

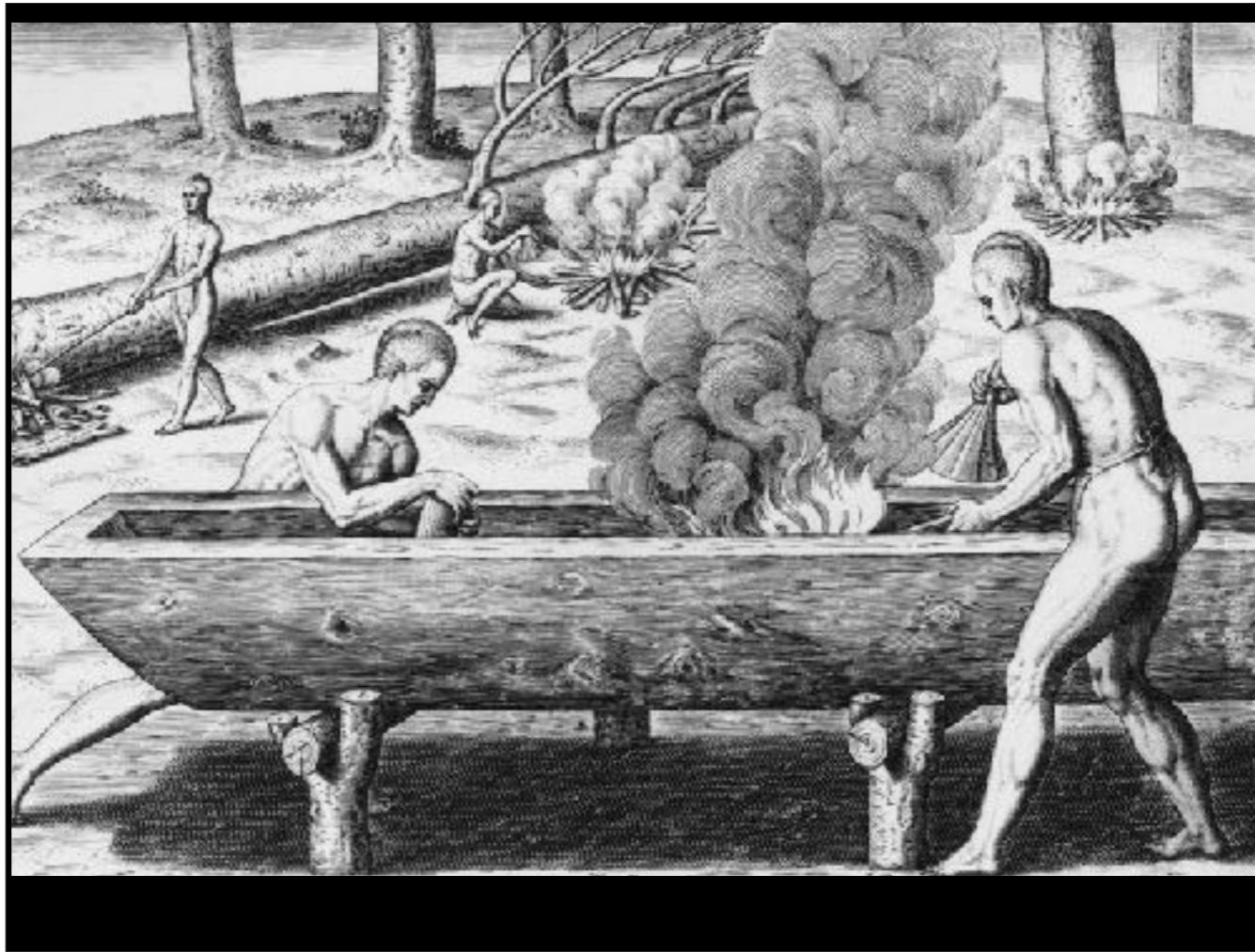


“GET OUTTA TOWN”

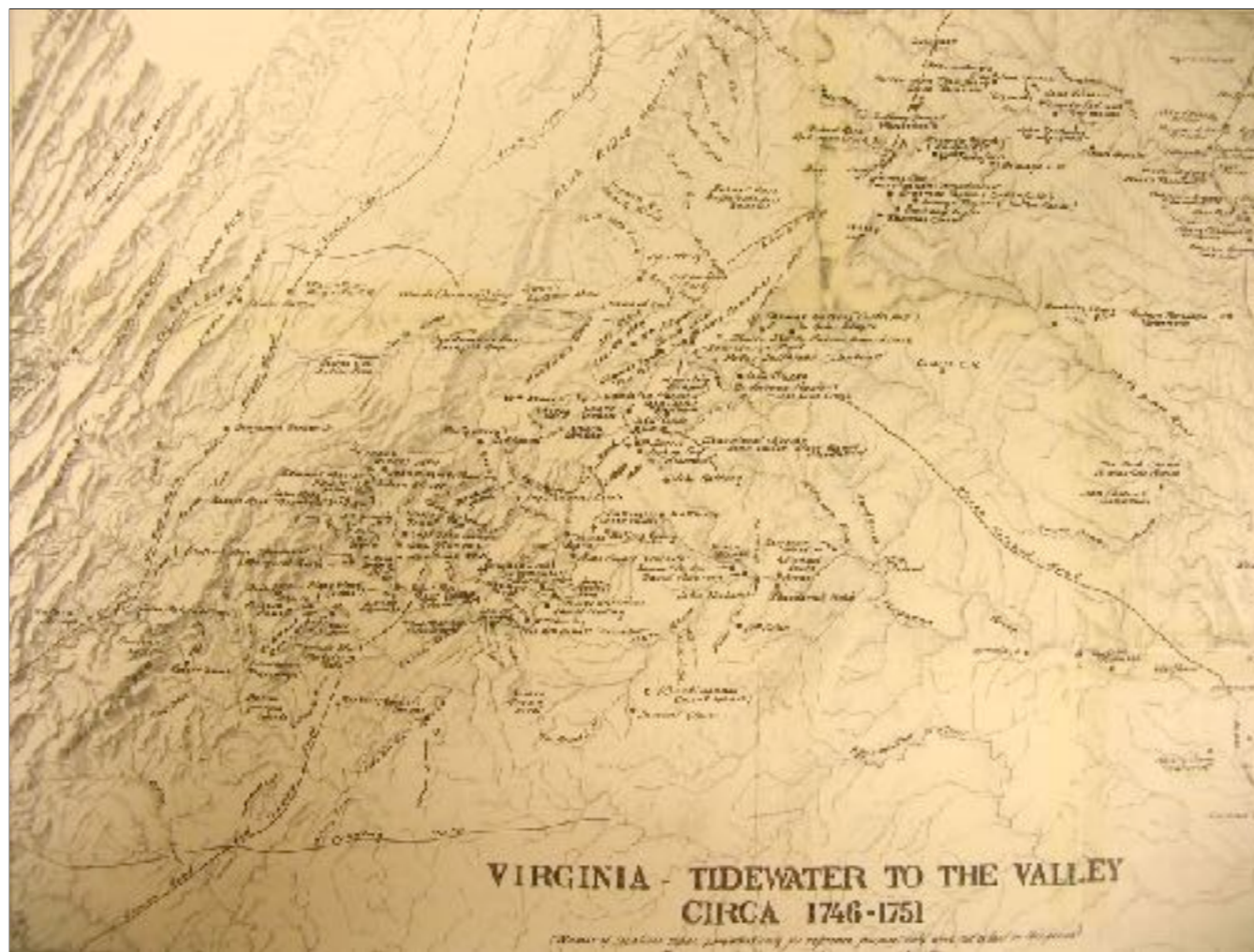
When I finished college and began working in Lynchburg, I was living at home with my mother in Amherst County. I was not terribly eager to go home after work, and would often kill time by exploring the city, which, when growing up, I had known only occasionally as a place to shop, go to movies, or go to the hospital. So my knowledge of the streets of Lynchburg was obviously limited. I made a game of trying to find all the roads that led out of town. And now, 45 years later, I still am.

I thought I would just show you some maps of all these roads, but somehow my research seemed to lead all the way back to before the Indians.

In the last 20 or so years I've become fascinated with the changing face of Lynchburg and with the maps that document it. What I'd like to do tonight is to give you a short history of the roads of Virginia, and then bring the subject closer to home.



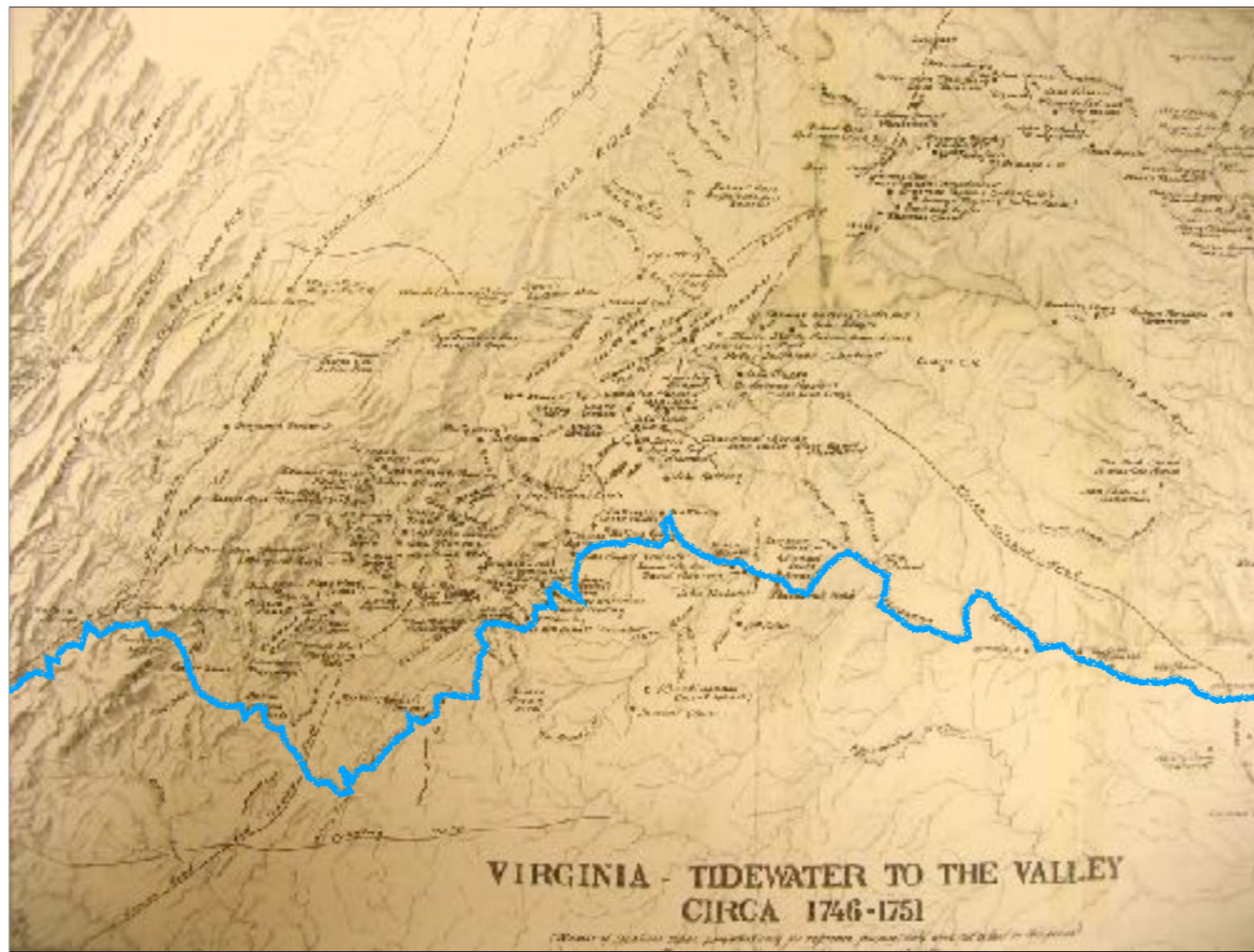
The earliest Virginians, let's just start with the Native Americans and the bison, made their own roads, or used the many waterways (in the case of the humans) for transportation.



- *****Here, for instance is the James River, but most of the rest of the small lines here are rivers and streams.
- *****Let's add a few modern cities to help orient you to this map.

Three of the old trails became the genesis of 3 of our interstate highways.

- *****The Great Indian Warpath—later called the Great Wagon Road— stretched from Alabama, through the Shenandoah Valley, into New York—essentially what ultimately became Interstate 81.
- *****Off to the east, the Potomac Path was the forerunner of what is now, generally, Interstate 95 and followed the fall line from Fairfax to Petersburg.
- *****Three Notched Road, or Three Chopft Road led west from Richmond toward the mountains. Now roughly the route of interstate 64.
- *****Then there was the Lower Road and Trading Path, the precursor of our present Rt. 29.
- *****And another trading road below Lynchburg connected to the Appomattox River, probably near Farmville where the river was navigable. This is roughly Rt 460 today.

