 16208, and 16210 Lee Highway
  Site Name: Lot No. 12
  VDHR Number: 44PW1659-0012
  Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

- Site Address: 16208 and 16210 Lee Highway
  Site Name: Lot No. 13: Francis Hawley's Kitchen Site and Ned Distiller's House
  VDHR Number: 44PW1659-0013
  Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

- Site Address: Beneath U.S. Route 29 (VDOT)
  Site Name: Lot 14: John Robinson House Site
  VDHR Number: 44PW1659-0014
  Cultural/Temporal Designation: Euro-American- 19th century

- Site Address: 16211 Lee Highway
  Site Name: Lot 15: Portions of church cemetery
  VDHR Number: 44PW1659-0015
  Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

- Site Address: 16211 Lee Highway
  Site Name: Lot No. 16: Site of first Buckland Church and cemetery
  VDHR Number: 44PW1659-0016
  Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

- Site Address: see below
  Site Name: Lots No. 17 through 27
  VDHR Number: 44PW1659-0017 to -0027
  Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

- Site Address: 8109 Buckland Mill Road
  Site Name: Lots No. 28 and 29: Distillery Site
  VDHR Number: 44PW1659-0028
  Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

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- Site Address: 8111 Buckland Mill Road
  Site Name: Lot No. 29: Distillery Site, Francis Hawley Stables Site and Post Office outbuildings Site
  VDHR Number: 44PW1659-0029
  Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

- Site Address: 8115 Buckland Mill Road
  Site Name: Lot 30: Medical Office Site, Dr. Brown House
  VDHR Number: 44PW1659-0030
  Cultural/Temporal Designation: Euro-American- 19th and early 20th centuries

- Site Address: 8115 Buckland Mill Road
  Site Name: Lot 31: McIntosh House Site
  VDHR Number: 44PW1659-0031
  Cultural/Temporal Designation: Euro-American- 19th and early 20th centuries

- Site Address: Beneath U.S. Route 29 (VDOT)

Site Name: Lot No. 32: George Legg House Site
VDHR Number: 44PW1659-0032
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

- Site Address: 8200 Buckland Mill Road
  Site Name: Lot No. 33: John Trone Blacksmith Shop Site
  VDHR Number: 44PW1659-0033
  Cultural/Temporal Designation: Euro-American- Late 18th to early 20th centuries

- Site Address: 8200 Buckland Mill Road
  Site Name: Lot No. 34: Unidentified Building Site
  VDHR Number: 44PW1659-0034
  Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

- Site Address: 8115 Buckland Mill Road
  Site Name: Lot No. 35: Mary Brent House Site and Griffin Stith's Slave Auction House/Holding Pen
  VDHR Number: 44PW1659-0035
  Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

- Site Address: 16181 Lee Highway
  Site Name: Lot No. 36
  VDHR Number: 44PW1659-0036
  Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

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- Site Address: 16181 Lee Highway
  Site Name: Lot No. 8, 9 and 37: Isaac Meeks' Tanyard Site
  VDHR Number: 44PW1659-0037
  Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

- Site Address: 7901 Cerro Gordo Road
  Site Name: Lot 38: Samuel and Celia King House Site
  VDHR Number: 44PW1659-0038
  Cultural/Temporal Designation: Euro-American- Late 18th to early 19th centuries; African-American- 19th century

- Site Address: 7901 Cerro Gordo Road
  Site Name: Lots 39 through 46
  VDHR Number: 44PW1659-0039 through 44PW1659-0046
  Cultural/Temporal Designation: Indeterminate- Late 18th to 19th centuries

- Site Address: 8001 Cerro Gordo Road
  Site Name: Lots 47 and 48: George Britton's Log House

VDHR Number: 44PW1659-0047 and -0048
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

- Site Address: 8203 and 8205 Buckland Mill Road
  Site Name: Tanyard Site
  VDHR Number: 44PW1659-0049
  Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

- Site Address: Northbound, U.S. Route 29/U.S. Route 15 over Broad Run
  Site Name: Bridge Abutments, macadam turnpike road bed
  VDHR Number: 44PW1659-0050
  Cultural/Temporal Designation: Euro-American- 19th century

- Site Address: 7980 Buckland Mill Road
  Site Name: Buckland Mill Dams and Race, Woolen Mill ruin, and earlier mill site
  VDHR Number: 44PW1659-0051
  Cultural/Temporal Designation: African- and Euro-American- Late 18th to early 20th century

- Site Address: 7808 Cerro Gordo Road
  Site Name: Buckland Quarry
  VDHR Number: 44PW1659-0052
  Cultural/Temporal Designation: Euro- and African-American- 18th and 19th centuries

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4.3 Buckland Historic District (076-0313)

4.3.1 Statement of Significance

The Buckland Historic District (076-0313) was listed in the NRHP in 1988 (Figure 33; Plates D1-D5, D27-D61). In 2007, the State Review Board and VDHR approved a nomination to amend the boundaries (Brown et al. 2007). The period of significance for the district was listed as extending from around 1774 to 1930. The amended nomination states:

> [t]he core elements of the town of Buckland were registered as the Buckland Historic District (076-0313) in 1987, while the expanded district boundaries encompass the entirety of the town and its surrounding historic environs, including forty six contributing and fifty nine non-contributing resources. Buckland is primarily significant under Criterion C for its intact and varied late-18th- and 19th-century architectural fabric and under Criterion A for its association with commercial, community planning and development, industrial, transportation, and military areas of significance throughout the 19th century. Buckland is also significant under Criterion B for its association with numerous individuals of local and regional significance, including Samuel Love and John Love during the 18th and 19th centuries as well as under Criterion D for the important information it is likely to yield about the

18th- and 19th-century development of a vernacular, commercial town and its environs (Brown et al. 2007:8/57-58).

4.3.2 Integrity Evaluation: Buckland Historic District (076-0313)

This historic district maintains its integrity of location, design, setting, materials, workmanship, feeling, and association. Almost all of the buildings within the district occupy their original lots. A small log building on the same lot as the Buckland Tavern (076-0033) was moved to its current location by property owner Thomas Ashe during the 1970s (Ridout et al. 2005:77). In 1954, 2 historic-period buildings were demolished as a result of expansion of US Route 29 from 2 to 4 lanes.

The design of the buildings within the district conforms to local vernacular traditions from the late eighteenth through the early-twentieth centuries. Among the house types that are present are I-houses and an American Foursquare. Stylistic influences include Colonial Revival, Classical Revival, and Federal. Construction materials include log, dimension lumber, brick, and stone. Other original and historic-period materials include interior flooring, interior doors, exterior wall cladding, and window sash. High-quality workmanship is apparent in the construction methods, including the log walls within some dwellings, such as the Graham House (076-0185), and transitions in methods are apparent as well, as with the barked pole construction at the Buckland Methodist Church (076-0116) (Ridout et al. 2005:58, 111).

The presence of US Route 29, a 4-lane, divided facility, through the southern portion of the town detracts from the rural setting, feeling, and association of the district. Vehicular traffic volume and noise are high throughout the day, particularly during peak travel hours. Road transportation, however, played a crucial role in the historical evolution of the village. The northbound lanes of US Route 29 generally follow the alignment of the early-nineteenth century turnpike. As a result, the impact that the highway has on setting, feeling, and association is not great enough to compromise the overall integrity of the district.

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An important aspect of the 2007 expansion of historic district's boundaries is the historic vernacular landscape. Character-defining features include Broad Run, Buckland Mill Road, and dense woodlots. Numerous archaeological sites have been identified throughout the village. The built environment retains a high level of integrity with few non-historic intrusions. The historic spatial relationships among the sites and resources is intact, particularly north of US Route 29, where there are virtually no intrusions that post-date the historic period. The recommended NRHP boundaries (Brown et al. 2007) and the period of significance for the resource take into account the characteristics of the cultural landscape.

Gray & Pape agrees with the 2007 draft nomination that the Buckland Historic District (076-0313) meets NRHP eligibility Criteria A, B, C, and D.

4.3.3 Boundary Evaluation: Buckland Historic District (076-0313)

The original boundaries of the Buckland Historic District (076-0313) were established when the district was listed in the NRHP (Figure 33). The district originally encompassed an area

of approximately 19.6 acres. According to the 1987 NRHP nomination's boundary description and justification, the district contains a concentration of eighteenth and nineteenth century commercial and residential properties associated with early milling activities on Broad Run. It includes contiguous contributing properties located along Buckland Mill Road, as well as three contributing properties along US 29. The latter 3 are the Buckland Methodist Church at 16211 Lee Highway, and the houses at 16208 and 16206 Lee Highway. A non-contributing concrete-block house also was included within the boundaries because it shared a lot with a contributing structure. On the north side of the district, the boundary was drawn 300 feet northwest of the extant mill in order to include traces of the foundations of a former mill structure or structures, as well as "to provide adequate protection for this cultural resource" (Massey and Maxwell 1987). A late-nineteenth century house at 16205 Lee Highway was excluded from the historic district because it is located behind a non-historic residence and thus was rendered "visually insignificant" to the district (Massey and Maxwell 1987). Two contributing mid- to late-nineteenth century houses at 8203 and 8205 Buckland Mill Road were included in the district boundaries. Buckland Hall was omitted from the district by reason of its distance from the village and because of numerous intervening noncontributing buildings. It is located 2,800 feet from the southern boundary of the district. Cerro Gordo, a nineteenth century farm located east of Broad Run, was not included "because it is physically separated from the village and it is not related historically to the commercial and milling significance of Buckland" (Massey and Maxwell 1987:16).

At the time of its 1988 listing in the NRHP, the district included 15 buildings, dating from the early-nineteenth to the mid-twentieth centuries, all of which were considered contributing resources to the significance of the district. Two sites, a church cemetery and mill foundations, also were identified as contributing resources. Five non-contributing buildings were identified within the historic district.

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In 2003, members of the Buckland Preservation Society proposed to expand the historic district's boundaries (Figure 37). Correspondence from Marc C. Wagner dated 23 July 2003 indicated that the State Review Board and VDHR staff concurred that the district boundary expansion was "conditionally eligible" pending submittal of a formal NRHP nomination form. VDHR further found the historic district locally significant under Criterion A for its association with the Battle of Buckland and under Criterion C for its architecture, with a period of significance extending from 1798 to 1953 (VDHR 2003a). The new areas of significance identified by VDHR are in addition to the areas of transportation and industry, identified in the original 1988 NRHP nomination (Massey and Maxwell 1987:8/1).

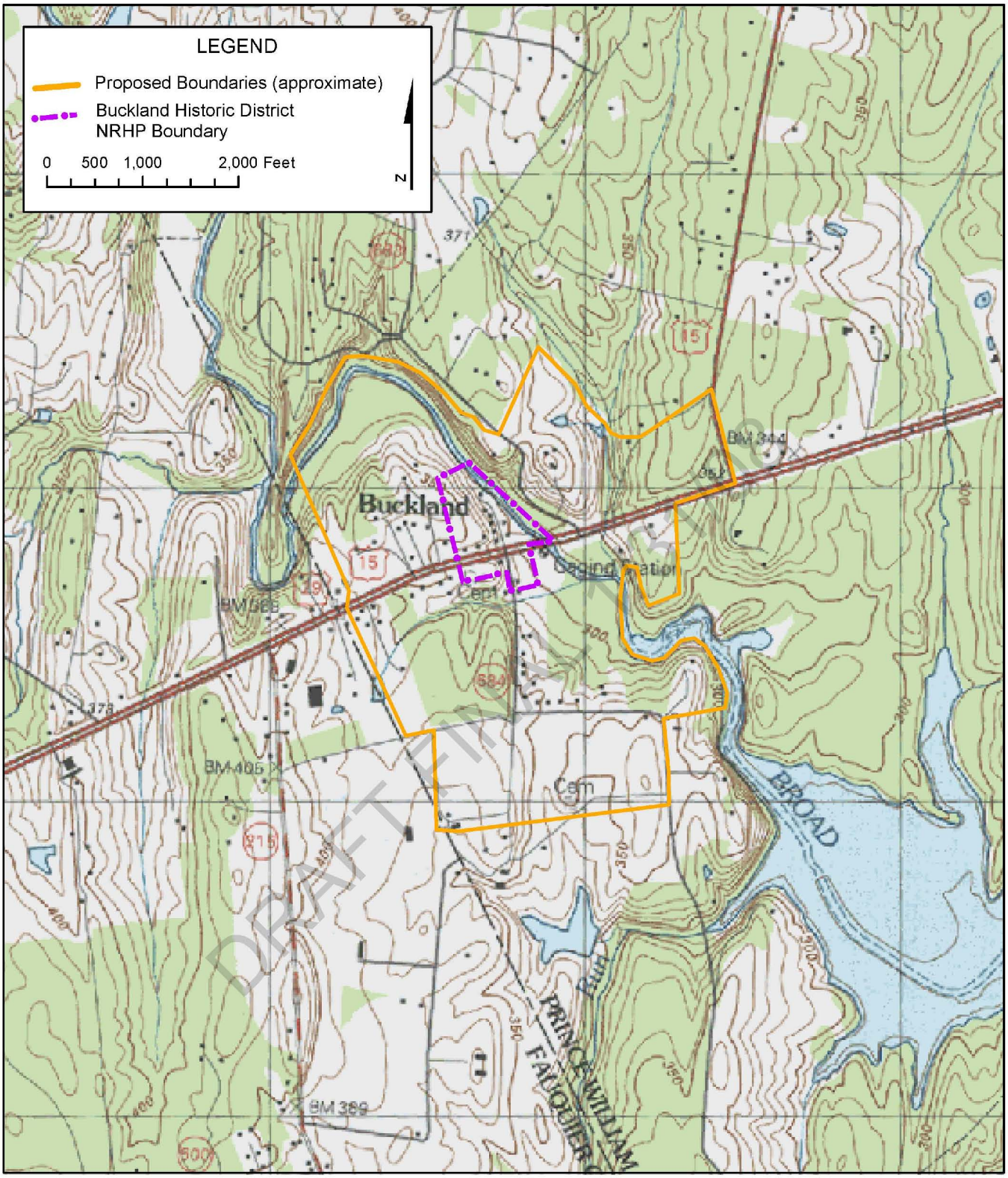

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-428011 - Version of 1-30-2008

Proposed NRHP Boundaries for the Buckland Historic District (076-0313) (by the Buckland Preservation Society in 2003)

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Figure 37

In 2007, a nomination to expand the district boundaries was approved by the State Review Board and VDHR (Figure 38). These boundaries are not exactly the same as was proposed in 2003, but the expanded boundaries encompass approximately 305 acres. The revised nomination documents numerous previously unidentified historic and archaeological sites associated with the village. Many of these lie outside the original historic district boundaries. Furthermore, the nomination includes Buckland Hall/Buckland Farm (076-0032) within the district boundaries due to the close association of the Love family with the development of both the village of Buckland and Buckland Farm. The revised boundaries also include as much of the original Buckland village proper as possible, in recognition of the presumed presence of significant archaeological features. Additionally, 3 historically significant architectural resources, Cerro Gordo (076-0593), Kinsley Mill (076-0118; 076-0184), and Buckland Hall/Buckland Farm (076-0032) are included within the district boundaries.

The Cerro Gordo property (076-0593) at 7725 Cerro Gordo Road was previously determined individually eligible for the NRHP by VDHR. According to Brown et al. (2007:7/10),

> after fire destroyed the original circa 1827 structure, in 1925 a new two-story stone house was constructed, incorporating the earlier stone foundation and chimneys. This structure and surrounding property (076-0593 and 076-0313-0036; 44PW1603, 44PW1755, and 44PW1775) is a fine example of a Federal Revival dwelling situated within park-like grounds and an historic plantation landscape that incorporates and preserves the archaeological remains of many earlier outbuildings, a family cemetery, as well as earthworks and buried evidence of the Civil War battles of Buckland (030-5152). The Cerro Gordo property contains the stone quarry, the east bank of the ford that served as the original crossing point spanning Broad Run, and eleven lots and streets within the original town grid (44PW1659). Visually it commands the highest point of land in the Buckland area, preserving a stunning and vital portion of the historic viewshed. Owners of Cerro Gordo, including members of the Alexander, Hunton, and Lee families, were key players in the development and success of Buckland and its environs. The vantage point from which Alfred Waud produced his remarkable 1863 sketch of the town, Cerro Gordo, was of decisive importance in the 1863 battle of Buckland Mills.

