

Georgetown Pike
Name of Property

Fairfax and Arlington Counties, Virginia
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
6	4	structures
0	0	objects
6	4	Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

TRANSPORTATION / road-related (vehicular)

TRANSPORTATION / road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

OTHER / Turnpike

foundation: _____
walls: _____

roof: _____
EARTH
BRICK
STONE / Granite
ASPHALT
other: CONCRETE

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

SUMMARY PARAGRAPH

The Georgetown Pike is located in both Fairfax and Arlington Counties, Virginia. Beginning at the boundary of the District of Columbia and Arlington County at Chain Bridge on the south bank of the Potomac River, it extends .4 miles to cross the Fairfax County line, then continues 14 miles in an approximately northwesterly direction to meet the Leesburg Pike near Dranesville in Fairfax County. After beginning the ascent from Chain Bridge, the river is never again visible from the road, although it passes so close to the river at Great Falls that the roar of the water can be heard. The Georgetown Pike roadbed is approximately 20- to 24-foot wide within a 50- to 60-foot-wide right-of-way as built in 1813-1827. A crowned and graduated stone highway, constructed according to a modified Tresauguet system, the Georgetown Pike surpassed the standards of the enabling legislation of both the U. S. Congress and the Assembly of Virginia. John Mason, Jr., president of the Falls Bridge Turnpike Company, wrote to the Board of Public Works in 1820 that the roadbed was "paved with large stone, closely fitted together, 12 inches deep in the centre, falling off to 6 inches on the sides, and covered with broken stone 6 inches deep from side to side; making 18 inches stone in the centre, and twelve inches on the sides; the whole is covered with sand, gravel or clay, as was found most convenient."¹ This substantial method of construction has served the road well, as it has survived flooding, war, neglect, and adaptation for automobile traffic. The Georgetown Pike is a road built in conformance with the most advanced engineering expertise and construction resources of the early nineteenth century. Men using hand tools and horse-drawn equipment formed the roadbed, clearing, blasting, plowing, scooping, and filling the rough terrain. Stone retaining walls, culverts, arches, and bridges were built where necessary, working within the context of the natural terrain to the extent possible. An original road bridge with stone and brick viaduct at Bull Neck Run, and a massive stone retaining wall at Pimmit Run in Arlington County are notable survivors. John Templeman, builder of the Potomac Chain Bridge in 1808, served as superintendent of the road from December 1, 1817, to April 30, 1818. He designed and built an additional chain bridge to carry the Pike over Difficult Run. Though this bridge is not extant, it was described by Mason as "220 feet long, and 20 feet wide; it stands on two large stone abutments, and three stone piers 18 feet high; is further supported by three ranges of chains, extending from end to end, resting on the stone piers; and has supports of strong upright timbers between the piers where necessary."

NARRATIVE DESCRIPTION

Beginning at Chain Bridge on the south bank of the Potomac River, the Georgetown Pike passes through an extraordinarily scenic, environmentally fragile Potomac River Valley area which includes the Little Falls, Great Falls, and the Gorge of the Potomac, rugged woodland, open horse country, quasi-rural residential development, and nine watersheds. There are no billboards erected along the Georgetown Pike and the only commercial development, at Great Falls and at Seneca Road, is low scale and residentially oriented. The road borders the George Washington Memorial Parkway along Pimmit Run and the Fort Marcy Park, the Langley Fork Park, the Scotts Run Nature Preserve, the Greenway Heights Park, the Difficult Run Stream Valley Park, the Great Falls National Park, the Great Falls Grange Park, the Windermere Community Park, and the Lexington Estates Park. The Riverbend Park is adjacent to the Great Falls Park and accessed from the Georgetown Pike. Much of the river frontage in this area belongs to the Northern Virginia Regional Park Authority and open space easements have been granted to Fairfax County on a number of private properties along the road. Adjacent properties listed in the National Register of Historic Places and the Virginia Landmarks Register include the George Washington Memorial Parkway, the Langley Fork Historic District, the Patowmack Canal at Great Falls Park Historic District, Cornwell Farms, and the Great Falls Grange Hall. Four Stairs, Gunnell's Run, and the John Gunnell House are principally accessed from the Georgetown Pike and associated with its history. The Patowmack Canal at Great Falls Historic District has been designated a National Historic Landmark.

Chain Bridge is located at the mouth of Pimmit Run, below the Little Falls at the head of Potomac navigation. Here the river channel is narrow, fast and deep. Pimmit Run cuts obliquely through the palisades of the Potomac River gorge, creating a high ridge between its course and the river. The Georgetown Pike ascends this ridge, proceeding into Fairfax County, then, in its original direction, across the George Washington Memorial Parkway and along the Dolley Madison Boulevard to a point near the C.I.A. at which the Boulevard veers southward to by-pass the Langley Fork historic area and

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preserve the original roadbed of the Georgetown Pike itself. An abandoned 100-foot ± section of the Pike is located along the C.I.A. property boundary fence west of the C.I.A. entrance. From this point, at an intersection with the Colonial Farm Road, the original Georgetown Pike roadbed resumes, passing through the Langley Fork Historic District and then through gently rolling countryside away from the river. After crossing over the Capital Beltway (I-495) the road immediately encounters the steep terrain associated with Scott's Run, Bull Neck Run, and Difficult Run as these streams near the river, cutting through the palisades below the Great Falls of the Potomac. The road follows the southern boundary of the Great Falls National Historical Park to an intersection with Old Dominion Drive at the entrance to the park and continues to the village of Great Falls. The countryside, after the road leaves the park, is again gently rolling. At the intersection with Walker Road in Great Falls, the road takes a more westerly direction, traveling in a direct line to meet the Leesburg Pike at Seneca Road near Dranesville.

Through this varied terrain the Georgetown Pike travels in as direct a line as the topography and construction expertise of the Federal era permitted. It is a substantially engineered crowned and graduated stone road, constructed within the 50'-60' right-of-way authorized by the 1813 charters. It is paved 20'-24' wide with open drainage ditches at either side and no shoulders. The original fifteen-foot unpaved summer roads for foot and horse traffic, included in Fairfax County at either side of the Pike where practicable, were used well into the twentieth century and are still identifiable. Although assaulted by frequent flooding, misuse and neglect during the Civil War, abandonment by the turnpike company after the war, and inadequate maintenance by Fairfax County before World War I, the original road bed survived. A third privately organized and subscribed company, the Washington, Great Falls, and Dranesville Highway Company (WGF&D), was incorporated in Fairfax County in 1919. This company repaired the original road bed and paved a twelve-foot width for automobile traffic, using first a water-bound macadam surface, then finishing with a bituminous surface similar to the asphalt used now to maintain the road. The Pike was opened for automobile traffic in 1923. Undone by the Great Depression and the exigencies of modern highway maintenance, the WGF&D turned over the soundly reconstructed Georgetown Pike to the Commonwealth of Virginia under the provisions of the Byrd Act as part of the Virginia secondary road system in 1934.

Planning for the construction of the George Washington Memorial Parkway and the C.I.A. headquarters building in the mid-twentieth century balanced historic preservation values against the need for a four-lane divided highway leading out of the city. Dolley Madison Boulevard provides this, maintaining the original Georgetown Pike direction from the Parkway to the C.I.A. and then bearing to the south to avoid the historic road and the Langley Fork Historic District. Similarly, the Capital Beltway (I-495) passes below the Georgetown Pike. In 1973, at the request of the Fairfax County Board of Supervisors, the Commonwealth Transportation Board, in cooperation with the Virginia Department of Conservation and Recreation, designated Georgetown Pike (Route 193) as the first Virginia Scenic and Historic Byway. Today the Virginia Department of Transportation (VDOT) applies the name 'Georgetown Pike' only to Route 193, that section of the historic turnpike road in Fairfax County which runs between the west boundary of the C.I.A. at Langley and the Leesburg Pike (Route 7) at Seneca Road near Dranesville. For purposes of the National Register of Historic Places, the name 'Georgetown Pike' will be used, as it has been historically, to refer to the entire original length of the old turnpike road as defined above, and will encompass all changes in development and ownership. That section of the Georgetown Pike extending eastward from Route 193 to the District of Columbia boundary at Chain Bridge has been renamed Chain Bridge Road/Dolley Madison Boulevard (Route 123).

RESOURCE INVENTORY

The Georgetown Pike in Fairfax and Arlington Counties extends 14.4 miles from the District of Columbia / Virginia boundary at Chain Bridge to its intersection with the Leesburg Pike at Seneca Road near Dranesville. It includes only the VDOT-maintained right-of-way, varying from 50 feet to 60 feet in width. As is the case with many early roads accepted into the Virginia secondary road system under the Byrd Act of 1932, there is no existing survey of the right-of-way. VDOT determines boundaries, as necessary, in the field.

Contributing Structures

Contributing structures include all known features of the historic road built during the 1813-1934 period of significance that are visible and accessible and have maintained their integrity. There may be other features such as stone walls and culverts which remain but cannot now be viewed or accessed but which may be discovered during future maintenance projects. This would include cascades, now inaccessible and obscured by native vegetation, built to provide drainage for the steep portion of the Pike below Fort Marcy in Arlington County.

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1. The entire original roadbed, including grading, elevation, and direction with adjacent drainage ditches and unpaved right-of-way used for foot and horseback traffic and known as 'summer roads.'
2. Abandoned 100 foot ± section of the original Georgetown Pike from Dolley Madison Boulevard near the west gate of the C.I.A. to Route 193 at Colonial Farm Road.
3. Original stone retaining wall at Pimmit Run.
4. Original stone, brick, and earth road bridge, now a viaduct, over Bull Neck Run.
5. Remaining stone retaining wall, extending from the bed of Pimmit Run to approximately two feet above the roadbed along Chain Bridge Road at its boundary with the George Washington Memorial Parkway.
6. Sightline, elevation, boundary, and directional continuity provided at junctures of the Georgetown Pike with the George Washington Memorial Highway interchange, Dolley Madison Boulevard, and I-495 in McLean.

Non-Contributing Structures

Non-Contributing Structures include all features constructed after the period of significance, not in the original roadbed, or associated primarily with construction of I-495 & the Dolley Madison Boulevard link to I-495.

Dolley Madison Boulevard (Route 123). The .93-mile section of divided highway between the access ramps to the George Washington Memorial Parkway and the C.I.A.. The westbound lanes of Dolley Madison Boulevard run in the old Georgetown Pike roadbed and this line should be retained. The adjacent countryside includes the site of Matilda Lee Love's Rokeby Farms, still in agricultural use.

Georgetown Pike (Route 193). The .27-mile section access to Dolley Madison Boulevard not in the original roadbed.

Georgetown Pike (Route 193). The .53-mile section of divided highway providing access ramps to the Capital Beltway (I-495). The Georgetown Pike is carried across the Capital Beltway on a bridge constructed at the original grade level and there is minimal interruption of visual continuity. Ball's Hill Road (Route 686) intersects Georgetown Pike in the southeast quadrant of the interchange.

Georgetown Pike (Route 193). The .15-mile section of divided highway access to the Leesburg Pike (Route 7) not in the original roadbed.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

ENGINEERING

TRANSPORTATION

Period of Significance

1813-1934

Significant Dates

1813-1827; 1816-1865;

1872;

1919-1934

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Georgetown & Leesburg Turnpike Company /

Falls Bridge Turnpike Company

Period of Significance (justification)

The period of significance begins in 1813, which represents the date when the incorporation of the Georgetown & Leesburg Turnpike Company by the U. S. Congress and the Falls Bridge Turnpike Company by the Virginia Assembly occurred. The period of significance ends with the transfer of the road to the Virginia Department of Highways in 1934.

Criteria Considerations (explanation, if necessary)

(The nomination is not being considered under one of these criteria.)

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STATEMENT OF SIGNIFICANCE

Georgetown Pike is the common name of the turnpike road constructed 1813-1827 by the privately organized and subscribed Georgetown & Leesburg Turnpike Company, chartered by the U. S. Congress in the District of Columbia, and the Falls Bridge Turnpike Company, chartered by the General Assembly of Virginia in Fairfax County, Virginia. This road connected the Georgetown markets in the District of Columbia with agricultural and manufacturing interests in Leesburg and beyond by the most direct and cost-effective route possible. The two turnpike companies, necessitated by separate jurisdictions, worked toward a common goal sharing administrative personnel, contractors, equipment, and even, occasionally, funding. The Georgetown Pike is an 'artificial' or engineered road intended to provide a commodious, well-regulated and well-maintained long-distance highway to those who paid the toll. It was built according to developing standards for construction of such Federal- era projects as the National Road from Cumberland, Maryland, to Vandalia, Illinois (1808-1850), and the Little River Turnpike in Fairfax County (1802-11), as required by the U. S. Congress, the General Assembly of Virginia, and, after 1816, the Virginia Board of Public Works. Adapting the French Trésaguet method of modern road-building to the more extreme American conditions of climate and topography, the Georgetown Pike surpassed the standards of its enabling legislation. Trésaguet had advocated an excavated roadbed with two layers of stones fitted tightly together and crowned in the center to improve drainage and wear. Construction of the Georgetown Pike abandoned the excavated roadbed but utilized the layered crowned design with eighteen inches of broken stone at the center and twelve inches on the sides. Deep drainage ditches were provided at either side of the road. The lower level of large stones were tightly fitted together and upper layer and napping compacted with the use of a horse-drawn roller. Retaining the integrity of its roadbed to a remarkable degree through historically difficult times, the Georgetown Pike was adapted as a toll road for automobile traffic in the 1920s by the Washington, Great Falls & Dranesville Highway Company incorporated in Fairfax County. The Commonwealth of Virginia acquired the road in 1934, including it first in its secondary road system and, in 1948, in its primary road system. It is the last surviving of the four major nineteenth-century Arlington and Fairfax County turnpike roads to retain integrity of design together with historic and scenic character.

