



PRELIMINARY INFORMATION FORM

HISTORIC DISTRICT

A historic district is defined as a significant concentration of buildings, structures, or sites that are united historically and aesthetically by plan or physical development. The Preliminary Information Form (PIF) constitutes an application for preliminary consideration of a historic district for eligibility for the Virginia Landmarks Register and the National Register of Historic Places. The PIF is **not** the same as a nomination to the Registers, but is a means for evaluating the **eligibility** of a historic district for listing. The PIF is evaluated by Department of Historic Resources (DHR) staff and the State Review Board and their recommendations regarding the property's eligibility will be provided to the applicant in writing.

Before Preparing a PIF

Contact DHR's Archivist for assistance in obtaining any information DHR may have on file about your property, such as a previous architectural survey record or eligibility evaluation. You are welcome to use this information in preparing your PIF. Contact DHR's Archivist by phone at (804) 482-6102, or by email at Quatro.Hubbard@dhr.virginia.gov.

Staff at one of DHR's three Regional offices are available to answer questions you may have as you begin preparing your PIF. Locations and contact information for each office is at http://dhr.virginia.gov/regional_offices/regional_offices.htm. (You also are welcome to ask DHR's Archivist for the contact information.)

Preparing a PIF

A PIF consists of three equally important parts:

1. **Form:** Complete the attached form to the best of your ability, using your own research about the proposed historic district as well as any information that DHR has provided. Remember that DHR's Regional staff also are available to assist you. The form may be completed using Microsoft Word software, typed, or hand-written. If using MS Word, the PIF can be submitted via CD, email, ftp, or other file sharing means.

Your PIF will not be evaluated if it is missing any of the following information:

- Applicant/Sponsor's signature
 - Contact information for the person submitting the form (if different from the applicant/sponsor)
 - Contact information for the City Manager or County Administrator where the property is located
2. **Photos:** Provide color photographs of the proposed historic district's general streetscape and a sample of individual buildings, sites, and/or structures that are representative of the district's character. Submit photo prints on 4" x 6" glossy photo paper and digital images on CD or other file sharing means approved by DHR's Regional staff.
 3. **Maps:** A minimum of two maps must accompany your PIF:
 - **Location map:** This map shows the exact location of the proposed historic district. The map can be created using Google Maps, Google Earth, Bing, or other mapping websites. A copy of a road map also may be used as long as the district's exact location and proposed boundaries are shown on the map. DHR's Archivist can assist in providing an acceptable location map with boundaries.
 - **Sketch map:** This map shows the proposed boundaries and locations of all resources within the proposed historic district as well as major landscape features such as a stream, formal gardens, roads, and parking areas. The sketch map can be drawn by hand; or an annotated aerial view, tax parcel map or survey map may be used. For large historic districts, the local government may be able to provide a base map that includes roads, tax parcel boundaries, and other information. Contact staff at the local government's planning and permitting office for assistance.

Note: All submitted materials become the property of DHR and will be retained in our permanent Archive. In addition, the materials will be posted on DHR's public website for a period of time during the evaluation process.

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.



PRELIMINARY INFORMATION FORM (PIF) for HISTORIC DISTRICTS

Purpose of Evaluation

Please use the following space to explain briefly why you are seeking an evaluation of this property.

On behalf of the Prince William County Historic Preservation Division and Planning Department, Dovetail Cultural Resource Group staff conducted an investigation of the area located in the northwest part of the county known as Thoroughfare, developed by African Americans and Native Americans in the late-nineteenth and early-twentieth centuries that is still occupied by many of their descendants. This PIF focuses on the community.

Are you interested in applying for State and/or Federal Rehabilitation Tax Credits? Yes ___ No X

Are you interested in receiving more information about DHR’s easement program? Yes ___ No X

1. General Information

District name(s): Thoroughfare Historic District

Main Streets and/or Routes: John Marshall Highway (Route 55), Thoroughfare Road, Beverly Road, Beverly Mill Road

City or Town: Broad Run

Name of the Independent City or County where the property is located: Broad Run, VA

2. Physical Aspects

Acreage: 130

Setting (choose only one of the following):

Urban ___ Suburban ___ Town ___ Village ___ Hamlet ___ Rural X

Briefly describe the district’s overall setting, including any notable landscape features:

The rural community of Thoroughfare is concentrated around the intersection of the current John Marshall Highway (Route 55) and Thoroughfare Road (Route 682) in the northwest corner of Prince William County. It extends westward toward the Fauquier and Prince William County line to create a primarily linear historic district along what was historically referred to as the “Gap Road” leading to Thoroughfare Gap—a narrow opening between Bull Run Mountain to the north and Pond Mountain (also referred to as Pont or Biscuit Mountain) to the south that was created by a tributary of the Occoquan River called Broad Run, rising from Fauquier County and meandering southeast (Snedden 1862; United States Geological Survey [USGS] 1894). This district lies between Broad Run and its North Fork, a branch of which passes through the community, and is traversed by a branch of Norfolk Southern Railroad (NS RR) that runs alongside John Marshall Highway. The proposed district encompasses approximately 130 acres comprising individual properties such as single-family dwellings, five known cemeteries, a church, a former train depot, and a few commercial properties. The district retains its historic character as a rural village and is surrounded by agricultural properties with related buildings and cultivated fields, peppered with densely wooded sections; however, suburbanization is approaching the resource on the east.

3. Architectural/Physical Description

Architectural Style(s): Vernacular, Queen Anne, Craftsman, Ranch, Transitional Ranch, and Minimal Traditional

If any individual properties within the district were designed by an architect, landscape architect, engineer, or other professional, please list here:

If any builders or developers are known, please list here: Frank Fletcher, Cornelius Allen, James W. Mount, Edward Yeatman, and John E. Peyton

Date(s) of construction (can be approximate): 1873–1966

Are there any known threats to this district? development

Narrative Description:

In the space below, briefly describe the general characteristics of the entire historic district, such as building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district, as well as typical updates, additions, remodelings, or other alterations that characterize the district.

The proposed Thoroughfare Historic District highlights a mixed-race rural community concentrated along John Marshall Highway, Thoroughfare Road, and Beverly Road in Prince William County. Located east of Broad Run, which runs northwest-southeast through the narrow gap created by Bull Run Mountain to the north and the Pond Mountain to the south, the linear district is bisected by the NS RR. The community encompasses approximately 130 acres and comprises resources dating from the late-nineteenth to mid-twentieth centuries including primarily one- to two-story, single-family dwellings, a church, five known cemeteries, commercial buildings, and a former train depot. The area is moderately developed with manicured lawns around buildings with patches of cultivated and densely wooded land, particularly in the western half of the district, with suburbanization approaching the area from the east.

A majority of the built environment of the district is composed of single-family dwellings. The dwellings in the district were constructed between circa 1890 and circa 1990 in muted and vernacular forms of architectural styles such as Queen Anne, Craftsman, Ranch, Transitional Ranch, and Minimal Traditional (Prince William County 2022). At least two dwellings are said to be attributed to local African American builder, Frank Fletcher: 16123 John Marshall Highway (076-0594) and 6500 Beverly Road (076-0550) (Frank Washington, personal communication 2021; Vario 2005).

Dwellings in the district are primarily one to two stories in height and between three to five bays wide. Houses feature continuous foundations composed of concrete block or rubble stone (16123 John Marshall Highway [076-0594]) or brick pier foundations with infill when visible. They are commonly covered by siding or a brick or stone veneer. Several examples feature a raised foundation such as at 17016 John Marshall Highway (076-6052) and 16113 John Marshall Highway (076-6041). Structural systems are typically frame and clad in siding such as weatherboard, aluminum, asbestos, or vinyl or occasionally a brick veneer or asphalt shingles such as at 16425 Thoroughfare Road (076-6046). Common roof types include side, front, or cross gables, and they are mainly sheathed in asphalt shingles or pressed metal such as standing seam. Several hipped examples, one of which is covered with pressed metal (16317 John Marshall Highway [076-0552]), were also observed. Dormers are rare but when present are gabled or shed roofed (16413 John Marshall Highway [076-5139]). Chimneys typically composed of brick or concrete block can be found along the exterior of the building or piercing the roof slope. Several chimney examples were clad in stone veneer such as at 16413 John Marshall Highway (076-5139).

Primary entrances are commonly located on an elevation that faces the road and are filled with a single-leaf door composed of wood or fiberglass and a storm door. Door surrounds, when present, are plain in decoration and are made of wood or vinyl. Transoms and sidelights were observed on older dwellings such as 16309 John Marshall Highway (076-0554). Most windows appear to be replacement vinyl units. Original windows were wood framed in a two-over-two (vertical muntins) or six-over-six double-hung-sash configuration, as can be found at 16309 John Marshall Highway (076-0554) and 6500 Beverly Road (076-0550). Later dwelling also feature picture windows as seen on 16405 Thoroughfare Road (076-6042). Occasionally, windows are flanked by fixed wood, aluminum, or vinyl louvered shutters, most of which appear inoperable. Buildings are accessed by entry porches covered by gabled or shed roofs supported by posts. However, some older dwellings constructed around the turn of the century feature partial- or full-width porches with hipped roofs and wood turned posts and Tuscan-style columns such as at 16309 John Marshall Highway (076-0552) and 6500 Beverly Road (076-0550). Additions, when present, are commonly found at the rear elevation; however, side additions were observed as well (16309 John Marshall Highway [076-0552]). They are typically clad in the same materials as the building's core.