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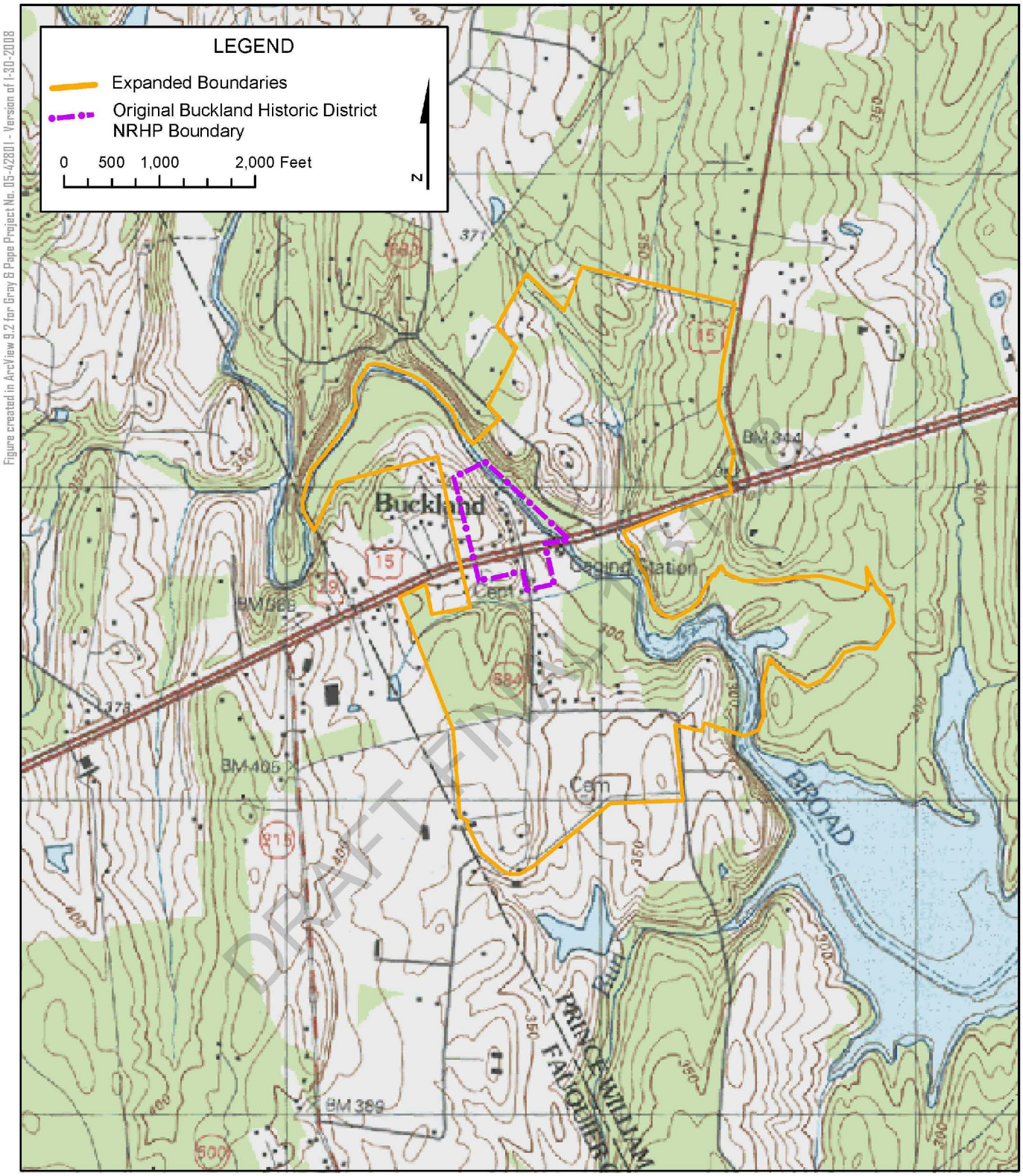
John and Charles Love were the original owners of the Kinsley Mill property (076-0118; 076-0184), The mill played an important role in Buckland's economic development during the late-eighteenth and early-nineteenth centuries. During the 1790s, the Delaplane family purchased the property from the Loves, and the Delaplanes have owned the property to the present (Brown et al. 2007:Inventory 55). The mill and granary (076-0118) were demolished in 1970 when Lake Manassas was created. The dwelling (076-0184) is extant and dates from the early-twentieth century. A family cemetery is nearby. The property currently encompasses approximately 12-14 acres; the City of Manassas having condemned 10-12 acres for the creation of Lake Manassas (deButts 2007).



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NRHP Boundaries for the Buckland Mills Historic District (076-0313) (Brown et al. 2007)

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Figure 38

Buckland Hall/Buckland Farm (076-0032) previously has been determined individually eligible for listing in the NRHP by VDHR. It is discussed in greater detail in Section 5.3 below.

According to Brown et al., the historic boundaries were revised

> to include the largest concentration of historic buildings, sites, and structures contributing to the significance of the town of Buckland and its connections with the neighboring historic properties of Cerro Gordo, Kinsley Mill, and Buckland Hall Farm. Particular attention was paid to incorporating historic property within the viewshed of these resources. Noncontributing buildings and more rural properties were excluded whenever possible. The district boundaries coincide with property lines and natural landscape features whenever possible (Brown et al. 2007:9&10/70).

Based on the field investigations and historical research completed by Gray & Pape, as well as the recommendations of VDHR staff and information provided by the BPS, Gray & Pape concurs with the historic district boundaries proposed by Brown et al. (2007).

4.4 Buckland Hall/Buckland Farm (076-0032)

4.4.1 Statement of Significance

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The history of Buckland Hall and Buckland Farm has been extensively investigated and documented in recent years (Figures 31, 34-35; Plates D3-D10). The property was included in a Phase I survey conducted by Virginia Commonwealth University in April 1996, at which time it was assigned VDHR inventory number 076-0032. In 2001, VDOT undertook an architectural survey to identify resources within the APE of a proposed project along State Route 215 and at the intersection of State Route 215 and US Route 29. In May 2003, property owner David Blake submitted a PIF for Buckland Hall/Buckland Farm to VDHR.

This property is associated with a prominent local family, the Loves, who were among the earliest permanent settlers in the Buckland area. The Love family played a crucial role in the founding of the village of Buckland. Their commercial and agricultural interests comprised an important aspect of the local economy from the late-eighteenth century through the 1820s. John Love also was instrumental to the construction of the Fauquier & Alexandria Turnpike during the 1810s and 1820s. Buckland Hall/Buckland Farm also has associations with other locally prominent families, including the Richard Bland Lee and Mitchell Harrison families. The dwelling itself is an architecturally significant example of late-eighteenth/early-nineteenth century vernacular design. The interior, Federal-period woodwork is especially noteworthy. The farm has been maintained as a working farmstead from the late-eighteenth century through the present day. Since the mid-twentieth century, the property has functioned as a horse breeding farm and has produced champion racehorses. As a result of these factors,

in June 2003, VDHR staff recommended that Buckland Hall/Buckland Farm (076-0032) met NRHP eligibility Criteria A and C and was eligible for listing in the NRHP. The property is not formally listed in the NRHP at this date, however, Gray & Pape concurs with the 2003 VDHR recommendation regarding NRHP eligibility. Given the extent of the property's holdings, Buckland Hall/Buckland Farm (076-0032) could be listed in the NRHP as an historic district that includes all of the farm fields, collections of outbuildings, and the primary dwelling. Additionally, based on archival research regarding the Love family, Gray & Pape recommends that the property be considered eligible under NRHP Criterion B. Buckland Hall/Buckland Farm (076-0032) is included within the revised boundaries for, and is a contributing resource to, the Buckland Historic District (076-0313).

4.4.2 Integrity Evaluation: Buckland Hall/Buckland Farm (076-0032)

This property maintains its integrity of location, design, setting, materials, workmanship, feeling, and association. The primary dwelling occupies its original location, and the extensive landholdings historically associated with the property remain largely intact. In terms of design, the house is a fine example of a vernacular late-eighteenth/early nineteenth century dwelling. Its form consists of a two-story, side-gabled, single-pile block with a central passage and end chimneys, as well as a rear, gabled, one-story wing. This residential form occurred commonly throughout Virginia from the late-eighteenth through the early-twentieth centuries. The dwelling is approached via a long, tree-lined driveway. A ca. 1800-1850 springhouse or icehouse is adjacent to the drive, and a ca. 1940s dairy barn is extant. According to a 1996 architectural survey of the property, other extant buildings generally date from 1960 or later, and were constructed for the horse breeding and racing enterprises established by Thomas Mellon Evans. Although these buildings are utilitarian in design and of recent vintage, their function and use is in keeping with the property's agricultural heritage. A comprehensive identification of all buildings within the farm complex, and an assessment as to whether individual buildings and structures represent contributing or non-contributing resources within the district, was not possible due to lack of access to the property.

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Particularly with regard to the primary dwelling and the springhouse/icehouse, the materials and workmanship are of high quality. Vernacular building traditions are evident in the stone construction of both buildings, the dwelling's interior woodwork, and the framing methods used throughout. Extant elements in the dwelling, such as original stair railings, doors, window sash, flooring, and interior plaster, also exemplify the materials and workmanship of the property.

The rural setting of Buckland Hall/Buckland Farm is intact, with the primary dwelling surrounded by hundreds of acres of rolling fields and pastures. The property retains a high degree of integrity of feeling and association as a result of the overall integrity of location, design, materials, workmanship, and setting. Equally important is the property's continuous history as a farmstead. Although the current horse breeding enterprise dates from the 1960s and differs considerably from earlier agricultural practices, there is continuity in land use and management, with open fields being the dominant feature of the property. The land has not

been permitted to reforest, thereby preserving views and vistas that have existed throughout the nineteenth and twentieth centuries.

The historic cultural landscape of Buckland Hall/Buckland Farm (076-0032) has a high level of integrity. Few historic-period architectural resources remain (the late-eighteenth/early-nineteenth century dwelling, 1800-1850 springhouse or icehouse, and a 1940s dairy barn), but the more recently constructed barns, stables, and sheds are in keeping with the property's agricultural past. While the open fields and pastures that characterize the property are no longer used for wheat cultivation, they have remained in continuous agricultural use since the late-eighteenth century.

4.4.3 Boundary Evaluation: Buckland Hall/Buckland Farm (076-0032)

In June 2005, VDOT proposed historic boundaries, but the VDHR has not concurred with this recommendation (Figure 39). The boundary justification presented by VDOT states:

> The current property boundaries of Buckland Farm, including the 19-acre parcel to the south and the 474-acre area surrounding the main house, closely emulate the boundaries of the earlier farmstead and historic plantation. Although the property comprised 800 acres in 1820, the size decreased by 1839 to encompass 600 acres. However, the core 500 acres have remained intact since the mid-nineteenth century. In an area with exceptionally rapid growth and development, the presence of an intact parcel of farmland such as Buckland is rare. Given the integrity of the acreage and the continued use of the property for agriculture and husbandry, it is recommended that the current property boundaries should be used to define the historic boundaries of Buckland Farm. This includes the land along both sides of State Route 215 in this area and a segment of South Run (Barile 2005).

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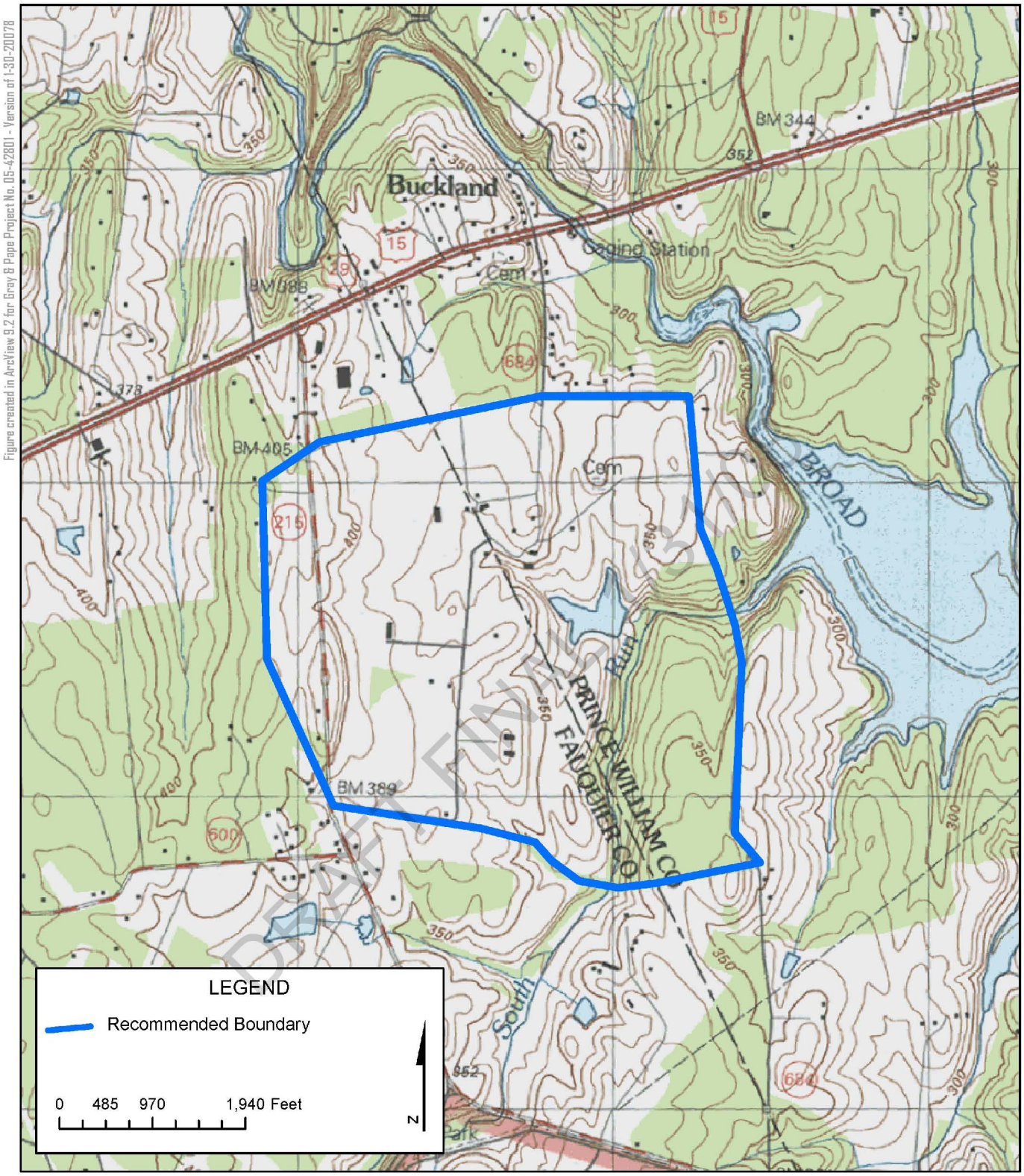
The NRHP boundaries proposed by Barile encompass the full extent of the holdings currently associated with Buckland Hall/Buckland Farm (076-0032). Although the property originally included an additional 300 acres, this land was sold prior to 1820. Plat maps and deed records indicate that property has existed in approximately its present form for more than a century. As a result, the proposed boundaries encompass, but do not exceed, the full extent of the farm's significant resources and land area. In keeping with NRHP guidelines, no peripheral areas of the property that lack integrity are included within the proposed boundaries. Natural topographic features and legally recorded boundary lines were used to establish the proposed NRHP boundaries (USDI 1997:56). Gray & Pape concurs with Barile's recommendation for the NRHP boundaries for Buckland Hall/Buckland Farm as an NRHP-eligible historic district.