The Georgetown Pike meets National Register Criterion A as locally significant in Transportation for its role (1) as an essential link in opening a major transportation route between the new Federal City and the west, (2) in the development of roads and road law in Virginia (1813—1934), (3) in the history of the Virginia turnpike system (1816—1865), (4) in the extended tradition of public / private cooperative enterprise in internal improvements in Virginia and the District of Columbia, (5) in the cultural influence of the automobile in Northern Virginia (1919—1934) and (6) in providing a community 'main street' while linking the isolated farms and crossroads villages in the Upper Potomac area of Northern Virginia with each other and with markets in the District of Columbia (1813-1934). It meets Criterion C in the area of significance of Engineering because (1) its design and construction embody the distinctive innovative characteristics of Federal-era turnpike construction and maintenance in the District of Columbia and Virginia (1813—1846), (2) the road has been maintained and improved largely within its original roadbed and today retains its historic design integrity (1813-1934), (3) it is the last remaining of the four major nineteenth-century Fairfax and Arlington County turnpike roads to retain integrity of design together with historic and scenic character, and (4) records of its construction witnessed the participation of Irish emigrant laborers and both free and enslaved African-Americans in construction of a major Federal era internal improvement project.

Contributing resources include all surviving aspects of the 1813-1934 engineered turnpike road that are visible and accessible and have maintained their integrity; non-contributing resources include all features not associated with the Pike in the period of significance, such as approaches to I-495 and the routing of Dolley Madison Boulevard to connect the George Washington Memorial Parkway with I-495. The period of significance begins in 1813, the date of the incorporation of the Georgetown & Leesburg Turnpike Company by the U.S. Congress and the Falls Bridge Turnpike Company by the Virginia Assembly, and ends in 1934 with the transfer of the road to the Virginia Department of Highways.

NARRATIVE STATEMENT OF SIGNIFICANCE

In 1790, Congress selected a ten-mile-square site for the Federal City of the new United States of America which included land on both the Maryland and the Virginia banks of the Potomac River. Located at approximately the mid-point of the major north-south transportation route of the country, now U. S. Route 1, this site included the deep-water ports of Georgetown, in Maryland, and Alexandria, in Virginia. The Potomac River itself offered a possible route to the Ohio

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frontier. In 1791, the L'Enfant Plan for the Federal City showed a site non-specific bridge over the Potomac River 'at or near Georgetown.' A group of Georgetown merchants immediately organized as the George-Town Bridge Company to construct this bridge at a site they considered most favorable to their western trade.² By 1795 the bridge was under construction at the mouth of Pimmit Run below the Little Falls of the Potomac. A public highway, to be maintained by the George-Town Bridge Company, was authorized in 1797 by the Assembly of Maryland connecting the Falls Bridge with the intersection of Falls and Water Streets in Georgetown. Completed in 1797, this was the first bridge to span the Potomac River below the falls. The location at Pimmit Run meant that the Georgetown merchants had established a position of commercial influence in Virginia from which to compete with their Alexandria rivals for the western trade. This site, like Alexandria and Georgetown, was also within the boundaries of the new Federal City, a situation which the Georgetown merchants were quick to turn to their advantage as they formed a trade alliance with Leesburg.

In 1802 the General Assembly of the Commonwealth of Virginia incorporated the Little River Turnpike Company to build a road from the town of Alexandria to the ford of the Little River where the old Vestal's Gap road crossed it. In 1809 the Assembly incorporated the Leesburg Turnpike Company to meet this road. Both of these privately subscribed companies soon experienced grave financial difficulty. On February 18, 1813, the Assembly incorporated the Falls Bridge Turnpike Company *to establish a Turnpike Road, commencing at any point on the route laid down for the Leesburg Turnpike Road, and extending, towards the Falls' Bridge, as far as the boundary of the District of Columbia.*³ On July 13, 1813, the U.S. Congress incorporated the Georgetown & Leesburg Turnpike Company to build a road from Falls and Water streets in Georgetown through Washington & Alexandria counties in the District of Columbia to meet the Falls Bridge Turnpike Road at the Fairfax County, Virginia, boundary. Four Georgetown banks—the Bank of Columbia, the Farmers & Merchants Bank, the Union Bank, and the First Bank of the United States—financed the original construction. The articles of incorporation for both companies regulated construction and operational standards as well as administrative and financial details. The General Assembly of Virginia, bearing responsibility for fourteen of the 14.4 miles of the road, was more pragmatic in its standards than the U. S. Congress.

The president and directors of the company were empowered, together with "their superintendents, surveyors, engineers, artists and chain bearers" to enter upon all lands where the road would pass and procure stone, gravel, wood, and other needed construction materials. Condemnation proceedings for construction materials were outlined in the act and included the option of a hearing by three disinterested freeholders appointed by a justice of the peace to insure that a fair price would be reached. The turnpike company was also required to minimize and repair all damages caused by the removal of materials. The company was responsible for building bridges over all water courses. The road was to be fifty feet wide with twenty feet "covered with gravel or stone in such places as shall require it, so as to render the passage of waggons thereon as easy and convenient as possible" and kept "in good and perfect order and repair." The remaining width—fifteen feet on either side of the paved road--was to be maintained as an unpaved summer road and as a road for those on foot or horseback at any time of the year. No wagon or carriage was to be allowed to travel on the summer road between October 31 and May 1 or when the road was soft with rain. Adequate ditches were to be cut at either side of the road. Regulations to prevent damage to the road were very detailed:

No waggon or any other carriage of four wheels, at any time shall travel on the said artificial part of the said road between the first day of December and the first day of May following, with more than two and a half tons weight therein, where the width of the wheels of the said waggon or carriage does not exceed four inches; and at no season of the year with more than three tons; and, where the wheels exceed that width and roll above seven inches, with more than three tons, between the first day of December and the first day of May following; and at no season of the year with more than four tons; and, where the wheels exceed seven inches, and roll twelve inches, with more than four tons, between the first day of December and the first day of May following; and at no season of the year with more than five tons; and that carts and all kinds of two wheeled carriages shall be regulated, as to burthen and width of their wheels, in the same proportion and ratio of those of four wheels above specified...⁴

Violations were punishable by law with payment of a five dollar fine, with costs. The company was allowed to erect a scale at each toll gate and each toll-gatherer empowered to weigh a suspicious load, and prevent violators from proceeding. Avoidance of toll gates was punishable with a three to ten dollar fine, with costs. The first highway traffic laws were devised as follows:

All drivers of every kind of carriage using the said road, except in passing of a carriage of slower draft, shall keep their horses and carriages to the right hand side of the road, in the passing direction, leaving the other side free and clear for such other carriages to pass by them, or to repass; and any driver offending against this provision shall forfeit and pay five dollars, with costs, to be recovered by warrant, before any justice of the peace where the offender

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is or shall be apprehended, by any person so offended; except such offender be a slave; in that case he shall be punished by stripes on his bare back not exceeding ten, at the discretion of the said justice of the peace, unless the fine be immediately paid.⁵

The Falls Bridge Turnpike Company was given two years to begin work, and ten years to complete it. The road was to be laid out over the shortest, most direct and practicable route possible. The property owner was entitled to compensation for land taken, additional fences required, and legal fees incurred. Condemnation proceedings were detailed with a hearing by twelve disinterested freeholders summoned by the sheriff to view the site. As each one third of the road was completed, the governor was to "appoint three skilful persons, to view and examine the same" and report to him. If the road was accepted, toll gates or turnpikes could be erected and toll-gatherers appointed.

On August 25, 1818, a notice appeared in a Leesburg newspaper, *Genius of Liberty*:

New Hotel on the Leesburg Road. WASHINGTON DRANE Respectfully informs his friends & the public in general, that he has opened a house of entertainment at his new building on the road leading from Georgetown to Leesburg-- --15 miles from the former and 16 miles from the latter place. The house and furniture are new and elegant and every requisite attendance has been provided for the genteel accommodation of either parties of pleasure or persons on business. There is an excellent spring of water on the place, excelled perhaps by none in the state of Virginia. The distance from Georgetown, Washington, or Alexandria, being an agreeable ride, he anticipates a share of public patronage, which he hopes his assiduity to business will justly merit.

In the years before the railroads, the development of a network of toll roads meeting the long distance transportation needs of the Commonwealth became an urgent concern of the Virginia General Assembly. In 1816 the Assembly created a 'fund for Internal Improvements' including those then under construction as private ventures. A Board of Public Works would administer the fund. Georgetown Mayor John Peter, then president of the Falls Bridge Turnpike Company, wrote to the Board of Public Works on December 2, 1818, reporting that eight miles of the road had been completed, "inferior to no Road in the United States" and observed that "without some Public aid the progress of the Road must languish."⁶

On December 2, 1819, Peter again reported to the Board, noting that the road had been completed beyond Difficult Run, including a substantial bridge built across the latter. He requested and received additional public funding. On December 6, 1820, John Mason, Jr., succeeding Peter as president of the Falls Bridge Turnpike Company, made his first report to the Board of Public Works of Virginia:

The road from the boundary line of the District of Columbia to Difficult run, comprising a distance of about 8 miles, is completed, together with a substantial bridge across said run. This bridge is 220 feet long, and 20 feet wide; it stands on two large stone abutments, and three stone piers 18 feet high; is further supported by three ranges of chains, extending from end to end, resting on the stone piers; and has supports of strong upright timbers between the piers where necessary. The road is so graduated as in no instance to exceed 4 degrees ascent; its whole width is 35 feet: The summer road is 15 feet, and that which is paved 20 feet. This paving is done with large stone, closely fitted together, 12 inches deep in the centre, falling off to 6 inches on the sides, and covered with broken stone 6 inches deep from side to side; making 18 inches stone in the centre, and twelve inches on the sides; the whole is covered with sand, gravel or clay, as was found most convenient.

The country through which this road passes, was in many places scant of materials proper for road making; and is extremely rough and even mountainous. Many culverts and arches were accordingly necessary to afford the waters passages, which should not injure the road. The sums required to overcome these difficulties, together with the levelling of hills, filling deep ravines, and building the bridge above-mentioned, have been so considerable as to exceed the funds of the company: to provide for the deficit, they borrowed from the banks in Georgetown on the 3d July, 1819, \$9,000 and pledged by written contract the first tolls to be paid on the road for payment. This sum completed the road to the bridge, as above stated. The whole of the remaining distance, to Drane's tavern, the point where the operations of the company cease, and those of the Georgetown and Leesburg company begin, is under contract. The country generally level, clear of woods, and materials plenty, and such progress already made as to justify a belief, that it will be finished in another season. An authority having been received from the Governor of Virginia to collect tolls on that part of the road which was finished, a toll house was erected about two miles from the boundary of the District of Columbia and a toll gatherer appointed; he commenced demanding tolls about the 1st November last, and on the fifth this month his receipts amounted to \$105.70.

Expenses to be paid from the tolls collected included all road repairs, \$100 for the treasurer's salary, \$250 for the toll-gatherer's salary, and \$500 for the construction of the toll-house. Any amount remaining from the tolls collected was to be

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paid against the bank loan. Mason drily commented, "Under these circumstances it is probable we shall not declare a dividend for several years." The Board of Public Works had subscribed \$24,000 in January of 1820. This would be used to complete the road from the bridge at Difficult Run to Drane's Tavern, as well as to pay old debts to former contractors. The turnpike company had received no further subscriptions, and had no income other than the tolls. Mason observed that the tolls were collected on only eight miles of the road and expected that income would be much greater when the road was completed and joined to that of the Georgetown and Leesburg Turnpike Company.

Mason reported to the Board December 6, 1821, that while great progress had been made toward the completion of the road it was not yet finished. He attributed this to "the failure of one of our contractors, the uncommon sickliness of the season just passed, and the late period of beginning active operations in the work, occasioned by the want of funds." He reported receiving and expending \$6,000 from the Branch Bank of the United States in Washington. The loan was secured by the stock subscription of the Board of Public Works. He concluded that the finished work was in generally good condition, and that the "new work is executed in the most substantial manner, and we have every reason to believe, will be finished in the course of the approaching spring."⁷ The Leesburg Turnpike Company reported December 1, 1821, that the road from Leesburg to Dranesville was expected to be received from the contractors by the first of the year. In December, 1822, Mason reported to the Board that the whole road, from the District line to Drane's tavern had just been completed.

The financial failure of contractor Samuel Ratcliffe led to a series of chancery court cases, first filed in 1821, that continued until 1859. The extensive litigation provides insight into the realities of road-building in the Federal period. Samuel Ratcliffe contracted with the Falls Bridge Turnpike Company to build a section of the Georgetown Pike which included Difficult Run near the Great Falls. On May 13, 1819, Ratcliffe subcontracted part of this work to Reuben Rowzee and John Sinclair. Rowzee and Sinclair were to "make and finish" 104 poles (1,716 feet) of the road east of Difficult Run. They agreed to hire for six months five enslaved workers belonging to the Ratcliffes who were at that time working on the road immediately to the east. They were to post a bond of \$300 for hiring the enslaved workers. A second contract, entered into on June 12, provided for the Ratcliffes to sell Rowzee and Sinclair certain horses, carts, wagons, and tools to be used in the work, and to lease two additional slaves to them. Rowzee and Sinclair agreed to finish the work by December 13, 1819, for \$343. As the 104 poles east of Difficult Run were finished, they pushed on to build 60 poles (990 feet) west of Difficult up to the proposed location of a substantial stone wall required by the company. A chancery court case was heard in 1821 and 1824 which involved payment due the contractor mentioned above.