Outbuildings are common and are typically one-story, one-bay sheds, garages, or carports, many of which post-date the house on the lot. Several properties also feature agricultural outbuildings such as at 16311 John Marshall Highway (076-0553), 16123 John Marshall Highway (076-0594), and 16425 Thoroughfare Road (076-6046). These include outhouses, barns, and loafing sheds. Many dwellings have a well, most of which have a concrete circular superstructure with a concrete cap; however, one well features a large poured-concrete base with a wood superstructure and a metal-clad gabled shelter (6500 Beverly Road [076-0550]).

The former Thoroughfare Depot (0763-0151) is a circa-1910, one-story, frame, linear, combination depot, which according to a 1980 survey of the building, was rare in the Commonwealth (Jones 1980). The depot currently operates as a storage building for an auto shop on the property. Clad in simple drop weatherboard, the building is covered by a hipped roof with flared eaves adorned by wood brackets.

Only two commercial properties are located within the boundaries of the district and are concentrated near the intersection of John Marshall Highway and Thoroughfare Road. They date to around 1920 and include a convenience store (076-0549) and a restaurant occupying a former dwelling (076-0548). The circa-1920, one-and-one-half-story, vernacular convenience store (076-0549), known as the former Chapman's Store, features a v-crimp metal-clad, front-gabled roof and cast-concrete stonework. A one-story, shed-roof addition clad in wood shingles features a tall wood parapet. Fenestration includes fixed, wood-framed, windows and single-leaf, metal doors. The former two-story, three-bay, L-plan dwelling that now operates as a restaurant (076-0548), at 16316 John Marshall Highway was constructed around 1920 in a similar manner as the remaining dwellings constructed around that time in the historic district.

Five cemeteries have been recorded within the boundaries of the historic district, all of which date from the late-nineteenth century. Four of these are family burial grounds, including the Primas Cemetery (076-5140), Fletcher-Allen Cemetery (076-6017), Scott Cemetery (076-6048), and the Simmons-Johnson Cemetery (076-6049), and one is a community cemetery, commonly referred to as the Potter's Field (076-6053). All except for one (076-6048) feature grave markers ranging in date from the 1880s to the 1990s such as rectangular upright headstones (with and without a base), flat markers, slant markers (with and without a base), monuments, and fieldstones composed of stone, marble, metal, or concrete. Some markers are inscribed, whereas others are either unmarked or weathered beyond legibility. One "standing stone" marker in the Fletcher-Allen cemetery has been identified as a carved effigy of a bird face petroglyph—reflecting the Native American ancestry and burial traditions of this Thoroughfare family (Howard 2021). Additional decoration is limited; however, several examples include flowers or crosses, and several are military issued. Some burials within these cemeteries remain unmarked. These cemeteries are either left unenclosed or are enclosed by fencing such as split-rail fencing or metal fencing. The Scott Cemetery (076-6048) was once known to have fieldstone grave markers and reported to contain between 75–100 burials, but little trace remains above ground at present (Frank Washington, personal communication 2021; Turner 2001). Deed research indicates

that Scott Cemetery was part of an 18-acre tract purchased in 1881 and later subdivided by two African Americans, John E. Peyton and George Gibson (Prince William County Courthouse Records Room, Manassas, Virginia [PWCCRR] 1881:Deed Book [DB] 33:277). The cemetery's association with the Scott family may stem from the purchase of this property by widower James H. Scott in 1946 from Hannah (nee Fletcher) Farrish Wilson, though members of the Scott family appear in local records in the vicinity of Thoroughfare in the latter half of the nineteenth century. Emeline and Thomas Scott, James H. Scott's parents, resided on "Bull Run Mountain" in Prince William County in 1874 when James' older brother William was born; that same year, Thomas and Elizabeth Primas reported living in Thoroughfare at the time of their son Manuel's birth (Prince William County Birth Registry 1874; PWCRR 1946: DB 122:381).

The 1909, one-story, one-bay, vernacular Oakrum Baptist Church (076-6044) is located along Thoroughfare Road. Last renovated in the 1950s, this stuccoed building is topped by a standing-seam metal, front-gabled roof that features an enclosed bell tower with a pyramidal roof and metal finial. Fenestration includes 10-over-six, wood-framed, single-hung-sash windows with faux stained-glass film and fully glazed or unglazed, metal doors. The sanctuary is primarily accessed through a vestibule or entrance foyer at the center of the east elevation. One marked burial is associated with the church as well as a storage shed.

Extant built features on the landscape include the road network, rail line, and some early- to mid-twentieth-century stone retaining walls (076-6050) constructed with Portland cement and located along the south side of John Marshall Highway, just west of Beverly Road. It is unclear if these walls were built as a decorative feature or as property boundary markers, but may have also served an agricultural purpose to facilitate loading products onto vehicles for delivery.

Discuss the district's general setting and/or streetscapes, including current property uses (and historic uses if different), such as industrial, residential, commercial, religious, etc. For rural historic districts, please include a description of land uses.

The linear district is concentrated along John Marshall Highway with a small section on the east extending northward along Thoroughfare Road and an additional small section extending southward down Beverly Road. The two-lane John Marshall Highway is a popular access road in this part of Prince William County and runs almost parallel with Interstate 66 (I-66). The built environment is concentrated around the intersection of Thoroughfare Road and John Marshall Highway. The roads in the district do not have curb and gutters; vegetative screens and buildings are set back from the street. The district is heavily wooded with some manicured lawns concentrated around buildings that are primarily residential in use, interspersed with agricultural properties on the south side of John Marshall Highway and the east side of Thoroughfare Road. The district is primarily residential in use, but retains its historic character as a rural village with a few commercial properties, five cemeteries, one religious property (076-6044), and landscape features including some stone retaining walls (076-6050), natural waterways, and historic paths of circulation visible in the road network and rail line.

4. District's History and Significance

In the space below, briefly describe the history of the district, such as when it was established, how it developed over time, and significant events, persons, and/or families associated with the property. Please list all sources of information used to research the history of the property. (It is not necessary to attach lengthy articles or family genealogies to this form.) Normally, only information contained on this form is forwarded to the State Review Board.

If the district is important for its architecture, engineering, landscape architecture, or other aspects of design, please include a brief explanation of this aspect.

The proposed Thoroughfare Historic District highlights a distinctly vernacular rural village that took root along an important transportation corridor in northwestern Prince William County in the decades after the Civil War when free-born and formerly enslaved African Americans and other people of mixed ancestry including Native Americans, purchased small farms and lots around the railroad station at Thoroughfare, Virginia. Historic resources in the district reflect significant cultural patterns, events, and ethnic themes of development from the Postbellum period up to the mid-twentieth century. Situated along an early-nineteenth-century turnpike and mid-nineteenth-century railroad corridor heavily trafficked during the Civil War, the community of Thoroughfare emerged during a notable time of rebuilding—in the literal sense of a physical reconstruction, but also a time of economic and social rebuilding—in Prince William County.

Early Land Grants and Settlement of the Thoroughfare District

The small village of Thoroughfare is situated within a culturally and racially diverse part of Prince William County along what was likely an ancient path through the area and the Thoroughfare Gap—a natural point of crossing through the Bull Run Mountains. The name “Ye Old Thoroughfare Gap” was attributed to this landmark in the 1772 Treaty of Albany, created by agents of the British government in conjunction with several American Indian tribes, denoting the eastern boundary of the Blue Ridge Mountains which tribal members were not permitted to cross (Howard 2022). Land within the Thoroughfare district was shaped by large land- and slaveholding Anglo-Americans in the late-eighteenth century as part of a 1724 patent from Robert “King” Carter (1704–1732) to his sons, John and Charles Hill Carter. Charles later passed 5,720 acres of this grant to his son, Edward Carter (1767–1806), who took residence on the property and named it “Cloverland” (also referred to as Clover land) (RELIC City and Towns Files n.d.).

In the late-eighteenth and early-nineteenth centuries, the area’s development was driven by the production of agricultural commodities for cities and markets further east, while waterways like Broad Run provided the necessary energy for industrial ventures like grist, saw, and fulling mills. Edward Carter [Sr.] died during the construction of a mill race in 1806 and, after the death of his widow in 1816, his Cloverland estate was divided into smaller tracts for the benefit of their five young children in 1818—Edward E., John Hill, Charles Shirley, Cassius, and Mary Walker Carter (Prince William County Chancery Causes, Local Government Records Collection, The Library of Virginia, Richmond, Virginia [PWCCC] 1883). A family of considerable wealth, reinforced by political positions of power they obtained or married into, Carters’ descendants retained much of this property into the second half of the nineteenth century. Though few of them resided, worked, or managed these farms on a full-time basis, they benefitted immensely from the efforts of others including enslaved laborers, tenant farmers, and hired hands.