In 2007, all of the buildings and land currently encompassed by Buckland Hall/Buckland Farm (076-0032) were included within the revised boundaries of the Buckland Historic District (076-0313).



Recommended NRHP Boundaries for
Buckland Hall/Buckland Farm (076-0032) (Barile 2005)

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Figure 39

4.5 Buckland Mills Battlefield (030-5152; VA042)

4.5.1 Statement of Significance

The battle of Buckland Mills was a large cavalry engagement fought on 19 October 1863 (Figures 16-20; Plates D40-D45). At least 10,000 Union and Confederate soldiers were involved in the fighting. The battle was a running engagement fought along a several miles of present US Route 29. The CWSAC studied the battlefield in 1992. Suggested boundaries for the battlefield were delineated and encompassed a large area around the village of Buckland and along US Route 29. The CWSAC also recommended that the battlefield was eligible for listing in the NRHP (CWSAC 1997). In June 2002, the VDHR determined the battlefield NRHP eligible (VDHR Reconnaissance Level Survey form for 030-5152; VA042). Various archaeological investigations have been conducted within the battlefield environs. Some of these investigations were conducted by an avocational archaeologist and resulted in the recovery of Civil War-related artifacts and the identification of archaeological Site 44PW1603. In early 2006, the Louis Berger Group, Inc. (Berger), undertook additional investigations of the battlefield on behalf of the Buckland Preservation Society and the NPS ABPP (Bedell 2006).

4.5.2 Integrity Evaluation: Buckland Mills Battlefield (030-5152; VA042)

The following description is largely from *Archaeological and Historical Investigations of the Buckland Mills Battlefield, Buckland, Virginia* (Bedell 2006) (Tables 3 and 4).

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Table 3. Definitions of KOCOA Battlefield Evaluation System

Battlefield Element	Definition	Examples
Key Terrain	A portion of the battlefield, possession of which gives an advantage to the possessor.	Road junctions, bridges, high ground.
Observation and Fields of Fire	Any point on the landscape that allows observation of the movements, deployments, and activity of the enemy that is not necessarily key terrain, and areas that allow flat-trajectory weapons to be brought to bear on the enemy.	High ground outside of core battle area, sloping approaches to entrenched positions.
Cover and Concealment	Landforms or landscape elements that provide protection from any fire and hide troop positions from observation.	Walls, forests, ravines, riverbanks, entrenchments, ditches.
Obstacles	Any landscape element that hinders movement and affects the ultimate shape/course of the battle.	Rivers, walls, dense vegetation, fortifications, ravines, ditches.
Avenues of Approach and Retreat	Any corridor used to transfer troops between the core battle area and rear logistics areas.	Roads, paths, creek beds, railroads.

The 1992 CWSAC study supplied a preliminary list of defining features for the Buckland Mills Battlefield. Eleven of these features are within the project APE. These are the numbered fields in Table 4 and the locations of these resources are depicted on Figure 40. Fields in Table 4 without numbers are for the 3 resources that are beyond the project APE.

Table 4. Defining Features of the Buckland Mills Battlefield (030-5152; VA042)

Battlefield Feature	Location	Comment
Key Terrain		
1. Bridge	US Route 29 bridge is in the same approximate place. Now much altered from the Civil War period with bluffs along the Broad Run cut down in grade to accommodate road and bridge.	Changed hands twice in heavy fighting; the Confederate plan hinged on catching the Federals west of the bridge. Location of Custer's left flank during ambush attack.
Observation and Fields of Fire		
2,3. Hills	Along State Route 215, 4,000 feet south of US Route 29, this position and view to Buckland is little changed from the Civil War. The hills along Broad Run are where Custer's attack was launched.	Confederate artillery position and opening positions of Confederate advance.
4. Cerro Gordo	East of Broad Run, north of the turnpike (US Route 29). Position of Federal guns (some locations now under tennis court).	Union artillery position.
Cover and Concealment		
5. Buckland	Town retains several historic buildings and its general historic form.	A main focus of fighting; troops of both sides concealed themselves in the town.
Chestnut Hill	Now called Chestnut Forks area, currently undergoing rapid transformation by suburban housing tracts.	Site of Stuart's attack on Davies's brigade.
6. Woods	Possibly along the abandoned lane of Buckland Hall/Buckland Farm. Located 200-300 yards south of US Route 29.	Owen's brigade dismounted and formed a skirmish line here, emerging to attack Custer. Exact location and extent of woods is unknown; no period maps depict this feature.
6. Fence South of Turnpike	Possibly at the northern boundary of Buckland Hall/Buckland Farm, 200-300 yards from US Route 29.	Rallying point for 6th Michigan, location of their initial firing line.
Obstacles		

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Table 4. Defining Features of the Buckland Mills Battlefield (030-5152; VA042)		
Battlefield Feature	**Location**	**Comment**
7. Broad Run	Unchanged at highway bridge but dammed below.	Stuart's plan was to trap the Union forces west of the stream.
Avenues of Approach and Retreat		
8. Warrenton Turnpike	US Route 29 generally follows the course of the historic turnpike.	Axis of Union advance into Stuart's trap and then their retreat and general line of Custer's defense against Lee's attack.
9. Road from Auburn or Greenwich Road	State Route 215 follows part of this road.	Axis of Fitzhugh Lee's attack, including artillery, on Custer and fields of fire along this road axis toward Union positions along US Route 29.
10. Cerro Gordo Road	North of Buckland Bridge, this road followed the stream bank.	Retreat route of Davies's brigade.
11. Mill Ford	Across Broad Run by the mill.	Probably the main crossing point of Davies's brigade in retreat.
Foster Fork and Bust Head Roads	North of US Route 29 to Thoroughfare Gap to Haymarket	Retreat avenue of part of Davies's command and roads taken by Young as he attempted to cut off Davies from Gainesville

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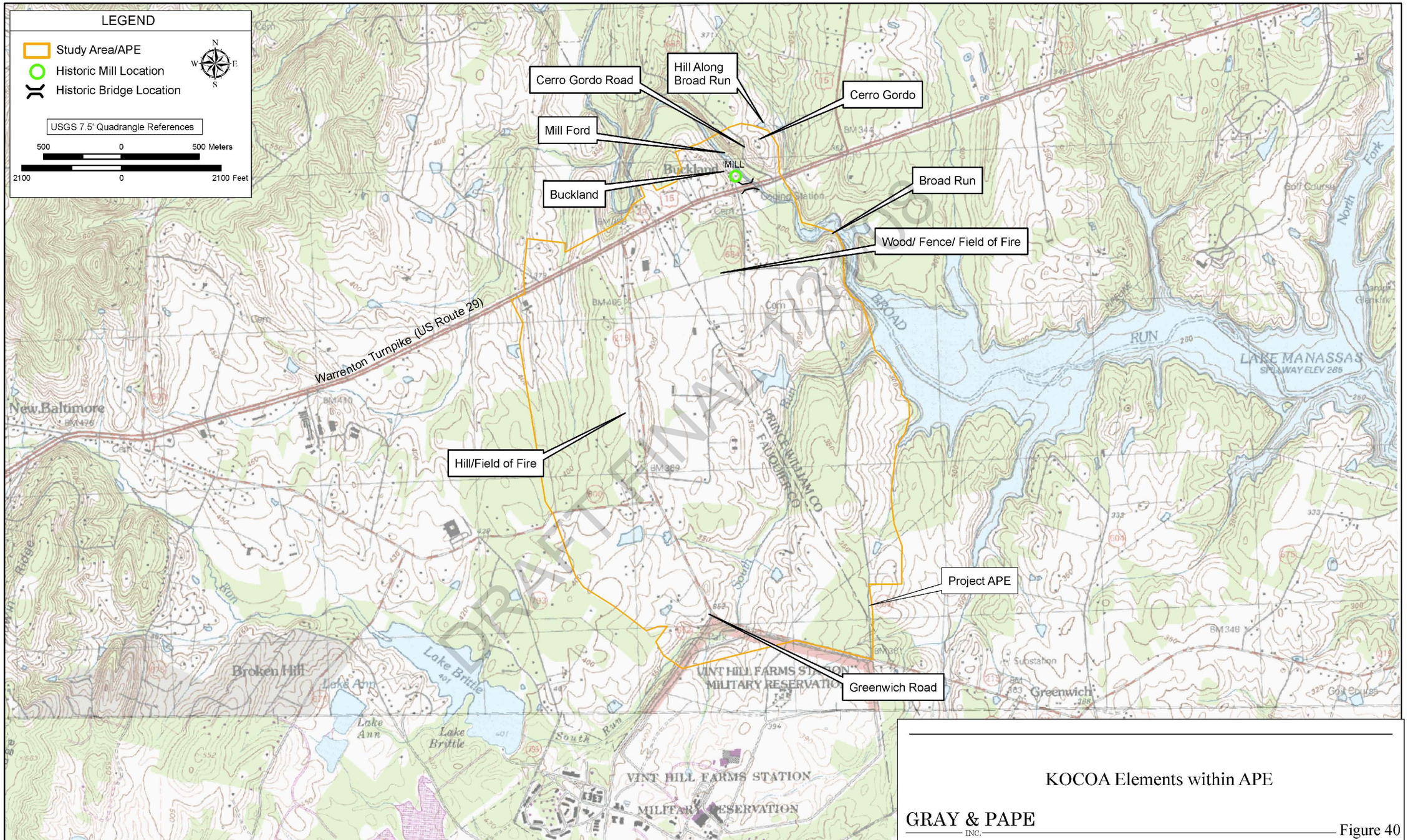
In addition to the features associated with the battle, such as Broad Run, artillery positions, and wooded tracts, contributing resources within the Buckland Mills Battlefield include the Buckland Historic District (076-0313), Buckland Hall/Buckland Farm (076-0032), Kinsley (076-0118; 076-0184), and Cerro Gordo (076-0593). Additional research and field investigations may yield evidence to suggest that historic-period farmsteads within the battlefield (and within the APE) also are contributing resources, such as the properties at 6534-6536 and 6558-6560 State Route 215/Vint Hill Road and Acorn Farm (030-1013). These properties may contain archaeological evidence, such as concentrations of dropped or expended ammunition, that would provide evidence of troop movements and fire positions within the APE. The previously identified battlefield features are discussed in greater detail below.



KOCOA Elements within APE

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Figure 40

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Key Terrain

The key point on the Buckland Mills battlefield was the bridge at Buckland. The primary intent of Fitzhugh Lee and Stuart was to trap the 3rd Cavalry Division on the west side of Broad Run at a time when the water was high and the stream was difficult to ford. Fitzhugh Lee's attack was directed toward securing the bridge to the rear of the Federal troops. However, the bridge turned out to be less important than Fitzhugh Lee and Stuart had hoped, since most of Davies's brigade was able to escape across the stream even after the bridge had fallen into Confederate hands. The fords north of the bridge also are key terrain points, since they allowed Davies's escape.

Observation and Fields of Fire

Confederate artillery was positioned on a hill on Vint Hill Road (now State Route 215) about 3,600 feet south of the Warrenton turnpike (now US Route 29). This hill provides a commanding view of Buckland and the bridge, as well as a long stretch of the turnpike running west from the town. Trees have somewhat obscured the view to Buckland, but this position is essentially unchanged from 1863.

Federal gunners made use of the high ground at Cerro Gordo, which provided a good view across Buckland Mills. The Waud drawing (Figure 15) shows Custer's guns here in the morning, and if, as Kilpatrick reported, Custer's guns slowed the Confederate pursuit of Davies and helped cover his crossing, they were probably still located on this high ground in the afternoon. This area, too, is largely unchanged, although the original house has been replaced (Plate D56) and a tennis court now occupies part of the Federal gun positions. This position is an excellent command control observation point as well. Custer's guns occupied positions along the turnpike (now US Route 29) and provided fire support to slow Fitzhugh Lee's advance.

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Additional fields of fire conform to Custer's avenues of approach along Route 29 roughly following the lines of battle around Buckland and the high ground to the north. This was an area of intense firing of personal weapons and artillery. As the axis of fighting changed with the arrival of Fitzhugh Lee and the return of Stuart along Route 29, the fields of fire shifted south of Buckland and west from Route 29 toward Route 215 and the axis of Lee's advance. This battle was a mobile cavalry fight with constantly moving fire, so precise fields of fire for individual units are difficult to ascertain excepting for the artillery of both sides whose positions were largely fixed.

Cover and Concealment

Stuart used a hill at Chestnut Hill to conceal his men from Davies and to launch his surprise attack. Skirmishers from both sides made use of the buildings in Buckland for cover: the Confederates in the morning and the Federals in the afternoon. Two of the structures extant in 1863 were removed when US Route 29 was widened in 1954. The 6th Michigan used a fence for partial cover when they deployed to face Fitzhugh Lee's attack. Fitzhugh Lee's advance on the turnpike (now US Route 29) was partly screened by woods east of US Route

29. These woods are now mostly gone, except south of State Route 215. In 1863 there would not have been a vast tract of woods, but only wooded fence lines. At a distance of a mile or more, the trees would have blocked views of advancing troops.

Obstacles

The most important obstacle on the battlefield was Broad Run, hence the importance of the bridge and the fords. The cliffs along parts of Broad Run north of the bridge also were significant in that they limited Davies's options for escape and may have led to the deaths of Federal troopers. The Run has now been dammed and the water level is backed up to Buckland, forming a pool rather than a flowing stream.

Avenues of Approach and Retreat

The battle of Buckland Mills was a cavalry engagement and much of it was fought by rapidly moving mounted men. It, therefore, covered a large area, and roads were crucial to its conduct. The most important roads were the Warrenton Turnpike (now US Route 29), Vint Hill Road (then called the Greenwich Road and now designated State Route 215), and the old Carolina Road. Important, too, are the roads that Young's brigade utilized in their effort to cut off Davies's retreat. These included Foster Fork and Bust Head roads and the road through Thoroughfare Gap to Haymarket. The turnpike (US Route 29) has undergone drastic change as a result of road widening and commercial and residential development throughout the corridor. The best preserved portion is the old turnpike alignment through New Baltimore, though even this area contains a number of new residences. The present US Route 29 bypasses New Baltimore on new alignment to the east of the village. State Route 215 has experienced some minor changes in alignment and is now a 2-lane state highway, but it largely follows the route that existed in 1863. The road's grade has not been significantly altered as a result of paving and other improvements, and the road continues to follow the area's rolling topography, leaving intact important landscape features. Similarly, the pursuit and escape route for Young and Davies's commands along Foster Fork and Bust Head roads remain one lane, winding roads that retain a late-nineteenth/early-twentieth century character. The road through Haymarket to Gainesville has undergone significant change with commercial and residential development in the area.

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Landscape Features

The cultural landscape of the Buckland Mills Battlefield includes important character-defining features that are directly associated with the battle's events. Resources within the battlefield, such as Cerro Gordo (076-0593), Buckland Hall/Buckland Farm (076-0032), and Buckland Historic District (076-0313), are important to the battlefield's integrity. Similarly, natural features such as Broad Run, rolling fields, and wooded tracts, are important to the battlefield's setting, association, and feeling. The mid- to late-twentieth century commercial and residential development along US Route 29 represents non-contributing elements that erode integrity, but in general these are not substantial enough to render the battlefield ineligible for the NRHP. Rolling topography and dense vegetation within the landscape help to reduce the visual effects of this development. Following the historic alignment of the

Warrenton Turnpike, US Route 29 continues to serve as a major transportation corridor through the area and, therefore, does not detract from the battlefield's integrity.