The chancery cases include depositions by those associated with the work, including company officials, abutting landowners, laborers and merchants. Money was in short supply in 1819-20 as the company tried and failed to finish the road to Difficult Run and westward as quickly as possible. This part of the road is at the Great Falls of the Potomac and was probably the most difficult part of the road to build. In the fall of 1819 Rowzee and Sinclair were not able to obtain money from either Ratcliffe or the company to provide for the enslaved workers and feed the horses. They begged and borrowed provisions from neighboring farms; traded horses for beef with Swink's store; trucked provisions by wagon from Sinclair's home twenty miles away; obtained corn, meat and tools from Hunter's store at the Falls with a promissory note; traveled to Georgetown to obtain provisions directly from the company and came back empty-handed. In spite of their resourcefulness, the enslaved workers went hungry and sickened. The work stopped for weeks at a time so the horses could be turned out to pasture. The sub-contractors were expected to forage in the countryside for provisions as well as building materials. Rowzee and Sinclair complained that, since they were from a different part of the county, they were handicapped when they attempted to proceed in this manner. The greatest dispute centered on the road west of Difficult Run. Rowzee and Sinclair claimed they had no knowledge of the stone wall the company had required. This wall was to be twenty rods long, average twenty feet high, and be at least ten feet thick at the bottom and two and a half feet thick at the top. A field decision was made to move the road to a position where a much less substantial wall was required. This was in part to keep the lower old Falls Road open and free of the dirt and stone used in the construction of the turnpike road. On April 19, 1820, the president and directors of the Falls Bridge Turnpike Company removed Rowzee and Sinclair from the work. The case was heard to determine exactly how much work they had done and how much they should be paid. A construction drawing was made for the court precisely detailing the work, and is part of the archival record. The drawing shows the old Falls road as well. George W. Hunter testified on July 22, 1824, that he had acted as superintendent and agent of the Falls Bridge Turnpike Company since October 1820. He had a contract for building in 1821 and 1822 and a contract for maintenance in 1823. In this he had replaced Zadekiah Kidwell, who had been asked to finish the work in 1820 and 1821. Contrary to John Mason, Jr.'s, 1821-23 reports to the Board of Public Works, both Kidwell and Hunter agreed under oath that no work had been done west of the disputed 60 poles, and that operations on the turnpike road had been suspended for lack of funds since the winter of 1821.⁸

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On January 6, 1826, the Falls Bridge Turnpike Company petitioned the Board of Public Works to increase the Commonwealth's stock subscription to enable the company "to finish and put a napping on a section of the road west of Difficult Run." On February 22, 1826, the General Assembly passed an act authorizing an increase of the capital stock of the Falls Bridge Turnpike Company by 160 shares. The Board of Public Works was to subscribe on behalf of the Commonwealth for \$8,000 or the entire amount of this stock increase, provided that the funds "be applied exclusively to the completing of that part of the road which remains unfinished."⁹ Clement Smith, president of the Farmers & Mechanics Bank, was elected president of the Falls Bridge Turnpike Company, on March 3, 1826. In his report to the Board of Public Works, Smith commented:

In the course of the last summer, a contract was made by the directors for the completion of the whole of the unfinished road from the Difficult run to Drane's tavern, of about six miles, and the work commenced under the most favourable prospects. A long and severe illness, however of the contractor, considerably retarded the progress. It is now renewed with spirit: about a fourth, or one and a half miles, is done in a most satisfactory and substantial manner, and it is hoped that the whole will be completed in the ensuing spring and summer. That part of the road from the district line to the difficult bridge, has been greatly and permanently improved during the summer and fall, and considerable expense incurred in repairing the damages by heavy falls of rain, and otherwise.

In his December 3, 1827, report, Smith wrote that "a week or two of favorable weather will enable the contractor to complete this road, from Difficult Run to the intersection of the Leesburg turnpike road at Drane's tavern." On December 19 he wrote again to inform the Board that the work was at last entirely completed.

He reported that the road was still in bad repair and tolls had been slight due to the condition of the bridges. The following year Benjamin F. Mackall, succeeding Smith as president of the company, reported that the road was much improved but that tolls were still slight due to "the entire destruction of the Bridge over the Potomac in February last by high water--cutting off all communication with the Maryland Shore." The bridge had recently been replaced by the Corporation of Georgetown and he anticipated that tolls would now improve. In his report of 1841, Mackall optimistically commented that "The road is now in better repair, though very far from *good*, than it has been for many years. The great emigration from the north to this part of Fairfax county, the constant spirit of improvement in agriculture, will, I think, in a few years, make this a good and profitable stock."

On February 3, 1849, Mackall reported that \$1,000 in tolls had been received in addition to the salary of the toll-keeper, and that all had been expended in the repair of the road. He observed—"the road is greatly improved in the last few years--it had been permitted by bad management and neglect to be almost impassable. I trust in two years more, to see the road in good repair. The travelling on this road is much less than it formerly was, owing to the erection of the Chesapeake & Ohio Canal, which has taken from it a great proportion of its trade."

Those who optimistically subscribed to the stock of the Georgetown Bridge Company in the 1790s did not foresee that the bridge would be repeatedly destroyed by excessive use and Potomac River floods. The bridge in use as the Georgetown & Leesburg Turnpike Company and the Falls Bridge Turnpike Company began construction in 1813 was known as the Chain Bridge. This is the name by which the Falls Bridge continues to be known today. It was the fourth of eight bridges at the site. Additionally, the completed sections of the Falls Bridge Turnpike Road, subject to the same problems, would need major maintenance before the whole road was completed, depleting funds available for construction. In 1828-32 the section of the Chesapeake & Ohio Canal below Little Falls was constructed in the right-of-way of the Potomac Canal and the adjacent road from the Chain Bridge into Georgetown. In 1833 a Congressional appropriation allowed the Corporation of Georgetown to purchase the Little Falls Bridge and complete the road from the bridge to Georgetown. Both the bridge and the road to the Fairfax County boundary were then to be free to the public. The .4-mile section of the Georgetown Pike built by the Georgetown and Leesburg Turnpike Company in Alexandria County, D.C., now Arlington County, Virginia, was acquired by the Falls Bridge Turnpike Company in 1847 after retrocession of Virginia lands by the U.S. Congress in 1846.

As Washington, D.C., grew and the commercial importance of Georgetown declined, the Alexandria and Leesburg or Middle Turnpike predominated as the primary commercial corridor of Leesburg with the Potomac River ports. As can be seen from the Board of Public Works correspondence, the frequent destruction of all bridges in the flooding of the Potomac River, as well as the construction of the Chesapeake & Ohio Canal, contributed to the decline of the Georgetown Pike. Dranesville, strategically located at the intersection of the two roads, continued in its importance as a resting point

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on the road from Leesburg. Today Route 7, a four-lane divided highway designated the Harry Byrd Highway, is still known as the Leesburg Pike.

By 1860, the turnpike era had run its course in Virginia. The railroad had displaced the turnpike and the canal and had become the primary mode of cheap, efficient, long-distance transportation. On March 9, 1860, legislation was enacted by the General Assembly allowing the Board of Public Works to transfer the Commonwealth's interest in any turnpike or plank road to the county in which the road lay when both the Board and the county court judged the transfer to be in the public interest. Private stockholders could also transfer their interest in the roads to the counties in such cases providing the county court agreed. The county courts were "invested with all the rights, duties and powers in respect of said roads, now held and exercised by said Board of Public Works and may in their discretion change the mode and manner of keeping up said roads." Roads which could be made productive or self-sustaining were excluded from such transfer.¹⁰ The Act could not take effect until private stockholders had an opportunity to transfer their interests to the county courts. Stockholders of the Falls Bridge Turnpike Company, including Benjamin F Mackall, immediately requested that the County take over that part of the road passing through Fairfax County. As war approached, this matter was ignored.

With the onset of the Civil War in 1861, the Georgetown Pike—now known as the Georgetown & Leesburg Pike—assumed new importance. The Chain Bridge was one of only three bridges crossing the Potomac River south of Harper's Ferry. Its defense became a military priority. Union Army Corps of Engineers Colonel J. G. Barnard wrote, "The most important road—the Leesburg turnpike—follows, from the ridge, the crest, nearly, of the high narrow ridge between the Potomac and Pimmit Run, continually ascending until it passes the point just named. Here, on the left of the road, rises, to a height considerably above the contiguous level, a knob or knoll, the front face of which is very steep, while toward the rear the slope is more gradual."¹¹ Here the Union Army constructed Fort Marcy. Fort Ethan Allen occupied a site below Pimmit Run, 600 feet from Chain Bridge. The Georgetown Pike itself was of great strategic importance to the Union forces. Langley was occupied and used as a staging area. Mosby's Rangers were active in western Fairfax County, as were the forces of the Army of Northern Virginia under command of General J. E. B. Stuart. Many skirmishes took place on the Georgetown Pike and troop movements by both sides were heavy. On December 23, 1861, troops covering large foraging parties from both armies met east of Dranesville at the intersection of the Georgetown and Alexandria Pikes to Leesburg. The Union forces approached on the Georgetown Pike from Camp Pierpoint in Langley. Their highly publicized minor tactical victory at Dranesville followed early Union disasters at Manassas and Ball's Bluff. On the evening of June 27, 1863, before the Battle of Gettysburg, Mosby helped Stuart's troops pass through the Union forces between the Fairfax County Courthouse and Dranesville. Forging the Potomac in the old Sugarlands area, Stuart moved into Maryland near Seneca.¹²

At the beginning of hostilities, Benjamin F. Mackall was briefly imprisoned in the Capitol prison in the District of Columbia. His son, West Point graduate General William Whann Mackall, was attached to the staff of Confederate General Joseph E. Johnston. Mackall was at first restricted from re-entering Virginia or communicating with anyone in the Commonwealth.¹³ Although he was eventually able to return to his home near Langley, he was not able to exercise any authority over the Falls Bridge Turnpike Road. On September 11, 1865, General R. Cruikshank wrote to Virginia Governor Pierpont identifying himself as a director and acting treasurer of the Falls Bridge Turnpike Company. He recounted the condition of the road at the conclusion of hostilities as follows:

The state of the country having prevented the Falls Bridge & Leesburg Turnpike Company from exercising jurisdiction & control of the road conferred by the charter we have been prevented from collecting tolls for about *four* years. As the disability, so far as the war is concerned, seems in a great measure to have ceased, we propose to re-occupy the road. It was my fortune at the beginning of trouble to be left alone in the management of the road--the other members either belonging to seceding states & leaving Virginia, or else voting for secession and we now propose as a measure connected with the occupancy of the road to form a new board of directors.

He recommended as state directors "G.F.M. Walters who lives near Langley and Thomas Peacock, who lives near Difficult Run--both convenient to the road--both reliable Southern Union men--Mr. Walters is now a Magistrate for the County of Fairfax and Mr. Peacock has been a prisoner in the hands of the rebels." Cruikshank noted that he himself owned property near Langley and had suffered serious losses during the war. He reported that when he had consented to become an officer of the company it was without funds or credit.

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I restored her credit and saved what little funds were in hand at the time of the rebellion. I am now making an effort to induce the general government, by whose teams and other travel the road has been torn & worn, to give us some aid in the repairs of the road & the rebuilding two of the bridges--if I succeed, so as to be able to put the road under toll, we shall then be able to keep it in repair from the income of the tolls.¹⁴

Walters was appointed as a director of the Falls Bridge Turnpike Company on September 28, 1865, and S. H. Cutts, on November 9, 1865. Their letters of acceptance are the last correspondence in the Board of Public Works papers of the Falls Bridge Turnpike Company archived at the Library of Virginia in Richmond.

The Civil War dealt the final blow to the Virginia turnpike system. Roads and bridges were destroyed for military purposes. Where they survived, they received hard usage and no normal maintenance. The careful regulations of the Assembly and the Board of Public Works for the maintenance and preservation of these roads were no longer observed. Many turnpike companies abandoned their roads. In 1866, the Assembly of Virginia authorized the county courts to repair and maintain abandoned turnpikes by the old method of appointing surveyors and requiring adjacent landowners to provide the labor. A process was created by which the counties could take possession of abandoned and insolvent turnpikes and administer them as county roads.¹⁵ In 1860 the Assembly had required the Board of Public Works to transfer the Commonwealth's interest to the counties at the request of stockholders or upon determining that a turnpike had been abandoned. The 1866 Act responded pragmatically to urgent, drastically-altered post-war conditions. In December, 1870, the newly established Fairfax County Board of Supervisors took over the property of the old county court. The Falls Bridge Turnpike Road, now known as the Georgetown & Leesburg Turnpike, became a county road.

On June 4, 1875, three commissioners met by order of the Fairfax County court to "rearrange the Road Districts in the Dranesville Magisterial District." Twenty-seven road districts were created. The mode of reorganization was similar to that which the Virginia Assembly had authorized for long-distance highways in 1772¹⁶, combining conscripted labor with taxation for such things as bridge replacement, which could not reasonably be expected of those living along the roads. Road expenses are regularly recorded in the early records of the Board of Supervisors. On November 6, 1882, the Board's minutes record receiving and ratifying a contract with J. W. Walters for \$480 to build a bridge over Scott's Run.¹⁷ On April 7, 1883, the Board accepted a bid from the King Iron Bridge Company of Cleveland, Ohio, through their agent, Mr. J. D. Tillett, for \$1,900 to build a bridge over Difficult Run. This bid was at first turned down and then accepted on reconsideration, reflecting the high price and limited resources of the county. At the same meeting, the Board announced that W. S. Smoot had appointed a committee "to look after the interest of the county in the proposed sale of a certain tollhouse on the Pike at Langley, by Robert Gunnell an alleged owner thereof."¹⁸ The Georgetown Pike became a local road serving an impoverished agrarian population as Fairfax County struggled to recover from the war's economic devastation.