Land within the Thoroughfare district consists of many small lots created at the edges of four large tracts formed through the division of Edward Carter’s estate: Cloverland, Washington Leaseland or Walnut Farm, Belted Field Farm, and Falkland. The boundary lines of these tracts influenced the development of the area’s road network and worked as a fringe area to these large plantations. In the mid-nineteenth century, the core of the Cloverland tract was owned by Mary Walker Carter Dulany (1802–1839) and her husband, Captain Bladen Tasker Dulany (1793–1856), passing to their two surviving sons, Bladen T. Dulany (circa 1839–1893) and Cassius C. Dulany (circa 1826–1868), after their father’s death in 1856; however, the pair were heavily

burdened by financial obligations to their step-mother, Caroline R. Dulany, and after Cassius's death in November 1868, several lawsuits forced the division and sale of this property. In 1870, Caroline R. Dulany bought the eastern half of the tract including the mansion house and a few years later, per instructions provided in Cassius Dulany's last will and testament, joined with his heirs in a deed conveying 20 acres of land on the south side of the Thoroughfare-Haymarket Turnpike to Thomas Primas in September 1873 (PWCCC 1894; PWCCRR 1870:DB 28:32, 1875:DB 30:211).

Plantations Divided: Land Ownership in the Nineteenth Century

Thomas Primas was a formerly enslaved laborer at Cloverland who “worked to earn his freedom and that of his wife’s” who changed both his surname and given name after Emancipation (RELIC Family Files n.d.). While the boundary of Primas’ 20-acre tract appeared in the 1870 survey of Cloverland presented for the courts during litigation, suggesting that the family likely resided there prior to the property’s official conveyance, the 1873 deed directly from the Dulanys marks the earliest transfer of ownership to people of color in Thoroughfare (PWCCC 1894).¹ Members of Primas’ family later ran a store in Thoroughfare and donated a portion of their property to create the North Fork School in 1885. Descendants of Thomas Primas and his wife, Elizabeth Berry, continue to own this land today, and the boundaries of their 20-acre parcel remain visible (RELIC Family Files n.d.).

Two other early African American residents of Thoroughfare, Alexander (a.k.a., Alexandra) Johnson and Moses Morrison, also resided on property they later came to purchase within the district. In 1879, Anderson D. Smith (1829–?) bought the western half of the Dulany’s Cloverland tract at auction though he continued to live on his farm in Fauquier County; he promptly sold a handful of newly created lots along the Thoroughfare-Haymarket Turnpike and Manassas Gap Railroad (MGRR) to individuals who were noted in the deed to be “residing thereon,” including Johnson and Morrison (PWCCRR 1880:DB 32:214–215, 1883:DB 33:108). Johnson is said to have moved to the area in 1865, appearing in the 1870 census in Fauquier County’s Scott Township as a Cooper by trade (Oakrum Baptist Church 1966; United States Federal Population Census [U.S. Census] 1870). Morrison appeared as a neighbor to Johnson in the same 1870 census working as a “stone fencer” (U.S. Census 1870). Johnson is credited with establishing the congregation that would become Oakrum Baptist Church in the early 1870s, initially meeting in his house before he and Morrison provided the land upon which the first church building was erected in 1883 (Oakrum Baptist Church 1966).

Flanking Cloverland on the north side of the Thoroughfare-Haymarket Turnpike, the Washington Leaseland or Walnut Farm and Belted Field tracts were devised to Cassius Carter (1835–1914), son of John Hill and Mary J. Carter (PWCCRR 1869:DB 27:52–54). Each was described as being roughly 400 acres with “inferior houses and outbuildings” in an 1859 advertisement for their sale, though it was 1869 before Charles F. and Elizabeth Keyser of Philadelphia, Pennsylvania, purchased Carter’s property (Alexandria Gazette 1859:3; PWCCRR 1869:DB 27:52–54). Their son, Charles Eugene Keyser (circa 1855–ca. 1917), managed the property, appearing in the 1870 census as a Thoroughfare resident with his brother, an elderly female keeping house, a Maryland-born plasterer, Charles Riddle and his wife, and three Virginia-born, African American, teenage laborers: John Hall, John Brown, and Roberta Blackwell (U.S. Census 1870). Often called “Eugene” Keyser, Charles E. served as the postmaster of the Thoroughfare Post Office from 1871 to 1887 (Hefner 2016). Between 1886 and 1909, the Keyser family sold no fewer than six 1- to 2-acre lots bordering the north side of the turnpike and the west side of Thoroughfare Road (Route 682) to African Americans, primarily women (a trend that also extended to white landowners in the community) and, in 1907, conveyed the lot on which the Oakrum Baptist Church now rests to a group of trustees (Oakrum Baptist Church 1966; PWCCRR 1886:DB 36:584, 37:65, 1887: DB 37:15, 1907:DB 56:492).

¹ The phrase “people of color” is used in this narrative to acknowledge the diverse ethnic heritage and cultural backgrounds of individuals historically associated with land in this district—many of whom appear in the public record as “Mulatto,” “Colored,” or “Black,” and some of which have been identified by close descendants with Native American ancestry.

Much of the Thoroughfare community, including the lot on which Thoroughfare Station was constructed, was part of the 2,039-acre tract later known as Falkland where John Hill Carter (circa 1800–1862) resided, adjoining the eastern boundary of Dulany's Cloverland and extending east on the south side of the turnpike that is now John Marshall Highway and south on both sides of Thoroughfare Road. John Hill Carter was a prominent gentleman farmer in Prince William County, known for his dedication to raising purebred sheep in the mid-nineteenth century (Hembrey 2014:9). His son, John Hill Carter, Jr., was an eager advocate for railroads in the mid-nineteenth century, and was elected chairman of the MGRR Company when it was formed in 1850 (Alexandria Gazette 1850:3). With such an influential position in the MGRR, it is not surprising that a stop along the line known initially as "Carter's Switch" was established at the northwest corner of the Falkland tract where the railroad intersected the south side of the Thoroughfare-Haymarket Turnpike when construction began in 1852 (Hefner 2016; Hembrey 2014:15). By October 1853, the line had been completed to the Summit Cut of the Blue Ridge, and in 1854, the old "Thoroughfare Gap" post office was closed and re-opened 2 miles east at Carter's Switch, being renamed the "Thoroughfare Post Office" shortly thereafter (Hefner 2016; Howe and Sacchi 1999).

In 1855, John Hill Carter's daughter, Lavina, wed Nicholas Goldsborough of Talbot County, Maryland (Binning 2021:3). A cousin of MGRR chief engineer John McD. Goldsborough, Nicolas was working as resident engineer for the MGRR at the same time John Hill and Mary J. Carter conveyed 304 acres on the south side of the Thoroughfare-Haymarket Turnpike to him in 1858 (Hefner 2016; PWCCRR 1859: DB 25:5). Local tax records indicate that Nicholas Goldsborough had built a valuable dwelling complex on the property and that as early as 1865, Robert French Mason (also known as Major R. F. Mason), another engineer with the MGRR, had resided there prior to purchasing the tract from Goldsborough in 1868 (Hefner 2016; PWCCRR 1869:DB 29:85).

In December 1871, R.F. Mason sold a 4-acre lot along the north side of the MGRR and a short distance south of the turnpike to James W. Mount in trust for his wife, Emily (PWCCRR 1872:DB 28:511). A carpenter by trade, James Mount (circa 1825–circa 1900) and his family resided in Haymarket prior to its 1862 burning during the Civil War when their house was destroyed (Hefner 2016). Local tax records indicate that the Mounts' house, currently addressed at 16123 John Marshall Highway (076-0594), was built in 1873 and may be the oldest extant building in the district (Hefner 2016). As one of the earliest residents at Thoroughfare Station, it is likely that James Mount was involved in the construction of additional buildings in the community and perhaps several railroad structures and facilities in the area during the Postbellum rebuilding effort. Military engagements in the area, including a small skirmish on August 28, 1862 known as the Battle of Thoroughfare Gap (030-5610) that blocked Union Brigadier General James Rickett's advance toward Manassas and enabled Confederate Lieutenant General James Longstreet to join other Confederate forces in Manassas, had left much of the MGRR in ruins though it was several years before finances were available for its reconstruction (American Battlefield Trust 2019). Another carpenter, James Edward Yeatman (circa 1842–?), and his brother William Henry Yeatman (circa 1839–1913), also lived in Thoroughfare in the 1870s and are believed to have built the circa-1880 dwelling currently addressed as 16309 John Marshall Highway (076-0554), in addition to many other buildings in the area (Hefner 2016). Neither Mount nor Yeatman acted alone, and likely worked with other skilled tradesmen in the area, such as carpenters Frank Fletcher and J. Edward Peyton.

A year after R.F. Mason sold the lot to Mount in December 1872, he sold two 8-acre lots adjoining the south side of the railroad at the northwest corner of his property—one to Nathaniel Brown, listed as a mulatto farmer in the 1880 census, and the other a white farmer named James Washington Fletcher—and another 150-acre parcel—extending along what had been the eastern and southern boundaries of his property—to the newly organized Orange, Alexandria & Manassas Gap Railroad (OA&MGRR) (Hefner 2016; PWCCRR 1873–1874:DB 29:147; DB 30:10, 15; U.S. Census 1880). The OA&MGRR company simultaneously purchased an additional 598 acres of Falkland from the heirs of John Hill Carter on the east side of Mason's property, along with 350 acres from Cassius Carter on the north side of the turnpike—all in exchange for

corporate bonds, payable in 15 years with six percent interest (PWCCC 1883; PWCCRR 1873:DB 29:144). The company's investment in local real estate seems to have been part of a larger plan to raise revenue and further develop land in the area. As early as March 1873, R.F. Mason was identified as a "Travelling and Correspondence Agent" for the OA&MGRR in advertisements noting "Desirable Virginia Farms for Sale, payable on a credit of ten years" in some Philadelphia-area newspapers (York Gazette 1873:3).