Cerro Gordo (076-0593) and Broad Run, the environs within the village of Buckland and along State Route 215, as well as the fields of Buckland Hall/Buckland Farm (076-0032) constitute some of the most significant features of the Buckland Mills battle. Integrity of the landscape in these areas is very high. This is perhaps best illustrated by the vantage points of two of the most important features of the battle: Custer's artillery position at Cerro Gordo (076-0593) and the Confederate artillery position near present-day State Route 215. A comparison of the view Waud recorded from Cerro Gordo in 1863 (Figure 15) with the current viewshed (Plate D40) reveals little landscape change beyond some reforestation. Similarly, the view from the Confederate artillery position across open fields remains largely unchanged (Plate D43). The open fields crossed by Fitzhugh Lee's troops remain extant, intersected now only by wood fencing that defines paddocks and pastures instead of cultivated fields.

Integrity

The October 1863 battle was a comparatively minor engagement that lasted only a few hours, but it represented the last significant victory for the Confederate cavalry while simultaneously illustrating the ascendancy of the Union cavalry. Assessing the integrity of a battlefield is intended to take into account the transitory nature of the events. Integrity of design, materials, and workmanship, for example, may not be relevant to a battlefield. According to Andrus, "a basic test of integrity for a battlefield important for its association with a historic event or person is whether a participant in the battle would recognize the property as it exists today." As a result, the most important aspects of integrity for a battlefield are location, setting, feeling, and association (Andrus 1999:10).

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Andrus specifies application of each aspect of integrity to a battlefield. Location refers simply to the place where the event occurred; in the case of a battlefield, the environs within which the armed engagement took place are defined as the battlefield. Avenues of advance and retreat, therefore, are not necessarily included in a battlefield. Setting is the physical environment where the battle occurred and refers to the character of the place. Physical features that make up a battlefield can be natural or manmade, including topographic features, vegetation, fences, buildings, fields, and the relationship between buildings and open space. Feeling results from the presence of physical features that, taken together, convey the property's historic character. For a battle that took place in a rural area, for example, the presence of farm roads, agricultural buildings, and cultivated fields contribute to the battlefield's feeling. Association is the direct link between the historic event and the location that it occurred (Andrus 1999:10-11).

Change over time at battlefields is inevitable and virtually all battlefields include non-contributing resources. The impact of the noncontributing resources depends upon their placement within the battlefield. Noncontributing resources located atop important features, such as earthworks or artillery positions, erode the battlefield's integrity more so than

noncontributing resources located along the battlefield's fringes or away from key elements of the battle. Noncontributing properties that represent a continuity in traditional patterns of land use have a lesser effect than do changes that are incompatible with historic uses. In other words, a farmhouse constructed after the date of a battle that occurred in a rural setting has less effect upon the integrity of the battlefield than would an industrial park or shopping center. Dispersed development, such as subdivision of parcels along a roadway for single-family residential use and agricultural fields retained away from the road, can lessen the impact of incompatible changes. Where rolling topography limits viewsheds from within the battlefield, visual impacts of later development likely will be reduced. Finally, both forestation and deforestation are not considered to affect a battlefield's setting, as these generally are natural and reversible alterations to the landscape (Andrus 1999:11-12).

Based on the preceding discussion of KOCOA features, the Buckland Mills Battlefield (030-5152; VA042) retains a high level of integrity. Key elements include the artillery positions along State Route 215 and at Cerro Gordo (076-0593); the intact built environment of the village of Buckland; the extensive woodlands along the south side of US Route 29; the open fields and primary dwelling at Buckland Hall/Buckland Farm (076-0032); and the ford across Broad Run. Although modern intrusions exist within the battlefield's boundaries, these are generally confined to properties immediately adjacent to US Route 29. Viewsheds within the battlefield, particularly at principal points of engagement near Buckland Hall/Buckland Farm (076-0032) survive remarkably intact. As a result, Gray & Pape recommends that the Buckland Mills Battlefield meets NRHP eligibility criteria A, B, and D.

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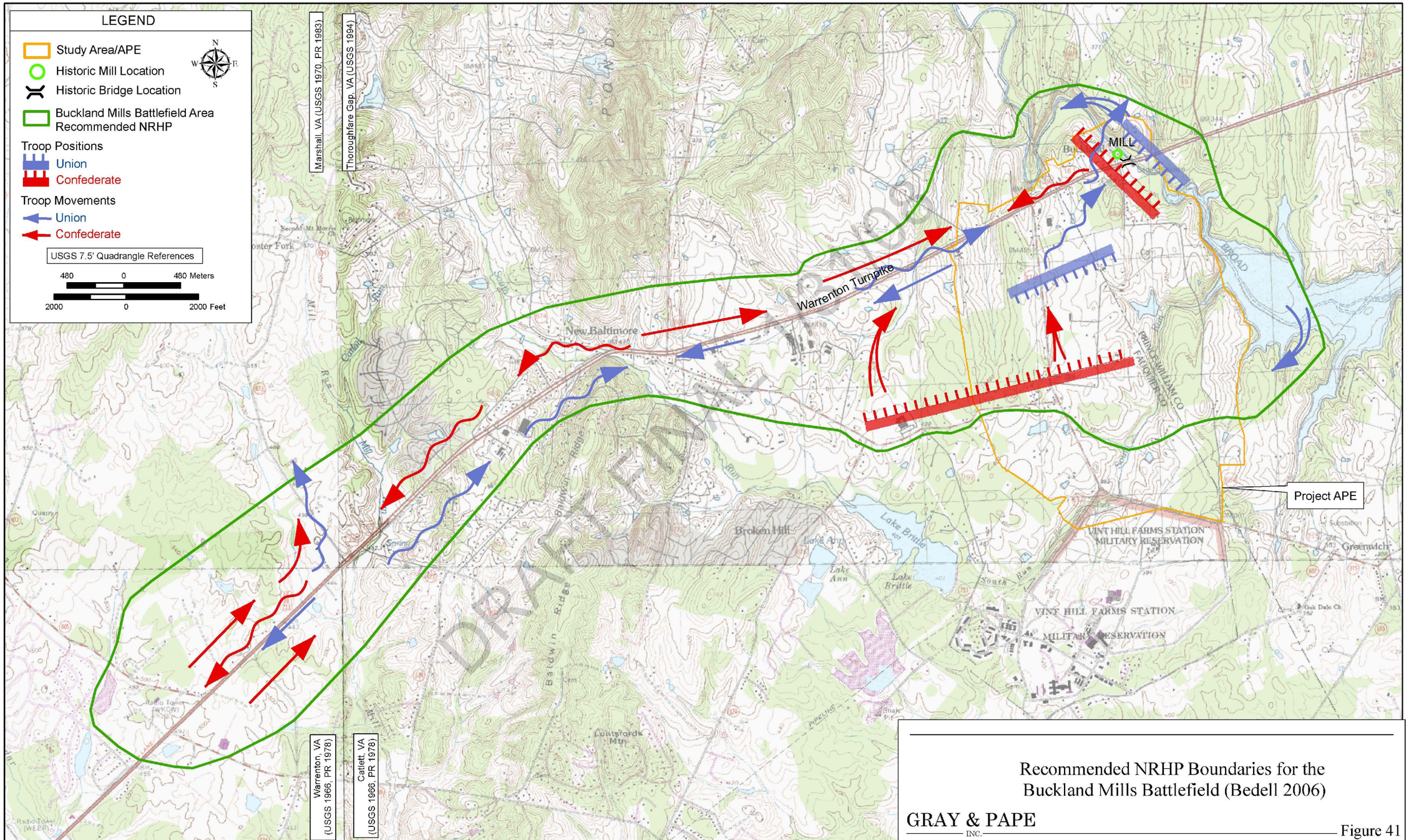
4.5.3 Boundary Evaluation: Buckland Mills Battlefield (030-5152; VA042)

Bedell's 2006 investigations resulted in recommendations for the battlefield's NRHP boundaries (Figure 41). The boundary justification reads:

> The Confederate artillery position along State Route 215 defines a clear southern boundary for the area of actual fighting, since none took place south of the guns. The fighting extended from that position north to US Route 29 and northeast to Buckland bridge, so all of that area is obviously within the core area of the battlefield. Firing positions have been identified in the yard of Cerro Gordo and along the bluff to the north, showing that fighting extended at least 1,000 feet along Broad Run. The route Davies's men took from the turnpike to his crossing point is obviously of high importance, and the number of cartridges found along the bluff opposite suggests that the crossing was accompanied by heavy fire.
>
> Difficulties occur when we try to define the western boundary of the fighting between Custer's men and Fitzhugh Lee's. Davies said that his men were attacked from the flank when they had returned "within one mile" of Buckland bridge, but given the confusing circumstances of the Federal retreat, we should not attach too



Recommended NRHP Boundaries for the Buckland Mills Battlefield (Bedell 2006)

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Figure 41

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> much importance to that distance. All that can be said with certainty at this time is that Vint Hill Road, along which Fitzhugh Lee intended to ride to the turnpike, is obviously within the battlefield. Chambliss probably deployed his brigade to the left of Owen's, so it could have attacked straight up Vint Hill Road, or adjacent to it, or on the ridge to the west. More archeological work is required to establish the battlefield core and study area boundaries for subsurface resources.
>
> Fighting also took place along the Warrenton Turnpike west of Buckland. This fighting, done by men in motion, sometimes with sabers, would have left little archeological signature, and whatever physical evidence there was has probably been obscured by the widening of US Route 29. However, Stuart's pursuit of Davies's retreating brigade was a key part of the battle, so the stretch of the Warrenton Pike along which they fought is also certainly within the battlefield. The original NPS study of the battlefield considered only the area west of Buckland, but the Confederate pursuit extended to the Union lines at Haymarket and Gainesville and Davies reported fighting, including cannon fire, near Haymarket (Bedell 2006:41).

This portion of the battlefield was recommended eligible for the NRHP by Berger in 2006 as it was an area that saw heavy fighting and retains a high degree of integrity. Berger noted that the corridors of pursuit along US Route 29 west of Buckland and along US Route 15 east of Buckland also were important elements of the battlefield. These areas were beyond Berger's scope of work and the firm recommended additional study to assess their integrity. It is important to note that the Berger report remains in draft forms and its recommendations have not been finalized.

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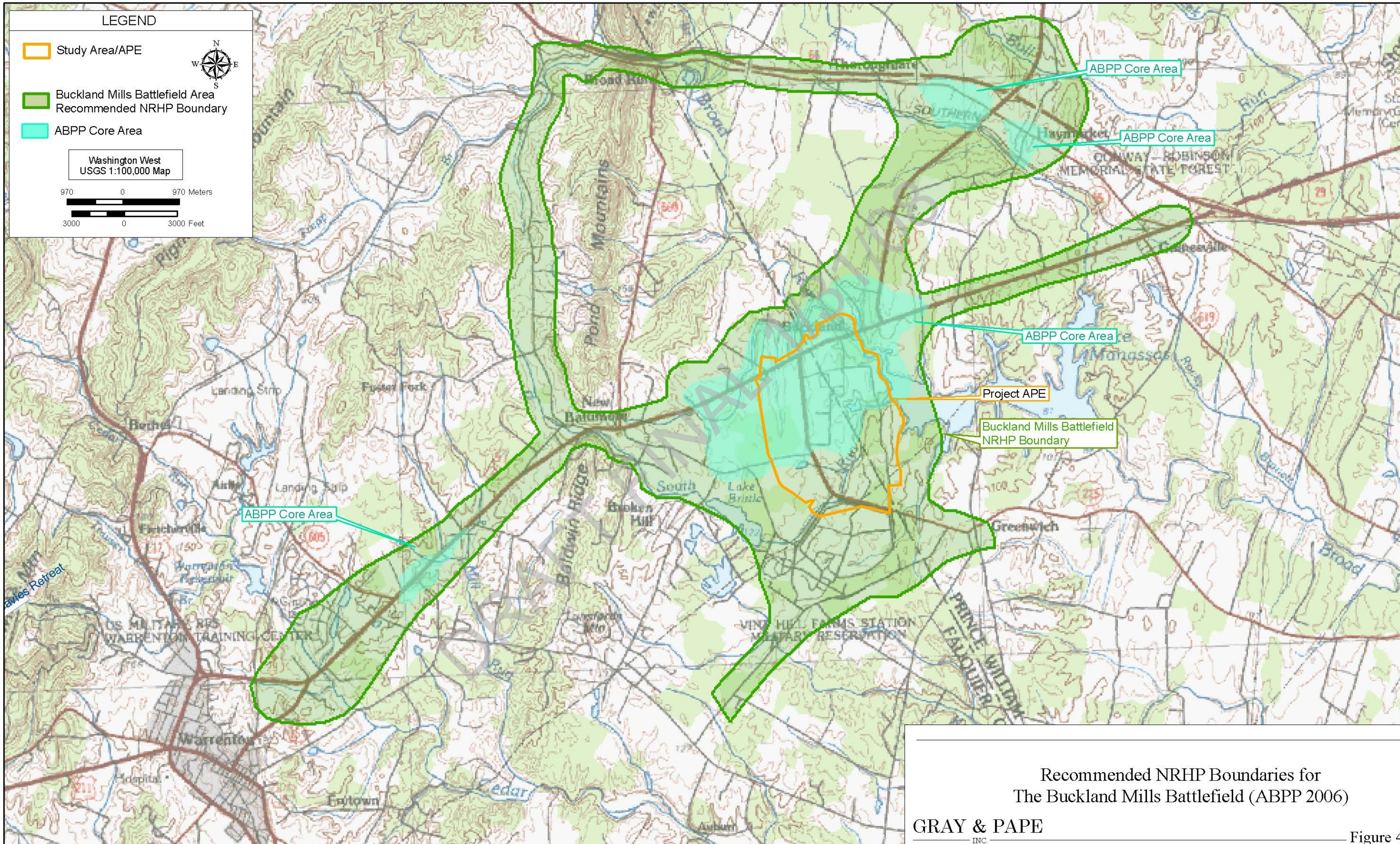
In 2006, the ABPP initiated a survey to reevaluate Civil War battlefields in Virginia. The Buckland Mills Battlefield was included in this survey. As a result of these investigations, the battlefield's boundaries were recommended to include avenues of advance and retreat utilized by both Union and Confederate forces (Figure 42). The revised boundaries therefore take into account the full extent of the action. Because the battle was a running cavalry engagement, inclusion of these avenues of advance and retreat reflects the significance of troop movements throughout the engagement.

Utilizing the KOCOA guidelines established by the CWSAC, Gray & Pape reexamined the Buckland Mills Battlefield NRHP boundaries proposed by Bedell and the ABPP. Avenues of advance and retreat, such as Foster Fork and Bust Head roads, were field checked to ascertain their integrity and relationship to the overall battlefield. Significant sites, such as artillery positions, and fields of fire along Route 215 were also evaluated. The overall integrity of the landscape and the built environment within the battlefield boundaries was assessed. Gray & Pape also undertook additional historical research in an attempt to identify additional components of the battlefield. No additional sites or features were identified as a result of this research. The recommended NRHP boundaries



Recommended NRHP Boundaries for
The Buckland Mills Battlefield (ABPP 2006)

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Figure 42

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and period of significance for the Buckland Mills Battlefield take into account the events and key features of the battle itself (utilizing the KOCOA guidelines) as well as the extant characteristics and integrity of the cultural landscape within which the battle took place. Consequently, Gray & Pape concurs with the NRHP boundaries proposed by ABPP.

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5.0 CONCLUSIONS AND RECOMMENDATIONS

Three NRHP-listed or eligible resources are located within the project APE. These are the Buckland Historic District (076-0313), Buckland Hall/Buckland Farm (076-0032), and Buckland Mills Battlefield (030-5152; VA042). The Buckland Historic District (076-0313) was listed in the NRHP in 1988 and its boundaries were expanded in 2007. Buckland Hall/Buckland Farm (076-0032) and Buckland Mills Battlefield (030-5152; VA042) previously had been determined eligible for listing in the NRHP.