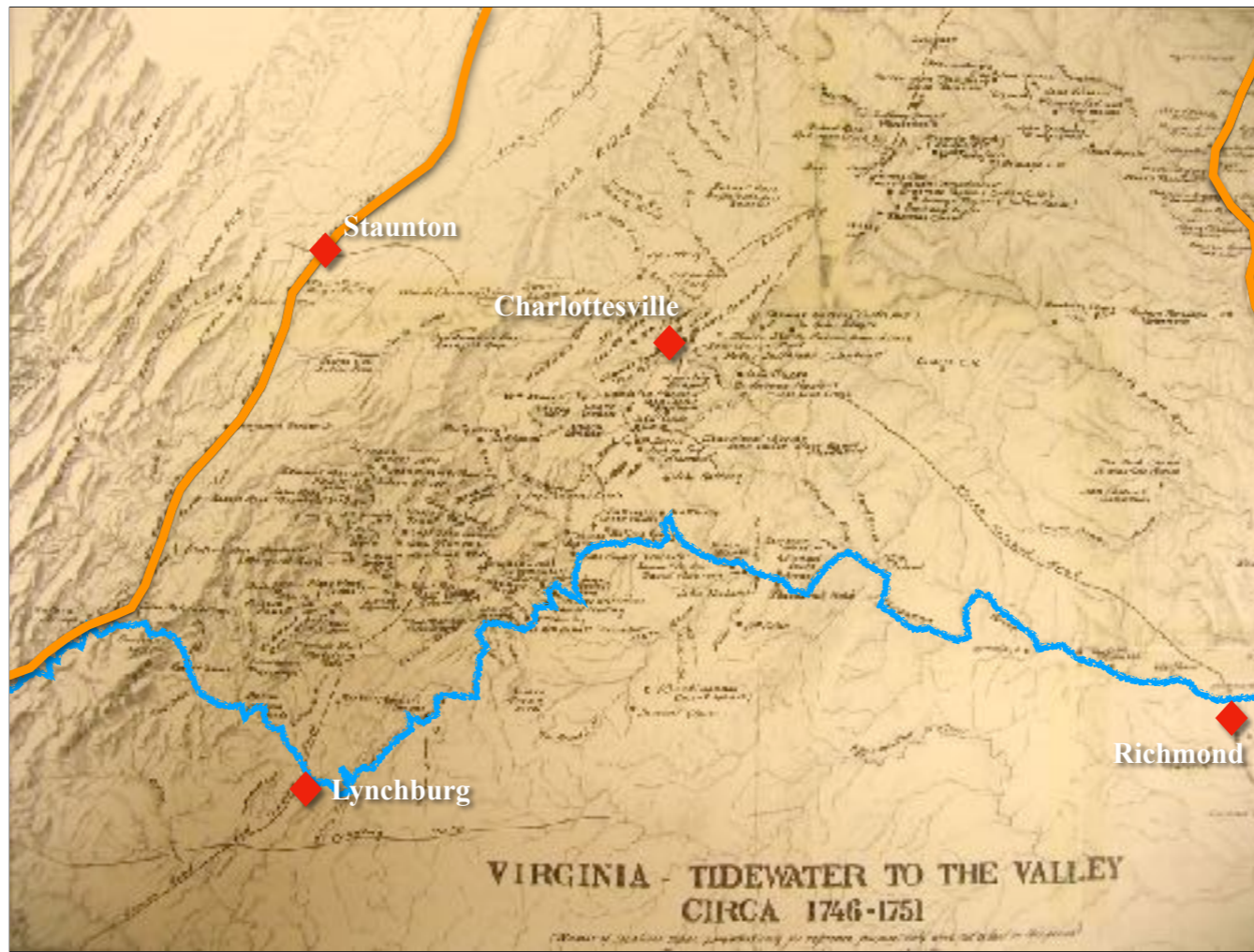


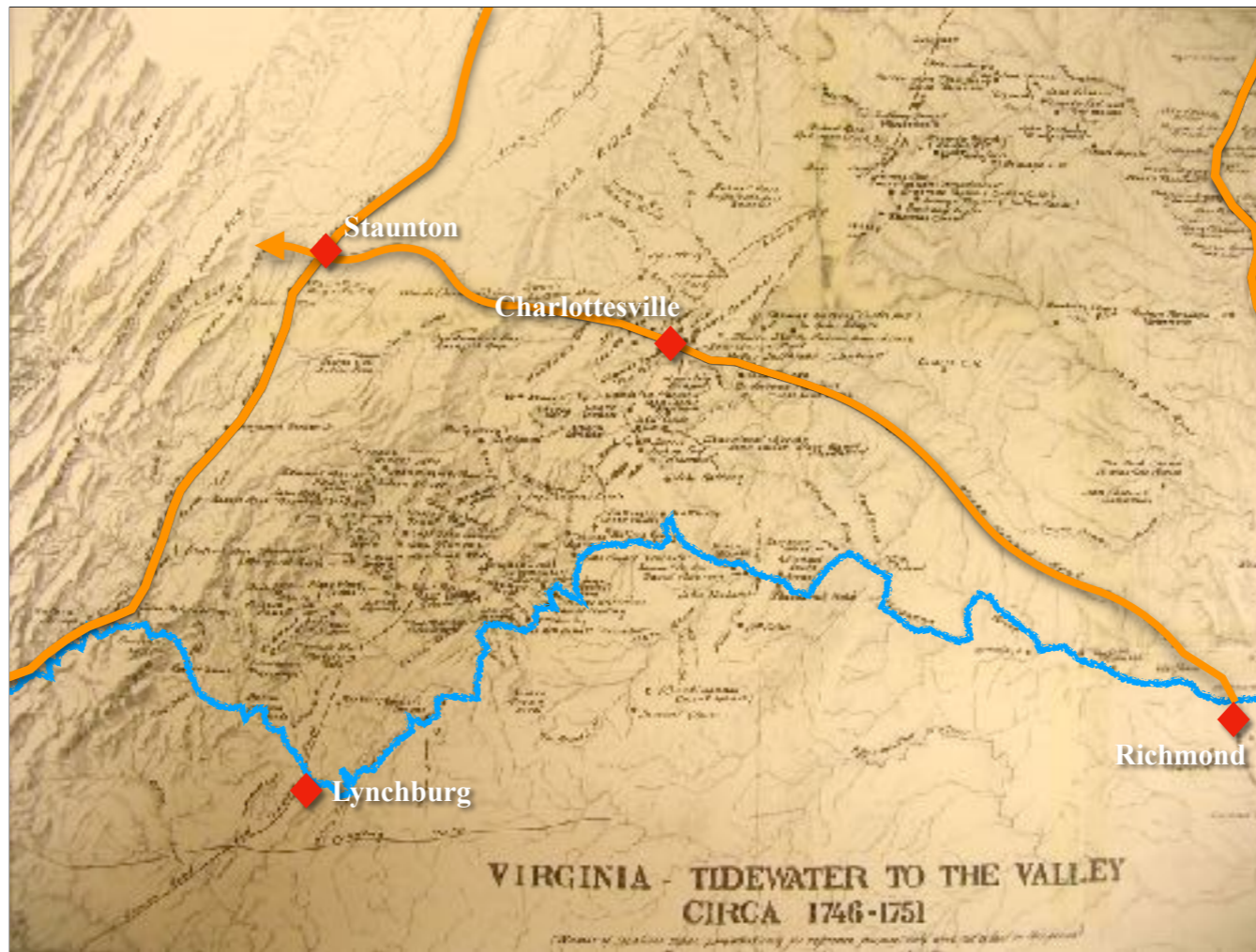
**VIRGINIA - TIDEWATER TO THE VALLEY
CIRCA 1746-1751**

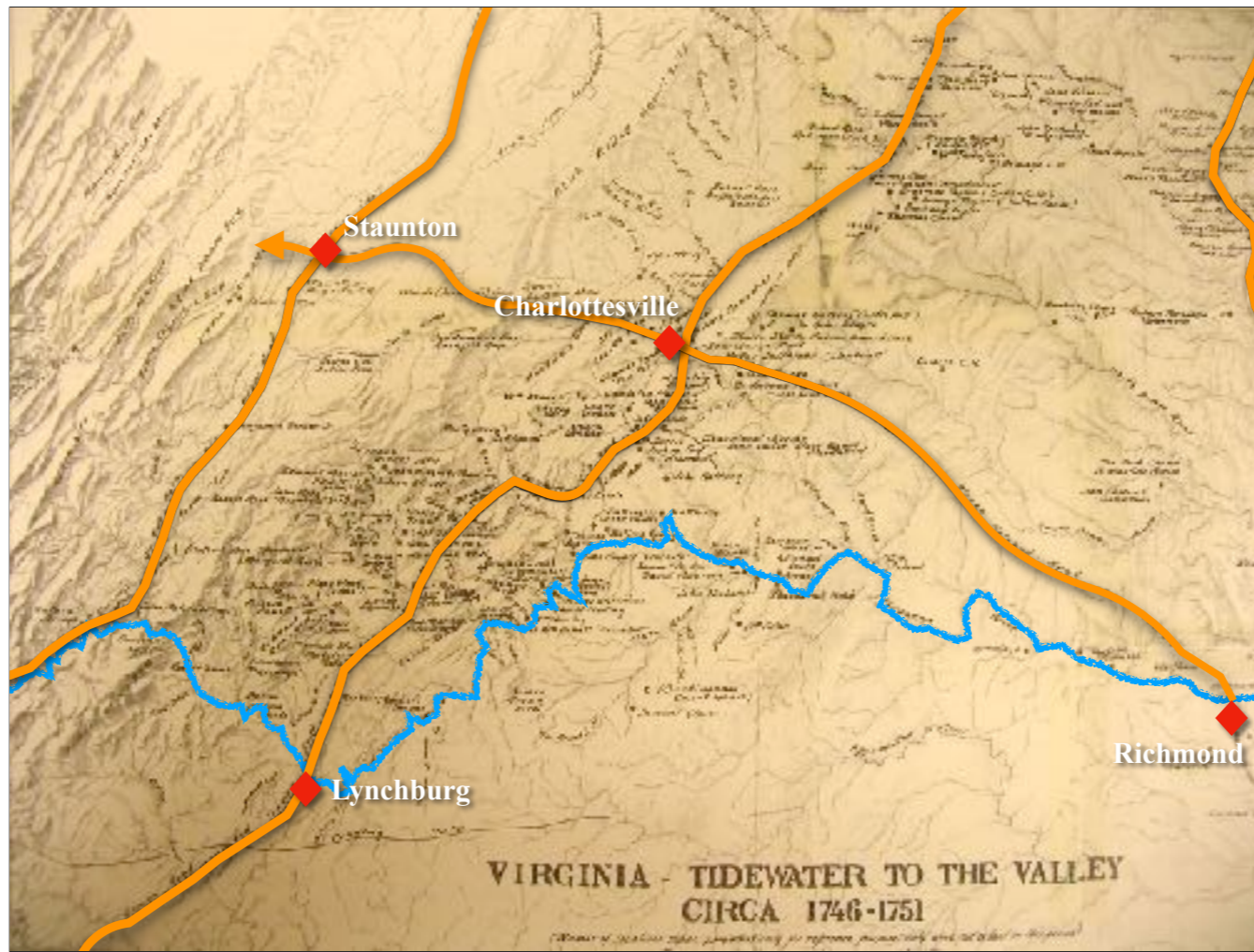
Map of Virginia after separation of regions, mountains and valleys - 1751