Construction of the Alexandria, Loudoun & Hampshire Railroad began in 1855. The line opened from Alexandria to Leesburg in 1860, with limited operation of a freight and passenger line. A year later, when Virginia seceded from the Union, the line became an immediate casualty of war. When service was restored to Leesburg in 1868, the railroad became an alternative mode of transportation for those in the upper Potomac area of Fairfax County. This was particularly important for farmers. Many former Union soldiers immigrated to Northern Virginia, continuing a trend begun in the 1840s. Washington, D.C., grew rapidly during and after the war, creating a market for Fairfax County's agricultural produce. With the roads in poor condition, the railroad provided rapid, cost effective transportation for perishable agricultural produce, especially milk. Dairy farming was introduced throughout the county on a large scale. Market gardening also flourished. As with the opening of the C & O Canal earlier, the advent of the railroad diminished the market traffic on the Georgetown Pike.

The Georgetown Pike was in extremely poor condition in the latter part of the nineteenth century and through World War I. Although it was still in use as a marketing road, with the structure of the roadbed largely intact, the surface of the road west of Langley was very rough. There were large rocks and sprawls which made it impassable to automobile traffic, and difficult for horse drawn vehicles. Weather permitting, the latter found an easier ride in the summer roads at either side of the paved road. The Washington, Great Falls, and Dranesville Highway Company (W,GF, & D) was incorporated in 1919

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"...for the purpose of constructing, maintaining and operating a turnpike road from Langley to Dranesville with a branch line to the Great Falls of the Potomac."¹⁹ The Fairfax County Board of Supervisors granted the right and title of Fairfax County in and to the abandoned Georgetown and Leesburg Turnpike Road between Langley and Dranesville to the new company. The Board required that the road be no less than thirty feet wide with twelve feet surfaced with stone, sand and gravel. The road between the District of Columbia boundary and Langley was excluded because it had been improved earlier by Joseph Leiter, a wealthy resident who owned the site now occupied by the C.I.A. Fairfax County placed a tollgate on the Georgetown Pike in Langley at the entrance to Leiter's property.²⁰

While the president and directors of the newly created W, GF, & D felt that the company could not be expected to raise the funds to build "a first class modern highway," they were confident that a good road could be built retaining the original stone bed and resurfacing it to make "a substantial and permanent highway." They expected heavy use of the new highway for automobile travel between Washington, Great Falls, and Leesburg. It was hoped that tolls would finance both maintenance of the road and dividends to the stockholders. Manning Gasch, son of the company's treasurer, Herman E. Gasch, recalls that construction began in 1920 with rapid completion of a water bound macadam road on the easy stretch between Langley and Balls Hill where the present Capital Beltway interchange (I-495) is located. Between this point and Elkins, including the crossing of Difficult Run, the terrain was characterized by very rugged vertical elevations. The new turnpike company slowly struggled with the same construction difficulties that the Falls Bridge Turnpike Company had encountered a century earlier. Although the road was being repaved as an automobile road, the method of construction was much the same. The work was done primarily with men and mules, with stone quarried from nearby sites. Use of a steamroller and bituminous binder for surfacing, and dynamite for quarrying represented the slim technological advances of a century.

Two tollgates were constructed. The first was located on the Burling property on the east side of the Georgetown Pike near the present Swinks Mill Road. The second was located five miles west below Leigh Mill Road. A third tollgate was located in Dranesville on the Leesburg Turnpike. The toll was 25 cents. Ticket books were issued for commuters and other frequent users.²¹ The road had been repaved and placed in use by the summer of 1923. Gasch remembered excursionists celebrating the national holiday declared on the day of President Harding's funeral by driving down the Pike shouting "Hurrah for Harding." By 1924 the road was completed, including the spur which followed the old Falls Road to the Great Falls. Overflow crowds visited the latter on Sundays and holidays. On July 4, 1924, 1,000 cars passed through tollgate #1 *en route* to this location.²² In its prospectus the company had extolled the scenic qualities of the road:

Its route is through a most interesting and romantic countryside, little known on account of the impassable condition of the highway at the present time. Wooded hills, streams, springs of clear water, give a variety to scenes unsurpassed in historical and traditional interest. The river abounds in charms for the artist as well as those seeking out-of-door recreation. It is hoped that the United States Government will make a park from the Highway Bridge to Great Falls, thus preserving these unexampled natural beauties to posterity.

This was in concert with the new national enthusiasm for automobile touring over scenic and historic highways designed for that purpose. The *Loudoun Times-Mirror* reported on December 22, 1927, that a bill had been introduced in Congress authorizing a toll bridge across the Potomac at Great Falls which "would form a link in a great circular drive between Washington and Great Falls, with boulevards on either side of the river." The bridge would be built "at the foot of the falls, making it wide enough for parking by motorists lingering to enjoy the scenery in crossing."²³ The George Washington Memorial Parkway was never to reach as far as the Great Falls and the bridge was never to be built, but the idea of the intrinsic value of the scenic and historic qualities of the Georgetown Pike was irrevocably established.

Tolls had *not* been sufficient to pay for the continued maintenance and repair of the Georgetown Pike at any time between 1813 and 1934. The Washington, Great Falls & Dranesville Highway Company met with much the same difficulties as the Falls Bridge Turnpike Company before it. The cost of the construction and of the subsequent maintenance was higher than anticipated. The bridges remained at the mercy of Potomac River flooding. Tolls were not sufficient to repay the construction debt or even the maintenance and repair costs. The automobile required a consistently dependable surface. Patching potholes, spreading sand on ice, and plowing snow became important and expensive new concerns. No interest was paid on the road bonds after January 1925. The Great Depression following the 1929 stock market crash sealed the fate of the toll road. No further financing could be secured. The bond principal was not paid when it came due in 1931.

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The Potomac Savings Bank failed in 1933, taking the road's cash assets with it. The W, GF, & D was no longer able to operate. Indebtedness could not be discharged and repair and maintenance work could not proceed.²⁴

Herman E. Gasch was elected president of the company and charged with securing the most favorable disposition of its assets. With the assistance of Carter Glass, the senior U. S. Senator from Virginia, negotiations were opened with Commissioner of Highways Colonel H. G. Shirley for acquisition of the Georgetown Pike by the Commonwealth under the provisions of the Byrd Act. Manning Gasch recounts that Shirley told his father and Glass's representative J. W. Rixey Smith, a Great Falls resident, that the Commonwealth had no funds for acquisition of the company's assets but would accept the road into the Virginia secondary system with a clear title and assume responsibility for its maintenance and repair. It was agreed that the Company's assets would be sold at auction to resolve the situation. A buyer without previous financial interest in the Company was required to achieve the desired result. Mr. Gasch approached Lucy Madeira Wing, headmistress and owner of the Madeira School, a private school for girls located on the Georgetown Pike at Prospect Hill. The road was essential to the success of the school, and Miss Madeira agreed to the arrangement. The assets of the Washington, Great Falls & Dranesville Highway Company, including the Georgetown Pike, were auctioned in front of the Fairfax County Courthouse on May 19, 1934. The Madeira School was the successful bidder, purchasing the road for \$500. With its title then unencumbered, the Madeira School conveyed ownership of the Georgetown Pike to the Commonwealth.²⁵ The Washington, Great Falls and Dranesville Highway Company had turned over a soundly reconstructed road to the Commonwealth. Little was required beyond routine maintenance and repair for many years. Maintenance costs secured, the struggle of citizens to preserve the historic and scenic integrity of the road began.

In 1947 the property of Florence Calvert and Margaret Scattergood, in Langley on the Georgetown Pike, was condemned for construction of the headquarters of the newly formed Central Intelligence Agency (CIA). Congressional protection granted a life tenancy to the two elderly women. In 1948 the Georgetown Pike was designated part of the Virginia primary road system.²⁶ Planning began for a four-lane divided highway, Dolley Madison Boulevard, on the route of the Georgetown Pike, to connect the George Washington Memorial Parkway and the CIA with the future I-495. In 1956, pursuant to the 1947 agreement with Calvert and Scattergood, Congress required VDOT to move the proposed road south to avoid destroying privacy and beauty at "Calvert" by cutting trees. In 1961 citizens successfully opposed routing Dolley Madison Boulevard through the Langley Fork and along Chain Bridge Road past Hickory Hill. President John F. Kennedy, who had resided at Hickory Hill when the conflict began, played a major role. Subsequently, citizen action has successfully preserved the historic Georgetown Pike and the open, low-density character of the residential countryside through which it passes. Fort Marcy (1957), Merrywood (1962), the Scott's Run Nature Preserve (1968-70), and the Ad Hoc Road community at Cornwell Farm (1972-73) are examples of this activity. In 1973, at the request of the Fairfax County Board of Supervisors, the Commonwealth Transportation Board in cooperation with the Virginia Department of Conservation and Recreation designated the Georgetown Pike as the first Virginia Scenic and Historic Byway. The Fairfax County Comprehensive Plan adopted in 1991 required maintenance of the Georgetown Pike within its existing right-of-way. Georgetown Pike today is still designated as part of the Virginia primary road system, but, due largely to continued efforts by community groups, has maintained its historic integrity.

Developmental history/additional historic context information (if appropriate)

The mouth of Pimmit Run was a fishing, trading, and transportation site for Native Americans, early English explorers and colonial settlers alike. Captain John Smith in 1608 and Henry Fleete in 1632 remarked upon the abundance of natural resources here. The earliest road probably followed a pre-settlement trade route circumventing the Great Falls, and was little more than a beaten path winding its way through the terrain in the most comfortable and direct way possible. Such a trail would only have accommodated a man on foot or on horseback. Thomas Lee acquired a 232-acre site at the mouth of Pimmit Run in 1719, hoping to establish a commercial and shipping center at the head of Potomac navigation. A public ferry and ordinary or drovers' inn were located here by 1737. In 1742 Lee's land at the mouth of Pimmit Run was officially designated as the location of a tobacco warehouse. Two rolling roads are thought to have had their destination here, bringing tobacco along the Falls Rolling Road from Falls Church in central Fairfax and along the Sugarlands Rolling Road from western Fairfax County.²⁷ There is little documentation of the operations of Lee's tobacco warehouse or of these rolling roads. A road in approximately the location of today's Chain Bridge Road led from the old courthouse to the Falls warehouse by 1760. It appears that an earlier Georgetown / Leesburg road, crossing the Chain Bridge Road at Langley, may have led from the Falls warehouse along the river toward Great Falls. In 1818-19 this road was partially displaced at the Difficult Run crossing by construction of the Georgetown Pike. These roads would have been essentially beaten earth cleared of vegetation—not engineered roads like the Georgetown Pike.

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Lee's eldest son, Philip Ludwell Lee, maintained the Falls warehouse site until his death in 1775. In 1772 he advanced his father's vision, planning and chartering the town of Philee at the location of the tobacco warehouse.²⁸ Philip Ludwell Lee's death and the onset of the American Revolutionary War doomed the new town. Philee was never built, and in 1789 the last of the Lee holdings at Pimmit Run were acquired by Philip Richard Fendall of Alexandria, who married Philip Ludwell Lee's widow Elizabeth. Fendall, together with Lewis Hipkins of Fairfax, established a commercial center here which included a granary, gristmill, distillery, brewery, cooper's shop, blacksmith shop, and workmen's cottages.²⁹ By 1815 Georgetown merchant Edgar Patterson operated a paper mill, flour mill, wool factory, and stone quarries at this site. Philip Ludwell Lee's son-in-law, General 'Light Horse Harry' Lee, joined George Washington in his Patowmack Canal venture. The town of Matildaville was chartered in 1790 on land of Bryan Fairfax at the Great Falls of the Potomac. Developed by Lee, Matildaville quickly became a focus of commercial activity. The new town included a gristmill, sawmill, iron works, inns, stores, icehouse, and residential properties. Matildaville's fortunes were, however, closely tied to those of the Patowmack Canal, and declined when its rights and assets were transferred to the proposed Chesapeake & Ohio Canal following bankruptcy proceedings in 1830.³⁰

ARCHAEOLOGICAL POTENTIAL

The potential for archaeological research yielding important information contributing to the understanding of early turnpike construction methods and the cultural history of Fairfax County in the period 1813-1934 is great throughout the entire Georgetown Pike right-of-way. The 15-foot wide unpaved summer roads and drainage ditches at either side of the paved roadbed were still heavily used for travelers on foot and horseback well into the twentieth century. Although now abandoned and occasionally used for dumping by private citizens, they remain largely undisturbed.

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1846-47, ch. 134, 119-20; 1859-60, ch. 163, 305-06; 1865-66, chs. 127-8, 223-24;
1906 ch. 73, 71-3; 1910, ch. 4, 4-6; 1927, ch. 8, 15-16; 1932, ch. 415, 872-80

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Georgetown Pike

Name of Property

Fairfax and Arlington Counties, Virginia

County and State

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Georgetown Pike

Name of Property

Fairfax and Arlington Counties, Virginia

County and State

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Washington Post

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Georgetown Pike
 Name of Property

Fairfax and Arlington Counties, Virginia
 County and State

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
 Name of repository: VA Dept. of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): VDHR File No. 029-0466

10. Geographical Data

Acreage of Property 86.3 ± acres
 (Do not include previously listed resource acreage.)