Gray & Pape undertook historical research and field investigations to assess the historic integrity and to evaluate the NRHP boundaries for each of these historic properties. Additionally, Gray & Pape sought to determine whether the cultural landscape associated with each property contributes to the character and significance of the property. Gray and Pape determined that all three properties retain the significance and integrity required to meet NRHP eligibility criteria.

Gray & Pape found that the Buckland Historic District (076-0313) maintains its integrity of location, design, setting, materials, workmanship, feeling, and association. Almost all of the buildings within the district occupy their original lots. The design of the buildings within the district conforms to local vernacular traditions from the late eighteenth through the early-twentieth centuries. Although the presence of US Route 29 detracts from the rural setting, feeling, and association of the district, road transportation played a crucial role in the historical evolution of the village. As a result, the impact that the highway has on setting, feeling, and association is not great enough to compromise the overall integrity of the district. The historic district was listed in the NRHP in 1988 and its boundaries were expanded in 2007 (Brown et al. 2007). Character-defining features include Broad Run, Buckland Mill Road, and dense woodlots. Numerous archaeological sites have been identified throughout the village. The historic spatial relationships among the sites and resources are intact as well. Based on the field investigations and historical research completed by Gray & Pape, as well as the recommendations of VDHR staff and information provided by the BPS, Gray & Pape concurs with the historic district boundaries proposed by Brown et al. (2007).

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Gray & Pape recommends that Buckland Hall/Buckland Farm (076-0032) maintains its integrity of location, design, setting, materials, workmanship, feeling, and association. The primary dwelling occupies its original location, and the extensive landholdings historically associated with the property remain largely intact. As a result, the property's historic setting remains apparent. The cultural landscape of Buckland Hall/Buckland Farm (076-0032) also has a high level of integrity. NRHP boundaries for the property were recommended by Barile in 2005. The recommended boundaries encompass the full extent of the holdings currently associated with Buckland Hall/Buckland Farm (076-0032). Gray & Pape concurs with Barile's recommendation for the NRHP boundaries for Buckland Hall/Buckland Farm as an NRHP-eligible historic district.

Based on an assessment of the Buckland Mills Battlefield (030-5152; VA042) using KOCOA features, Gray & Pape found that the battlefield retains a high level of integrity. The overall integrity of the landscape and the built environment within the battlefield boundaries is intact. Gray & Pape also reexamined the Buckland Mills Battlefield (030-5152; VA042) NRHP boundaries proposed by Bedell and the ABPP. The NRHP boundaries and period of significance for the Buckland Mills Battlefield recommended by the ABPP take into account the events and key features of the battle itself (utilizing the KOCOA guidelines) as well as the extant characteristics and integrity of the cultural landscape within which the battle took place. Consequently, Gray & Pape concurs with the NRHP boundaries proposed by ABPP.

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APPENDIX A

VIEWSHED ANALYSIS RESULTS

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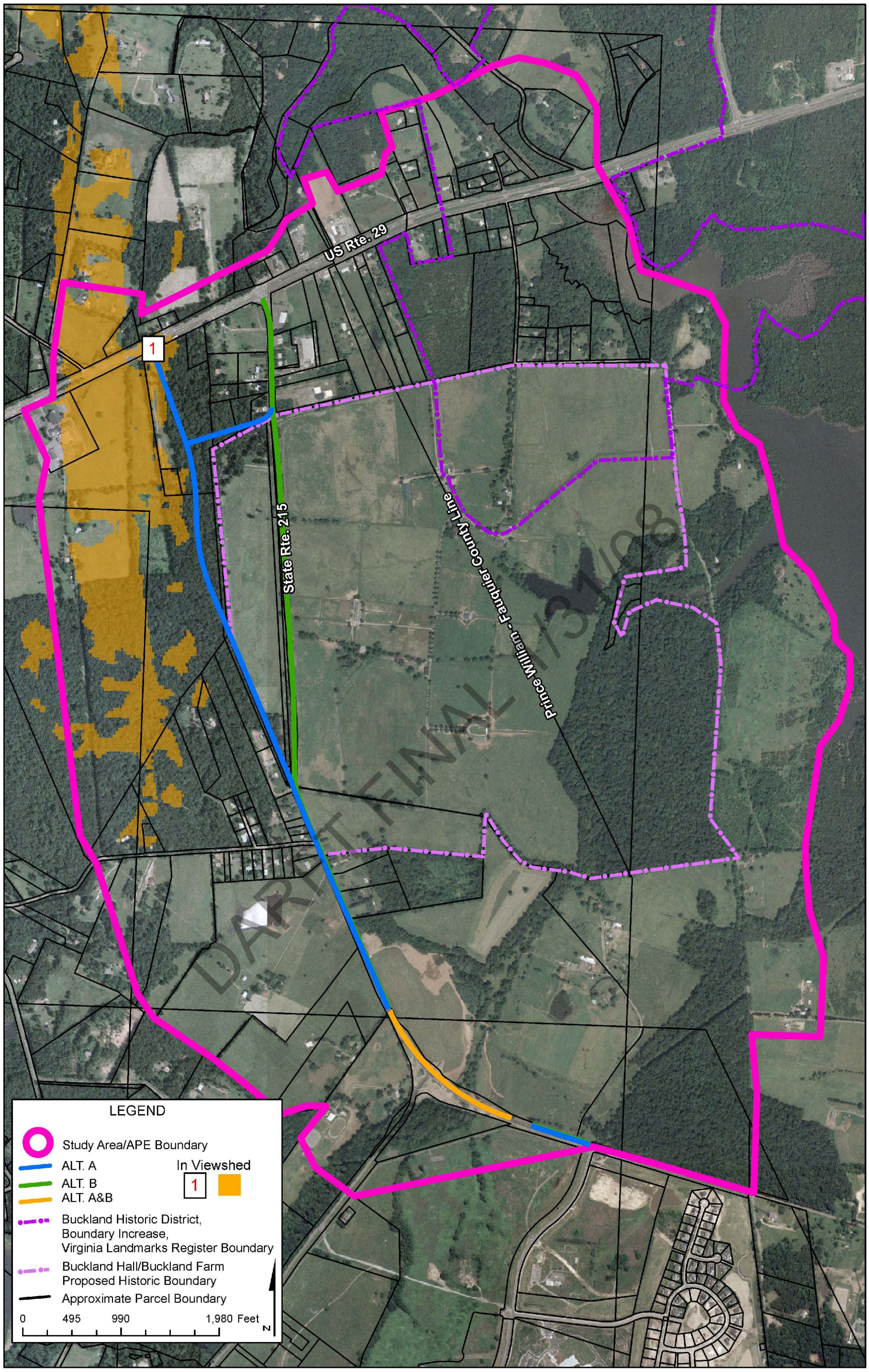
Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008



Viewshed Analysis Results for Observation Point 1

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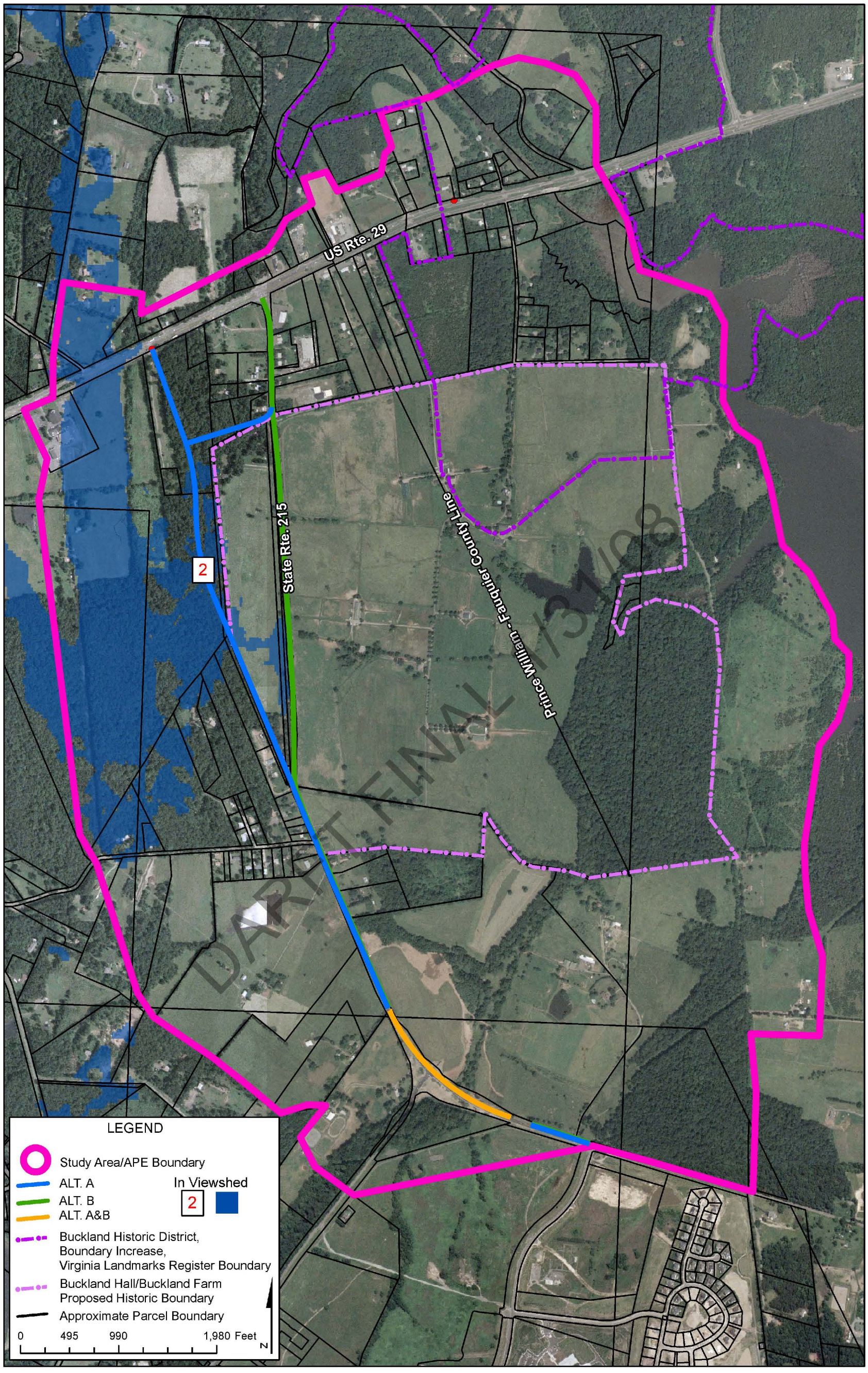
CULTURAL RESOURCES CONSULTANTS