By this time, R.F. Mason was aware of the company's and his own finances and sold what remained of his farm in Thoroughfare to W.B. and Elizabeth Sweeton of Chester, Pennsylvania (PWCCRR:1874:DB 29:52). Prior to Mason's creditors' seizure of the property, however, the Sweetons sold a 3-acre lot between the turnpike and the railroad in 1874 to African American farmer, Washington Allen—another transaction that suggests some type of a prior arrangement or relationship existed between Mason and Allen (PWCCRR 1875:DB 30:212). Allen and his wife, Jenny, later sold this lot to Mima Grigsby, who is believed to have been Jenny's mother (PWCCRR 1878:DB 31:553).

After it was seized by the court, a few months later Mason's 132-acre farm was sold at auction to Dr. Thomas C. Smith of Washington, D.C. (PWCCRR 1875:DB 30: 122). Another absentee landowner, Dr. Smith further divided the property around Thoroughfare Station, selling small lots to neighboring property owners and newcomers from surrounding counties in the 1880s, including people of color like carpenters John Edward Peyton (a.k.a. Edward or J.E. Peyton) and Franklin ("Frank") Fletcher (PWCCRR 1880:DB 32:361, 1884:DB 35:497; U.S. Census 1900). Peyton is known to have operated a wheelwright and blacksmith shop as early as 1887 in Thoroughfare, but also became Frank Fletcher's son-in-law, marrying his daughter Sarah in 1892 (PWCCRR 1887:DB 37:215). Cornelius Allen, another carpenter married to one of Frank Fletcher's daughters, J.E. Peyton, and Fletcher's wife, Kate (a.k.a., Katherine/Catherine) Vass Fletcher, are all said to have been of Native-American ancestry by descendants with connections to the Pawmunkey, Rappahannock, and Cherokee tribes (Fields family and Victoria Price, personal communication 2021).

The effort to lure "immigrants" from various states to "the new settlement at Thoroughfare" was impaired by ongoing financial distress of the rail company, but much of the land was divided into small tracts sold between 1881 and 1883 by Hugh R. Garden, Commissioner of the Circuit Court of the City of Alexandria in the lawsuit of Graham v. Washington City Virginia Midland & Great Southern Railroad [WCVM&GSRR], yet another company created after the OAMGRR merged with other regional lines (Alexandria Gazette 1873:3). While the settlement plan was not realized as the company had planned, the forced sale of lots of land along the railroad gave many African American residents in the area ownership to larger parcels of land around Thoroughfare Station, including two additional tracts totaling 25 acres to Thomas Primas, another 10 acres to Nathaniel Brown, 25 acres to his brother, William Brown, 20 acres to Jacob Butler, and a 50-acre tract to Edward Moore (PWCCRR 1883:DB 34:31–36, 68, 135; 1886:DB 36:404; U.S. Census 1870, 1880).

Wealth and Power on the Landscape in Thoroughfare

Thomas Primas and his family are the only Thoroughfare property owners to be linked by name and deed to former enslavers. However, there are clues within the archival record that suggest such direct connections between the Carters, Dulanys, and other slave-holding agrarians in the region existed. The landscape of these relationships extended into neighboring counties and at greater distances, including East Coast urban centers and states where some wealthy residents maintained additional houses or plantations. Edward Carter [Sr.]'s inventory listed 57 enslaved people in 1806 with some later "sold in families" to cover debts of his estate (Hembrey 2014:8). Charles Shirley Carter, owner of the Cloverland tract from 1822 until the mid-1830s, primarily resided in Richmond, Virginia, during his ownership of the property; yet he is listed in the 1830 federal population census of Prince William County as one of three white males, aged 30 to 59 years, in a household with 26 enslaved laborers (11 of which were adult males and seven adult females over the age of 24) (U.S. Census 1830). The same year, Captain Bladin [sic] Dulany's household in Fauquier County, Virginia, contained himself, his wife, Mary, two small children, and 33 enslaved laborers (11 adults, including five males and six females over the age of 24) (U.S. Census 1830). Like Charles Shirley Carter, the Dulanys also

maintained a second house in Washington, D.C., and likely maintained connections with his family's property in Maryland, thus, some of their enslaved laborers likely traveled with them throughout the region (RELIC City and Towns Files n.d.).

Part of an elite class of plantation owners in the South, the Carter and Dulany families were educated and well-versed in the ongoing narrative around the culture of slavery in America, with some close relatives significantly affected by the debate.² During the second quarter of the nineteenth century, particularly the younger generations of these families appear to have consciously decreased the number of enslaved laborers within their households. By the time of the 1860 federal population census, Cassius Dulany reported 10 people held in bondage and two slave houses on his property (three adults—two of whom were likely Thomas and Elizabeth Primas—and seven children); his brother Bladen Dulany had three slave houses and 14 people on his Fauquier County plantation, just five of whom were over the age of 15, while John Hill Carter, Jr. listed five males (age 5, 10, 15, 20, and 60) (United States Federal Population Census Slave Schedule 1860). The efforts of these men—largely through wills—to either prevent the sale of their enslaved population, to keep enslaved families together, or to make provisions for their future reflects their sentiments and might appear somewhat progressive in the context of the slavery debate. However, their large farms demanded a greater amount of labor—likely obtained through the contractual hiring of neighbor's enslaved workforce or through some kind of tenant or share-cropping agreement with neighboring farmers (Hembrey 2014:13). One example of an Antebellum share-cropping arrangement appears in a claim for reimbursement from Civil War damages to the property of three African American freedmen living in the vicinity of Thoroughfare: Joseph, William, and Richard Thomas (Hembrey 2014:23). The three Thomas brothers reported renting 195 acres near Waterfall, just northwest of Thoroughfare, and “in 1862 they had corn growing on 30 to 35 acres and were allowed to keep two-thirds of the corn and all of the fodder” much of which was taken by Union troops under General McLean (Hembrey 2014:23; National Archives and Records Administration [NARA], microfilm publications, U.S. Southern Claims Commission Approved Claims, 1871–1880, Virginia 2008: Claim number 22049).

The Thomas family was one of several free African American families residing in the vicinity of Thoroughfare before and after the Civil War. Free people of color in the area assisted many of formerly enslaved individuals along the Underground Railroad's path in the area on the east and west sides of the Bull Run Mountains (Scheel n.d.). Other free people with mixed ethnicity, including some with Native American ancestry, resided in the surrounding region during the antebellum period and later settled in Thoroughfare. According to one analysis of federal census and Freedmen's Bureau records, “mixed-race leaders were more likely to have been free men than slaves, and black leaders were more likely to have been slaves during the antebellum period” (Lowe 1995:197). Frank Fletcher was noted as a “free” man of color in 1855 when his “walking papers” described his physical stature to assure others of his status (Rappahannock County, Index to Register of Free Negroes 1855). Born in a rural part of Rappahannock County previously included within Culpepper County, Fletcher is believed to have been part Cherokee, while his wife, Catherine, was connected to the Rappahannock tribe (Victoria Price, personal communication 2021). The pair got married in Fauquier County at The Plains around 1856, and in 1879, their daughter, Mary Susan, married Cornelius Allen, a Pawmunkey native born (Fields family and Victoria Price, personal communication 2021; Nickens 2019). The Fletcher-Allen Cemetery (076-6017) was noted to contain burials oriented northeast-to-southwest to align with winter and summer solstice directions and at least one carved marker featuring a bird effigy (Howard 2021, 2022).

People of color with surnames like Gaskins, Nickens, Allen, Berry, Fletcher, and Peyton, migrated from Fauquier, Culpepper, Rappahannock, and Warren counties—some of whom purchased property within the

² John Hill Carter's son-in-law, William Berkeley, was the son of Dr. Robert and Julia Carter Berkeley of Frederick County, Virginia. In May 1818, Dr. Berkeley was gruesomely murdered by a group of his enslaved people, setting off a heated discussion among many wealthy whites and religious leaders in the region (see Deborah A. Lee and Warren R. Hofstra's 1999 article, “Race, Memory, and the Death of Robert Berkeley: ‘A murder...of...horrible and savage barbarity.’” *The Journal of Southern History*, 65(1):41–76). Julia Carter Berkeley was the daughter of Robert “Counselor” Carter, known for his religious zeal and the great lengths to which he went to emancipate his slaves in the late-eighteenth century, who was also uncle of John Hill Carter and Mary Walker Carter Dulany.

district or married into families residing there—contributing to the community’s diversity in the late-nineteenth century (RELIC City and Towns Files n.d.). Many of these individuals have sustained kinship networks in the region, residing in the area as early as the colonial period (Howard 2022; Nickens 2019). Native American historian and researcher, Matthew Howard, observed that the Shawnee, Delaware, Piscataway, Monacan, Pamunkey, Saponi, and Iroquois tribes have all been documented throughout time in this part of the state (Howard 2022).

