



# DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue, Richmond, Virginia 23221

Telephone: (804) 367-2323 Fax: (804) 367-2391

## PRELIMINARY INFORMATION FORM

### INDIVIDUAL PROPERTY

The following constitutes an application for preliminary consideration of eligibility for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that a property is being nominated to the registers at this time. Rather, it is being evaluated by the Department of Historic Resources (DHR) staff and the State Review Board to determine if the property qualifies for such listings. Applicants will be notified of the staff's and the State Review Board's recommendations.

Contact the DHR archivist to determine if previous survey material for this property is on file, and if the resource has been previously evaluated by DHR. Obtaining previously recorded information could save a significant amount of time in preparing this Preliminary Information Form (PIF). The archivist may be reached by phone at (804) 367-2323, ext. 124, or by email at [Quatro.Hubbard@dhr.virginia.gov](mailto:Quatro.Hubbard@dhr.virginia.gov). The archivist will also provide you with the address of the regional office to which you should send your completed PIF materials.

**PIF Materials:** The printed version of this form should be submitted on 8½" X 11" paper, along with the electronic version, preferably in Word format. The form may be typed or hand-written, if an electronic format is not available. The electronic version of this PIF should be submitted on a disc, or it may be attached to an email to the archivist.

**Note:** All submitted materials become the property of the Department of Historic Resources and will not be returned. In addition, the materials will be posted on the DHR public website for a period of time during the evaluation process. Please address questions regarding the PIF application to the archivist or regional office staff.

**Photographs:** Please provide at least four (4) black and white (B&W) photographs (generally North, South, East and West elevations) and at least four (4) B&W photographs of the interior space. Also provide B&W photographs of other buildings on the property and views of the general setting. Photograph size 4" x 6" is preferred, and they should be printed on glossy paper. The inclusion of the printed B&W photographs is essential to the completion of this application. **Without photographs, the application cannot be evaluated.** Photographs should be labeled on the reverse side on the bottom right hand corner in soft pencil (8b or 9b) or china marker only, and are not to be mounted or affixed with adhesives in any way. Labeling should include the name of the property, city or county, view, and the approximate date of the image. In addition to the images printed on photographic paper, digital images, if available, should be submitted in TIF or JPEG format and can be included on the same disc as the PIF.

**Maps:** Please include two (2) maps showing the location of the property:

- A copy of a section of a USGS topographical Quad map with the date, the name of the county/city and the quad printed on the map, and with the name of the property and its location on the map labeled with a pencil (USGS Quadrangle maps can be printed free of charge from <http://store.usgs.gov>).
- A sketch site plan (tax base map, or hand-drawn) showing the primary resource, outbuildings, potential and/or known archaeological sites (if known), main roads (noting street and route numbers), and other features that are important in conveying the significance of the total property. Please include a "North" arrow, date, and "Not to Scale", if appropriate.

Before submitting this form, please make sure that you have included the following:

- Labeled USGS Quadrangle map showing the location and boundaries of your property
- Sketch site plan map of the property
- B&W photographic prints
- Disc with digital files (Word documents, TIFs, JPEGs)
- Completed Resource Information Sheet, including
  - Owner's signature – **this is required. The PIF will not be evaluated without owner(s) signature.**
  - Applicant contact information
  - City or county official's contact information

Thank you for taking the time to submit this Preliminary Information Form. Your interest in Virginia's historic resources is helping to provide better stewardship of our cultural past.

## Virginia Department of Historic Resources PIF Resource Information Sheet

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

<b>General Property Information</b>	For Staff Use Only DHR ID #:
Property Name(s): <u>Bridge #1907 – Business Rt 15/29 at Remington, VA</u>	
Property Date(s): <u>1930</u> <input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post    Open to Public?   X <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Limited <input type="checkbox"/> No	
Property Address: <u>James Madison Highway (Bus Rt 15), Rappahannock River</u> City: <u>Remington</u> Zip: <u>22734</u>	
County or Ind. City: <u>Culpeper and Fauquier</u> USGS Quad(s): <u>Remington, VA</u>	