Figure A1

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008

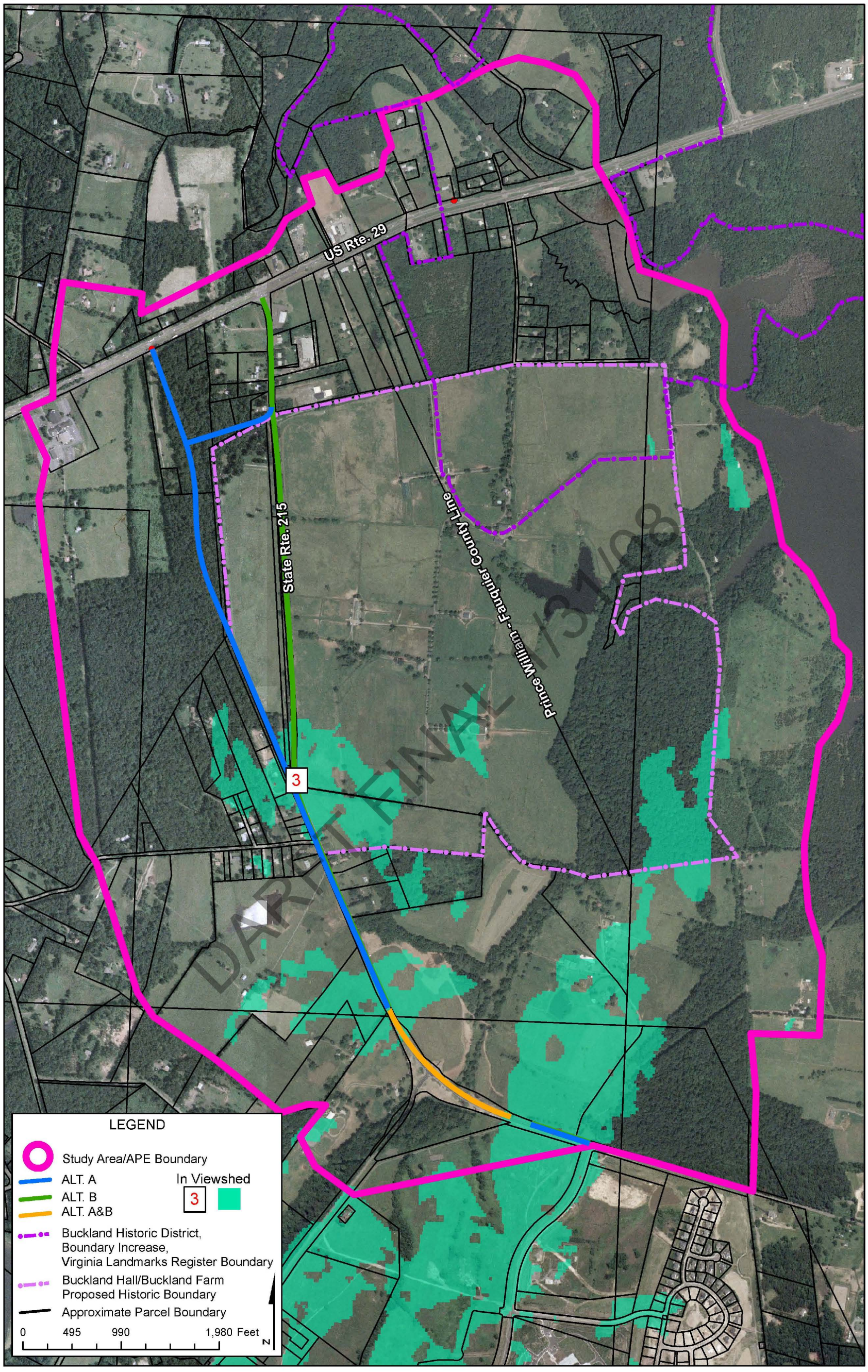


Viewshed Analysis Results for Observation Point 2

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure A2

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008

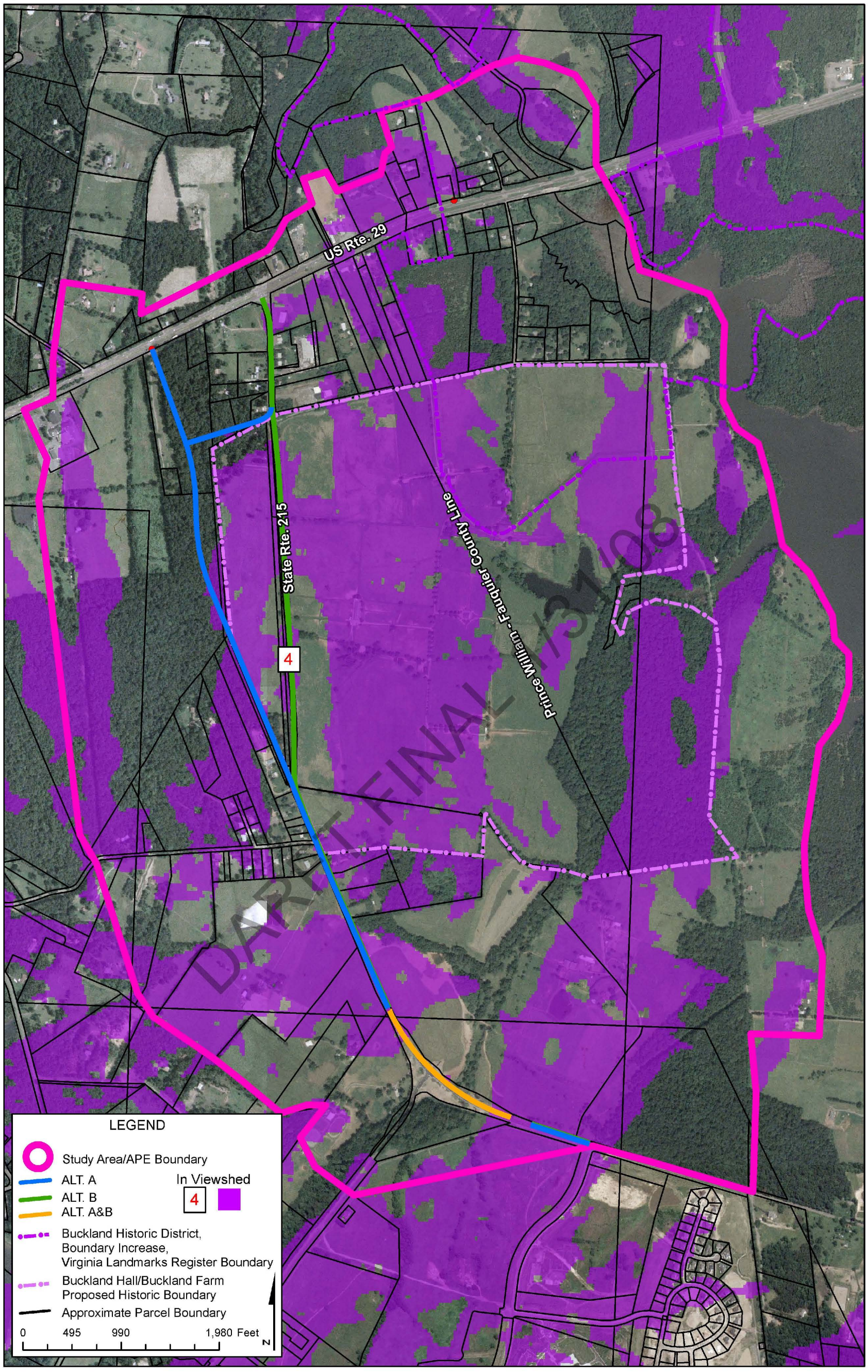


Viewshed Analysis Results for Observation Point 3

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure A3

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008

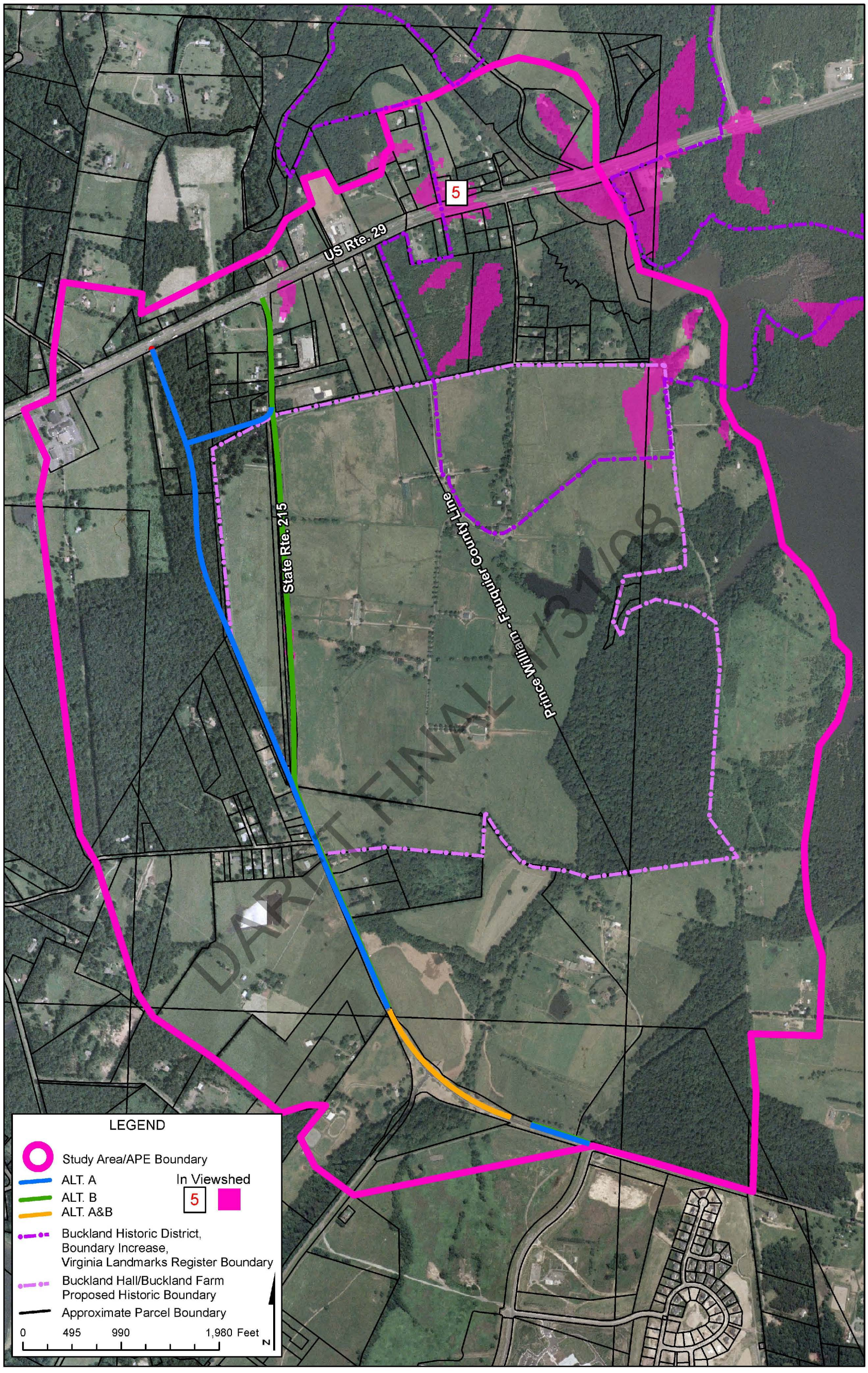


Viewshed Analysis Results for Observation Point 4

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure A4

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008



Viewshed Analysis Results for Observation Point 5

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure A5

APPENDIX B

VIEWSHED PHOTOGRAPHS FROM OBSERVATION POINTS

DRAFT FINAL 1/31/08

Plate B1. View from Observation Point 1, facing north.

DRAFT FINAL 1/31/08

Plate B2. View from Observation Point 1, facing northeast.

Plate B3. View from Observation Point 1, facing south.

Plate B4. View from Observation Point 1, facing west.

DRAFT FINAL IS

Plate B5. View from Observation Point 2, facing north.

Plate B6. View from Observation Point 2, facing south.

Plate B7. View from Observation Point 2, facing west.

Plate B8. View from Observation Point 2, facing southwest.

Plate B9. View from Observation Point 2, facing east.

Plate B10. View from Observation Point 3, facing west.

Created in CorelDRAW 9, 04-13-2007

Plate B11. View from Observation Point 3, facing north.

Plate B12. View from Observation Point 3, facing east.

Created in CorelDRAW 9, 04-13-2007

Plate B13. View from Observation Point 3, facing south.

DRAFT FINAL 1/3/08

Plate B14. View from Observation Point 4, facing east.

Plate B15. View from Observation Point 4, facing southeast.

DRAFT FINAL 1/3

Plate B16. View from Observation Point 4, facing northwest.

Created in CorelDRAW 9, 04-13-2007

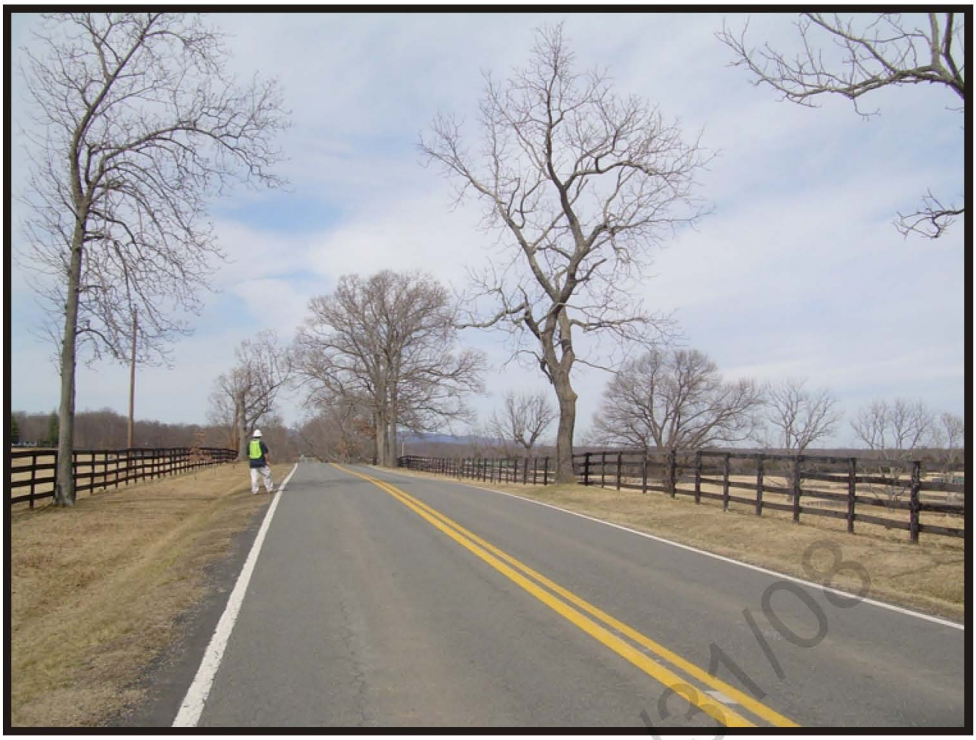


Plate B17. View from Observation Point 4, facing north.

NAL 1/31/08

Plate B18. View from Observation Point 5, facing northwest.

Created in CorelDRAW 9, 04-13-2007

Plate B19. View from Observation Point 5, facing north.

NAL 1/31/08

Plate B20. View from Observation Point 5, facing east.

Plate B21. View from Observation Point 5, facing south.

DRAFT FINAL 1/31/08

Plate B22. View from Observation Point 5, facing west.

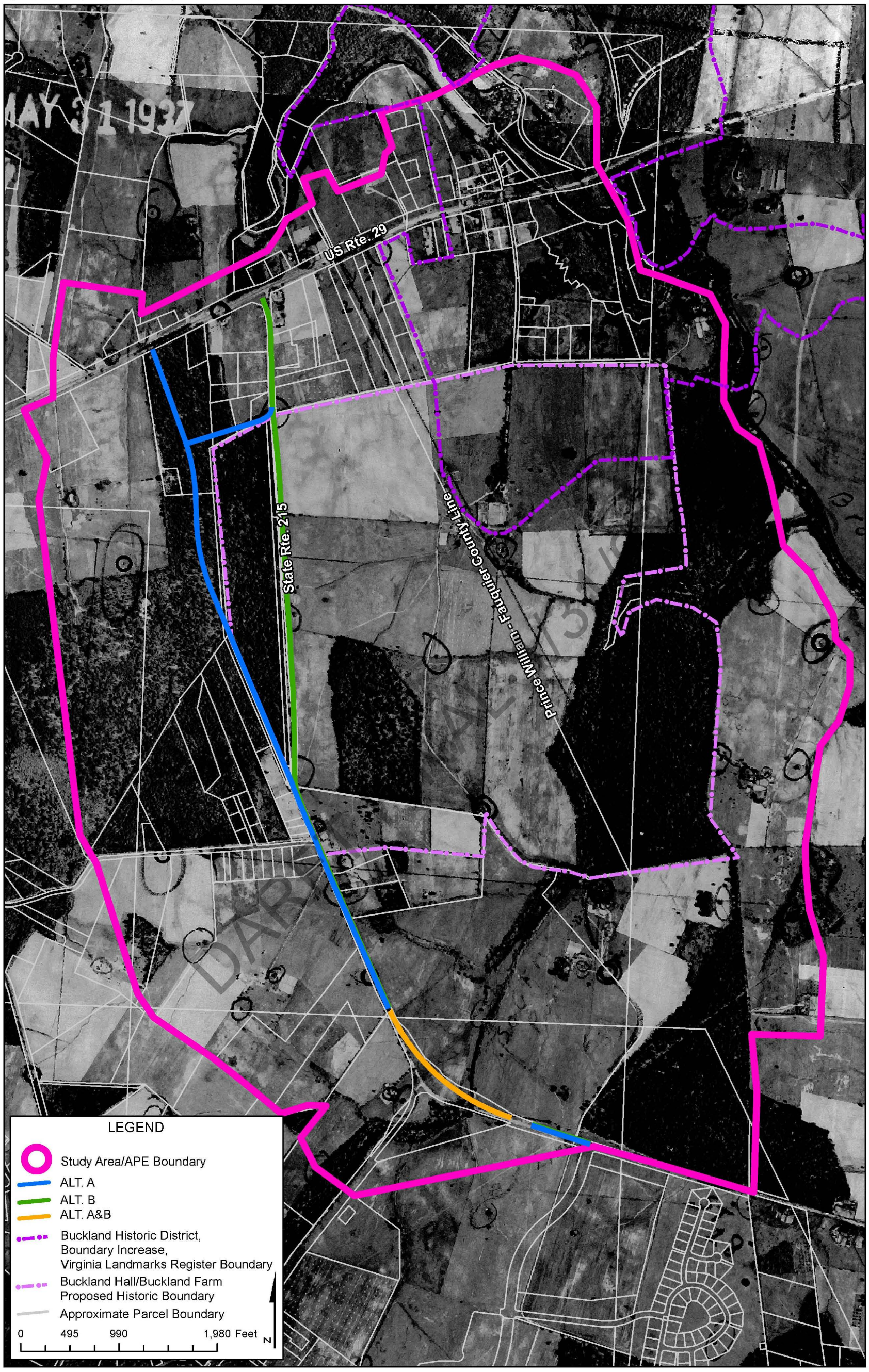
Created in CorelDRAW 9, 04-13-2007

APPENDIX C

HISTORIC AERIAL PHOTOGRAPHS

DRAFT FINAL 1/31/08

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008



Aerial Photo of Project Area in 1937

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure C1

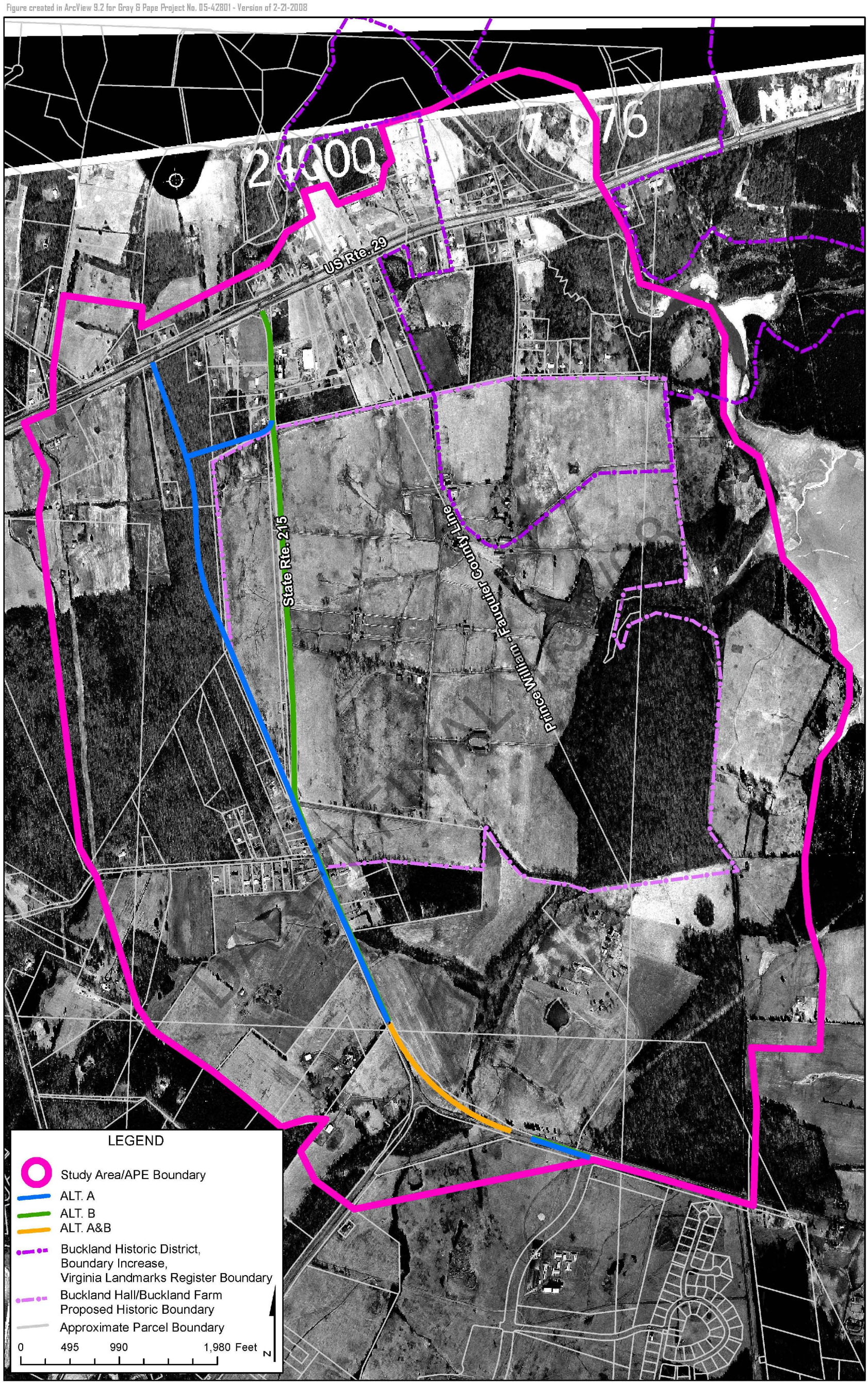
Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008