UTM References

	<u>ZONE / EASTING</u>	<u>NORTHING</u>	<u>USGS QUAD</u>
1	18/296088	4319050	Seneca, MD-VA
2	18/298008	4319038	Vienna, VA-MD
3	18/296008	4319008	Vienna, VA-MD
4	18/304066	4317002	Vienna, VA-MD
5	18/304088	4316072	Vienna, VA-MD
6	18/305008	4316082	Vienna, VA-MD
7	18/305020	4316080	Falls Church, VA-MD
8	18/306000	4315050	Falls Church, VA-MD
9	18/307092	4314070	Falls Church, VA-MD
10	18/308080	4314060	Falls Church, VA-MD
11	18/309000	4314050	Falls Church, VA-MD
12	18/314015	4312070	Falls Church, VA-MD
13	18/316004	4311030	Washington West, DC-MD-VA
14	18/316038	4310084	Washington West, DC-MD-VA

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

The boundary includes the historic road alignment and right-of-way for the Georgetown Pike between Chain Bridge and the Leesburg Pike (Route 7), which is currently designated as Route 193, Georgetown Pike Frontage Road 3562, and Route 123 between FR 3562 and Chain Bridge. Route 123 includes that portion of the four-lane divided highway Dolley Madison Boulevard historic area bypass road between GPFR 3562 and its intersection with the George Washington Memorial Parkway interchange, which maintains the alignment and right-of-way of the historic Georgetown Pike within its outermost westward boundary. The access stub from Route 123 to Route 193 is excluded. The Georgetown Pike covers a distance of 14.4 miles, 25 feet at either side of a center line, and is owned entirely by the Virginia Department of Transportation.

Boundary Justification (Explain why the boundaries were selected.)

The boundary corresponds to the original Georgetown Pike historic roadbed including sightlines, elevations, boundaries, and directional continuity. The Virginia Department of Transportation maintained the right-of-way in its entirety and is the sole owner of the road alignment and right-of-way.

Georgetown Pike
Name of Property

Fairfax and Arlington Counties, Virginia
County and State

11. Form Prepared By

name/title Tanya Edwards Beauchamp, Architectural Historian
organization Great Falls Heritage, Inc. date 03/08/2012
street & number 930 Leigh Mill Road telephone 703-759-3796
city or town Great Falls state VA zip code 22066
e-mail tebeauchamp@verizon.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

All photographs common to:

Name of Property: Georgetown Pike
County: Fairfax and Arlington Counties **State:** Virginia
DHR File Number: 029-0466
Photographer: Tanya Edwards Beauchamp
Date Photographed: March 2012
Location of Original Digital Files: Virginia Department of Historic Resources, Richmond, Virginia

Photo 1 of 18: VA_Arlington County_Georgetown Pike_0001
Stone retaining wall, (above) Georgetown Pike from Pimmit Run, camera facing northeast.

Photo 2 of 18: VA_Arlington County_Georgetown Pike_0002
Georgetown Pike at Arlington County line, camera facing southeast.

Photo 3 of 18: VA_Fairfax County_Georgetown Pike_0003
Georgetown Pike approaching GW Parkway, camera facing northwest.

Photo 4 of 18: VA_Fairfax County_Georgetown Pike_0004
George Washington Memorial Parkway interchange with Georgetown Pike (left). Dolley Madison Boulevard (right), camera facing southeast.

Photo 5 of 18: VA_Fairfax County_Georgetown Pike_0005
Georgetown Pike in Langley Fork Historic District, camera facing northwest.

Photo 6 of 18: VA_Fairfax County_Georgetown Pike_0006
Georgetown Pike at Scott's Run, camera facing northwest.

Georgetown Pike
Name of Property

Fairfax and Arlington Counties, Virginia
County and State

Photo 7 of 18: VA_Fairfax County_Georgetown Pike_0007
Georgetown Pike at Bull Neck Run, original viaduct (left), camera facing northeast.
Photographer, Christopher Washburn, November 2010. Access to site now blocked by private construction.

Photo 8 of 18: VA_Fairfax County_Georgetown Pike_0008
Georgetown Pike at Madeira School, summer road (left), camera facing southeast.

Photo 9 of 18: VA_Fairfax County_Georgetown Pike_0009
Georgetown Pike approaching Difficult Run (left), camera facing southeast.

Photo 10 of 18: VA_Fairfax County_Georgetown Pike_0010
Difficult Run bridge, original abutments remaining, camera facing northwest.

Photo 11 of 18: VA_Fairfax County_Georgetown Pike_0011
Georgetown Pike at Great Falls Park, embankment above parking area & trail (ctr L) Difficult Run (R), camera facing east.

Photo 12 of 18: VA_Fairfax County_Georgetown Pike_0012
Georgetown Pike at boundary of Great Falls Park, carriage road entrance (L), Difficult Run floodplain (R), camera facing east.

Photo13 of 18: VA_Fairfax County_Georgetown Pike_0013
Georgetown Pike at Cornwell Farm, original drainage ditches & summer roads (R & L), camera facing southeast.

Photo 14 of 18: VA_Fairfax County_Georgetown Pike_0014
Georgetown Pike at Great Falls village. Old Forstville Grange & School House (L opposite), camera facing southeast.

Photo 15 of 18: VA_Fairfax County_Georgetown Pike_0015
Georgetown Pike at George Cornwell house (R), camera facing west.

Photo 16 of 18: VA_Fairfax County_Georgetown Pike_0016
Georgetown Pike at Four Chimneys, original drainage ditches & summer roads, camera facing east.

Photo 17 of 18: VA_Fairfax County_Georgetown Pike_0017
Georgetown Pike at Utterback Store Road (R) , camera facing east.

Photo 18 of 18: VA_Fairfax County_Georgetown Pike_0018
Georgetown Pike intersection w/Leesburg Pike (L), Seneca Road (R front), site of Drane's Mountain View Hotel (upper R) camera facing west.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Commonwealth of Virginia / Virginia Department of Transportation / G. A. Whirley, Commissioner / Attn: Garrett Moore, P.E., Northern Virginia District Administrator

street & number 1401 East Broad Street 804-786-2700 (Whirley)

telephone 703-259-1959 (Moore)

city or town Richmond state VA zip code 23219

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Georgetown Pike

Name of Property

Fairfax and Arlington Counties, Virginia

County and State

ENDNOTES

¹ Archival records of the Board of Public Works, Virginia State Library.

² *Laws of Maryland Made and Passed at a Session of Assembly*, 1791, ch. LXXXI.

³ *Acts*, 1813, ch. XXXI. pp. 56-62.

⁴ *Ibid.*, 58-9.

⁵ *Ibid.*, 59-60.

⁶ Falls Bridge Turnpike Company, "Correspondence, Reports, etc. 1818-1825, 1826-27, 1831-37, 1839-41, 1847, 1849-1851, 1865," Board of Public Works, Box 264, Archives, Library of Virginia. These documents are unnumbered. In this section I have identified the letters and other documents by correspondent and date. Unless otherwise noted, all following references are to this record group. Some of these documents may also be found reprinted in the published reports of the Virginia Board of Public Works for this period, also available at the Library of Virginia.

⁷ *Ibid.*

⁸ Fairfax Chancery Final File, A, 1 & 2, Rowzee vs Ratcliffe, May 17, 1824.

⁹ *Acts*, 1825-26, ch. 68, pp. 65-6.

¹⁰ *Acts*, 1859-60, ch. 163, pp. 305-6.

¹¹ *Ibid.*, p. 45.

¹² Records of the Fairfax County Park Authority. Also, Charles Preston Poland, Jr., *Dunbarton: Dranesville, Virginia*, Fairfax, Virginia: Fairfax County Office of Comprehensive Planning, May, 1974

¹³ Mackall Family Papers.

¹⁴ Archival records of the Board of Public Works, Virginia State Library.

¹⁵ *Acts*, 1865-66, chs. 127-8, pp., 123-4.

¹⁶ Henning, VIII, 549-51.

¹⁷ *Minutes of the Board of Supervisors*, Book 1, p. 225.

¹⁸ *Ibid*, book 1, p. 235.

¹⁹ *Code of Virginia*, 1919, ch. 150.

²⁰ Manning Gasch, "Recollections of the Georgetown Pike and its Environs," Gasch Family Papers, p. 2.

²¹ Gasch.

²² Gasch.

²³ "Toll Bridge Asked at Great Falls," *Loudoun Times-Mirror* (Dec. 22, 1927) p.2.

Georgetown Pike

Name of Property

Fairfax and Arlington Counties, Virginia

County and State

ENDNOTES (Continued)

²⁴ Milburn P. Sanders, "The Washington, Great Falls and Dranesville Highway Company, Incorporated," *The Fairfax County Historical Society*, V 18, 1982, pp. 63-67.

²⁵ Gasch, MSS. Also, Herman E. Gasch, et al vs The Washington, Great Falls and Dranesville Highway Company, Chancery No. 281, Fairfax County Court.

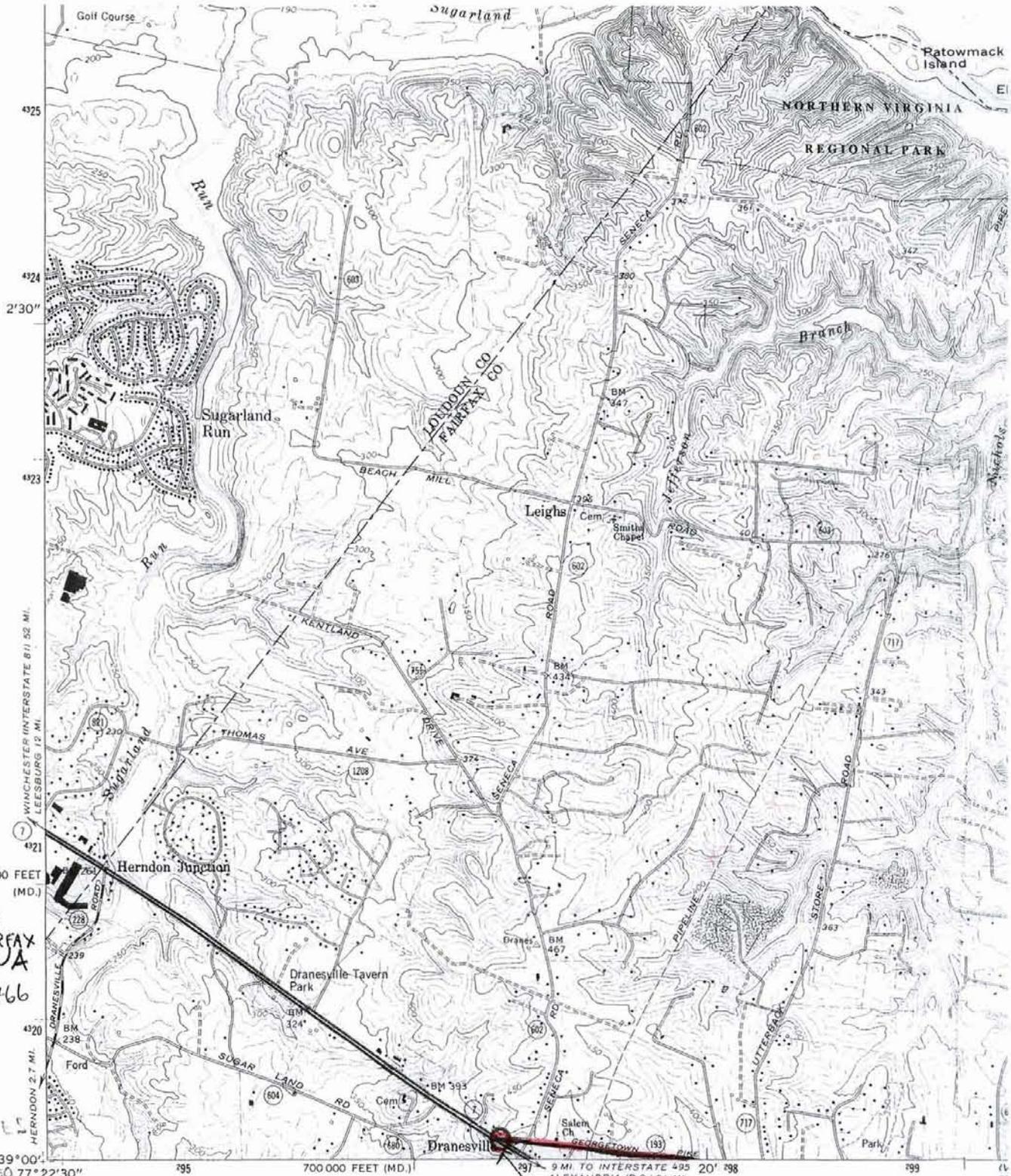
²⁶ State Highway Commission, "Minutes," (May 24-6, 1948) 228.

²⁷ *Ibid.*

²⁸ *Ibid.*

²⁹ Ludwell Lee Montague, "Thomas Lee at the Spout of the Potomac," *Arlington Historical Magazine*, 4 (2) : p. 34.

³⁰ Harrison, 559.