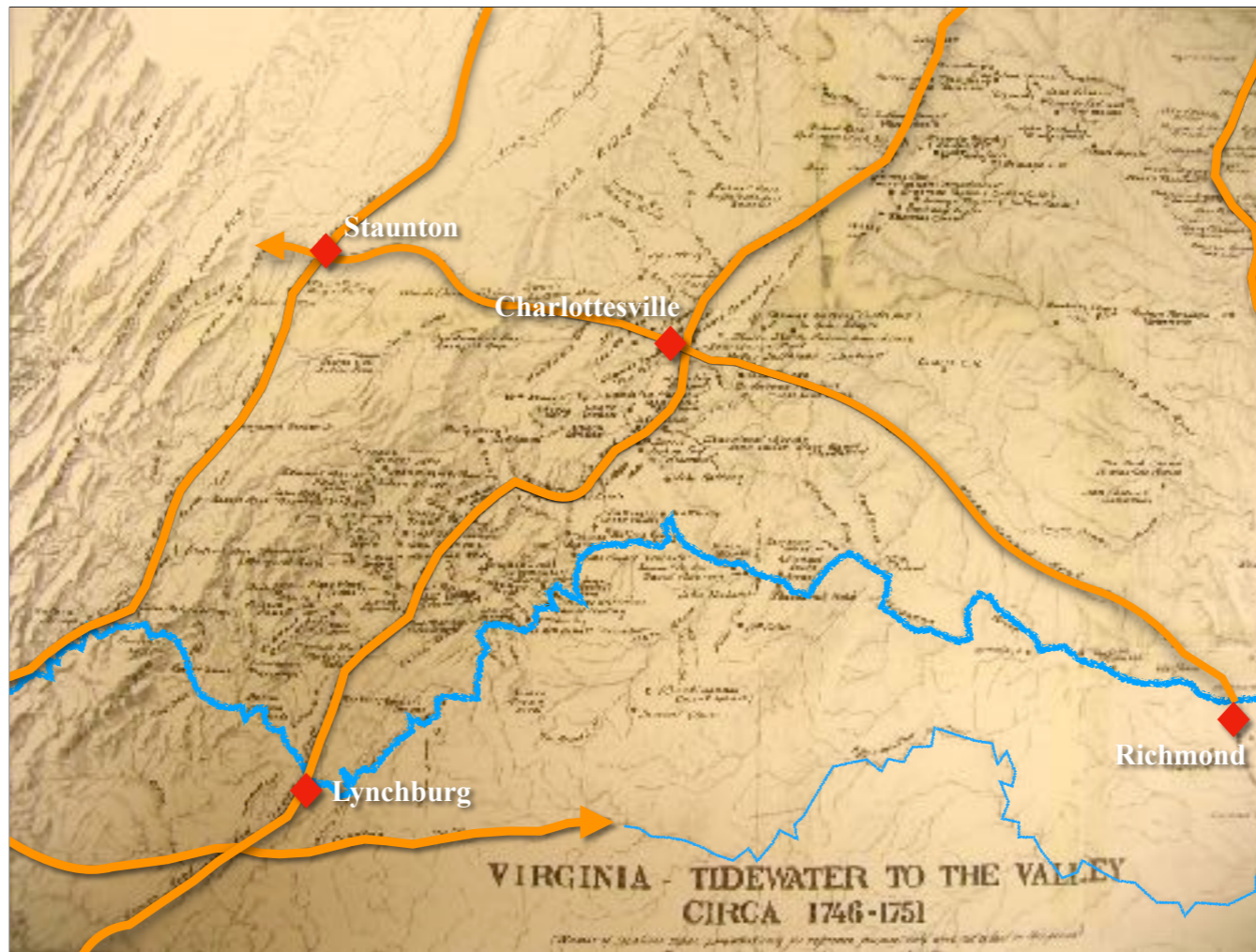


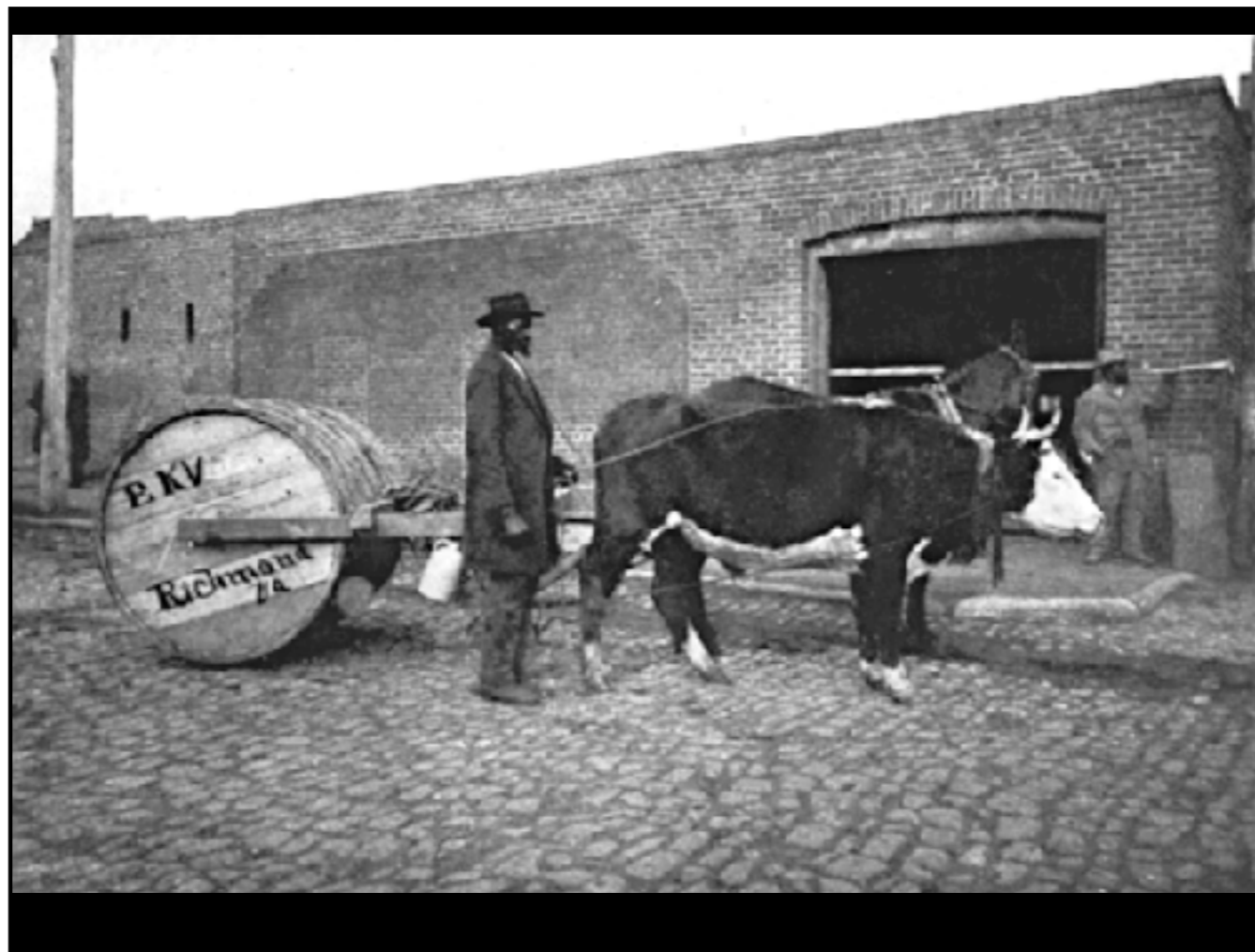












Once Europeans arrived and began settling and growing tobacco for export, they needed better ways to get heavy loads to the ports. Here's a team, it looks like an ox and a mule, hauling a hogshead of tobacco in Richmond.

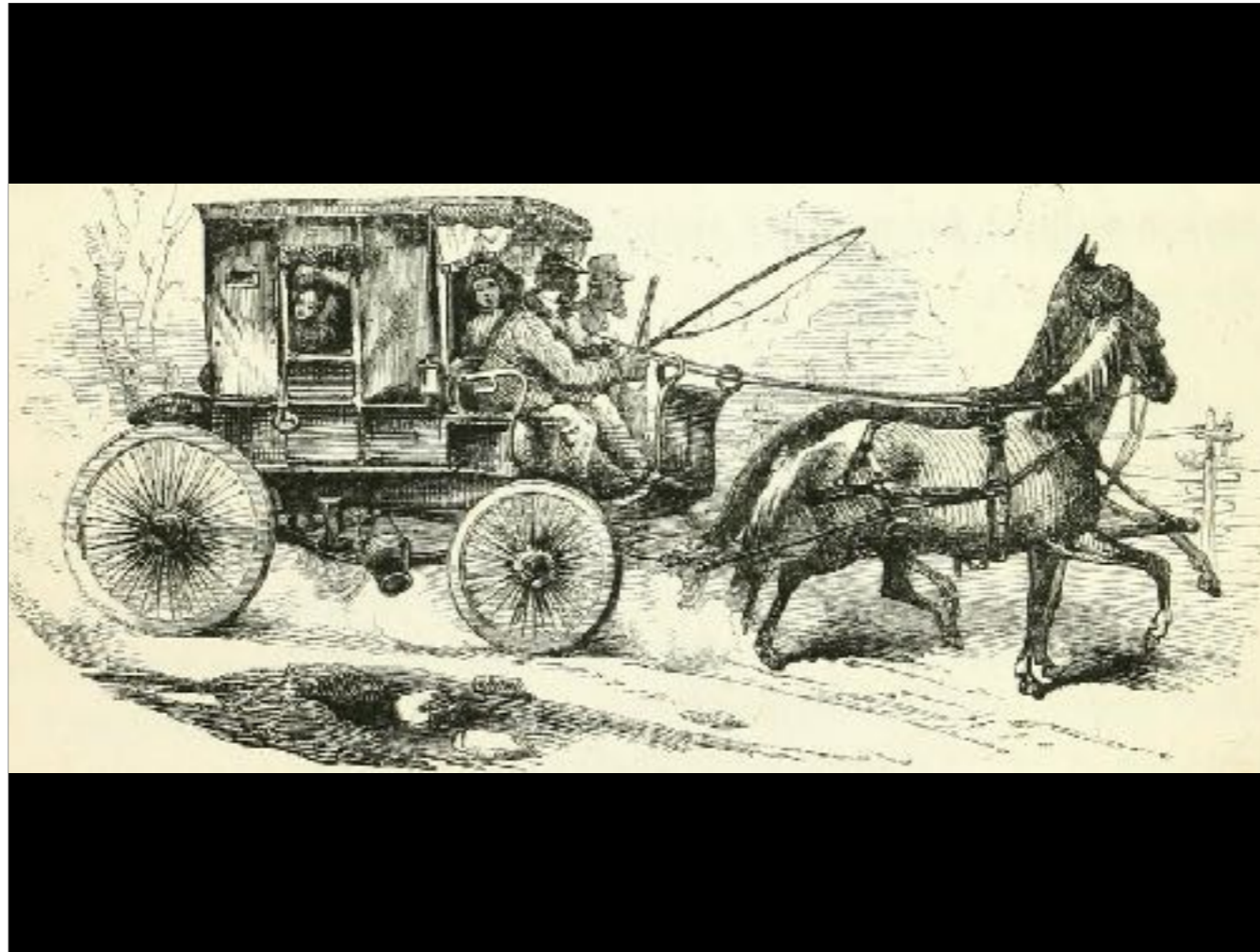


But the rivers were still the best way to get heavy loads to market. Here a batteau is used to haul 8 hogsheads downriver.

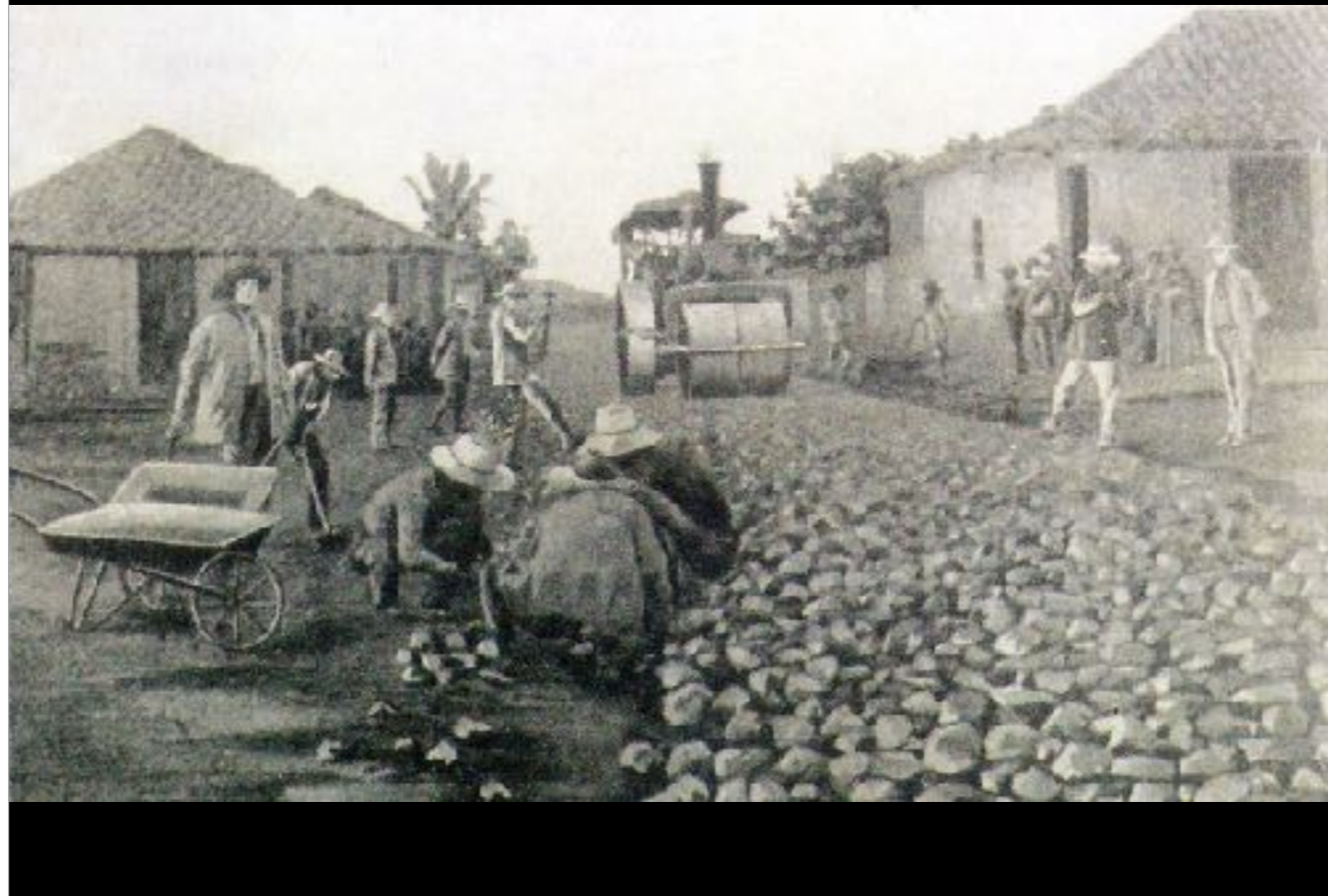


By the mid 1700s there were two major trading markets available from the Valley of Virginia: Philadelphia via the Great Wagon Road, and the much closer Virginia ports that lay over the mountains—but with no ready access. There were few roads, and they were impassible much of the time.

Not until after the American Revolution did serious efforts begin to capture the trade from the Shenandoah Valley and to prevent its loss to Philadelphia, or even to the Spanish port of New Orleans.

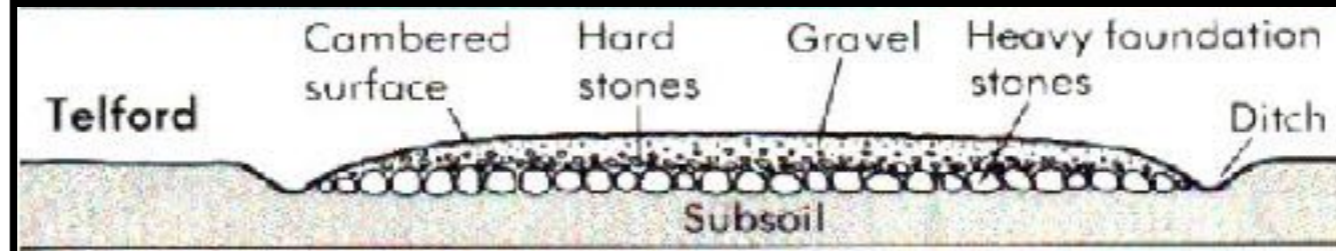


In 1785 the general road law in Virginia was revised and listed requirements for width and smoothness—generally to be cleared of vegetation. This was somewhat better than an Ohio law that demanded that stumps left in the road should be no more than a foot high.