Aerial Photo of Project Area in 1954

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure C2

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008

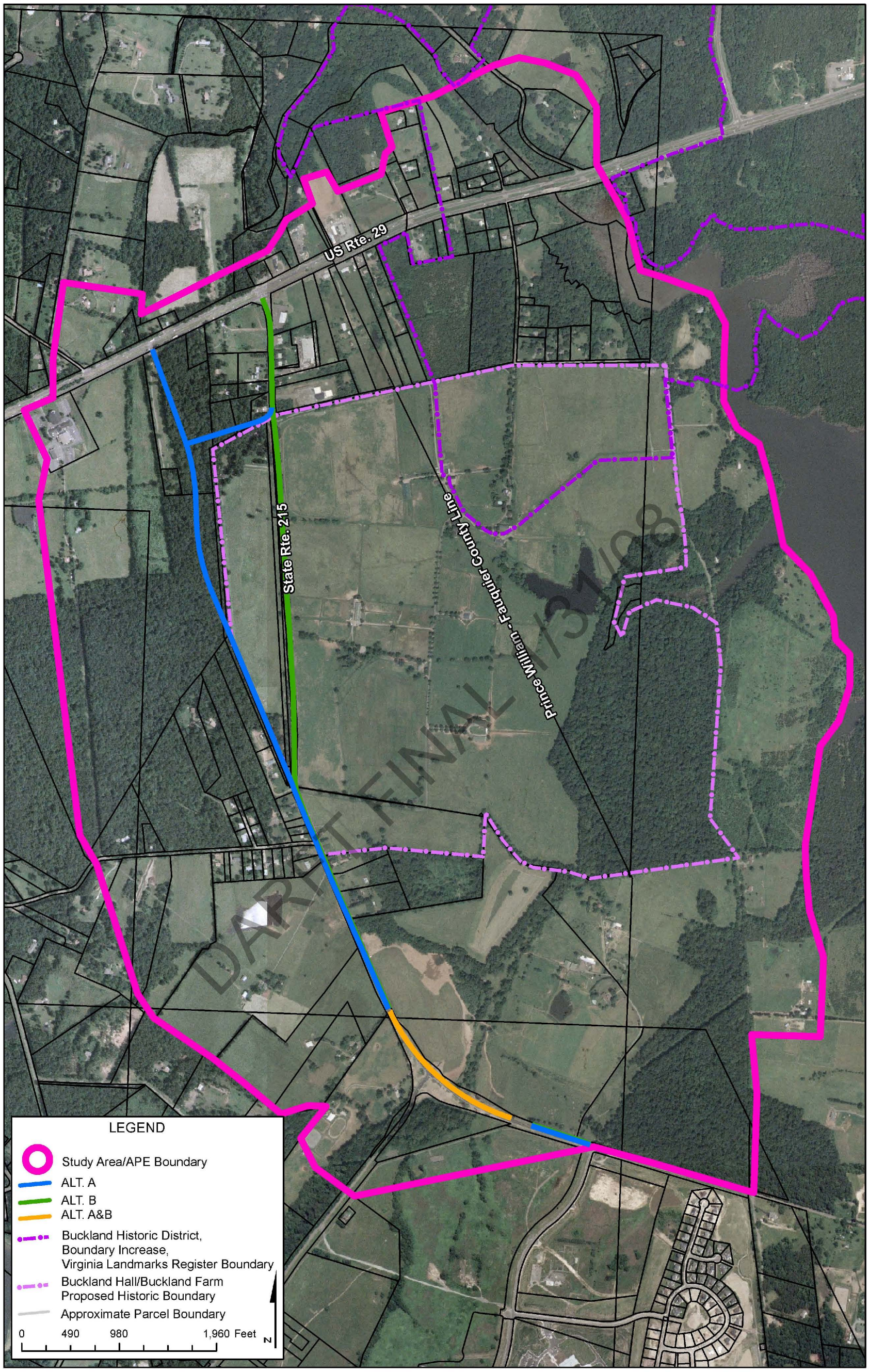


Aerial Photo of Project Area in 1985

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure C3

Figure created in ArcView 9.2 for Gray & Pape Project No. 05-42801 - Version of 2-21-2008



Aerial Photograph Showing Location of Project Area in 2002

GRAY & PAPE INC.
CULTURAL RESOURCES CONSULTANTS

Figure C4

APPENDIX D

PHOTOGRAPHS OF EXISTING CONDITIONS WITHIN THE AREA OF POTENTIAL EFFECTS

DRAFT FINAL 1/31/08

Plate D1. View toward old bridge abutment over Broad Creek Run with US Route 29 to the north, facing east.

Plate D2. View toward old bridge abutment over Broad Creek Run with US Route 29 to the north, facing east.

FT FINAL 1/3/08

Plate D3. View of Buckland Mill (076-0313-0007), facing west.

Plate D4. View of the eastern side of Buckland Village, facing southwest.

Plate D5. View of Lake Manassas from Kinsley Mill (076-0118), facing north.

Plate D6. View of US Route 29, facing northeast.

DRAFT FINAL 1/3 NOT

Plate D7. View of US Route 29, facing northeast.

Plate D8. View from Battlefield Baptist Church facing US Route 29, facing northwest.

DRAFT FINAL 1/5/08

Plate D9. View toward intersection of State Route 215 and US Route 29, facing north.

DRAFT FINAL 1/31/08

Plate D10. View at the intersection of State Route 215 and US Route 29, facing west.

Plate D11. View of intersection of State Route 215 and US Route 29, facing northwest.

Plate D12. View at the intersection of State Route 215 and US Route 29, facing east.

DRAFT FINAL 1/3/08

Plate D13. View of State Route 215, facing south.

Plate D14. View of State Route 215, facing north.

DRAFT FINAL 1/31/08

Plate D15. View of State Route 215, facing southeast.

Plate D16. View of State Route 215, facing south.

DRAFT FINAL 1/3

Plate D17. View of State Route 600, facing west.

FINAL 1/31/08

Plate D18. View of State Route 600, facing east.

Created in CorelDRAW 9, 04-13-2007

Plate D19. View of State Route 600 toward the intersection of State Route 215, facing east.

FINAL 1/31/08

Plate D20. View of Buckland Mill Road with Buckland Farm/Buckland Hall (076-0032) to the south, facing west.

Plate D21. View of Buckland Mill Road looking toward Buckland Farm/Buckland Hall (076-0032), facing south.

Plate D22. View of Buckland Mill Road, facing north.

Plate D23. View of Buckland Mill Road, facing south.

DRAFT ORIGINAL 1/31/08

Plate D24. View of Buckland Mill Road, facing north.

Plate D25. View of Buckland Mill Road, facing north.

Plate D26. View of Buckland Mill Road, facing south.

Created in CorelDRAW 9, 04-13-2007

Plate D27. View toward Buckland Village at the intersection of Buckland Mill Road and US Route 29, facing north.

DRAFT FINAL 1/31/08

Plate D28. View of the western side of Buckland Village looking toward 16210 Lee Highway (076-0313-0014), 16206 Lee Highway (076-0185), and 16208 Lee Highway (076-0119), facing north.

Plate D29. View of the western side of Buckland Village looking toward 16206 Lee Highway (076-0185) and 16208 Lee Highway (076-0119), facing north.

Plate D30. View of southwestern elevation of 8106 Buckland Mill Road (076-0033) and log house behind 8106 Buckland Mill Road (076-0313-0016), facing southwest.

Created in CorelDRAW 9, 04-13-2007

Plate D31. View of northwestern elevation of 8106 Buckland Mill Road (076-0033), facing northwest.

Plate D32. View of 8110 Buckland Mill Road, facing west.

DRAFT ORIGINAL 1/31/08

07-28401

Plate D33. View of 8104 Buckland Mill Road (076-0120), facing west.

FINAL 1/31/08

Plate D34. View of southwestern elevation of 8104 Buckland Mill Road (076-0120), facing southwest.

Created in CorelDRAW 9, 04-13-2007

Plate D35. View of 7980 Buckland Mill Road (076-0113), facing west.

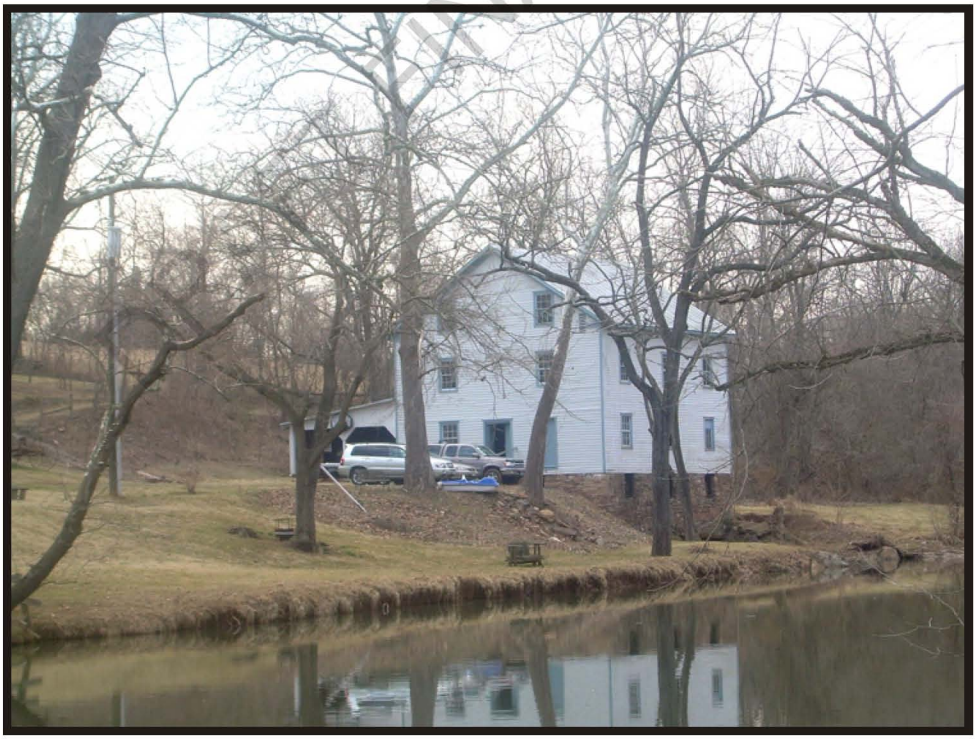


Plate D36. View of 7980 Buckland Mill Road (076-0313-0007), facing northwest.

Plate D37. View of 7980 Buckland Mill Road (076-0313-0007), facing north.

Plate D38. View of Buckland Village toward US Route 29, facing south.

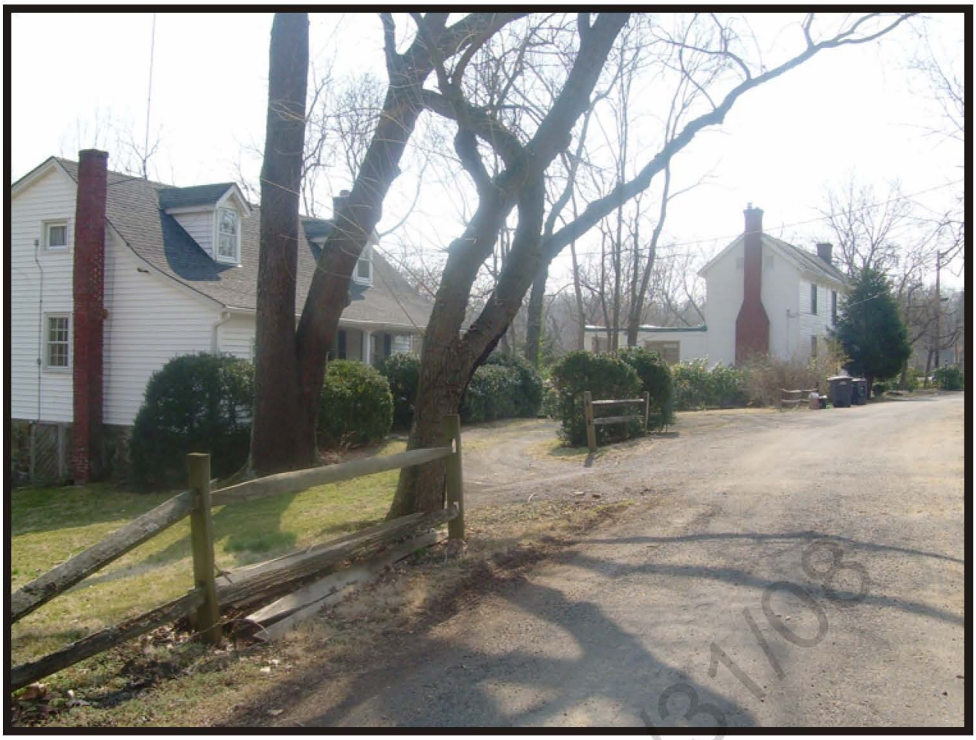


Plate D39. View of 8111 Buckland Mill Road (076-0114), facing southeast.

FINAL 1/31/08

Plate D40. View of rear elevation of 8111 Buckland Mill Road (076-0114), facing west.

Plate D41. View of 8115 Buckland Mill Road (076-0115), facing south.

DRAFT FINAL 1/31

Plate D42. View of 8115 Buckland Mill Road (076-0115), facing south.

Plate D43. View of 16206 Lee Highway (076-0185), facing east.

Plate D44. View of 16208 Lee Highway (076-0119), facing east.

Created in CorelDRAW 9, 04-13-2007

Plate D45. View of 16208 Lee Highway (076-0119), facing northeast.

Plate D46. View of 16205 Lee Highway (076-0117), facing west.

Plate D47. View of 8200 Buckland Mill Road (076-0313-0008), facing east.

Plate D48. View of 8200 Buckland Mill Road (076-0123), facing west.