<b>Physical Character of General Surroundings</b>	
Acreage: <u>n/a</u>	Setting (choose one): <input type="checkbox"/> Urban <input type="checkbox"/> Town <input type="checkbox"/> Village <input type="checkbox"/> Suburban   X <input checked="" type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
<p>Site Description Notes/Notable Landscape Features: Crosses the Rappahannock River (a State Scenic River) where the river is approximately 160 feet wide and generally in slack water. The river banks are vegetated with indigenous trees and shrubs punctuated by granite rock outcroppings. This section of Business Route 15/29 is on the Journey Through Hallowed Ground and the bridge sits squarely in the middle of the Rappahannock Station I and II Core Battlefield areas. The hills overlooking the nearby railroad bridge and fords were heavily fortified during the Civil War and many skirmishes using the river as a dividing line took place in this vicinity. The battlefields are undeveloped.</p> <p>Just downstream of the bridge can be seen the old stone piers of Bridge 1907's predecessor, when the road traversed the east side of the Culpeper hill, nearer to the railroad tracks. On the Fauquier side of the river can be seen the old foundations of the Morgan (aka Martin) Mill site which also once bore water towers for the railroad's steam engines. The remains of the mill dam across the river create a straight line of riffles in the water. Rising just beyond the old mill dam are the twin Warren truss bridges used by the Norfolk Southern Railroad.</p> <p>Near the Culpeper end of the bridge and down a steep bank, may be seen a large shallow pool where the canal boats were docked for loading and unloading circa 1840-1860, before the railroad dominated the transport of goods.</p> <p>Near the Fauquier end of the bridge, just upstream, is a two-story tower with a metal walkway extending to the bank. This is a USGS real-time river gauge built at the same time as Bridge 1907. Today it transmits river data via satellite antenna and is powered by a small solar panel.</p> <p>Upstream the views of the river and its banks are wild and serene.</p> <p>Secondary Resource Description (Briefly describe any other structures (or archaeological sites) that may contribute to the significance of the property: As mentioned above, the Rappahannock Canal remnants, the Civil War earthworks and battlefields, the river gauge tower, the old roadway bridge piers, the mill foundations and dam, and the railroad bridges.</p>	
Ownership Category: <input type="checkbox"/> Private <input type="checkbox"/> Public-Local    X <input checked="" type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal	

<b>Individual Resource Information</b>
What was the historical use of this resource? Examples include: Dwelling, Grist Mill, Bridge, Store, Tobacco Barn, etc...

Transportation: Road-related bridge	
What is the current use? (if other than the historical use)	Transportation: Road-related bridge
Architectural style or elements of styles:	1930 Metal-riveted Warren-with-verticals low pony twin truss bridge
Architect, builder, or original owner:	Roanoke Iron and Bridge Works
# of stories	n/a
Condition:	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Poor <input type="checkbox"/> Ruins <input type="checkbox"/> Rebuilt <input type="checkbox"/> Renovated
Are there any known threats to this property?	Yes. The Virginia Department of Transportation has slated this bridge for demolition and replacement, as part of the 2013-2018 Transportation Improvements Plan.

<p><b>Resource Component Information</b></p> <p>Please answer the following questions regarding the individual components of the resource. If the component does not exist, answer "n/a." If you feel uncomfortable in answering the question, please leave the space blank. Photographs of the features can also help our staff identify specific feature components. Usually, priority is given to describing features on the primary (front) facade of the structure.</p>
<p><b>Foundation:</b> Describe the foundation that supports the structure. Examples include piers, continuous brick, poured concrete. Poured reinforced concrete footers and piers supporting arched concrete pier-caps (the combination referred to as "bents")</p>
<p><b>Structure:</b> Describe the primary structural component of the resource. Include primary material used. Examples include log, frame (sawn lumber), and brick. Also include the treatment, such as a particular brick bond or type of framing, if known. The bridge consists of two reinforced concrete approach spans (one on each side of the river), leading to two Warren-With-Verticals twin low pony truss spans. The truss spans are each composed of six panels, with vertical members at each connection. The alloy steel beams are built-up and riveted together, with riveted gusset plates. Channels and beams are connected with battens and v-lacing.</p>
<p><b>Walls:</b> Describe the exterior wall covering such as beaded weatherboard or asbestos shingles. n/a</p>
<p><b>Windows:</b> Describe the number, material, and form of the primary windows. This includes the number of panes per sash, what the sashes are made of, and how the sashes operate (are they hinged or do they slide vertically) Have the windows been replaced? n/a</p>
<p><b>Porch:</b> Briefly describe the primary (front) porch. List the primary material, shape of the porch roof, and other defining details. n/a</p>
<p><b>Roof:</b> Describe the roof, listing the shape and the covering material. n/a</p>
<p><b>Chimney(s):</b> List the number of chimneys and the materials used. Include the brick bond pattern if possible. n/a</p>