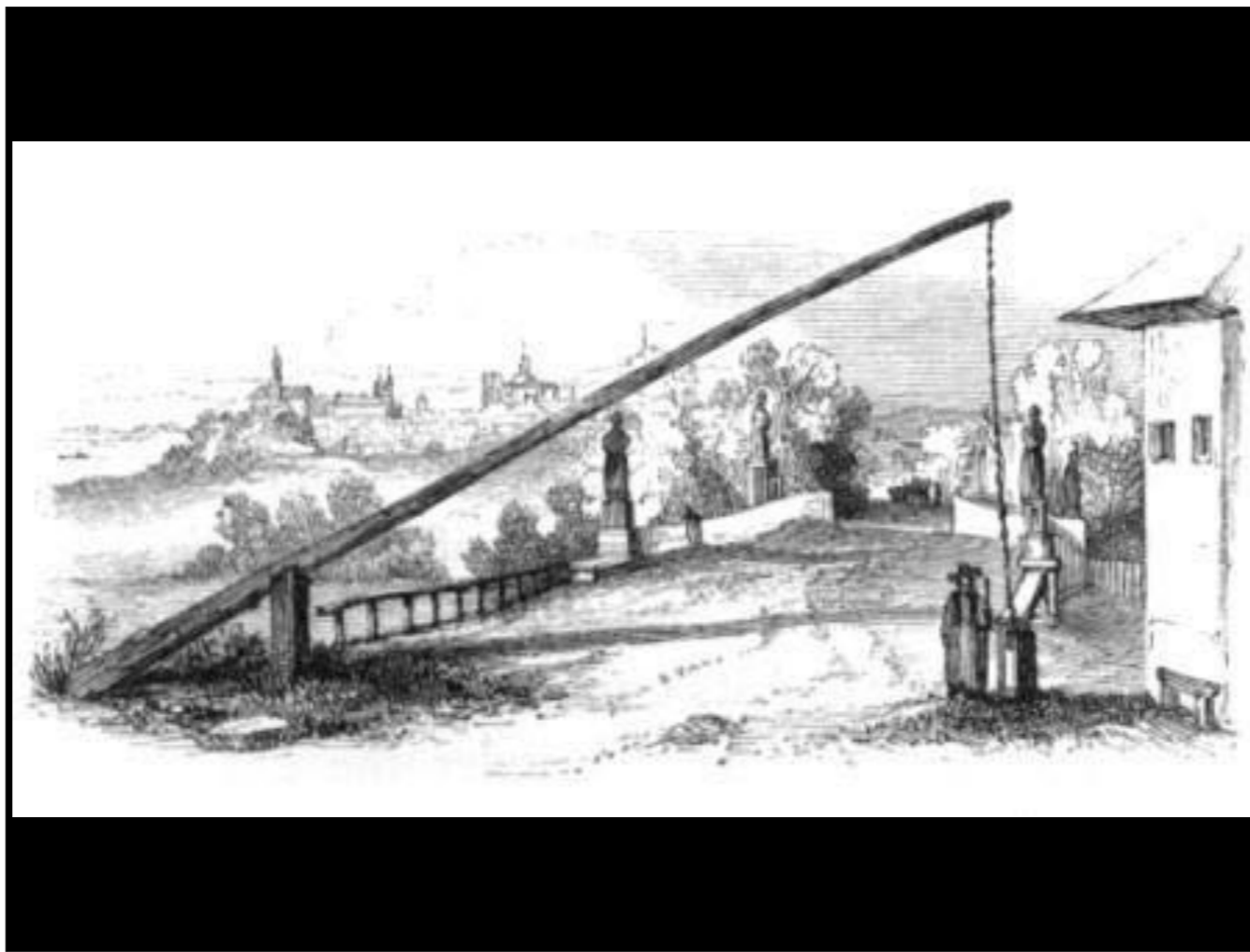


In 1816 the General Assembly created a Board of Public Works to administer new transportation funds. The major transportation funds expended by the state were used for canals, and for roads to connect the canals. They appointed Laommi Baldwin Jr. to be the first transportation engineer. Baldwin advocated paving roads using the methods that the Scottish engineers McAdam and Telford had pioneered.

Here you see an early 20th-century image of road building (in Venezuela), still using the McAdam method.



Baldwin specified: “. . . a road bed thirty feet wide into which are placed large stones well beaten close to each other over the whole width. Upon this is another bed of stones broken to the size of about four inches, well hammered and rammed in.... The third and last layer should be coarse gravel or stone broken to the size of hickory nuts, thrown on evenly or rammed or rolled with a heavy iron roller.”



Paving was not generally done, unless the road was a "turnpike."
Here you see an actual "turnpike," the bar that blocked entrance until a toll was paid.



Here is one of Lynchburg's toll houses, this one on Fort Avenue (the old Salem Turnpike) at Liggates Road



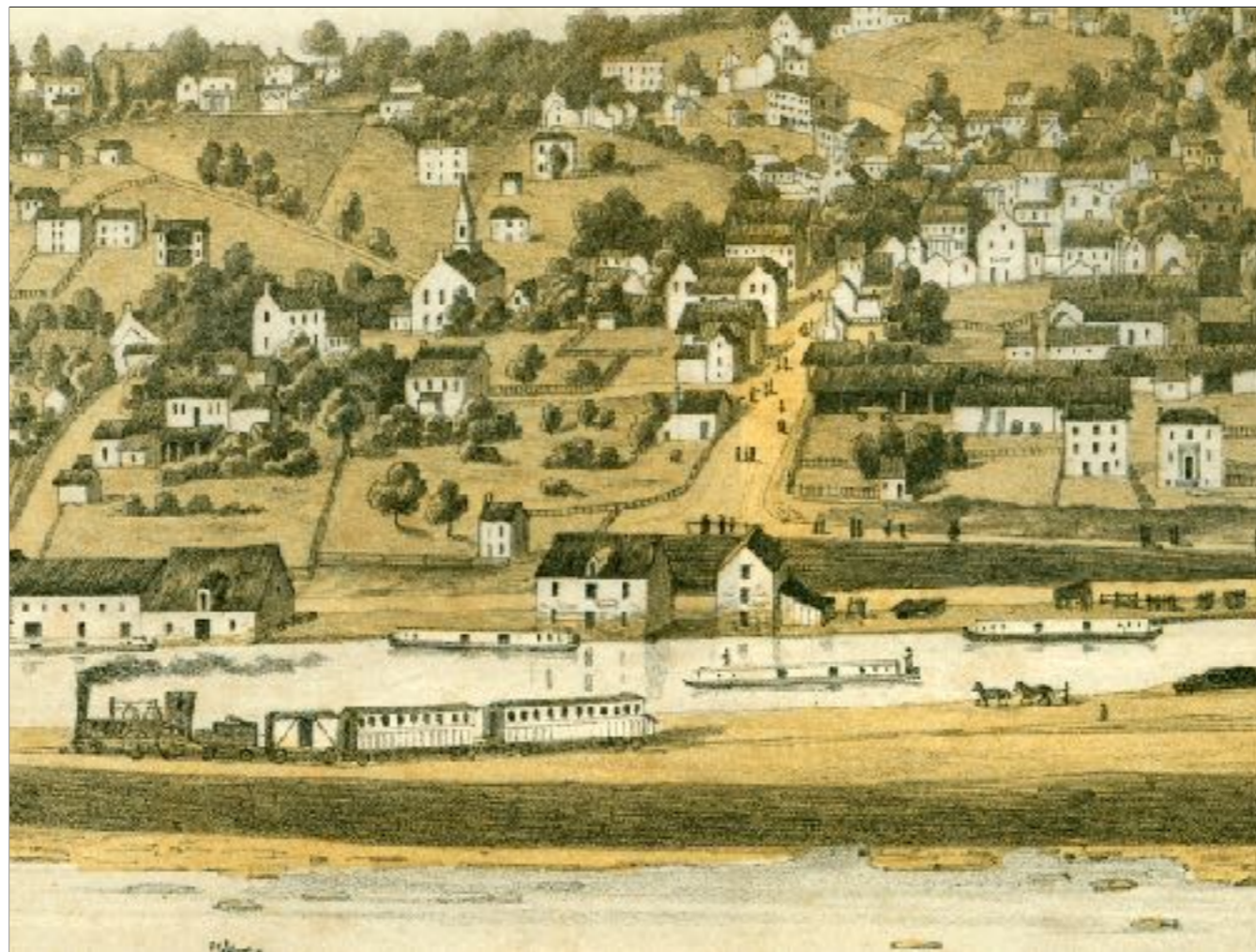
The board also oversaw the plank road craze that was popular in the mid-1800s. Though not many were built in Virginia, and none that we know of around here, the roads were a great improvement over the muddy roads. Plank roads are not to be confused with corduroy roads, which were made by laying poles across swampy areas and covering them with dirt. This appears to be a corduroy road.



Plank roads were made with sawn lumber laid over two parallel rows of sticks or stringers, providing a hard, smooth surface. An account from New York describes a two-horse team hauling six tons of iron 12 miles to Syracuse at the rate of three quarters of a mile per hour—only 16 hours! The only limiting factor was the strength of the wagon, not that of the team or roadway.



There was a plank road leading northwest from Scottsville, and parts of the road retain the name, as it does where it crosses 29 at North Garden.



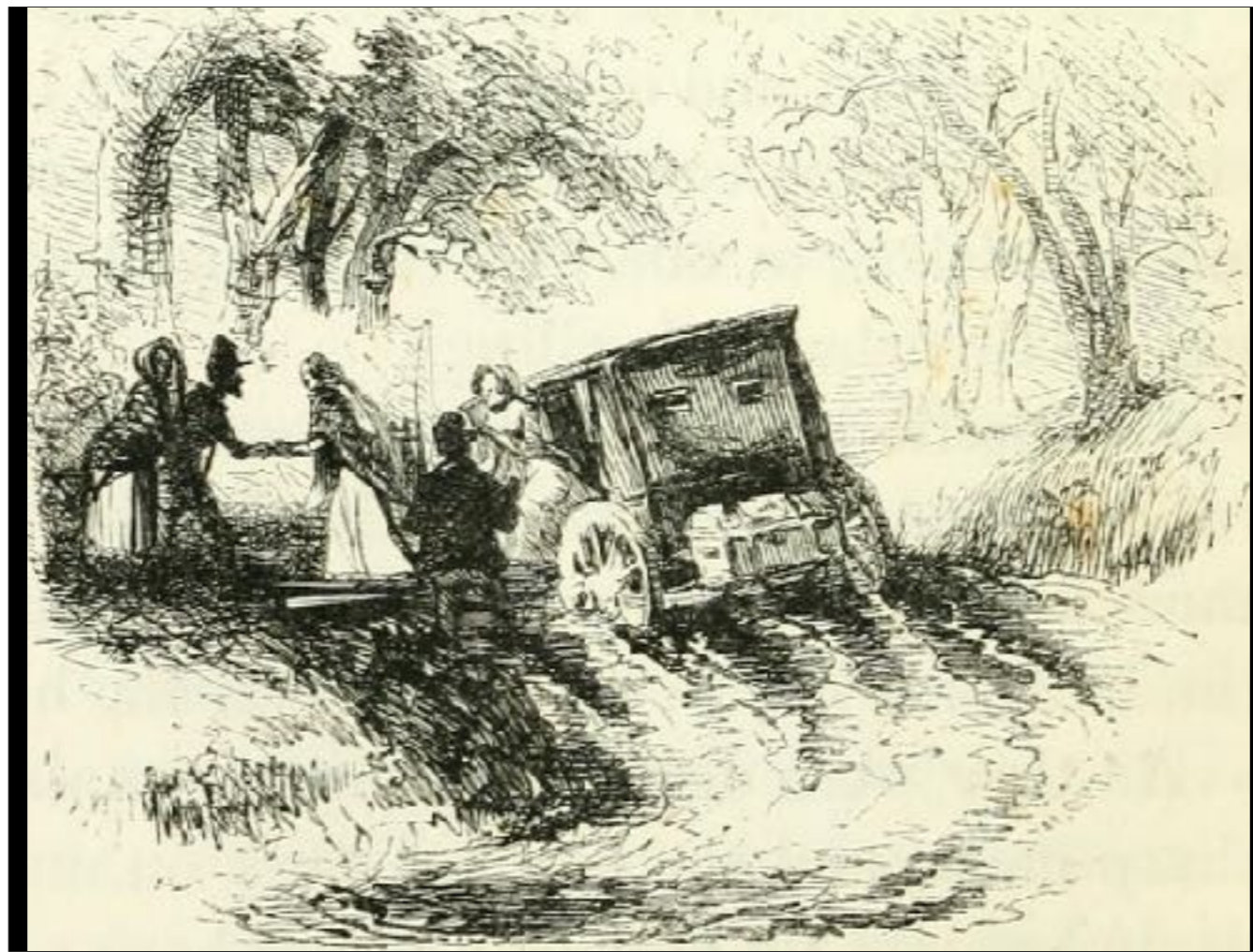
Road construction and maintenance suffered during and after the Civil War. Railroads were by then doing the heavy lifting, even taking all the business from the canals, which had carried passengers and freight for about 40 years.

Here you see a detail of the Lynchburg riverfront in 1855, where railroads and the canal coexisted for about 30 years.



Most turnpikes and all local roads returned to local control after the Civil War. So what was local control all about? From the beginning of organized road administration, the state used the *corvée* or statute labor system. This mandated that the citizens who lived on or near a road be compelled to work on it a certain (unspecified) number of days per year, or make a money payment in lieu of work. The 1785 road law defined laboring “tithables” as “all male persons over the age of sixteen,” with exceptions for the owner or master of two or more tithables, owners of iron works, millers, ferry keepers, and the infirm. The list of exemptions eventually included owners of coal mines, persons over 60, town dwellers, officers of jails, turnpike and canal employees, officers of any literary institution, and ministers. The fine for failure to appear was 75 cents per day.*

* Early Road Maintenance in Virginia
Howard H. Newlon, Jr.



