

Snickersville Turnpike Association



[Home](#)

[The Byway](#)

[History](#)

[Events](#)

[Newsletter](#)

[Contact](#)

The Pike Packet

News From The Snickersville Turnpike Association - March 2005

Reaffirming STA's Turnpike Role

The Snickersville Turnpike Association (STA) was formed in 1994 when citizens living on or near the Turnpike realized that the Virginia Department of Transportation (VDOT) was about to embark on a major realignment and reconstruction of this historic Virginia Byway. Representatives of STA met with VDOT officials and local and State government officials from April 1994 through mid-1996 before all parties agreed to the following criteria for the design of the Turnpike:

- The road would be a maximum of 19 feet in width.
- Shoulders would include a topping of 20% soil and 80% aggregate (21A), and VDOT would seed the shoulders so that grass shoulders existed.
- The road would not be lined with yellow and white lines.
- The alignment of the road, stone walls, fences, trees and hedgerows would all remain intact.

Turnpike Tolls and Tollhouses

The present Snickersville Turnpike was first an Indian trail, but by the mid-1700's early settlers knew it as the Mountain or Middle Road. In 1810, the Virginia General Assembly authorized \$20,000 to construct the fifteen-mile-long Snickers Gap Turnpike. The road was completed in 1818, and tolls were taken at the Beaverdam and Goose Creek bridges and at the Gate on Blue Ridge. The road from Snickers Gap to Leesburg did not exist at that time.

In 1829, Ezekiel Mount deeded a quarter acre on the north side of the road near his home in Mountville to the Snickers Gap Turnpike Company for a small log tollhouse. In 1872, the tollhouse having been abandoned and its lot were sold to the Mount family. The tollhouse itself no longer exists.

On or before 1832, the Snickers Gap Turnpike Company operated a tollhouse where the then Turnpike terminated at Little River Turnpike (now Route 50) on the west side of Aldie. The house still exists but is in a state of disrepair. All tolls ended on the Turnpike in 1890.

STA was pleased with the results of the initial VDOT restoration from Route 50 to Carters Farm Road with the exception of the shoulder design, which never produced the grass shoulders agreed upon. When Secondary Road Funds were drastically cut, the County, VDOT and STA agreed in early 2001 that Maintenance Funds would be used to make critical repairs to shoulders and drainage ditches. Re-paving would be programmed as needed.

Time and changes in personnel at VDOT and the County have eroded the understandings agreed to. The written agreements regarding the Turnpike are, in essence, being ignored. STA in November 2004, sent letters to Supervisor Jim Burton and Delegate Joe May reviewing the Turnpikes history with STA and defining the current problems. Our meetings with them in December were supportive, and agreement was reached to meet with Dennis Morrison, the new VDOT Northern Virginia District Administrator, on 10 March to rectify the many open issues

tolls ended on the Turnpike in 1890.

Another possible tollhouse may have existed near Philomont. Locals always called the road Snickersville Pike. However, it was in 1990 that Loudoun County adopted the official name Snickersville Turnpike.



page 2

Second Annual Civil War Trail Ride

On Labor Day weekend, September 4th and 5th, 2004, the Snickersville Turnpike Association held its second benefit Civil War Trail Ride. Funds from the ride were donated to the historic preservation of Welbourne estate in Middleburg, Virginia. Riders began arriving on Friday evening and camped at Stanley and Anna Dees historic Crednal where campsites were laid out. By late evening, campfires were going and horses were munching on hay nets as riders from southern Virginia, Maryland, Pennsylvania and Washington DC set up camp.

Saturday morning dawned clear with the sound of hunters horn coming across the fields. Local riders began arriving with their horse trailers and soon all of the riders assembled at Nat and Sherry Morisons Welbourne across from Crednal. Greeting them were Nat Morison, Bud Hall, a noted Civil War historian, a group of Civil War civilian reenactors who graced the white columned porch of Welbourne and the trail guides, members of the Black Horse and the Valley Lighthorse Civil War reenactor groups.

After a brief lecture by Bud Hall on the history of the area, the riders divided into groups and

struck off cross country on their ride back into time. The land they traveled is the very ground, largely unchanged since the Civil War that was once the scene of deadly struggle. Due to cooperative weather, this years trail ride was totally cross country from Welbourne in Middleburg to Ayshire Farm in Upperville. It is a rare privilege to see this country by horseback. This wonderful opportunity was due to the extraordinary generosity of the landowners.

At staggered times, the riders rode to Goose Creek Bridge where they were met by Bud Hall and heard a brief lecture. They then rode along Panther Skin Creek with towering cliff banks and across smaller streams that led them into lush pastures, along cornfields and down into wooded areas. This was followed by a second lecture and a brief rest and water stop. The groups then headed onto Sunken Road and Ayshire Farm for lunch. The owner of Ayshire, Sandy Lerner, had water tanks and water hoses set up for the horses and lawn chairs for the riders to relax as they ate under the towering trees on the lawn by the Ayshire Manor house. The setting was a page from a book of history.

After a relaxing lunch and a lecture from Bud Hall, the riders returned to Welbourne in time to rest up for dinner served that evening from the veranda of Welbourne. As daylight ended, The Atlantic Guard Soldiers Aid Society, a group of civilian Civil War reenactors, by flickering candlelight, gave vignettes of moments of a civilians life during the Civil War. The hardships and heartbreaks of the times were brought home to silent spectators. As darkness thickened the line between then and now became blurred as one could imagine for a moment that they had indeed stepped into the past.

Many riders departed Saturday evening, but on Sunday morning 14 hardy souls arrived to drill with the troopers. After drilling for almost 2 hours in the fields of Welbourne and not having enough, they rode on another brief trail ride along the creek. At noon, tired, but very happy, they came back to Welbourne and another successful Civil War Trail Ride reluctantly came to an end.



Road Maintenance

In our March 2004 newsletter we told you that VDOT planned to resurface the Turnpike with plant mix from Paxson Road to Route 7 and from Sam Fred Road eastward prior to the end of June 2004. Now VDOT says they will resurface from Paxson Road to Foggy Bottom and from Sam Fred Road to Lime Kill Road before the end of

Following the 23 February beginning-to-end drive of the Turnpike with senior VDOT Maintenance personnel, STA once again detailed in writing to the Program Manager of VDOT Loudoun Maintenance the outstanding issues of road surface, shoulders, and ditches requiring high priority attention. This included cold patching of potholes now, to be followed by more permanent repairs in warmer weather.

STA BOARD MEETING

The Snickersville Turnpike Association Board of Directors meets at 7pm at the Philomont Community Center every third Tuesday of each month, except July and December. Meetings are open to the public. Please check our website to learn more about STA.

www.snickersvilleturnpike.org

which would be refurbished to look similar to the Purcellville train station.

The Nextel 140-foot pseudo-silo proposed on private property near the intersection of Williams Gap Road (Rt.. 711) and Route 7 is currently in an inactive status. Crown Castles 80-foot monopole in Philomont was approved by the Board of Supervisors, but, at this point, nothing appears to be happening.

The two T-Mobile applications along Route 50 are also in limbo. These are the 80-foot pseudo-silo at Briar Patch and the 130-foot monopole at Wildwood Lane. The latter has been referred to a possible optional location at Mickie Gordon Memorial Park, to be coordinated with the School Board. Finally, the 140-foot monopole by Community Wireless Structures at the intersection of Route 15 and Old Carolina Road, about a mile south of Gilberts Corner, was approved by the Planning Commission.



[\[Home\]](#) [\[The Byway\]](#) [\[History\]](#) [\[Events\]](#) [\[Newsletter\]](#) [\[Contact\]](#)