**Architectural Description of Individual Resource:** *(Please describe architectural patterns, types, features, additions, remodelings, or other alterations. A sketch of the current floor plan would be appreciated)*

The Warren truss pattern was utilized in 19<sup>th</sup> and early 20<sup>th</sup> century bridge building throughout Virginia. The design lent itself to adaptation in varying lengths, widths, topographic features, and loads. The addition of vertical members to the truss design strengthened the individual connection points, while the rivets throughout created a rigid superstructure. The v-lacing ties the elements together both structurally and visually.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list all sources of information. It is not necessary to attach lengthy articles or genealogies to this form. Normally, only information contained on this form will be posted for consideration by the State Review Board.

A large and extensive road system was already in place in the United States when cars became a major mode of transportation in the early twentieth century. The pattern of the system mirrored land uses and transportation corridors of the nineteenth century. Roads were narrow, primarily composed of dirt and gravel, and for the most part, followed existing topography. In Virginia, local governments were responsible for road and bridge construction, until the Virginia State Highway Commission was organized, and funded in 1927 with a gas tax. The road linking Clarksville, North Carolina to Point of Rocks, Maryland was designated as Route 32 initially, but was reassigned “Route 15” in 1929. This road connected Farmville, Orange, Culpeper, Remington, Warrenton, The Plains, Middleburg, and Leesburg in Virginia, and was an important means of moving agricultural goods through this portion of the state.

With the new gas tax funding, new bridges were built along Route 15 in Virginia, engineered for the live loads of cars, trucks and farming machinery and Bridge 1907 in Remington was among them. As part of the State highway construction funds announced in December 1929, the Culpeper District received \$1,149,800 for fourteen road projects, including “Route 32 Bridge Rappahannock River, Remington ... Amount \$50,000.”<sup>1</sup> The following Spring, a display advertisement from Shell Eastern Petroleum Products proclaimed “Go Places and See Things – but Dodge That Detour!” extolling the virtues of their free Shell “Travelaide” maps, with “up-to-the-minute NEWS about the condition of roads.” The ad’s illustration portrayed a typical section of their latest map and a list of current detours, including “U.S. Highway 15 – Bridge construction over Rappahannock River at Remington; new location.”<sup>2</sup> A report in September 1930 headlined “Virginia Highways Held in Good Shape” noted “On U.S. Route 15 from the North Carolina line north of Durham, N.C. to the Maryland line at the Point of Rocks, the only construction is a bridge approach near Remington, and this will cause no trouble.”<sup>3</sup>

The Warren pony truss spans of Bridge 1907 are the result of long-standing designs improved over time, especially with advances in steel alloys. In the early 20<sup>th</sup> century before the ability to roll steel beams arrived, iron and steel elements were joined together to form large, strong beams called “built-up” beams.<sup>4</sup> Bridge 1907 was created on the factory floor of the Roanoke Iron and Bridge Works in Roanoke, Virginia. The steel arrived at the bridge company by rail; where channels, plates and bars became top chords and end posts, channels and bars were riveted together to form posts, and angles and bars became lateral struts and braces. The bridge parts - cut, drilled, riveted and fitted in the fabrication shop - were fully assembled there in

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<sup>1</sup> The Washington Post, Dec. 22, 1929, pg. M24: “Virginia Highway Funds Approved: Final Figures Are Confirmed by State Commission.”

<sup>2</sup> Ibid. May 21, 1930, pg. 11: “Display Ad.”

<sup>3</sup> Ibid. September 28, 1930, pg. M4: “Virginia Highways Held in Good Shape: Only Two Detours Remain on Through Routes of State, Is Report.”