What was travel like back then?

A typical description of a trip in 1796 described it thus:

“Crowded in the stage by ten passengers and their baggage, we did not arrive at Richmond before 11 o’clock at night, though we had set out from Williamsburg at 8 in the morning; the rain, which has been abundant during the last two days, having rendered the roads very bad.” —15 hours from Williamsburg to Richmond! (I checked Google maps and today it takes **53 minutes by car** and **under 5 hours on a bike**.)



And if you had to sleep on the road overnight, this might be the best you'd get.

These spotty road conditions continued beyond the Civil War. In fact, roads worsened during Reconstruction because railroads had begun to take travelers longer distances without the frequent need to stop to eat or sleep or rest horses.



Roads were in terrible shape after the War, and the State had few funds to restore them. The turnpike era seemed to have ended. Within a few years many of the road companies were out of business and their turnpikes had reverted to the status of county roads. Maintenance was neglected. Sometimes the roads were avoided altogether as traffic took to the fields on either side.And then everything changed...



The spark to reignite Virginia's highways came in 1892, in a rented brick shed in Michigan.....where Henry Ford was building his first "gasoline engine."



where Henry Ford was building his first “gasoline engine.”



14 years later, in 1906 the Virginia State Highway Commission began operation. The task of its first commissioner was to convince the public and state officials that roads were important.

*****There were few automobiles around, and were generally regarded as sporting toys for the weekend.

Any sane traveler took the train, rather than run the risk of frequent blow-outs and flat tires, or running out of gas, which was then sold in hardware and paint stores.



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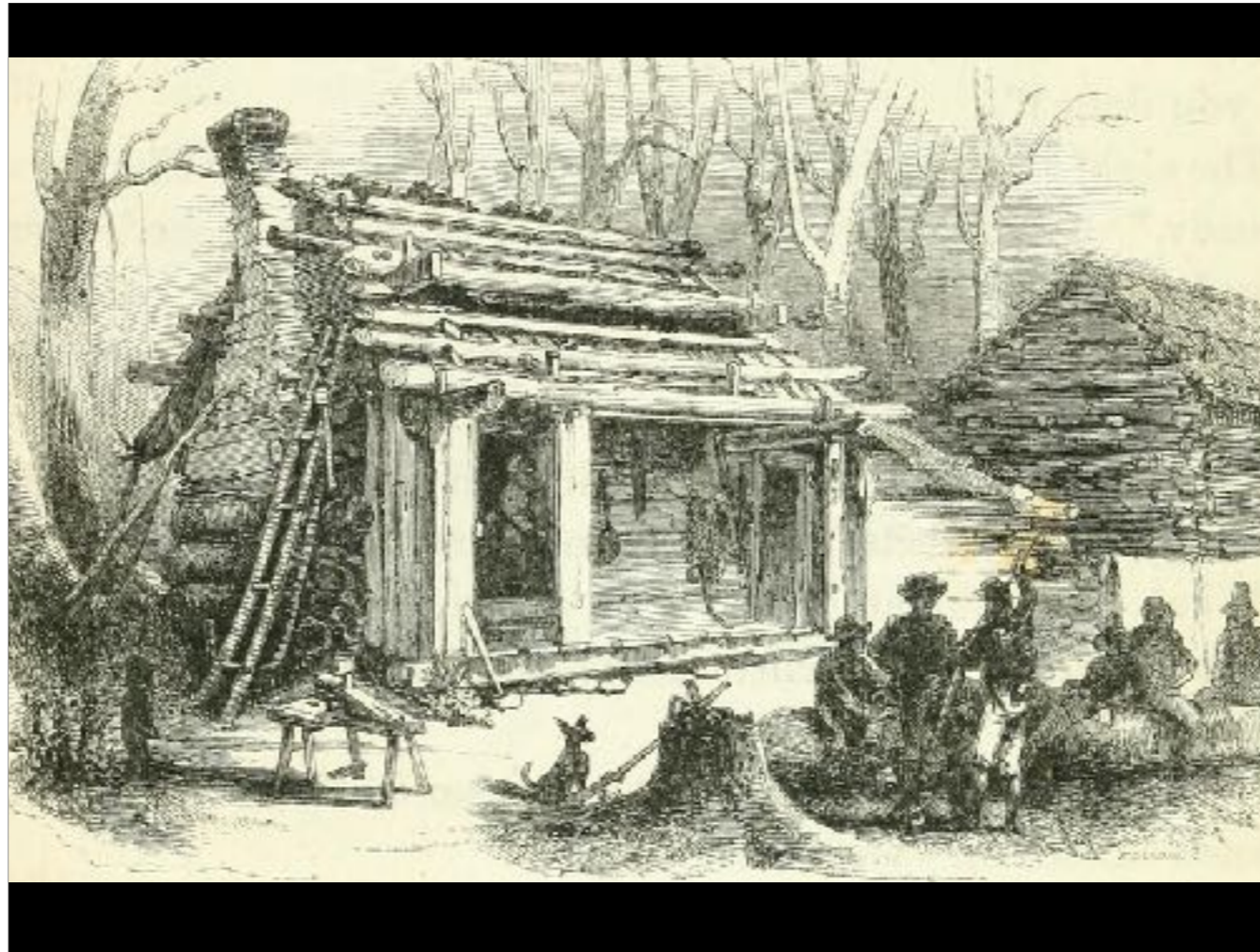
Any sane traveler took the train, rather than run the risk of frequent blow-outs and flat tires, or running out of gas, which was then sold in hardware and paint stores.



Breakdowns and getting stuck in the mud were common, and pulling autos out of the mud became a sideline for some farmers. Other than a few hotels and taverns, travelers were forced to use the woods for toilet facilities or beg hospitality at farmhouses along the way.



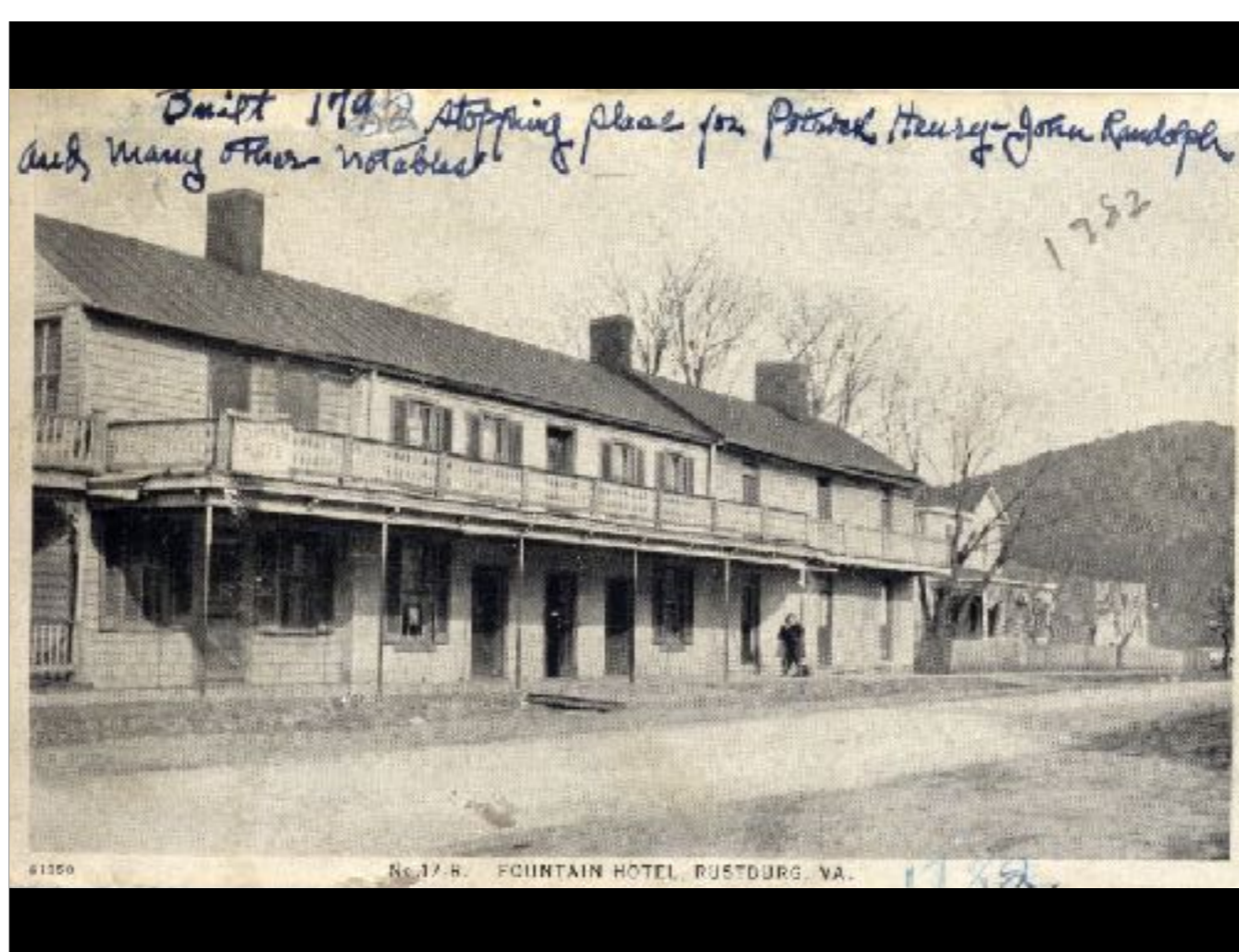
Roads were damaged by the auto itself, since they travelled at a much faster pace. Country people began to lobby for banning autos from the roads altogether or at least restricting their speed. But the rapid growth of auto ownership soon converted critics to owners, and a push to improve the roads began in earnest around 1910.



The growth of highways also spurred the growth of the hospitality industry.

In the early days of roads, meals and lodging were pretty sketchy in the countryside inns called “ordinaries.” One tidewater ordinary was described as: “. . . a little house absolutely isolated in the midst of the woods . . . For lodging there is one large room for all the company. A pallet brought in and laid on the floor for each guest suffices for these country folk.”

An Englishwoman claimed: “There are always several beds in every room and strangers are obliged to sleep together. The sheets are mostly brown and seldom changed.”



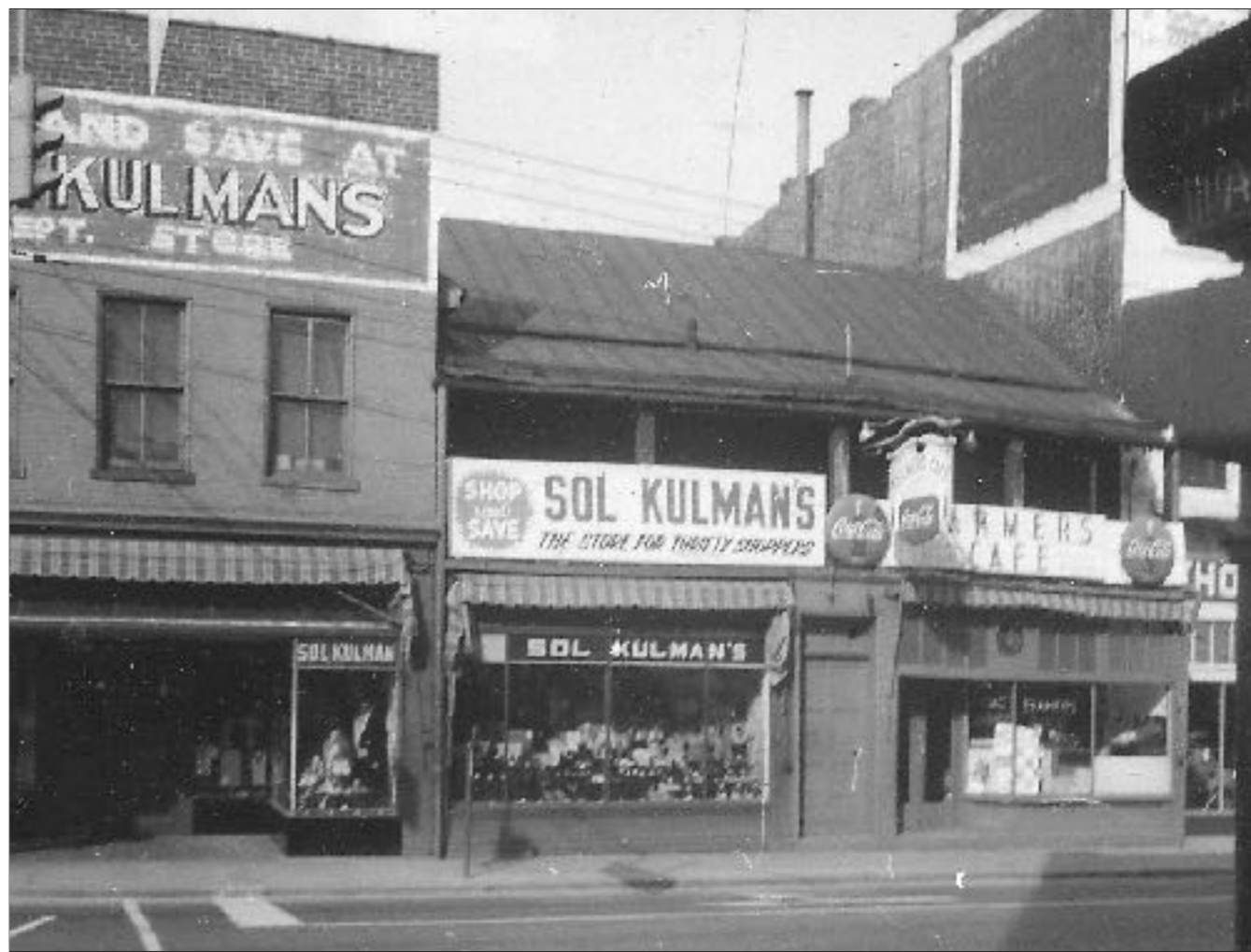
The hotels in towns were somewhat better. This one in Rustburg was built in 1792.