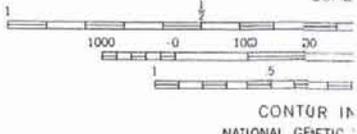
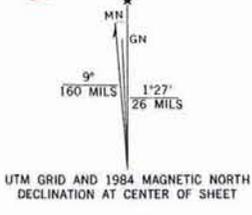
GEORGETOWN PIKE
 ARLINGTON & FAIRFAX
 COUNTIES, VA
 DHR # 029-0466
 SENECA QUAD
 MD/VA
 NAD 1927

UTM 18TQJL0480431050 77° 22' 30"
 Terminus point
 (HERNDON)
 5561 IN NW

Historic boundary
 corresponds with road
 right-of-way - marked
 in pencil

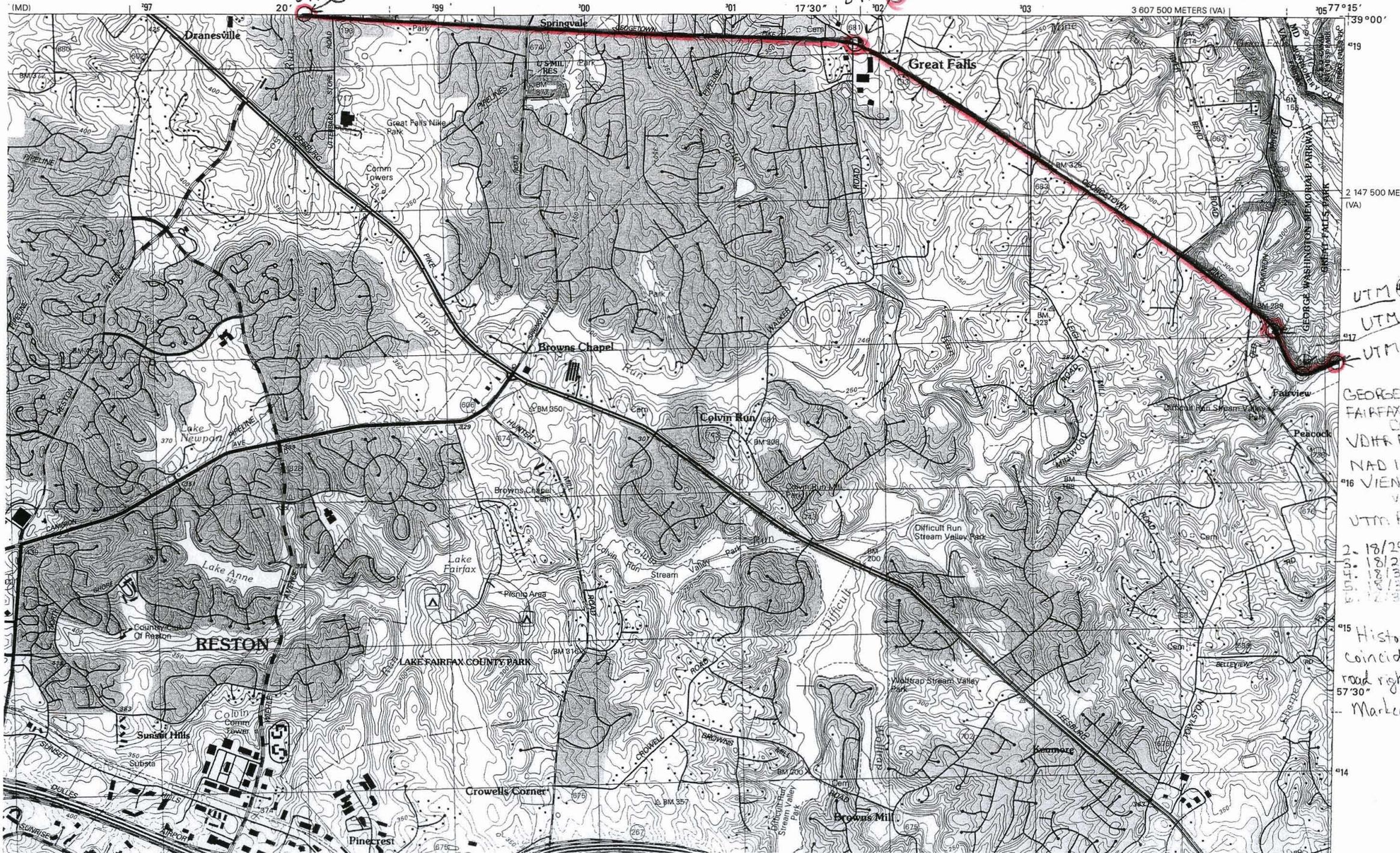
Mapped, edited, and published by the Geological Survey
 Control by USGS and NOS/NOAA
 Topography by photogrammetric methods from aerial photographs
 taken 1963. Field checked 1968
 Polyconic projection. 10,000-foot grid ticks based on Maryland
 coordinate system and Virginia coordinate system, north zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue
 1927 North American Datum
 To place on the predicted North American Datum 1983
 move the projection lines 8 meters south and
 25 meters west as shown by dashed corner ticks
 Fine red dashed lines indicate selected fence and field lines where
 generally visible on aerial photographs. This information is unchecked
 There may be private inholdings within the boundaries of
 the National or State reservations shown on this map

UTM 18



THIS MAP COMPLIES WITH NA
 FOR SALE BY U. S. GEOLOGICAL SURVEY AND
 VIRGINIA DIVISION OF MINERALS
 A FOLDER DESCRIBING TOPOGRAPHY

1



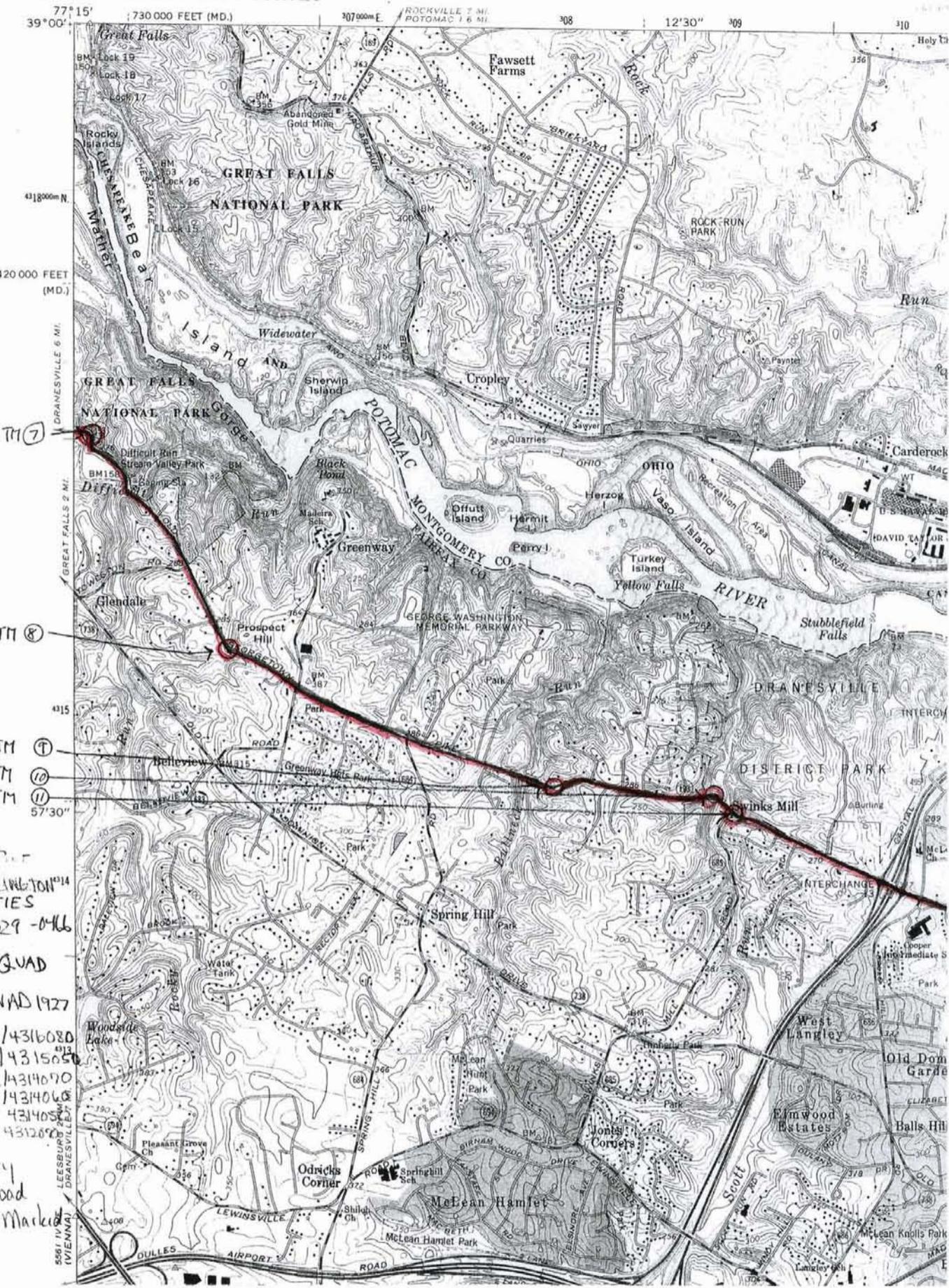
UTM ②
UTM ③
UTM ④
UTM ⑤
UTM ⑥

GEORGETOWN PIKE
FAIRFAX AND ARLINGT
COUNTIES
VDHR FILE NO. 029-0
NAD 1983
VIENNA QUAD.
VF MD.
UTM REFERENCES

2-18/298008/43190
4-18/298008/43190
5-18/304066/43190
6-12/308008/43190

Historic boundary
coincides with
road right-of-way
57'30"
Marked in pencil

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

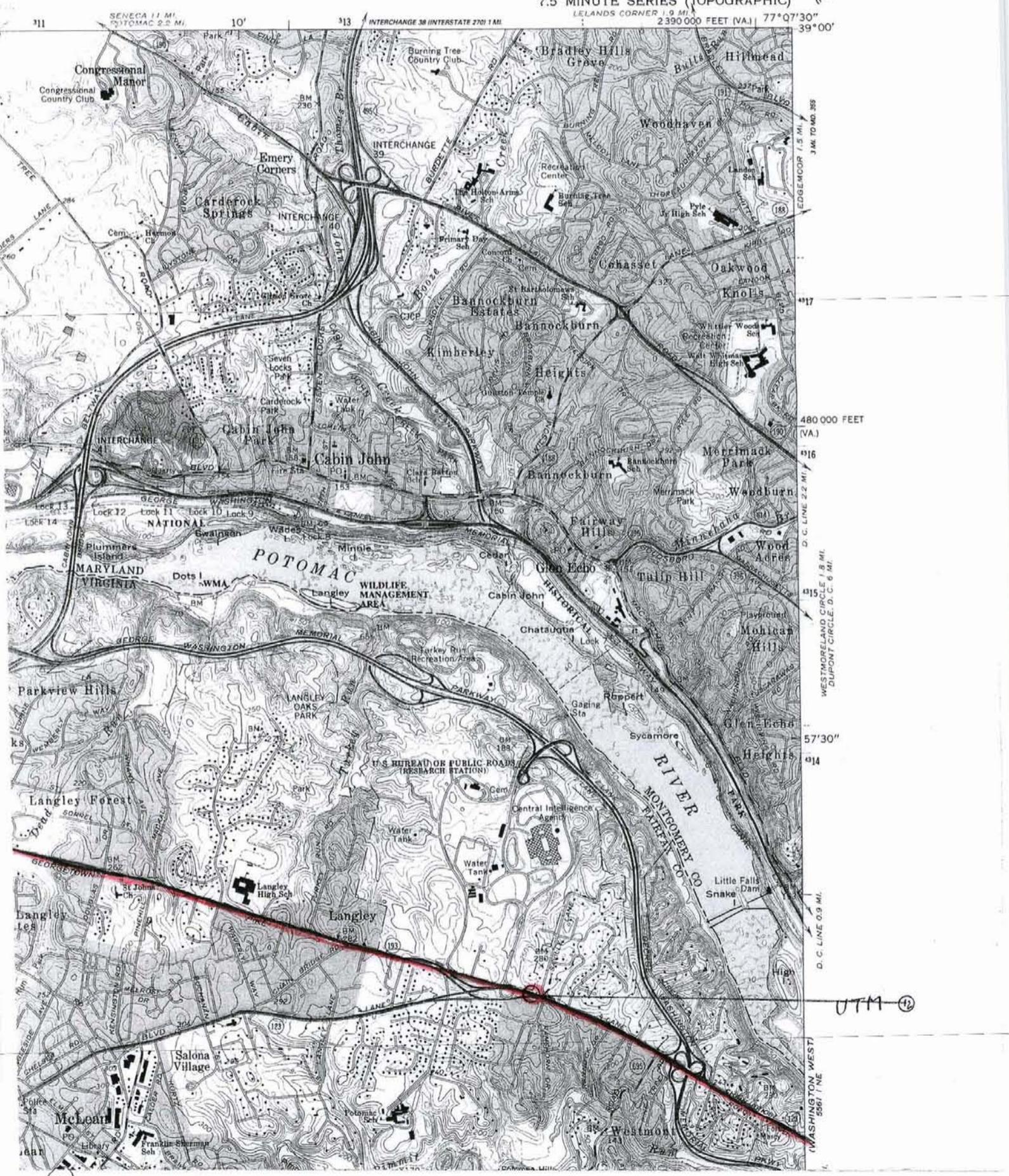


GEORGETOWN DISTRICT
FAIRFAX AND ARLINGTON COUNTIES
VA. DHR #029-0466
FALLS CHURCH QUAD
VA-MD, NAD 1927
UTM 18/305020/4316080
8. 18/306000/4315050
9. 18/307042/4314070
10. 18/308080/4314060
11. 18/309000/4314050
12. 18/314015/4312090

Historic boundary
coincides with road
right-of-way - marked
in pencil

FALLS CHURCH QUADRANGLE
 VIRGINIA-MARYLAND
 7.5 MINUTE SERIES (TOPOGRAPHIC)

5562 1 SE
 (KENSINGTON)



LELANDS CORNER 1.9 MI
 2390 000 FEET (VA) 77°07'30"
 39°00'