Plate D49. View of 8205 Buckland Mill Road (076-0587), facing north.

Plate D50. View of Buckland Methodist Church (076-0116), facing southeast.

DRAFT FINAL 1/3

Created in CorelDRAW 9, 04-13-2007

Plate D51. View of Buckland Methodist Church (076-0116), facing south.

DRAFT FINAL 1/3/08

Plate D52. View of Buckland Methodist Church (076-0116) cemetery, facing north.

Created in CorelDRAW 9, 04-13-2007

Plate D53. View of Buckland Methodist Church (076-0116) cemetery, facing southwest.

Plate D54. View of 8227 and 8231 Buckland Mill Road, facing northeast.

Plate D55. View of 076-0444, facing northeast.

Plate D56. View of Cerro Gordo (076-0593), facing northeast.

FINAL 1/5/08

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Plate D57. View of entrance into Cerro Gordo (076-0593), facing north.

Plate D58. View from Cerro Gordo (076-0593) looking toward Buckland Village, facing southwest.

DRAFT FINAL 1/3/08

Plate D59. View from Cerro Gordo (076-0593) looking toward Cerro Gordo Road, facing west.

Plate D60. View of Kinsley Mill (076-0118), facing northeast.

DRAFT FINAL 1/3

Plate D61. View of family cemetery at Kinsley Mill (076-0118), facing northwest.

Plate D62. View of Greek Revival house (6636 State Route 215), facing west.

Created in CorelDRAW 9, 04-13-2007

Plate D63. View of farm complex (6558-6560 State Route 215), facing southwest.

DRAFT FINAL 1/3

Plate D64. View of Farm House (6558-6560 State Route 215), facing southwest.

Plate D65. View from Acorn Farm (030-1013), facing north.

DRAFT FINAL 1/31/08

Plate D66. View of Acorn Farm complex (030-1013), facing northeast.

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Plate D67. View of I-House off of US Route 29, facing south.

Plate D68. View of the rear of the I-House off of US Route 29, facing north.

DRAFT FINAL 1/3

Plate D69. View of barn associated with the I-House off of US Route 29, facing southeast.

DRAFT FINAL

Plate D70. View of Buckland Farm/Buckland Hall (076-0032), facing northeast.

Plate D71. View toward Buckland Farm/Buckland Hall (076-0032) from State Route 215, facing southeast.

Plate D72. View toward Buckland Farm/Buckland Hall (076-0032) from State Route 215, facing west.

DRAFT FINAL 1/3/2008

Plate D73. View toward Buckland Farm/Buckland Hall (076-0032) from Buckland Mill Road, facing west.

DRAFT FINAL 1/3

Plate D74. View toward Buckland Farm/Buckland Hall (076-0032) from Buckland Mill Road, facing northwest.

Plate D75. View from Buckland Farm/Buckland Hall (076-0032) toward Buckland Village, facing north.

DRAFT FINAL 1/5/08

Plate D76. View from Buckland Farm/Buckland Hall (076-0032), facing west.

Plate D77. View from Buckland Farm/Buckland Hall (076-0032), facing east.

DRAFT FINAL 1/5/08

Plate D78. View of the area of Fitzhugh Lee's advance on Custer from the Confederate artillery position along State Route 215/Vint Hill Road.

07-28401

Plate D79. View of Route 215 near Vint Hill, facing southeast.

Plate D80. View of Buckland from Custer's position at Cerro Gordo looking south to Stuarts position in Buckland.

Created in CorelDRAW 9, 04-13-2007

Plate D81. View of Stuart's position in Buckland, looking southeast.

DRAFT FINAL 1/31/08

Plate D82. View along US Route 29 north toward Buckland area of route of Stuart's retreat to Chestnut Hill.

Created in CorelDRAW 9, 04-13-2007

07-28401

Plate D83. View of area around Chesnut Hill where Stuart attacks Davies, and Davies begins retreat to Buckland.

Plate D84. View northwest along Foster Fork Road where Young moved to cut off Davies from Buckland.

Created in CorelDRAW 9, 04-13-2007

Plate D85. View of 4288 US Route 29/Lee Highway, facing north.

DRAFT FINAL 1/31/08

Plate D86. View of 16236 US Route 29/Lee Highway, facing northeast.

Plate D87. View of 16551 US Route 29/Lee Highway, facing southeast.

NAL 1/31/08

Plate D88. View of 16300 US Route 29/Lee Highway, facing northwest.

Plate D89. View of 426 US Route 29/Lee Highway, facing southwest.

DRAFT FINAL 1/3

Plate D90. View of Battlefield Baptist Church, facing southwest.

APPENDIX E

SUMMARY OF PREVIOUS CULTURAL RESOURCES INVESTIGATIONS

DRAFT FINAL 1/31/08

Summary of Previous Cultural Resources Investigations

Summary of previous cultural resources investigations and review agency correspondence pertaining to the proposed State Route 215 improvements (VDOT project 0215-030-104, PE 101).

December 2001 – Architectural survey of the State Route 215 project area completed by VDOT.

17 January 2002, VDHR concurred with VDOT that no architectural resources within the State Route 215 project's APE are listed in or eligible for the NRHP.

16 May 2002 – letter from VDOT to Lily Richards at VDHR, re: VDOT project 0215-030-104, PE101 and *Archaeological Identification Survey Route 215 (Vint Hill Road), Fauquier County, Virginia* (report prepared by The Louis Berger Group, Inc.).

Archaeological sites 44FQ192 and 44FQ193 were identified. Site 44FQ192 was recommended not eligible for the NRHP. Site 44FQ193, which is associated with the Battle of Buckland Mills, was recommended eligible for the NRHP under Criterion A.

The Buckland Mills Battlefield was recommended individually eligible for the NRHP under Criterion A. Boundaries were the same as those proposed by the Civil War Sites Advisory Commission during its 1990s survey of battlefields. Site 44FQ193 was recommended as a contributing element to the battlefield under Criterion A.

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VDOT recommended to VDHR that no adverse effect would result from the proposed State Route 215 project, and sought VDHR concurrence with this recommendation.

5 June 2002 – VDHR concurred that Site 44FQ192 was not eligible for the NRHP, and that Site 44FQ193 was eligible for the NRHP both individually and as a contributing element to the Buckland Mills Battlefield. VDHR concurred that the battlefield was eligible for the NRHP under Criterion A. VDHR concurred that the project would have no adverse effect on archaeological properties.

Early 2004 – VDHR determined that Buckland Farm (076-0032) was individually eligible for the NRHP, based on submittal of a Preliminary Information Form by the property owner.

April 2004 – Draft Environmental Assessment and Section 4(f) evaluation, "Route 215 – Intersection Improvements at 15/29 and 4-Lane Widening," was submitted by FHWA to the US Department of the Interior. The Department of Interior criticized the report's

Section 4(f) evaluation, noting a complete lack of discussion of potential impacts on the battlefield landscape.

January 2005 – VDHR requested that Section 106 consultation be re-opened due to the emergence of new cultural resources issues. VDOT began revisiting the architectural evaluation of Buckland Farm (076-0032), specifically with regard to its historic boundaries.

15 June 2005 – Letter from VDOT to Kathleen Kilpatrick and Marc Holma at VDHR, re: Route 215/VInt Hill Road (VDOT project 0215-030-104, PE101)

Findings of VDOT's investigations regarding the historic boundaries for Buckland Farm (076-0032) were conveyed to VDHR by Kerri S. Barile.

20 June 2005 – VDOT letter to VDHR stating that proposed improvements and deck replacement of the US Route 29 bridge over Broad Run in Buckland would have no adverse effect on historic properties.

15 July 2005 – Correspondence from Marc Holma at VDHR to VDOT, re: VDOT project 0215-030-104, PE101; VDHR file no. 2001-1825

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VDHR declined to concur with VDOT's recommendation for the Buckland Farm (076-0032) historic boundaries. VDHR hesitated to concur because no archaeological investigations had been conducted on the farmstead and, therefore, it was not possible to know if the proposed historic boundaries would encompass any significant sites. VDHR also discussed the issue of the State Route 215 project's potential impact on the historic landscape of the Buckland Mills battlefield. This issue originally was raised by the US Department of the Interior. Cultural features, such as historic roads, land use patterns, terrain features, views, and vegetation, were recommended to be considered in assessing potential effects of the road project. VDHR recommended that an inventory of significant landscape features associated with the Battle of Buckland Mills located within the project APE was necessary for a proper effects evaluation. VDHR recommended that VDOT contact the ABPP and BPS for information on the results of their survey efforts of the battlefield.

VDHR asked about other alternatives under consideration for the proposed State Route 215 project. VDHR also asked about other transportation projects proposed or under way in the Buckland area, including a left turn lane from US Route 29 onto US Route 15; State Route 215 improvements; Route 234 bypass; Manassas bypass; widening of I-66; and the Fairfax County Parkway. VDHR averred that identification of historic properties for the State Route 215 project was not complete because the Section 106 consultation process had been reopened. VDHR recommended that all of the proposed projects should not be considered in isolation, but rather that their cumulative consequences should be assessed in consultation with VDHR, other consulting parties, and the public.

19 July 2005 – Correspondence from VDHR to VDOT re: US Route 15/29 southbound lane bridge deck replacement. VDHR commended VDOT's redesign of the bridge by shifting all new construction and earth disturbing activities toward the median, and to install an open rail/parapet.

28 July 2005 – Correspondence from VDOT to Kathleen Kilpatrick and Marc Holma at VDHR, re: VDOT Project 0015-076-0115; VDHR file 2004-0722.

This letter refers to the proposed bridge improvements for the US Route 29 overpass over Broad Run in the Buckland Historic District. Improvements related specifically to the southbound lanes of the bridge. VDOT confirmed willingness to use a bridge rail/parapet design chosen during consultation with consulting parties. VDOT confirmed that the proposed deck replacement for the bridge could accommodate no more than 2 lanes of traffic. VDOT stated that the FHWA had found that the bridge project was a stand-alone project with independent utility and logical termini, and was not dependent on any other proposed undertaking in the vicinity. Consequently, FHWA did not find that the bridge project's effects should be considered collectively with any other undertakings.

VDOT briefly summarized the status of other road projects in the area that VDHR had raised. The proposed Manassas Battlefield Bypass is approximately 6 miles from Buckland. The draft EIS for the project did not identify any direct or indirect impacts on historic properties in the vicinity of Buckland. The purpose and need of the project was to address Congressional intent to remove the US Route 29/Route 234 intersection from the battlefield.

DRAFT FINAL 1/31/08

A study for the Route 234 Bypass had not been initiated as of late July 2005.

Widening of I-66 will take place at least 4 miles from Buckland. No direct or indirect impacts on historic properties in the vicinity of Buckland were identified in environmental documents prepared for the project. The project's purpose and need is to address congestion on I-66 and at the I-66/US Route 29 interchange. Proposed improvements would have no discernable effect on traffic on US Route 29 in the vicinity of Buckland.

No studies are taking place for the widening of I-66 from I-495 to US Route 15, and for a Metro rail extension to Centreville.

No funding is set aside to study widening of US Route 29 from Gainesville to Warrenton. No improvements are shown to this section of US Route 29 in MPO's fiscally constrained Long Range Transportation Plan, which extends to 2030.

Neither FHWA or VDOT was involved in a study of US Route 15 improvements between US Route 29 and the Loudon County line.

Proposed improvements to State Route 215 at US Route 29 were being coordinated with VDHR separately from the proposed bridge improvements.

The turn lane on US Route 29 at US Route 15 had been completed by this time. Access to US Route 15 from US Route 29 already existed and the turn lane merely removed turning vehicles from the flow of traffic. Construction of the turn lane had no effect on the volume of traffic on US Route 29 in the vicinity of Buckland.

The Fairfax County Parkway is approximately 17 miles from Buckland. No direct or indirect impact on historic properties in the vicinity of Buckland would result, and it would not facilitate movement of traffic on US Route 29 in the vicinity of Buckland.

The Tri-County Parkway would be approximately 6 miles from Buckland. The draft EIS did not identify any direct or indirect impact on historic properties in the vicinity of Buckland. The project would serve needs associated with north-south traffic movements in the project study area and would not facilitate traffic movement on US Route 29.

VDOT stated that it and FHWA were willing to work with VDHR to address the impacts of transportation projects collectively, but such an effort is outside the Section 106 process of any individual project. Furthermore, addressing impacts from all reasonably foreseeable development (public and private) in the vicinity of Buckland would require a coordinated regional effort involving local governments, the entities that control local land use. VDOT requested that VDHR concur with the no effects determination made by VDOT in its 20 June 2005 correspondence.

15 August 2005 – VDHR letter from Marc Holma to VDOT re: US Route 15/29 southbound lane bridge deck replacement, VDOT project 0015-076-115, PE101; VDHR file no. 2004-0722.

VDHR disagreed with VDOT's and FHWA's position that the bridge project is a stand-alone undertaking. VDHR declined to make an effects determination for the bridge project without collective consideration of other VDOT transportation projects in the vicinity and their impacts to historic properties.

DRAFT FINAL 1/31/08

September 2005

Louis Berger Group prepared *Supplemental Archaeological Survey, Route 215, Buckland, Fauquier County, Virginia*. Archaeological site 44FQ0202 was identified, and 5 isolated artifact locations. Site 44FQ0202 was recommended for additional research to determine NRHP eligibility under Criteria A, B, and D.

30 November 2005 – VDHR letter from Ethel Eaton to VDOT re: VDOT Project 0215-030-104, PE101; VDHR file 2001-1825

VDHR concurred with the NRHP eligibility recommendation for Site 44FQ0202 made by The Louis Berger, Inc. VDHR noted that the survey area was limited to the proposed right-of-way associated with 2.2 miles of existing roadway on State Route 215. VDHR again declined to concur with the proposed historic boundaries for Buckland Farm (076-0032) as presented by VDOT on 15 June 2005 because no archaeological investigations had been undertaken to identify sites associated with the farmstead. VDHR reiterated their concern that the historic landscape of the Buckland Mills battlefield be taken into account when assessing the effect of the State Route 215 undertaking on historic resources. VDHR suggested that no analysis of the connecting landscape and viewsheds using standard military terrain analysis had been conducted by VDOT. An inventory of significant landscape features associated with the Battle of Buckland Mills

located within the APE was recommended. VDHR again recommended that VDOT contact ABPP or BPS for more information on their efforts to survey the battlefield. VDHR asked if VDOT had studied whether installation of a traffic light at the intersection of State Route 215 and US Route 29 aided in the traffic situation, and what the results of the study were.

6 July 2006 – VDHR letter from Joanna Wilson to VDOT re: evaluation of Site 44FQ0202, for VDOT project 0215-030-104, PE 101; VDHR file 2001-1825

The Louis Berger Group, Inc., prepared *Archaeological Evaluation of Site 44FQ0202, Route 215, Buckland, Fauquier County, Virginia*. VDHR concurred with the report's recommendation that the site is not eligible for the NRHP. VDHR reiterated again that it could not concur with the historic boundary recommendation for Buckland Farm (076-0032), and VDHR remained concerned about the effect of the proposed State Route 215 project on the cultural landscape associated with the Battle of Buckland Mills. VDHR again recommended that the effects of the various transportation projects proposed in the Buckland vicinity be considered collectively.

13 July 2006 – VDOT internal memo stating that VDHR concurred with the NRHP recommendation for Site 44FWQ0202.

DRAFT FINAL 1/31/08

2 July 2007 – letter from VDOT to consulting parties re: Gray & Pape's draft cultural resources report. VDOT contracted with Gray & Pape, in part, to address the concerns raised by the US Department of Interior over the FHWA's Section 4(f) evaluation for the State Route 215 project. The Gray & Pape report was submitted to consulting parties for review and comment.

October 2007 – VDOT staff and Gray & Pape staff attended a meeting with consulting parties to discuss the findings of the draft report.

December 2007 – Gray & Pape provided a revised report to VDOT that takes into account the review comments made by consulting parties.