This one on Main Street in Amherst was there until the 60s.



This store shown in 1910 was the former Watering Branch Tavern on what is now Fort Avenue, the main road leading into town from the south. It was a favorite stopping place for farmers coming to town. This was in the vicinity of Spring Hill Cemetery, but a little closer to town.



This is the old Cross Keys Tavern at the corner of 12th and Main Sts. The building is still there, across from the market.



Maybe some of you remember this “tourist home” on the side of Rt. 29 on the hill entering Lynchburg from Madison Heights.



And here's a "tourist court," also in Madison Heights, which was an early form of motel.



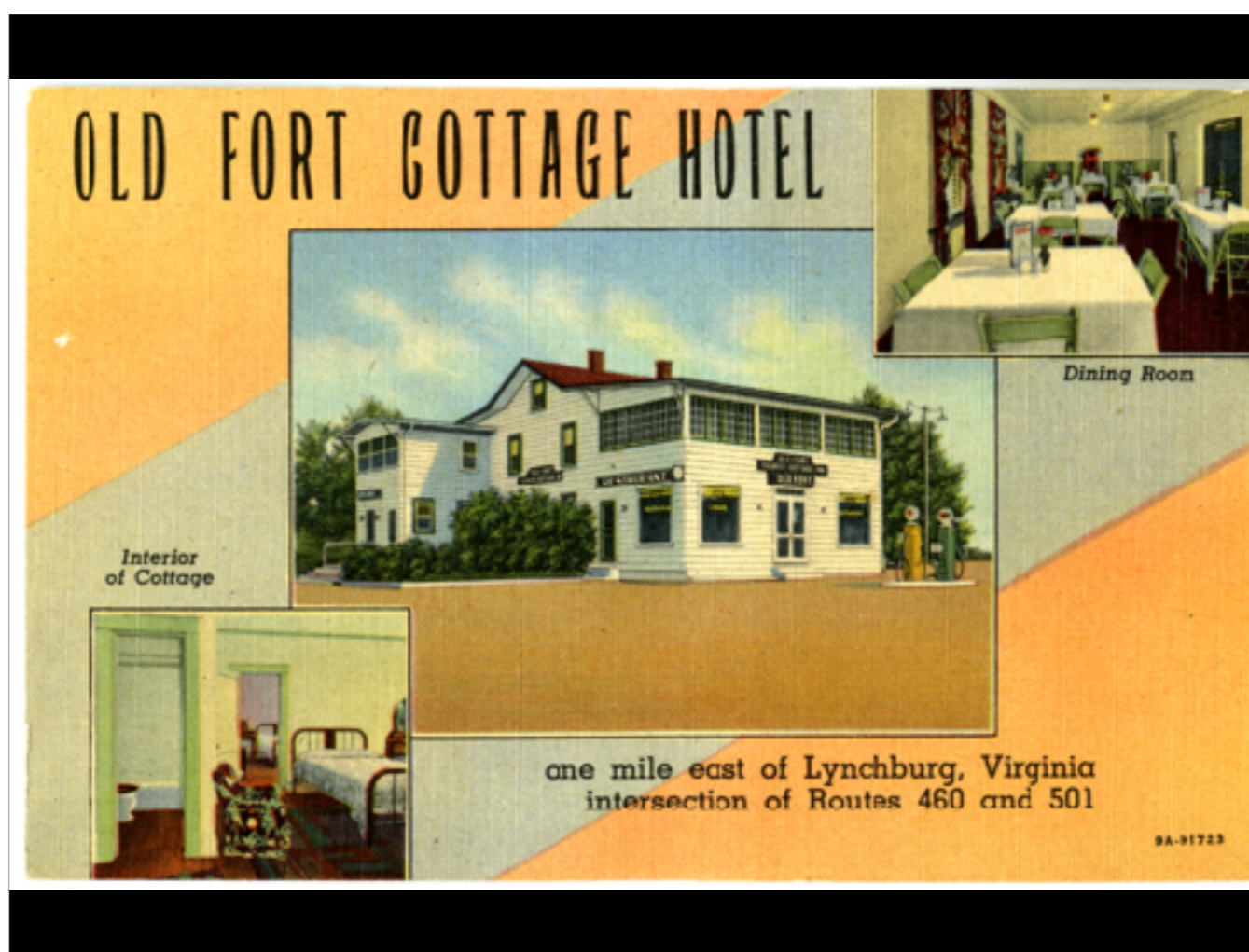
Tourist camps began popping up in the 30s and 40s, once cars were reliable enough and roads improved enough for people to venture beyond an easy day-trip from home. This one was on Campbell Avenue.



Typically anyone with some land near a road could make a deal with an oil company to sell gas, and set up a campground around it.



This is all part of that same enterprise on Campbell Avenue.



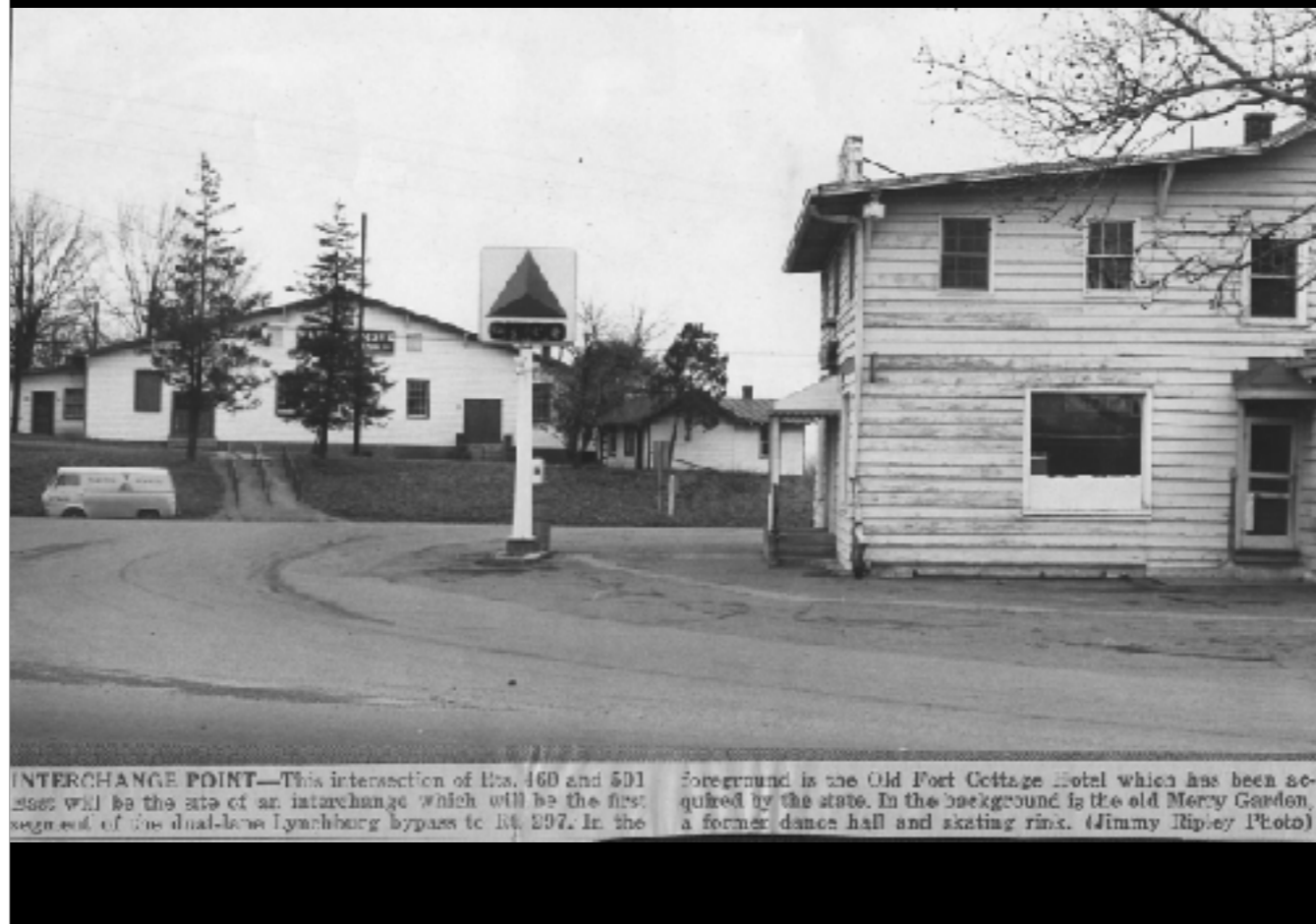
A little farther out Campbell Avenue, at the intersection of what would become 501 from Rustburg and 460 from Richmond, Warren Falwell started a very ambitious enterprise.



Of course he had a restaurant and gas station as well. The Old Fort Tourist Camp boasted steam heat and showers in the cabins.



The cabins even had garages.



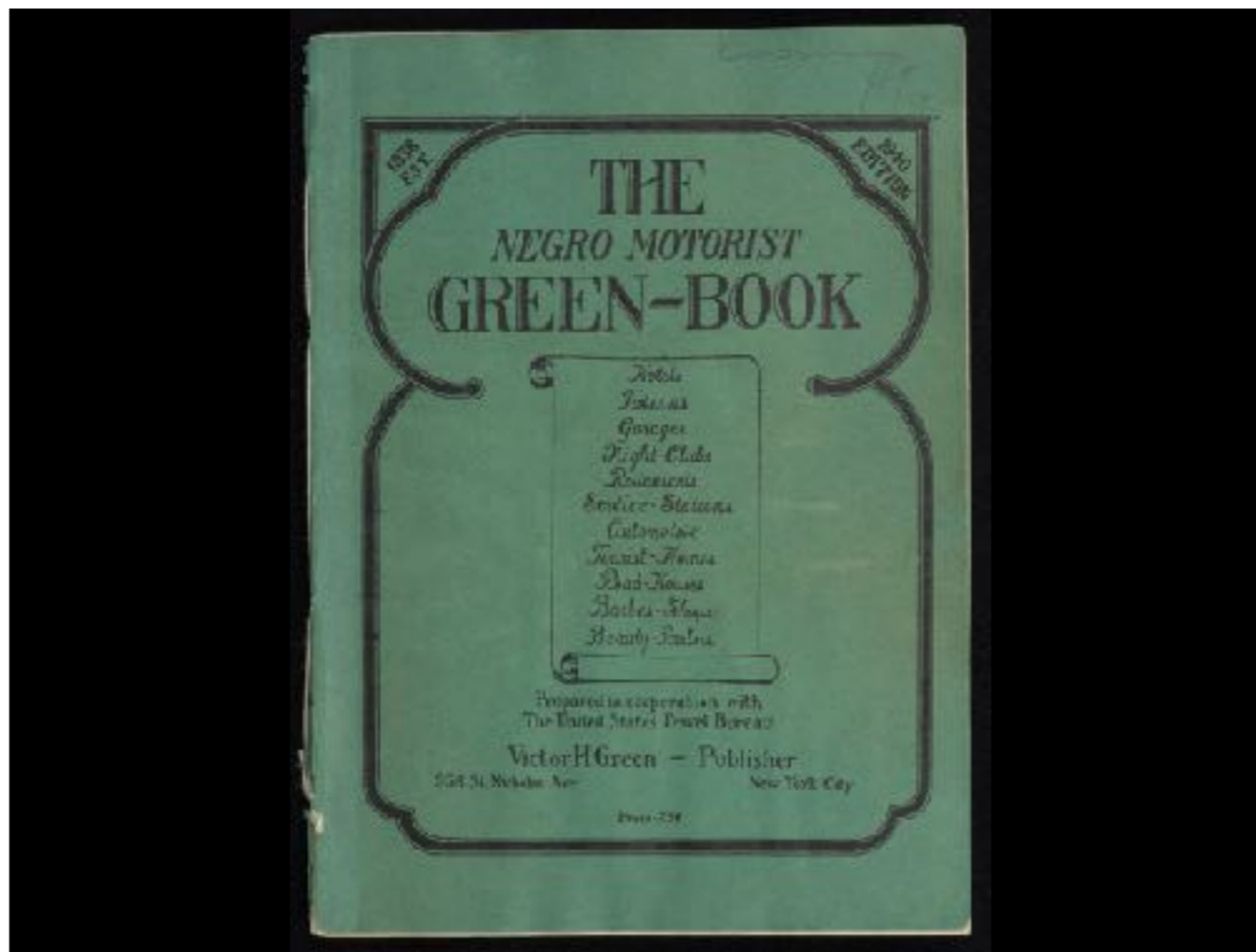
Across the road his brother Carey (Jerry Falwell's father) built a dance hall called Merry Garden, which Warren later ran as a skating rink.



In the '30s the hall sponsored dance marathons, but somehow I doubt that this couple really danced for 912 hours in 38 days.



The swimming pool for the facility was built into the side of an old Civil War fort, hence the name. You can see the breastworks of the fort behind the pool. All of these accommodations were happy to welcome the weary traveler, or, should I say, the white weary traveler.



You've probably heard about the recent movie, *Green Book*, that recounts the story of an African American musician who hires a white driver to chauffeur him on his concert tour in the Deep South in 1962. He is helped on this journey by a book published annually to steer Negroes to black-owned or -friendly eating and sleeping accommodations.