EDGEMOOR 1.5 MI
 3 MI TO MD 385

480 000 FEET
 (VA)
 D. C. LINE 2.2 MI
 WESTMORELAND CIRCLE 1.8 MI
 DUPONT CIRCLE, D. C. 6 MI

57'30"
 014
 D. C. LINE 0.3 MI

UTM 12

(WASHINGTON WEST)
 5361 7 NE

4

Historic boundary
coincides with
road right of-way
Marked in pencil

GEORGETOWN PIKE
ARLINGTON &
FAIRFAX COUNTIES

VA DHR # 027-046

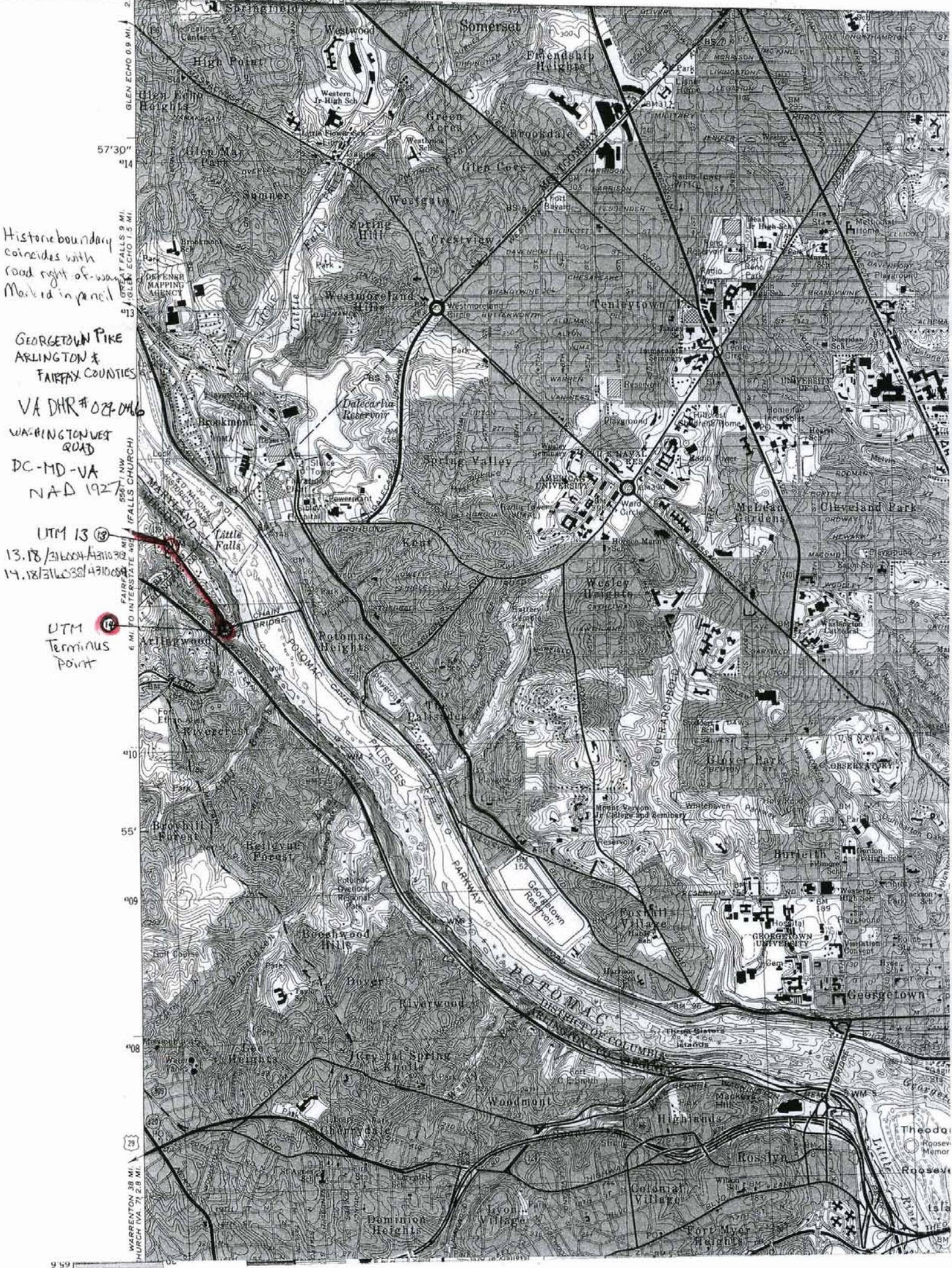
WASHINGTON WEST
ROAD

DC-MD-VA
NAD 1927

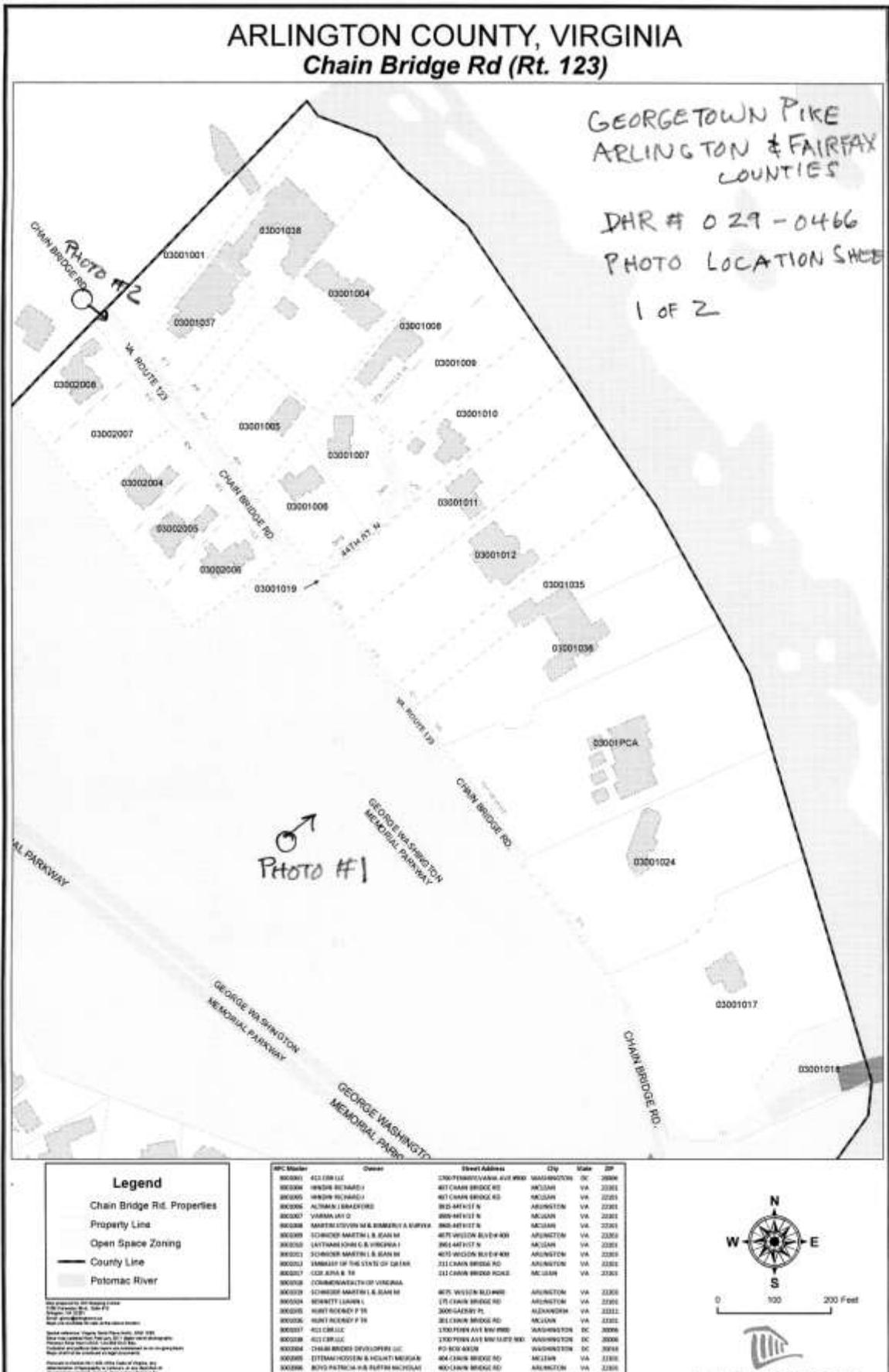
UTM 13

13.18/31100N/43103E
14.18/31105N/43108E

UTM
Terminus
point



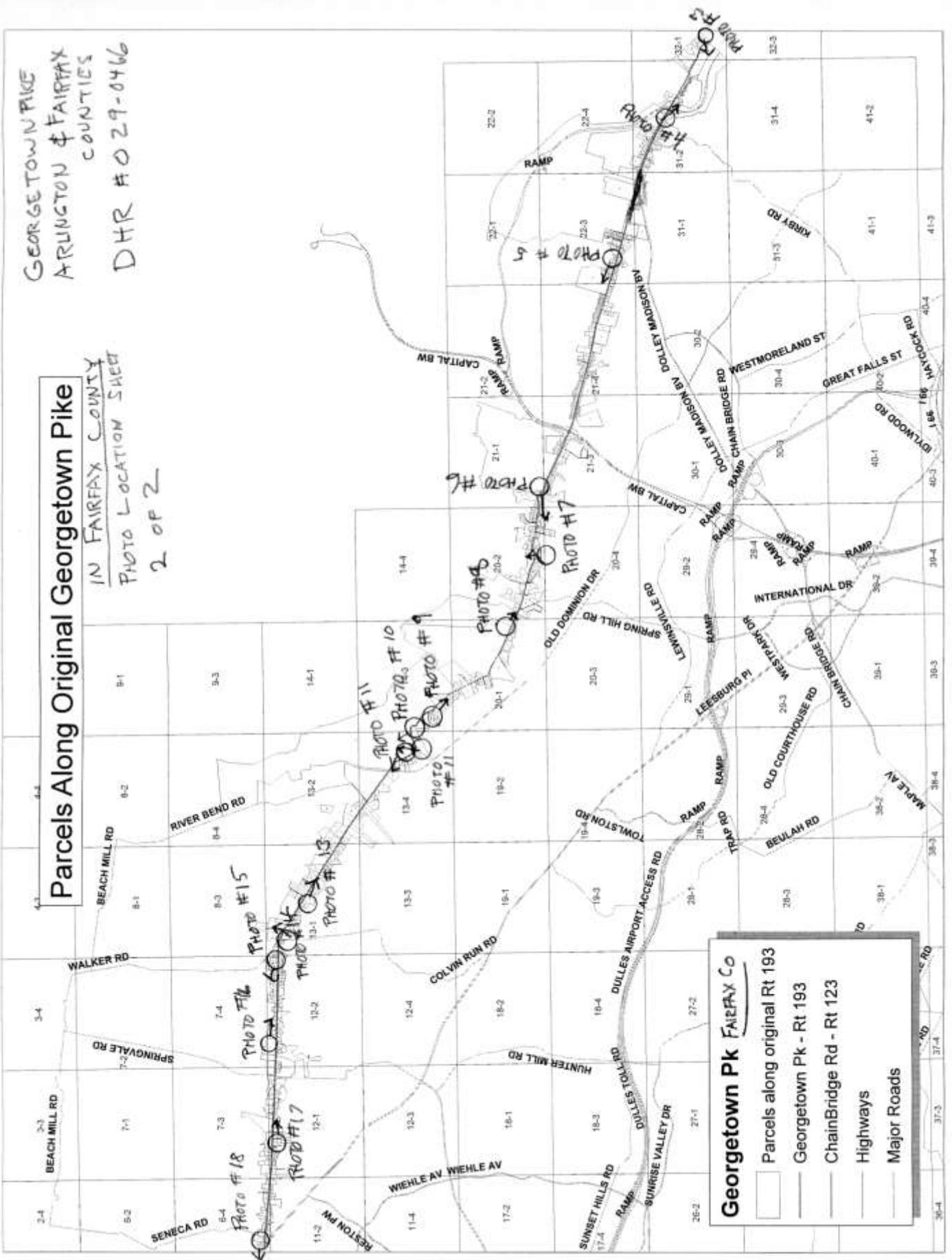
(5)