Roanoke, the pieces marked, and the bridge was then disassembled for shipping to Remington, Virginia. The bridge arrived on the Southern Railway train, along with the requisite tools and an erection foreman, sometimes called a bridge master. Under his direction, a locally-hired labor force would erect the bridge. By 1930, portable pneumatic riveters had been developed for field riveting, which made the assembly process easier in the field, and resulted in a more rigid structure.<sup>5</sup>

Once common throughout Virginia, Warren pony truss spans have steadily declined in numbers. In 1975, when Dan Grove Deibler compiled *A Survey and Photographic Inventory of Metal Truss Bridges in Virginia, 1865-1932*, Bridge 1907 was one of 16 metal pony truss spans in the Culpeper District, and one of seven made by the Roanoke Iron and Bridge Works.<sup>6</sup> In 2011, there are few metal truss spans left in Culpeper District, with none remaining by the Roanoke firm, except this bridge. Bridge 1907 is a rare survivor, a bridge built for this exact place in Virginia, made by Virginians.

Near the south (Culpeper) end of the bridge, the remnants of the Rappahannock River Canal (circa 1840-1860) may be seen; there is a large shallow pool with only a steep, narrow bank separating it from the roadway. This pool was the docking place for Remington (then known as “Mill View” and sometimes as “Bowensville”), where the canal boats were loaded and unloaded,<sup>7</sup> and it is plotted to scale on the State Highway Plans and Profiles for Bridge 1907’s construction, dated October 24, 1927.<sup>8</sup> Canal boats made the up-river journey with manufactured goods, salt, plaster, fertilizer, seed, and fish, and returned to Fredericksburg loaded with flour, wheat, corn, lumber, and firewood. The canal was a financial disaster for its backers because “the project was under-capitalized and burdened with debt, the design was poor, and the river uncooperative.”<sup>9</sup> During the canal’s useful years, Remington was a busy port; as many as six boats would tie up at a time to discharge and receive their loads at the pool site.

Bridge 1907 sits right in the middle of the Rappahannock Station I and II Core Civil War Battlefield Study Areas. Here the river was a “daremark line” and the banks and surrounding hills the scene of three major battles and countless skirmishes. The proximity of the railroad, whose truss spans echo the shape of Bridge 1907, leant extra urgency to defending the spot, in order to control the vital supply line. A succession of railroad bridges were built and destroyed during the war, the original being a Howe truss bridge. Three Medals of Honor were awarded after the dramatic nighttime assault and hand-to-hand combat of November 7, 1863, on ground within sight of this metal truss bridge. Amid this setting, and along the Journey Through

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<sup>4</sup> Holth, Nathan. Historic Bridges.org *Promoting the history of our transportation heritage* “Historic Bridges 101”

<sup>5</sup> Deibler, D. G. *An Examination of the Development of the Truss Form including an Annotated List of Nineteenth and Twentieth Century Bridge Companies* Richmond, VA: Virginia Highway & Transportation Research Council, A Cooperative Organization Sponsored Jointly by the Virginia Department of Highways & Transportation and the University of Virginia, Part 1, 1975.

<sup>6</sup> Ibid.

<sup>7</sup> Callaham, Donald. *The Rappahannock Canal*. Master’s Thesis Submitted to the Faculty of Arts and Sciences, The American University, 1967.

<sup>8</sup> *State Highway Commission Plan and Profile of Proposed State Highway, Fauquier and Culpeper Counties from 0.02 Mi. N. of S.C.L. of Remington to 0.667 Mi. South*. Commonwealth of Virginia Dept. of Transportation. Sheets 1-5, October 24, 1927.

<sup>9</sup> Toler, J. T. One of Fauquier’s Historic Treasures: Rappahannock River Canal, 1816-60. *News and Notes from the Fauquier Historical Society*, 1994, 16 (2), 1, 3-5.

Hallowed Ground, Bridge 1907 retains the look of that original truss bridge, retaining a timeless aesthetic appeal.

Adjacent to the bridge on the Fauquier side is a narrow two-story tower linked to the bank by a metal walkway. Within the tower is USGS 01664000, a real-time river gauge transmitting flow and water level measurements, maintained by the Richmond Water Science Center. This type of gauge is called a stilling well, which is connected to the river with pipes so that when the water level changes, the water level in the well also changes. A float in the well is connected to a recorder and transmits its data via satellite antenna. Records of data from this gauge extend back to October 1942 when it was known as Gauge RENV2. Prior to 1942, measurements were taken from Bridge 1907.<sup>10</sup>

On two of the bridge piers, on the downstream side, there are special markings. On the central river pier, the lines are faded paint, while the Culpeper pier bears chiseled grooves. These marks are a Randy Carter gauge, used for canoeing and kayaking. Randy Carter (1904 – 1974) was a pioneer whitewater canoeist, tireless advocate for the Rappahannock River, and the author of the best of the early whitewater river guidebooks. Mr. Carter devised a system of marking bridge abutments (or piers) to indicate the amount of water available for safe canoeing, and personally created the first gauge on our bridge.<sup>11</sup> Many water trips begin or end at this landmark bridge.