LURAY
TOURIST HOMES
Camp Lewis Mountain—Skyline Drive

LYNCHBURG

HOTELS

Phyllis Wheatley YWCA—613 Monroe St.
Manhattan—1001 Fifth St.
Petersburg—66 Ninth St.

TOURIST HOMES

Mrs. C. Harper—1109 8th St.
Mrs. M. Thomas—919 Polk St.
Mrs. Smith—504 Jackson
Happyland Lake—812 5th Ave.

BEAUTY PARLORS

Selma's—1002 5th St

SERVICE STATIONS

United—1016 Fifth St.

NATURAL BRIDGE

TOURIST HOMES

Mountain View Cottage

The Green Book was published from 1936 to 1966, by which time the Civil Rights Act prohibiting discrimination had been passed, and the need for such a book was not as great. There was a handful of places listed in the Lynchburg area, by the way. This is from the 1940 edition. You can see that, in addition to hotels and tourist homes, it listed beauty parlors and service stations. And you can see that about half of them were on Fifth Street.



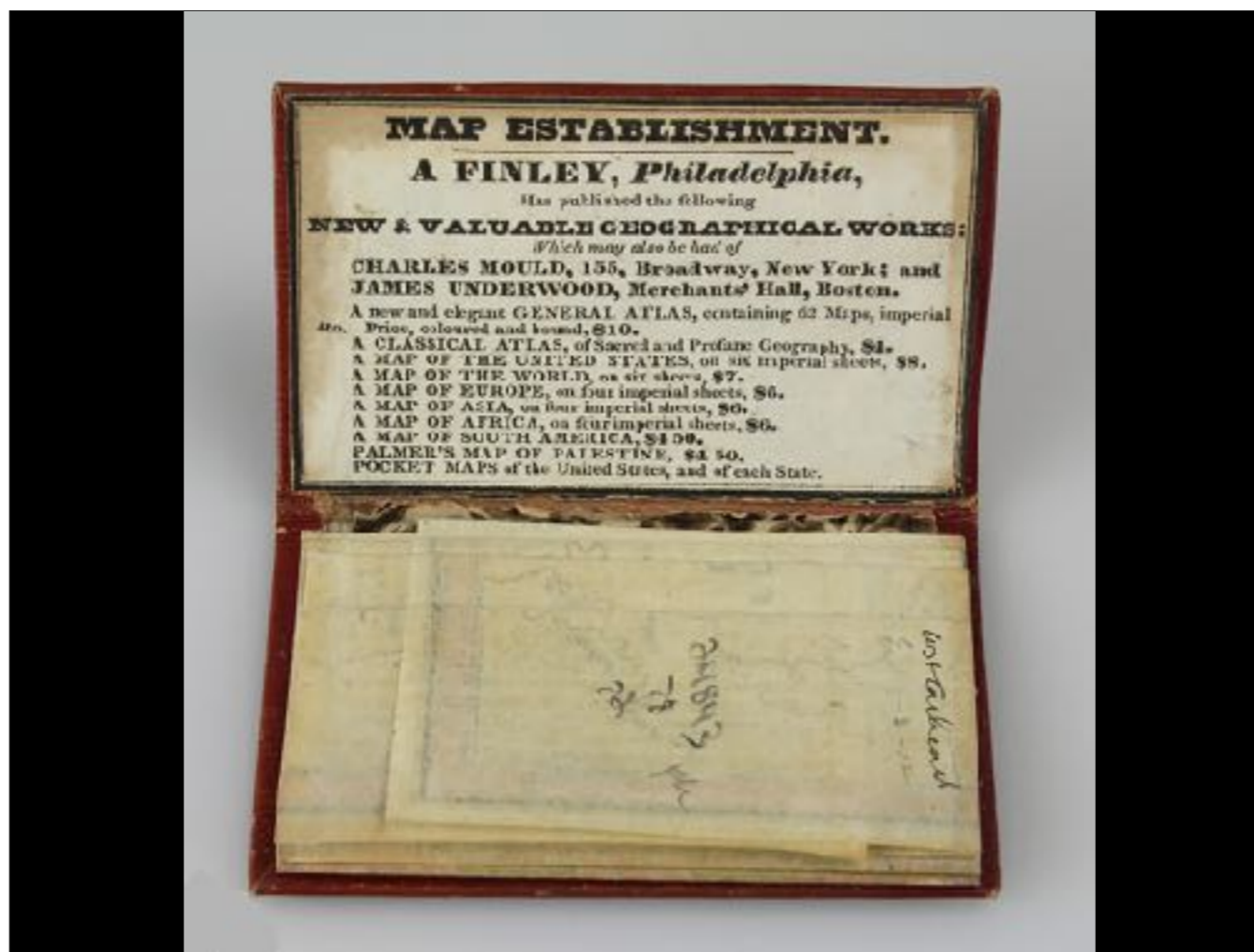
Here's one of the places mentioned: Hotel Manhattan on Fifth Street.

So that's my side trip into lodging. Let's get back on the main road.



Besides the hazards and inconveniences mentioned above, one other major obstacle inhibited long-distance travel: navigation.

We are all spoiled today by punching in a destination into our phone or our car's navigation system. We remember trying to drive to an unknown destination while turning and crumpling a large roadmap, trying to read the fine print of a route number. Imagine what it was like before there were roadmaps—or even route numbers!



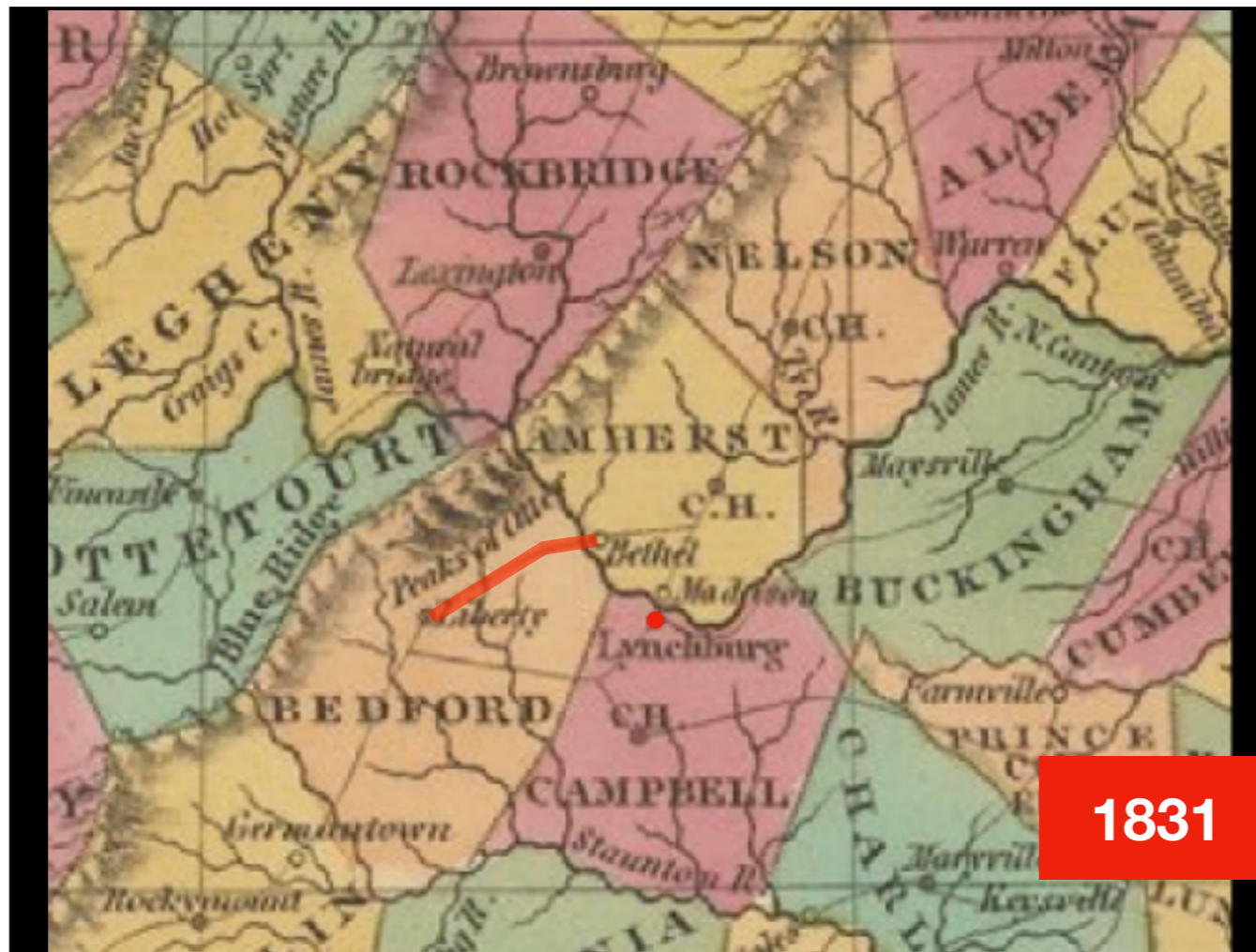
About the closest we get to a useful travel map in 1831 was this Finley's Pocket Map measuring 3.5" x 2" — which is exactly the size of a business card.



Unfolded to its full size, it was about 17" x 22". There's not a lot of detail.....HERE'S LYNCHBURG, but then neither were there a lot of roads.One of them, of course unnamed on the map, was the Liberty–Bethel Turnpike. Bethel was a town upriver from here, roughly across the river from the Trents Ferry Road area. In the early nineteenth century it rivaled Lynchburg as a river crossing at its ferry.



1831

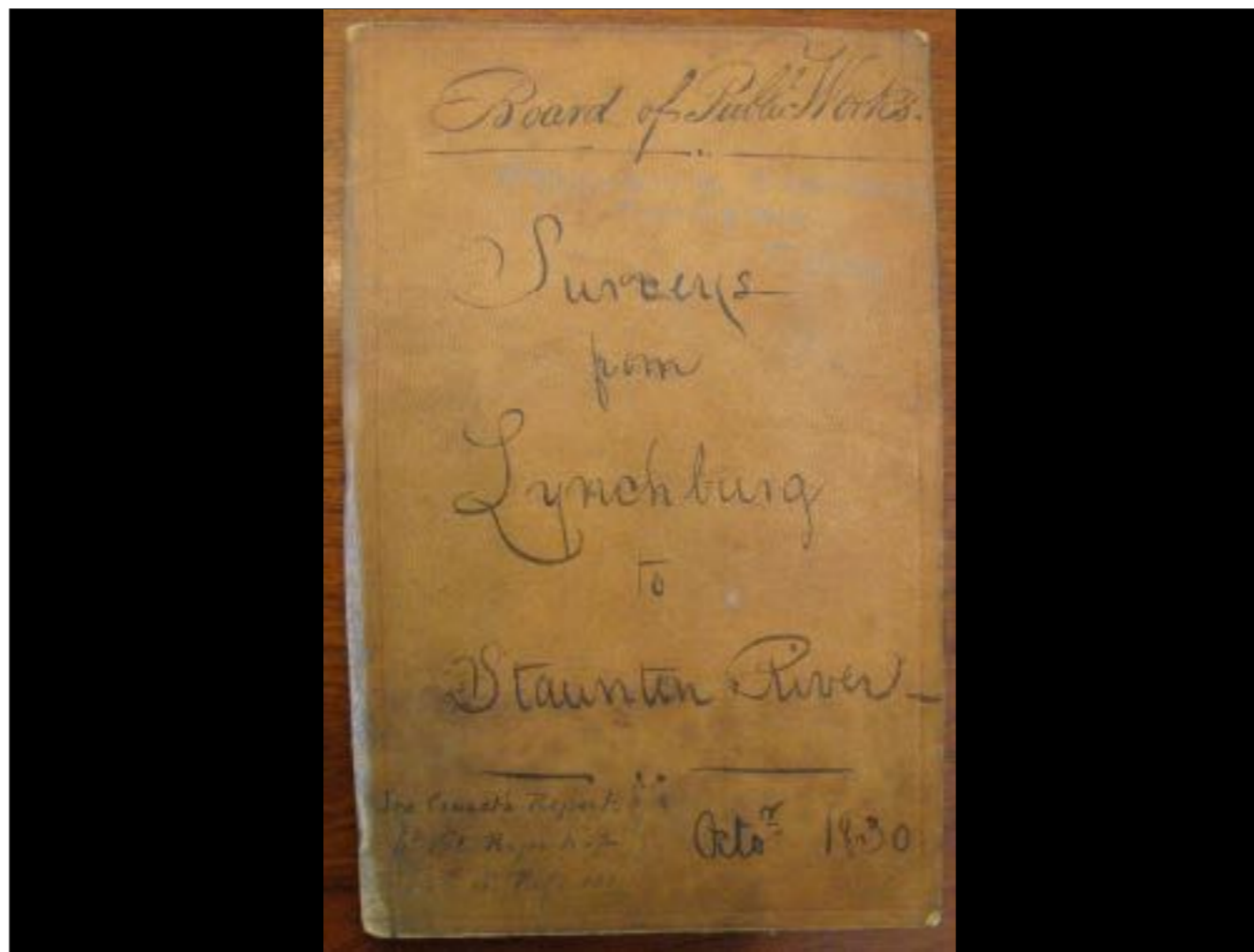


1831



It's hard to trace the exact route, but this sign on the property of Anne and Alex Winstead shows one place it purportedly passed through.