GEORGETOWN PIKE
ARLINGTON & FAIRFAX
COUNTIES
DHR #029-0466

Parcels Along Original Georgetown Pike

IN FAIRFAX COUNTY
PHOTO LOCATION SHEET
2 OF 2

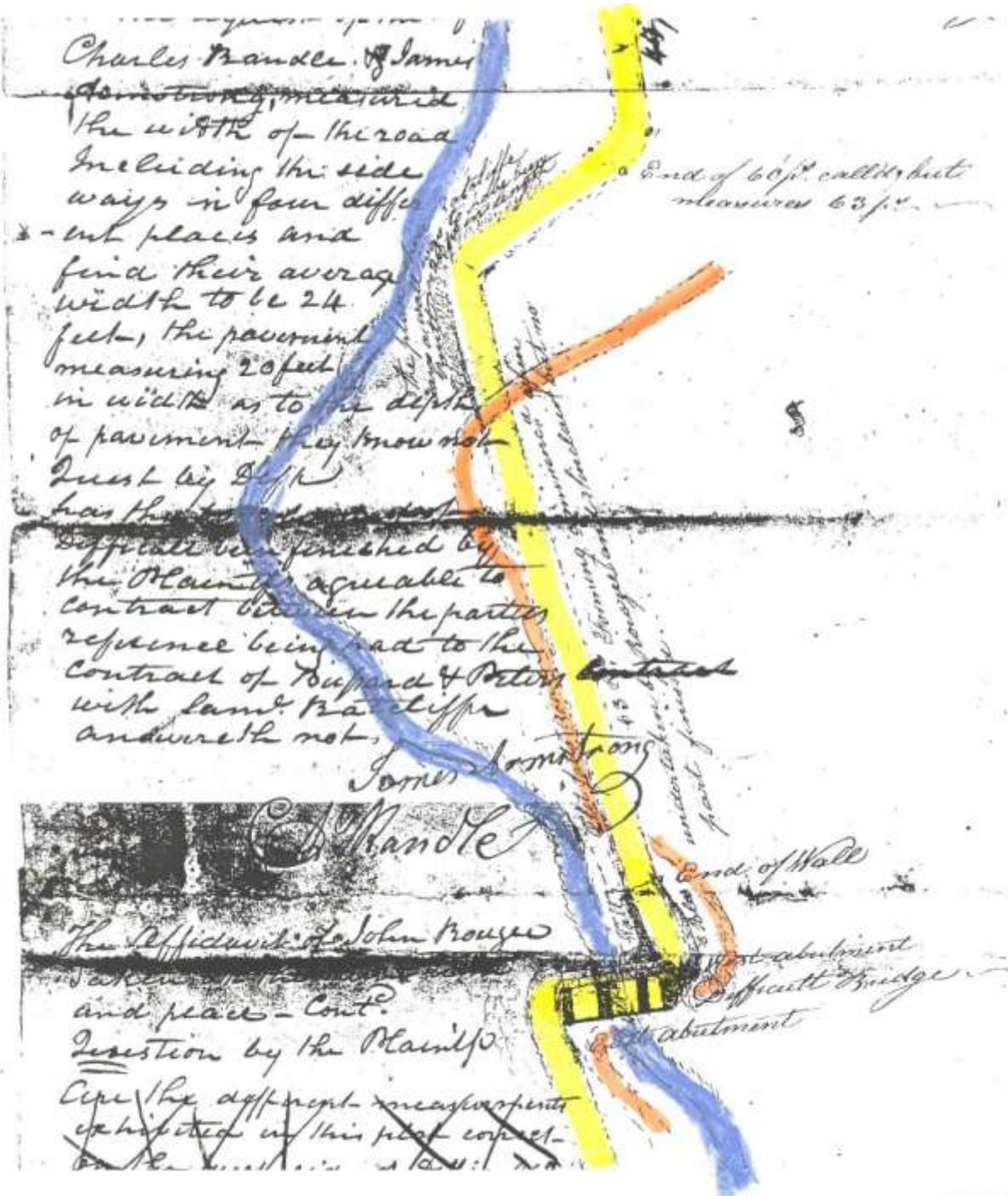


Georgetown Pk Fairfax Co

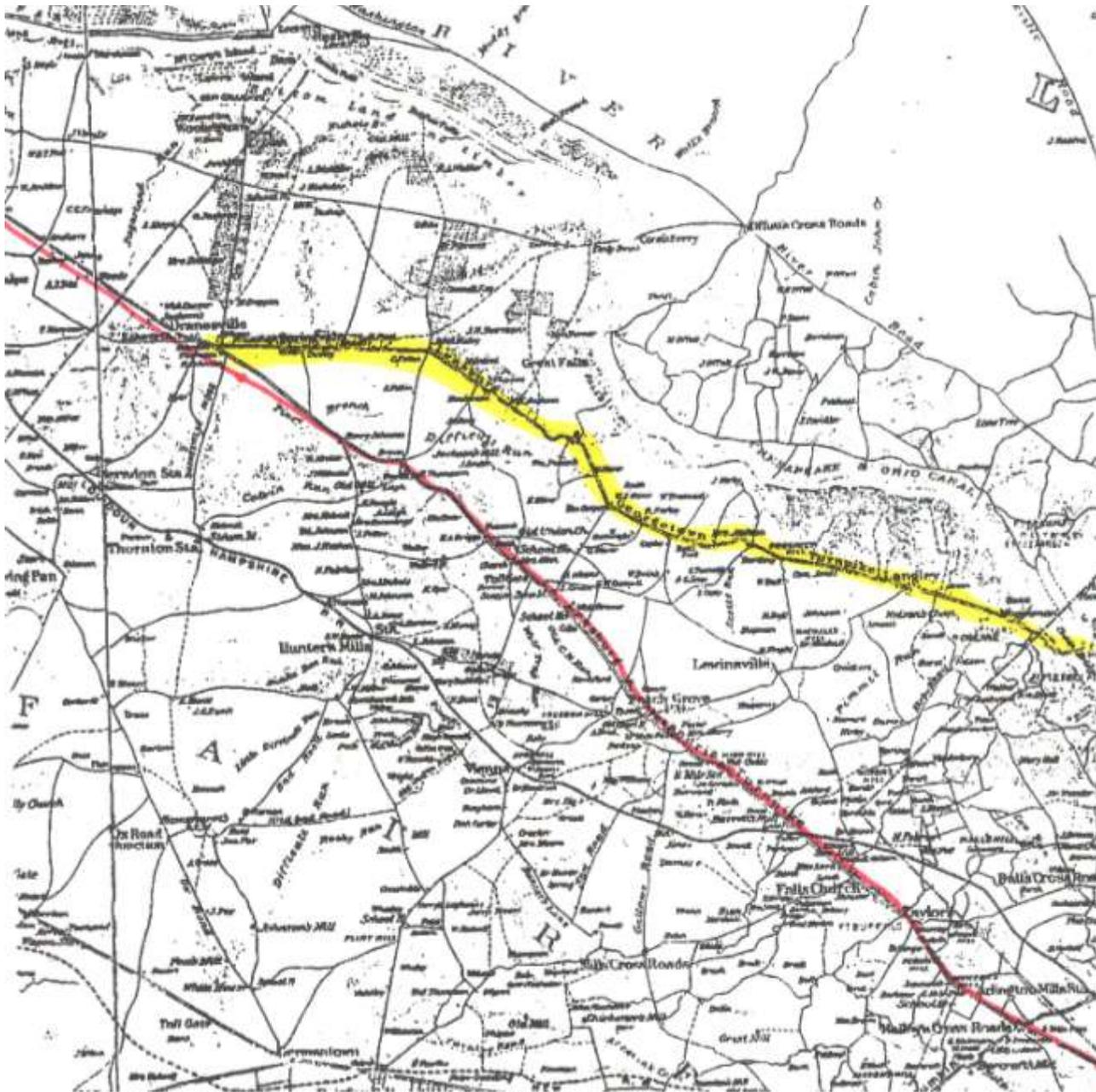
- Parcels along original Rt 193
- Georgetown Pk - Rt 193
- ChainBridge Rd - Rt 123
- Highways
- Major Roads



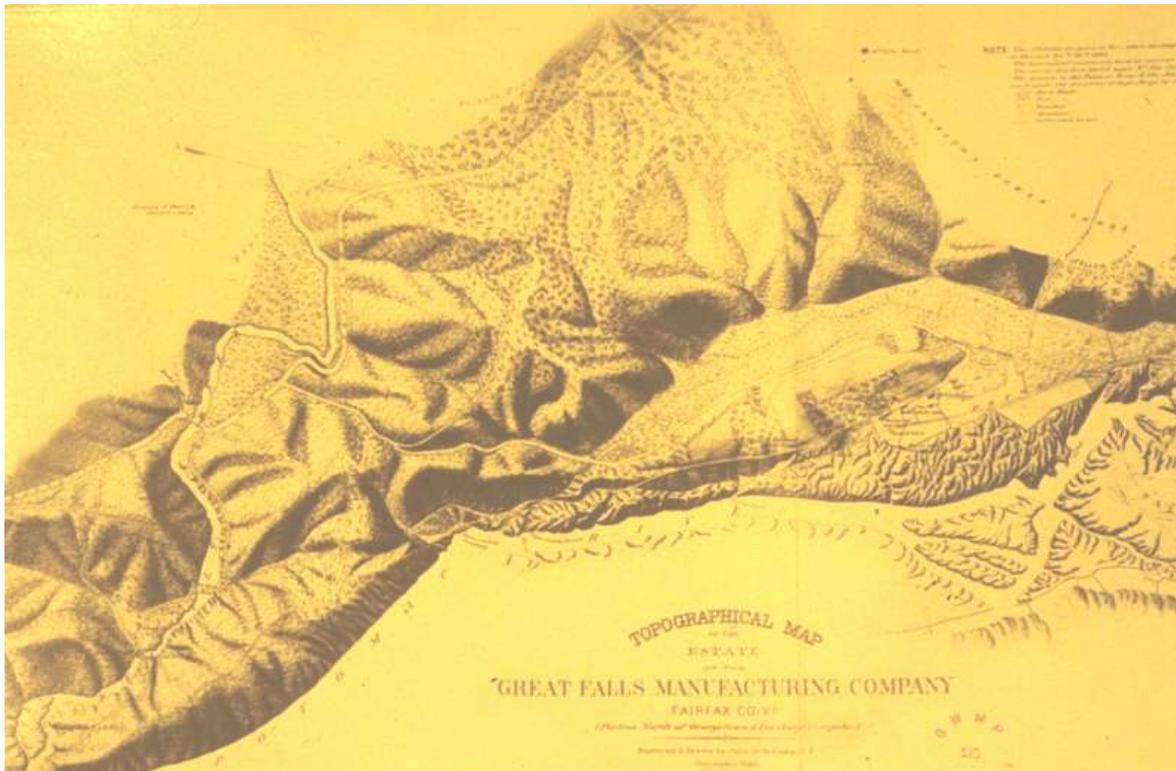
Benjamin Latrobe's 1798 sketch of Timothy Palmer's original Little Falls bridge. Future site of Georgetown & Leesburg Turnpike Road on hill beyond bridge.



Engineer's construction drawing of the Georgetown Pike, 1821. Difficult Run, blue; Falls Road, orange; Georgetown Pike, Yellow. Note Difficult Run Bridge plan w/abutments, piers, & walls.

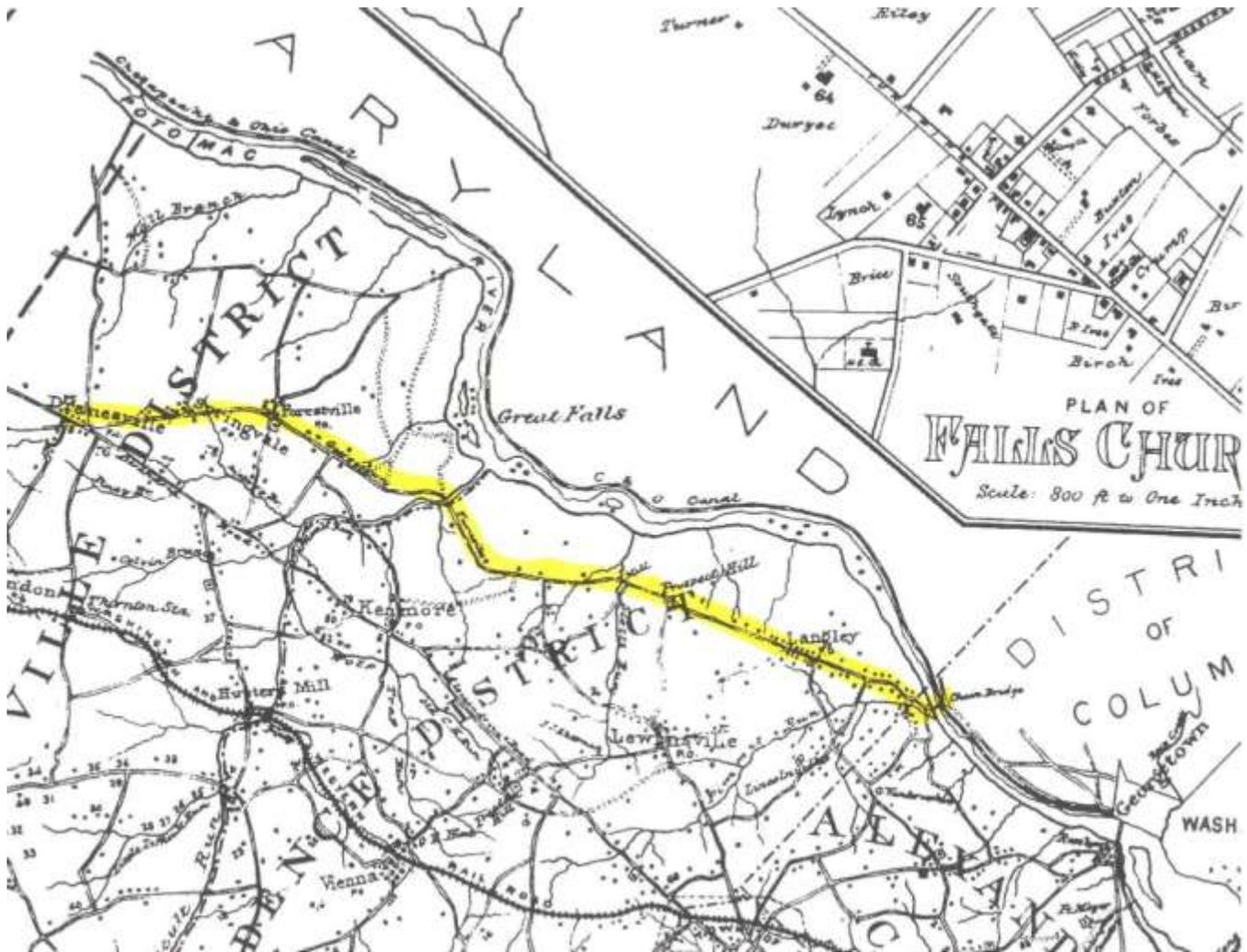


1862 Union Army "Map of Northeastern Virginia and Vicinity of Washington." Plate two of four. Detail. Georgetown Pike in yellow, Leesburg Pike in red.



1866 topographical map of the Great Falls Manufacturing Co. showing—

- Difficult Run
- Falls Bridge Turnpike Road w/bridge over Difficult
- Potomac Canal
- Old Falls Road
- steep terrain



A. J. Shipman's 1886 Postal Map of Fairfax County



Washington, Great Falls & Dranesville Highway Company Ticket & Sign.
Private collection.



W, GF, & D toll house at Swink's Mill Road, ca 1930, near present I-495. Demolished.



Washington Great Falls & Dranesville Toll House at Leigh Mill Road
Rehabilitated as residence. Demolished 2008.

Both photos courtesy Great Falls Historical Society.



2006 views of Bull Neck Viaduct

Photo Tanya Edwards Beauchamp

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Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.