Bridge 1907 has weathered historic floods of the Rappahannock River, in April 1937, October 1942, and in June 1972 (Hurricane Agnes). Old-timers remember the 1942 flooding as the worst, when the river crested at 30.0 feet at Remington, fully fifteen feet above flood stage. Former Mayor T. Leo McCarthy said, “It was frightening to see [the water] inching up and the bad part was you didn’t know when it would stop.” Downtown businesses were flooded, but much of the merchandise was saved by a contingent of residents and business owners. Photographs of the flooding showed people canoeing down Main Street and Route 29. Although Southern Railway brought in 38 carloads of coal to secure their railroad bridge during the flood, similar measures were not taken for Bridge 1907. Both bridges survived.<sup>12</sup>

Due to Bridge #1907’s site integrity and unique setting within the Rappahannock Station I and II Core Battlefield Study Areas, its crossing of a State Scenic River, the fact it is a rare surviving example of a once-great iron manufacturing works, and that its design is a compatible form to Civil War-era bridges, this bridge should be honored with placement on the National Register of Historic Places.

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<sup>10</sup> U.S. Geological Survey, U.S. Dept. of Interior. <http://nd.water.usgs.gov/gage/how.html>

<sup>11</sup> Corbett, H. R. *Virginia Whitewater: A Paddler’s Guide to the Rivers of Virginia*. Rockville, Maryland: Seneca Press, 1988.

<sup>12</sup> Del Rosso, D. River a Blessing and Curse for the Town. *Remington Remembers, Special to the Fauquier Citizen*, March 1990, pp.4.

**Legal Owner(s) of the Property** (For more than one owner, please use a separate sheet.)

Mr.  Mrs.  Dr.   
 Miss  Ms.  Hon.  Va. Dept. of Transportation, Central  
 Office Structure & Bridge Division,  
 Room 1011  
 \_\_\_\_\_  
 (Name)

1401 E. Broad St. (Address)	Richmond (City)	Virginia (State)	23219 (Zip Code)
Kendal.Walus@VDOT.Virginia.gov (Email Address)		804-786-4575 (Daytime telephone including area code)	

Owner's Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
**•• Signature required for processing all applications. ••**

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: \_\_\_\_\_ Kendal R. Walus, P.E.

Daytime Telephone: (804) 786-4575

**Applicant Information** (Individual completing form if other than legal owner of property)

Mr.  Mrs.  Dr.   
 \_\_\_\_\_ Mary M. Root  
 Miss  Ms.  Hon.  \_\_\_\_\_  
 (Name)

12256 Freeman's Ford Rd. (Address)	Remington (City)	Virginia (State)	22734 (Zip Code)
rootsite@msn.com (Email Address)		(540) 439-2363 (Daytime telephone including area code)	

Applicant's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Notification**

In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr.  Mrs.  Dr.   
 \_\_\_\_\_ Frederick P. D. Carr \_\_\_\_\_ Director, Fauquier County  
 Miss  Ms.  Hon.  \_\_\_\_\_ Community Development  
 (Name) (Position)

Fauquier County (Locality)	29 Ashby Street, Suite 310 (Address)
Warrenton (City)	VA 20186 (540) 422-8210 (State) (Zip Code) (Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this property.  
**Bridge 1907 in Remington is a rare survivor of highway modernization, and is one of the last examples of a low pony Warren truss bridge made by the Roanoke Iron and Bridge Works. The riveted metal truss structure exemplifies Virginia's fine civil engineering and bridge manufacturing**

history. Its site, in a rural area within two core Civil War battlefield study areas, is undeveloped and the bridge is surrounded by trees and the Rappahannock River it spans. It has a visual and cultural relationship with nearby secondary resources, which include the circa 1942 water gauge tower upstream, the stone piers of Bridge 1907's predecessor, and the twin truss railroad bridges downstream. These features along our river are symbolic to Remington and its past.

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

Would you be interested in the easement program? Yes X No