Thoroughfare’s location along the railroad and other prominent transportation corridors enabled its inhabitants to travel back and forth from urban centers within the broader region, as many African Americans relocated to Alexandria and Washington, D.C., following Emancipation and throughout the latter half of the nineteenth century and into the early-twentieth century. One African American, Porter Fields, was born into slavery in Fauquier County, and went to Washington, D.C., to enlist in the Union Army in 1864. Part of the 23rd Regiment of the U.S. Colored Infantry, Fields identified himself as a carpenter by trade and served “as a substitute for a Richard H. Snow of Massachusetts” from 1864–1865 in Company B and H (NARA, microfilm publications, Compiled Military Service Records of Volunteer Union Soldiers Who Served with the United States Colored Troops: Infantry Organizations, 20th through 25th, Records of the Adjutant General's Office [RAGO] 1780-1917 Record Group (RG) 94, M1823 2010). Porter Fields is listed in the 1880 census as a neighbor of Bladen and Jane Dulany in Fauquier County’s Center District, though his descendants later resided in Thoroughfare, including a young Willie Fields (1927–living) (Fields family, personal communication 2021; U.S. Census 1880).

Diverse Land Ownership in Thoroughfare District

The living and working conditions surrounding Thomas Primas’ family, the three Thomas families, and Porter Fields’ family in the Postbellum period reflects a broader geographic trend where a dispersed settlement pattern enabled greater freedom for rural people of color in the south—simultaneously supporting the development of Black, Mulatto, and Native American-owned farms and the rise of tenant farming and share-cropping (Aiken 1985:388–389). This dispersed pattern of settlement is seen as “a spatial expression of freedom” that also created new crossroad communities and small towns that “emerged as foci of the stores to furnish merchants who served Black and white farmers on farms and small plantations,” as well as “two other modest expressions of black freedom”—churches and schools—in the third-quarter of the nineteenth century (Aiken 1985:391).

During the late-nineteenth century, most Thoroughfare residents worked as farm laborers with a few tradesmen including a blacksmith and a shoemaker (U.S. Census 1870). The community was racially diverse from its origins to present day, populated by white families such as the Butler, Davis, Fletcher, Gill, Hyde, Mount, Smith, Thorton, and Sweenys living next to families of color like the Johnson, Primas, Barbour, Brown, Butler, Brooks, Gaskins, Grigsby, and Moore families (Hefner 2016; Hembrey 2014; U.S. Census 1870, 1880). However, it is one of several historically significant communities to people of color within Prince William County as a rural area where farming families of mixed heritage prospered in the late-nineteenth century and into the mid-twentieth century. By the 1900s and 1910s, Thoroughfare had become more populated and the demographics slowly shifted to include more African American residents such as family surnames like Allen, Berry, Fletcher, Harris, Johnson, McPherson, Mitchell, Robinson, Wilson, and Washington (U.S. Census 1900, 1910). While some continued to appear as farm laborers in early-twentieth-century census records, many people of color in Thoroughfare were identified as farmers, owning the property on which they resided.

Washington, D.C.’s population growth and growing urbanization allowed the agriculturalists of Prince William County to provide fresh vegetables, fruit, and hay to the growing urban centers—as reflected in the OA&MGRR’s efforts to encourage the development of small farms in Thoroughfare (Evans 1989:76). As a shipping point for cattle, grain, and timber on what became the Virginia Midland Railroad (VMRR) in the mid-1880s and was later incorporated into the Southern Railroad (SR) by 1894, the roads and rails in

Thoroughfare were continuously busy and laborious work was plentiful (New Orange and Alexandria Railroad Historical Society 2021).

Black-Owned Businesses and Social Landscapes

Over time, several general stores have operated in Thoroughfare, many in association with the post office and depot in its initial location on the south side of the turnpike, just east of its intersection with the railroad—most of which are no longer standing. The extant depot building, now situated at 16316 John Marshall Highway, is believed to date to around 1910 and was later relocated to its current site. The extant commercial store at 16316 John Marshall Highway previously served as a residential building (Fields family, personal communication 2021). Another important place of recreation for Thoroughfare residents was Berry's Pond, situated just south of the railroad that first appears in early-twentieth-century topographic maps and aerial photographs, which remains extant on the property known as Leopold's Preserve today, and "Uncle Pete" Nicken's ballfield located on the Carolina Road southeast of Haymarket, neither of which are located within the district boundaries (Historic Prince William, Inc. 1937; Donald Christian, Victoria Price, and Dulany Washington, personal communication 2021). The many rural fields and dirt roads throughout Thoroughfare were also traversed by residents on horseback, as many residents recall having horses and frequently riding around the community (Donald Christian and Victoria Price, personal communication 2021).

Throughout its existence to the present day, the Oakrum Baptist Church has acted as the social and spiritual center for the Thoroughfare community, providing a safe gathering space for members to not only worship but also to hold community functions. From its origins in Alexander Johnson's house as "Little Zion" church to the construction of the extant building at 16314 Thoroughfare Road in 1909, Oakrum Baptist Church continues to house community activities besides religious worship and education, including community meetings during 1950s and 1960s when many area residents volunteered with the Prince William County chapter of the National Association for the Advancement of Colored People (NAACP) (Fields family, personal communication 2021; Oakrum Baptist Church 1966). Oakrum Baptist Church was part of a network of area African American and mixed-race communities throughout Prince William County and Northern Virginia, as a whole, that organized its citizens and advocated to improve the lives of people of color. The church commonly sent its pastor, leaders, and small member groups to other area congregations where they spoke about important events and issues, and maintained strong social ties within this network; prominent leaders and organizations from outside the community were also welcomed to Oakrum Baptist Church for events like Virginia's seventh district of the NAACP meetings and the region's Sunday School Union (Moss 2020:14–15; *The Afro-American* 1930:12, 1954:22). Oakrum's leaders and congregation maintained a strong local communal network in conjunction with the Olive Branch Baptist Church, Oak Shade Baptist Church, First Baptist Church at Manassas, and the Northern Virginia Baptist Association (Oakrum Baptist Church 1966; *The Afro-American* 1930:12).

Other communal resources are no longer extant, though the sites of these buildings remain undeveloped and are thus potential archaeological sites. Such resources include the International Order of Odd Fellows hall constructed in the early-twentieth century at the northwest corner of John Marshall Highway and Thoroughfare Road (PWCCRR 1930:Plat Book [PB] 3:22). Former residents recall that this fraternal organization was frequented by African American men in the area and its inner-workings were well-kept secrets among its members (Fields family, personal communication 2021). Another such resource includes the site of the former North Fork School. Unlike some of other counties in the South after the Civil War, Prince William County worked to establish common and industrial schools for African American children, but officials were slow to provide such opportunities for Thoroughfare's residents (Nieves 2018:80). In 1884, Dr. Smith sold a small lot of land on the south side of the turnpike adjoining what was then Mima (also known as Mimy) Grisgby's property and a 5-acre lot Smith had conveyed to Frank Fletcher to the Gainesville School Board for a white "free school"—a parcel that remains County-owned and undeveloped to this day (PWCCRR 1884:DB 35:107, 35:397). Later that same year, Frank Fletcher "gathered the names of 60 African American children who could not attend the white school" and area residents petitioned the locality for such

a facility (Hembrey 2014:26). In 1885, the Primas family donated land for the North Fork School, at the southwest corner of what is now Route 55 and Beverly Road in Thoroughfare. Said to have been constructed by Frank Fletcher and others in the community, this school operated until 1936, when local children were bused to the Antioch-Macrae Elementary School (Hembrey 2014:26). Built in 1935 on Thoroughfare Road south of the turnpike just outside of the district boundaries, Antioch-Macrae Elementary consolidated several small African American schools in the area and was later integrated in 1965 (RELIC City and Towns Files n.d.). The school was demolished in 1982 “due to falling enrollment and the opening of the new George C. Tyler Elementary School” (RELIC City and Towns Files n.d.).

Similar to historical patterns of land development in The Settlement community, another rural African American village established post-Civil War situated 2.5 miles southeast of Thoroughfare, several African Americans who purchased land in the 1880s and 1890s later subdivided these tracts into smaller lots for family members. Many of the dwellings were built as part of small family assemblages that included two or more houses and a family cemetery. This phase of development and the creation of “unplanned assemblages” in the community reflects the success of later generations as they upgraded their and their parent’s properties as well as a continued settlement pattern where rural Blacks lived as a nucleus (Aiken 1985:395). An example of this property type in Thoroughfare was created from land purchased by Frank Fletcher, J.E. Peyton, and George Gibson in the 1880s that was divided and re-sold initially to their wives, and later to their grandchildren, including several parcels surrounding the extant house at 16123 John Marshall Highway (076-0594) with three separate cemeteries (076-6017, 076-6048, and 076-6053). Another example includes the cemetery (076-6049) and house at 17016 John Marshall Highway (076-6052), which is still owned by descendants of Alexander Johnson.

Noted across the rural south, the population of rural Blacks decreased substantially between 1940 and 1960, leaving many buildings and villages with vacant buildings (Aiken 1985:392). During this period, some African American landowners did not reside in Thoroughfare, but returned to the community with much regularity to visit relatives living on the family land. Others commuted to work in neighboring counties and cities like Alexandria or Washington, D.C., but returned to their family’s dwellings in Thoroughfare as time permitted (Fields family, personal communication 2021). In the mid- to late-twentieth century, travel to the Washington, D.C.-area was made easier by Willie Fields, “the first black person in Prince William County that have a bus service,” named Fields Bus Rentals (Patton 2018:236). Willie would run his commuter bus from Thoroughfare, Haymarket, and The Settlement to Fort Mead, Maryland, and the Pentagon, also chartering trips on weekends elsewhere in region (Fields family, personal communication 2021).

Suburban development did not reach the area around Thoroughfare as quickly as other parts of Prince William County, but has increasingly impacted towns like Haymarket in the latter half of the twentieth century as regional transportation networks were expanded and improved. The construction of I-66 in the mid-1960s bisected the Thoroughfare district, removing traffic from John Marshall Highway (Route 55) while taking land and some older buildings from several African American property owners in the community. This work resulted in the relocation of the house that Thorton Simmons constructed for his family on Alexander Johnson’s property—the dwelling now rests much closer to the road on the parcel addressed at 17016 John Marshall Highway (076-6052) (Donald Christian, Gina Allen Thomas, and Danyelle Thomas personal communication 2021). Although the community has remained intact since the interstate was built, many of its long-time residents have relocated from Thoroughfare and some of its older buildings have fallen into disrepair, while cleared lots have returned to woodland.

Historical Significance of Thoroughfare

The community of Thoroughfare embodies the establishment of a safe-haven community for former slaves, freedmen, and Native peoples in the Postbellum period and reflects the growth and development in its continued occupation by descendants of the community throughout the Jim Crow era to the mid-twentieth century. Although what was an agrarian-focused community is far less so today, Thoroughfare continues to

retain its diverse historic identity, despite constantly encroaching development from the east. In the 1990s, community members protested plans for the construction of a Walt Disney Company theme park and a racetrack megaproject in the area (RELIC City and Towns Files n.d.; Victoria Price, personal communication 2021). Extant resources in Thoroughfare reflect the establishment of the community and its continued generational growth throughout the twentieth century despite the infringing new construction from the east and the loss of building stock. Some of the historic buildings have undergone alterations; although these changes are fairly commonplace, such as the introduction of replacement materials, they have diminished the historic integrity of many individual resources. However, in most cases, these modifications over time have not substantively changed the form or stylistic features of the individual resources, nor the broader characteristics that unite them as a distinct collection within the district. Therefore, the historic district retains a moderate level of integrity of materials, design, and workmanship and a high level of integrity of feeling, association, setting, and location.

Common in many rural communities throughout the state and in Prince William County, physical integrity loss can be substantial and historic architecture is typically not what defines the significance of mixed-race communities (Farnham et al. 2019). Thoroughfare's history and continued occupation by generations of direct descendants of the lots' original owners during the period of Reconstruction on land divided from larger plantations, is culturally significant under Criterion A for its association with important local events associated with the establishment and development of the village of Thoroughfare, illustrating new patterns of dispersed settlement in the Postbellum period, and also for its association with important social and ethnic trends led by its African American and mixed-race citizens, which resulted in greater autonomy for its residents and supported the socio-economic growth of this and other rural Prince William County communities of color into the twentieth century. The district's period of significance is suggested as 1873–1966, reflecting the earliest date of land ownership by long-time African American and mixed-race residents, and the construction date of the earliest, extant, above-ground feature. The latter date of 1966 marks the construction of I-66 with its harmful impacts on the community's development by descendants of the original settlers (Prince William County 2022).

The boundaries of the Thoroughfare Historic District are primarily based on oral history provided by community residents and available land records. Encompassing approximately 130 acres, the boundaries of the district are as follows: Catlett's Branch on the west, I-66 and wooded parcels along Thoroughfare Road (Route 682) on the north, recently developed commercial and residential properties west of North Fork on the east, and the NS RR right-of-way and John Marshall Highway on the south (with the exception of 20 acres of land still owned by Primas family descendants on the south side of the highway). The historical significance of this district is reflected in the diversity of its physical composition that organically grew from the period of Reconstruction through the post-World War II era.

An evaluation of the archaeological potential of these 130 acres—based upon a combination of topography, current conditions, and soil type—has determined that the majority of the area has potential for intact cultural features and archaeological sites, some of which may relate to earlier periods of time in Thoroughfare and Prince William County history (Johnson et al. 2022). The cemeteries discussed earlier (076-5140, Primas Cemetery; 076-6017, Fletcher-Allen Cemetery; 076-6048, Scott Cemetery; 076-6049, Simmons-Johnson Cemetery; and 076-6053, Potter's Field) have not yet had boundaries defined archaeologically and so have not been formally evaluated for the National Register of Historic Places (NRHP) as archaeological sites. Oral history also dictates that additional cemeteries related to the historic members of the Thoroughfare community may be located just outside of the current proposed district boundaries; however, access to these areas was not obtained during the current effort (Frank Washington, personal communication 2022; Johnson et al. 2022). In addition to these resources, three known archaeological sites (44PW1711, 44PW1794, and 44PW2018) are within or adjacent to the proposed historic district; these three sites date to the twentieth century and all feature subsurface artifacts that have not been formally evaluated for the NRHP by DHR staff but relate to twentieth-century dwellings (076-0594, 16316 John Marshall Highway; 076-0546, Route 55 [no longer extant]; and 076-0547, Route 55 [no longer extant], respectively). Archaeological site 44PW1711,

architectural resource 076-0594 (16123 John Marshall Highway), and cemetery 076-6053 (Potter's Field) are all associated with each other and, in conjunction with related resources associated with the community, strengthen their research potential. As such, while none of the archaeological sites have been recorded or systematically evaluated, the large number of both extant and no-longer-extant resources with strong associations between them offers potential insight into late-nineteenth and early-twentieth-century African American and Native American lifeways, burial practices, settlement patterns, consumption practices, and similar research questions under Criterion D. Few resources or communities offer potential contributions to such research questions in Prince William County and Virginia, more generally. However, further investigations would be necessary in order to identify sites and provide eligibility recommendations under this criterion.

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n.d. Thoroughfare Historic District vertical file, RELIC Cities and Towns Collection. Prince William County Public Library, RELIC Room, Manassas, Virginia.

RELIC Family Files

n.d. Various vertical files, RELIC Family Files Collection. Prince William County Public Library, RELIC Room, Manassas, Virginia.

Scheel, Eugene M.

n.d. Map of the Underground Railway in the Northern Virginia Piedmont. Copy on file at the Afro-American Historical Association of Fauquier County. Electronic document, <https://aaha.pastperfectonline.com/archive/F4E0AD2E-E193-4CD1-8243-255549233853>, accessed October 2021.

Sneden, Robert Knox

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1830 *Fifth Census of the United States, 1830*. Washington, D.C. National Archives and Records Administration. Electronic document, www.ancestry.com, accessed January 2022.

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United States Federal Population Census Slave Schedule (U.S. Census Slave Schedule)

1860 *Eighth Census of the United States Slave Schedule, 1860*. Washington, D.C. National Archives and Records Administration. Electronic document, www.ancestry.com, accessed January 2022.

United States Geological Survey (USGS)

1894 U.S. Geological Survey, Thorofare Gap [map], 1:31680, Topographic Quadrangle Map, Reston, VA, 1894. Electronic document, <https://livingatlas.arcgis.com/topoexplorer/index.html>, accessed January 2022.

Vario, Stacey, S.

2005 *Management Summary for Architectural Survey of Route 55, Prince William County, Virginia, VDOT Project No.: 0055-076-101, F703; PPMS No.: 71533*. Fitzgerald & Halliday, Inc., Hartford, Connecticut.

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1873 Desirable Virginia Farms for Sale. 25 March:3. Electronic document, <https://www.newspapers.com/>, accessed January 2022.

5. Property Ownership (Check as many categories as apply):

Private: X Public\Local X Public\State _____ Public\Federal _____

6. Applicant/Sponsor (Individual and/or organization sponsoring preparation of the PIF, with contact information. For more than one sponsor, please list each below or on an additional sheet.)

name/title: Rob Orrison and Bill Backus, Preservationists, and Justin Patton, Archaeologist
organization: Prince William County Historic Preservation Division
street & number: 17674 Main Street
city or town: Dumfries state: VA zip code: 22026
e-mail: rorrison@pwcgov.org/ bbackus@pwcgov.org/ jspatton@pwcgov.org
telephone: (703) 792-5255/ (703) 792-5619/ (703) 792-5729

Applicant's Signature: _____

Date: _____

•• Signature required for processing all applications. ••

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.

Contact person: _____

Daytime Telephone: _____

Applicant Information (Individual completing form if other than applicant/sponsor listed above)

name/title: Danae Peckler and Adriana T. Moss, Architectural Historians
organization: Dovetail Cultural Resource Group
street & number: 11905 Bowman Drive, Suite 502
city or town: Fredericksburg state: VA zip code: 22408
e-mail: dpeckler@dovetailcrg.com/ amoss@dovetailcrg.com telephone: (540) 899-9170

7. Notification

In some circumstances, it may be necessary for DHR 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, City Manager, and/or Town Manager.

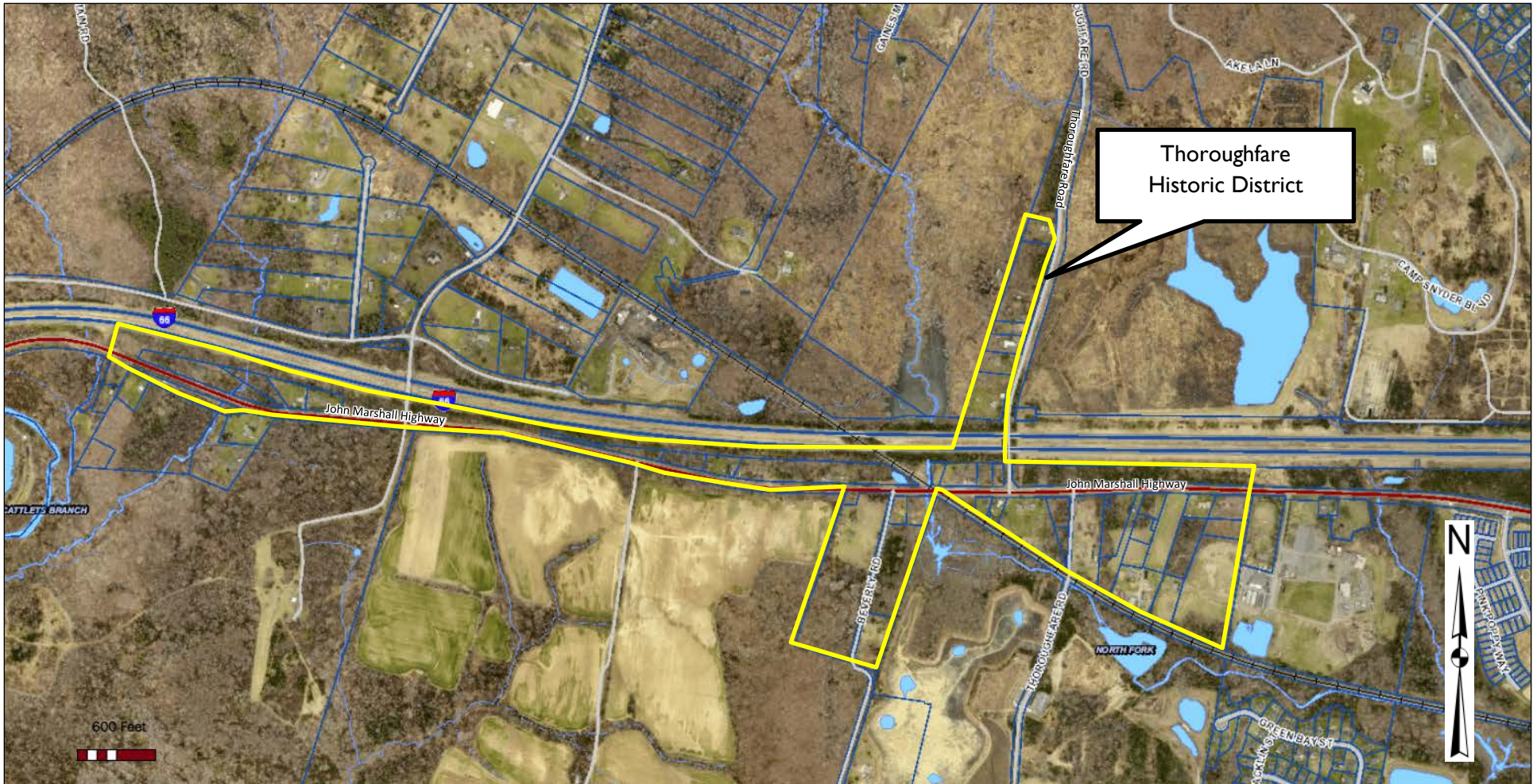
name/title: Elijah Johnson, Acting County Executive C/O Rob Orrison, Bill Backus, and Justin Patton

organization: Prince William County

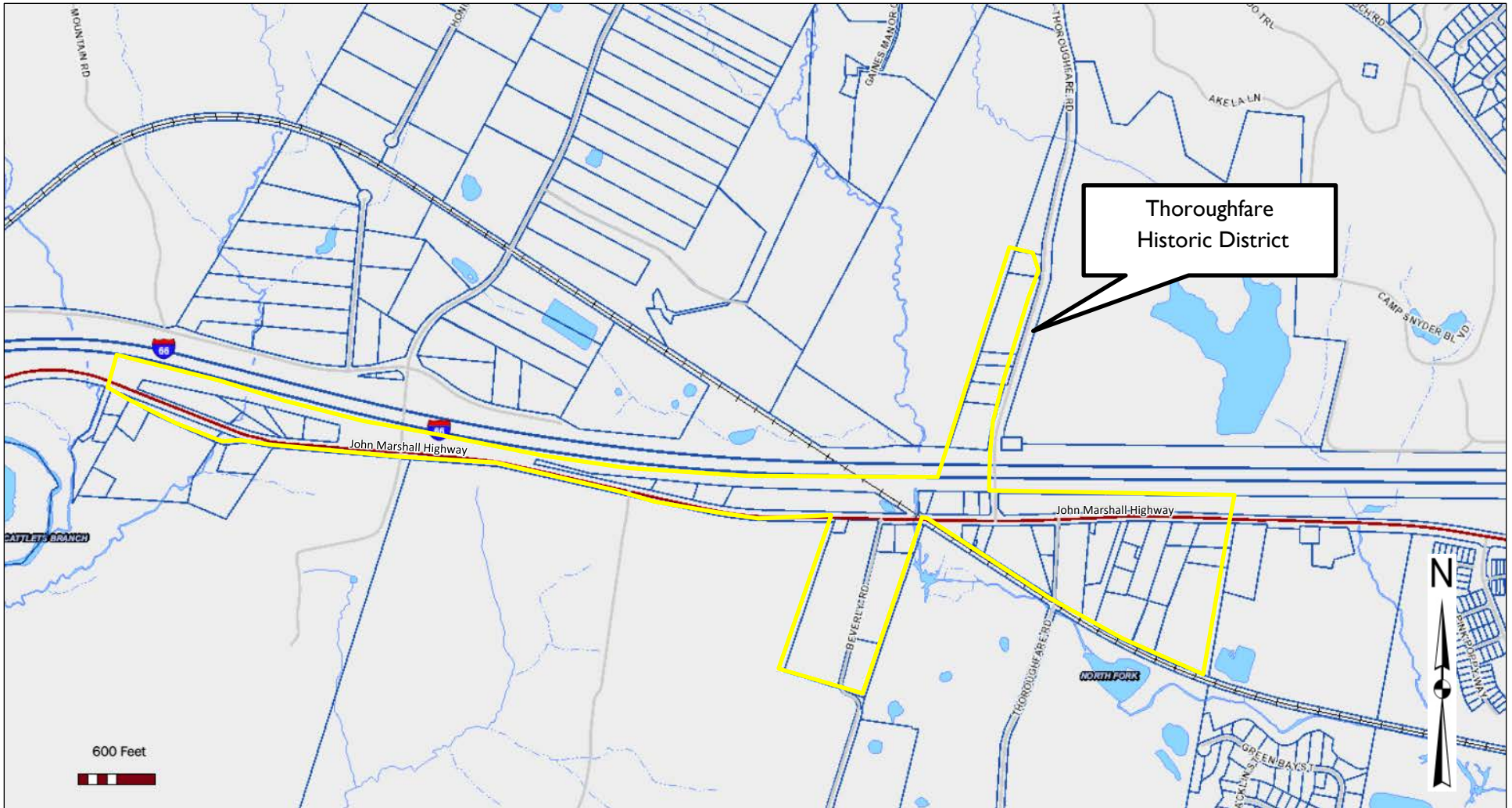
street & number: 1 County Complex Court (MC460)

city or town: Prince William state: VA zip code: 22192

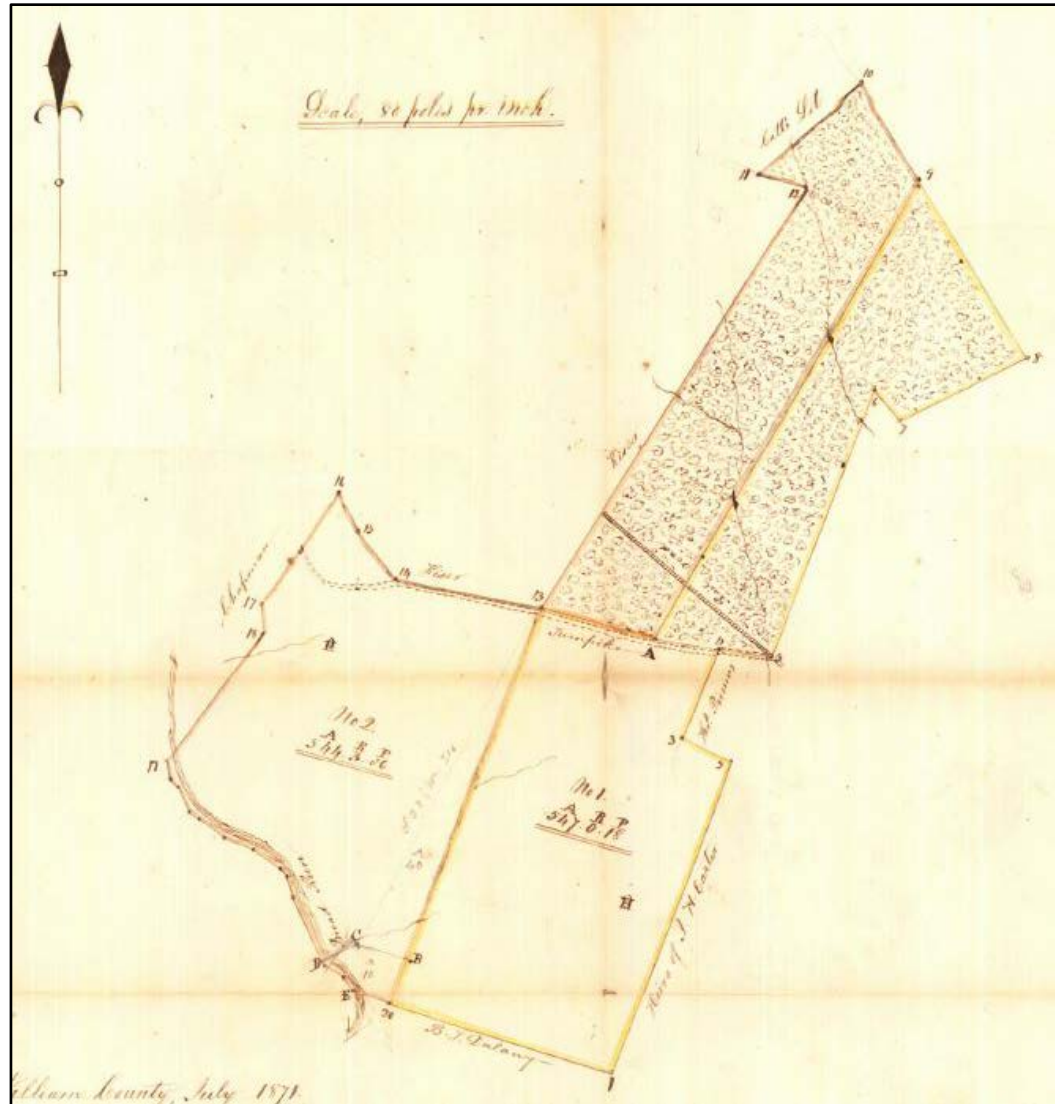
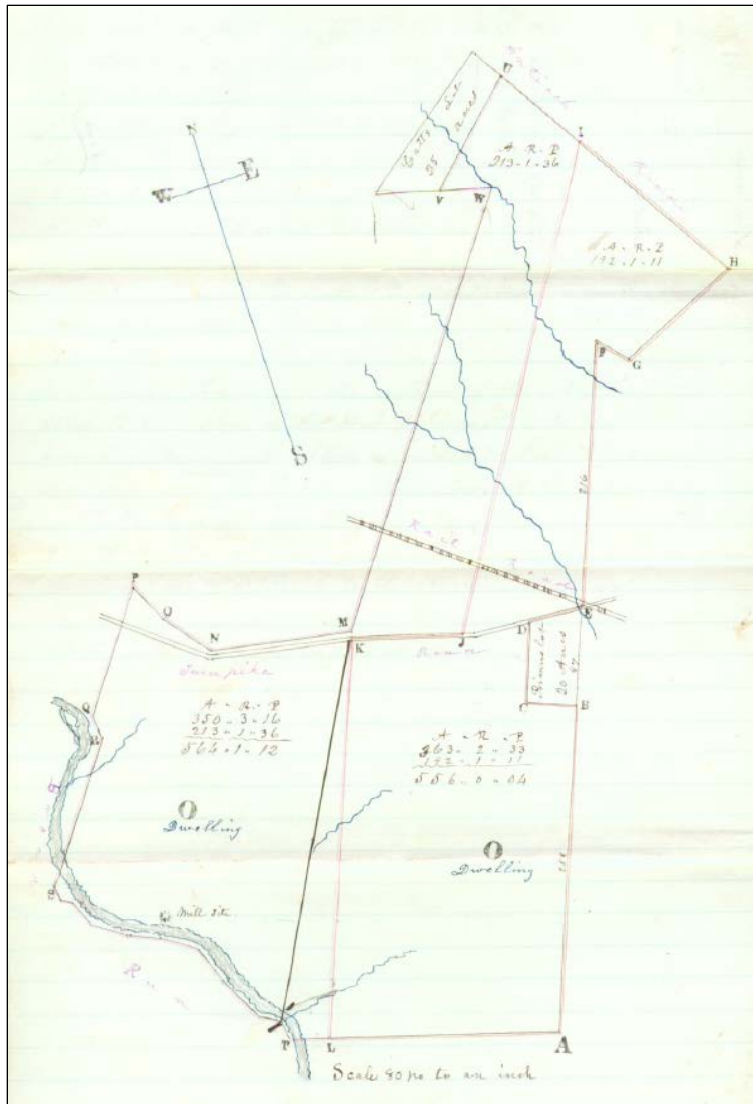
telephone: (703) 792-5619 or (703) 792-5729



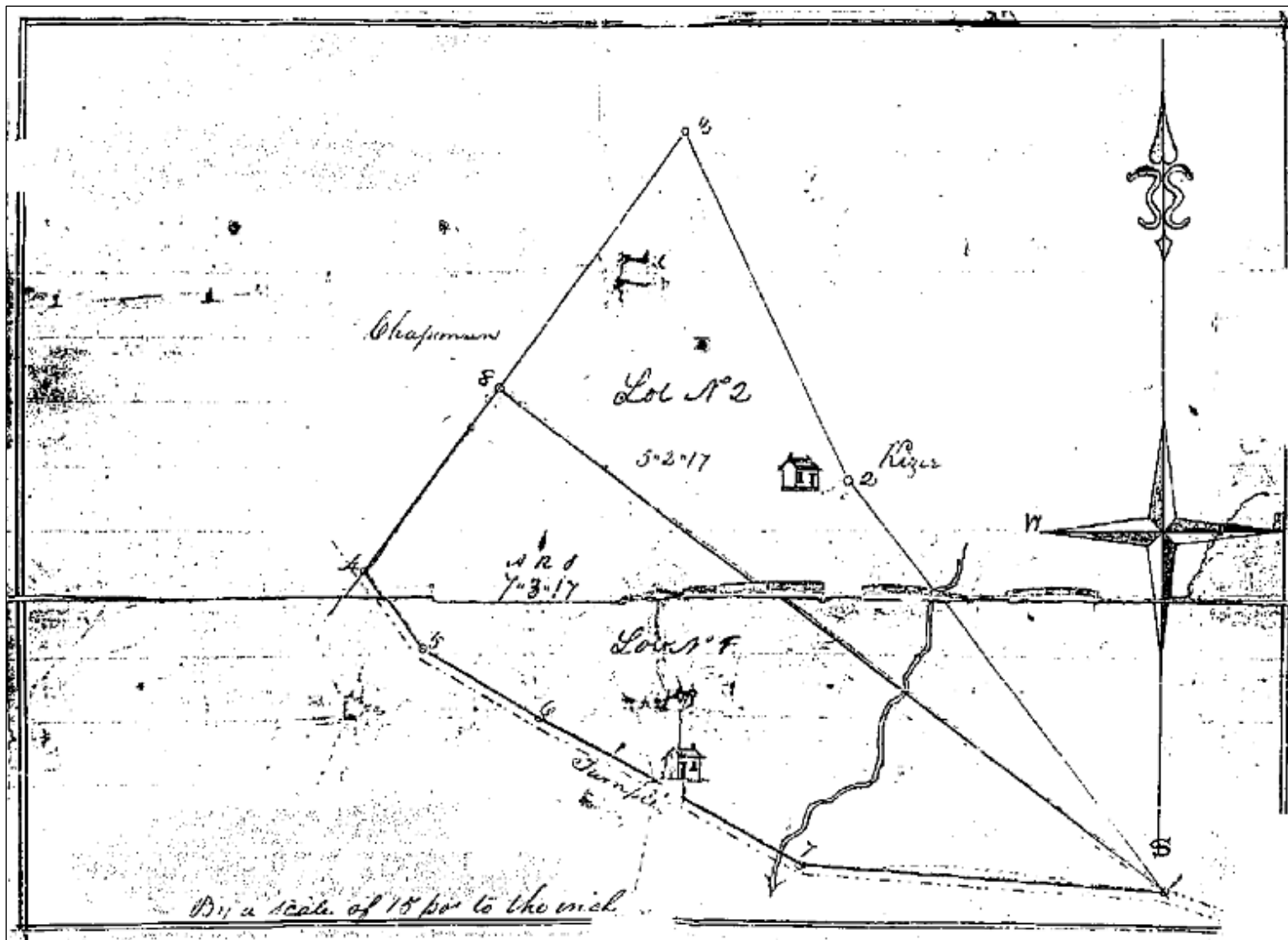
076-5150, Thoroughfare Historic District
John Marshall Highway (Route 50), Thoroughfare Road, Beverly Road
Broad Run, Prince William County, Virginia
Dovetail CRG 2022
2021 Aerial Imagery (Prince William County 2022)



076-5150, Thoroughfare Historic District
John Marshall Highway (Route 50), Thoroughfare Road, Beverly Road
Broad Run, Prince William County, Virginia
Dovetail CRG 2022
2022 Base Map (Prince William County 2022)



Detail of 1870 Silas Butler (Left) and 1871 George Nourse (Right) Surveys of Cloverland Tract (PWCCC 1894). Images not to scale.



Detail of Plat Filed in Association with 1927 Deed from Matilda Holmes and the Heirs of Moses Morrison Conveying Lot 1 to Thorton Johnson, Sr. (PWCCRR 1879:PB 2:48; 1927:DB 83:503). Plat likely dates to 1879 when these two lots were sold to Alexander Johnson and Moses Morrison by A.D. Smith.

Image not to scale.