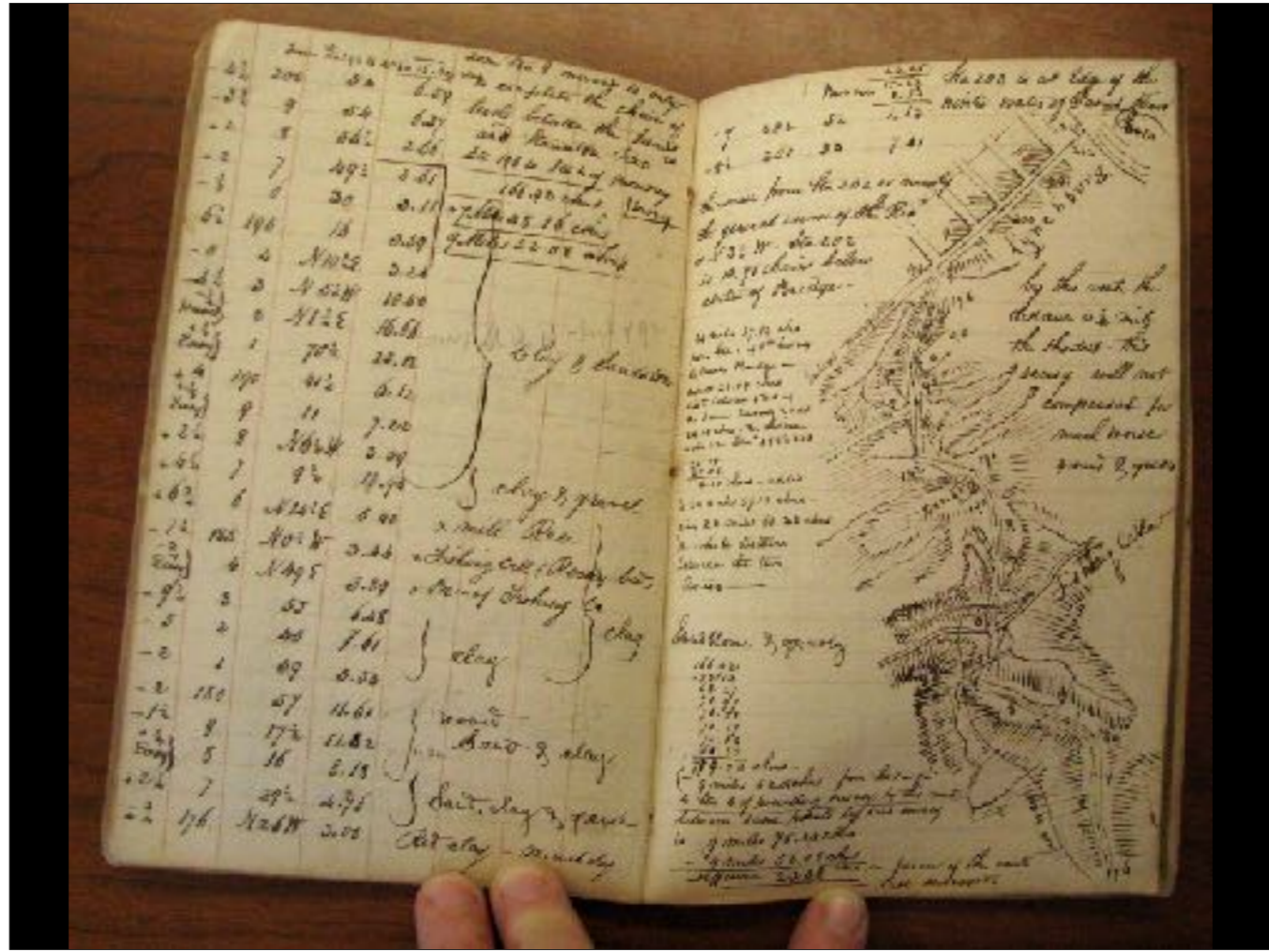
I could show you my tracing of this turnpike on a map, but we might never get out of here if I start that.



As I mentioned earlier, when the Board of Public Works was created by the General Assembly in 1816, they were more interested in funding large projects such as the JR&KC and later railroads. But they also needed to put state funds into improving and maintaining turnpikes as traffic increased after the Revolutionary War.



The field notes of the surveyors are really works of art. These are housed at the Library of Virginia.
.....Here you see Lynchburg near the top.

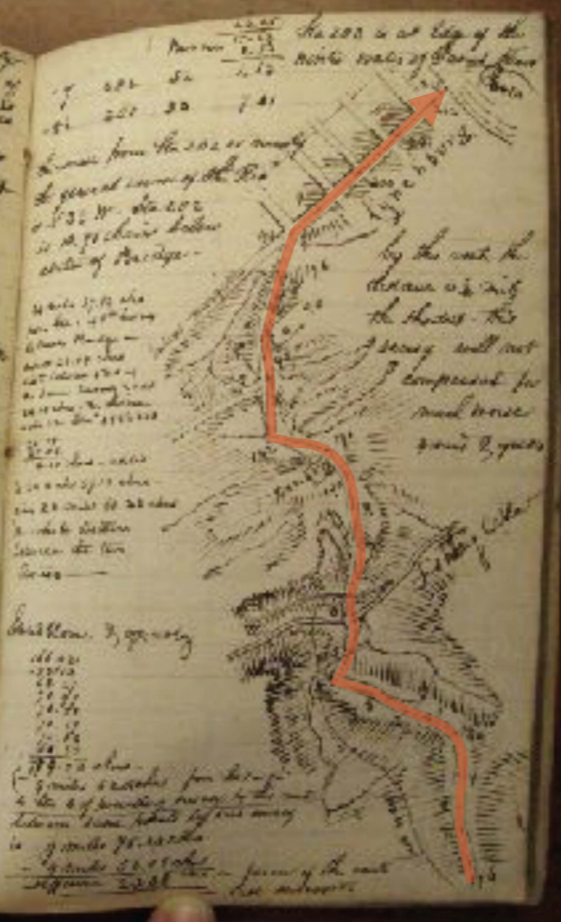


This spread shows the notes and map for a section of road leading into Lynchburg from the direction of Rustburg.

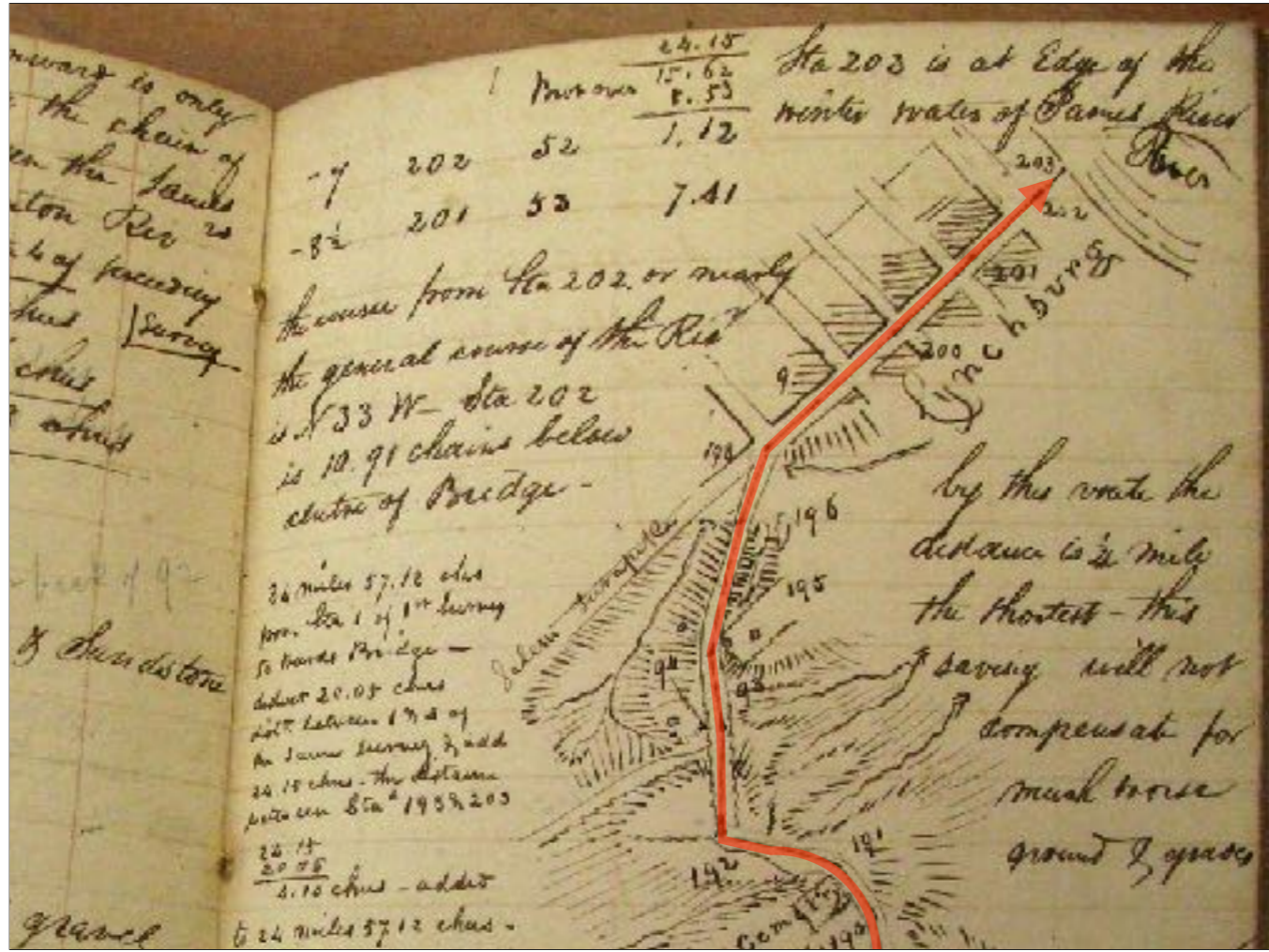
***** It crosses Fishing Creek and follows Florida Avenue onto Grace Street and finally Twelfth St down to the river.

Station	Distance	Angle	Height	Notes
200	50	2.29		see No 1 survey is only
21	9	54	6.27	level between the chain of
22	5	86	2.61	and between the points
23	7	49	3.51	20 190 20 100 20 100
24	5	30	0.11	100 100 20 100
25	146	15	0.59	7.10 25 16 20
26	2	N 102 E	0.24	
27	2	N 62 W	10.60	
28	0	N 12 E	16.58	
29	1	70	22.02	
30	170	42	0.12	
31	9	11	7.00	
32	8	N 62 W	0.29	
33	7	9	11.78	
34	6	N 24 E	0.00	
35	100	N 0 E	0.26	
36	4	N 45	0.59	
37	3	55	1.25	
38	2	40	1.41	
39	1	69	0.50	
40	150	57	11.61	
41	9	17	11.82	
42	5	16	0.15	
43	7	29	4.76	
44	146	N 26 W	0.00	

clay & sandstone
 clay & gravel
 2 mill. Brn
 clay
 clay
 sand & clay
 sand, clay & gravel
 clay



distance 3/4 of way
 11.00
 10.00
 9.00
 8.00
 7.00
 6.00
 5.00
 4.00
 3.00
 2.00
 1.00
 0.00



.....Twelfth St. is shown as Salem Turnpike.

I could study these books all day.

ward is only
the chain of
on the bank
ton River is
of passing
had Survey
chris
chris

of distance

grass

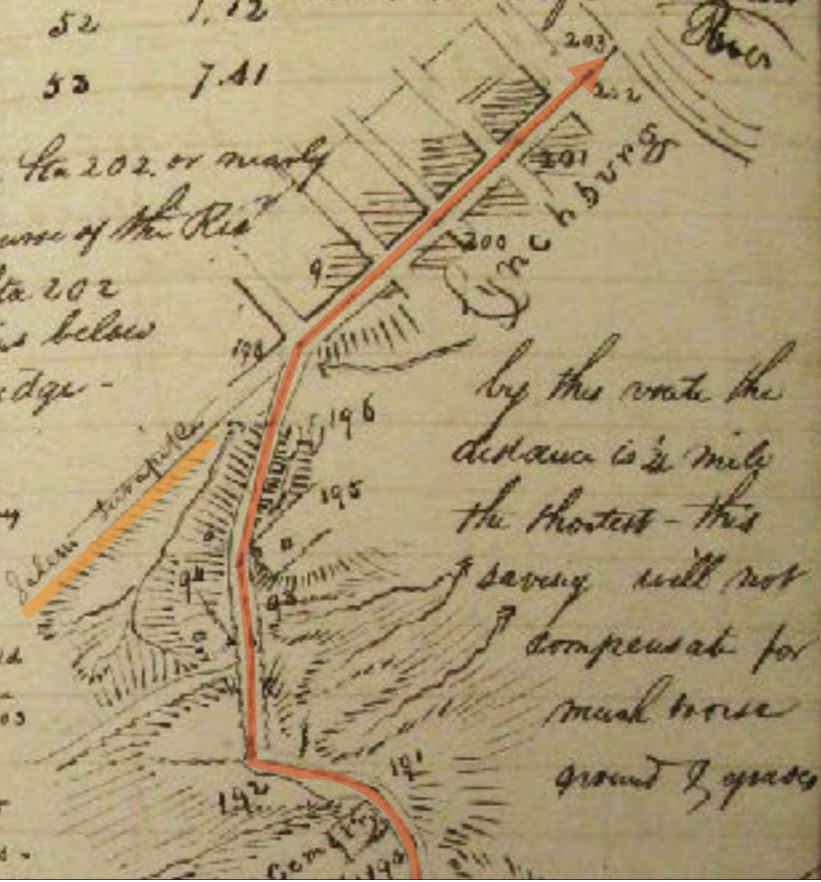
			24.15
			15.62
			8.53
-7	202	52	1.12
-8	201	53	7.41

Sta 203 is at Edge of the
winter water of James River

the course from Sta 202 or nearly
the general course of the River
is S 33 W - Sta 202
is 10.91 chains below
centre of Bridge -

24 miles 57.12 chas
from Sta 1 of 1st Survey
to bridge -
deduct 20.05 chas
dist between 1st & 2^d
of same survey & add
24.15 chas - the distance
between Sta 195 & 203

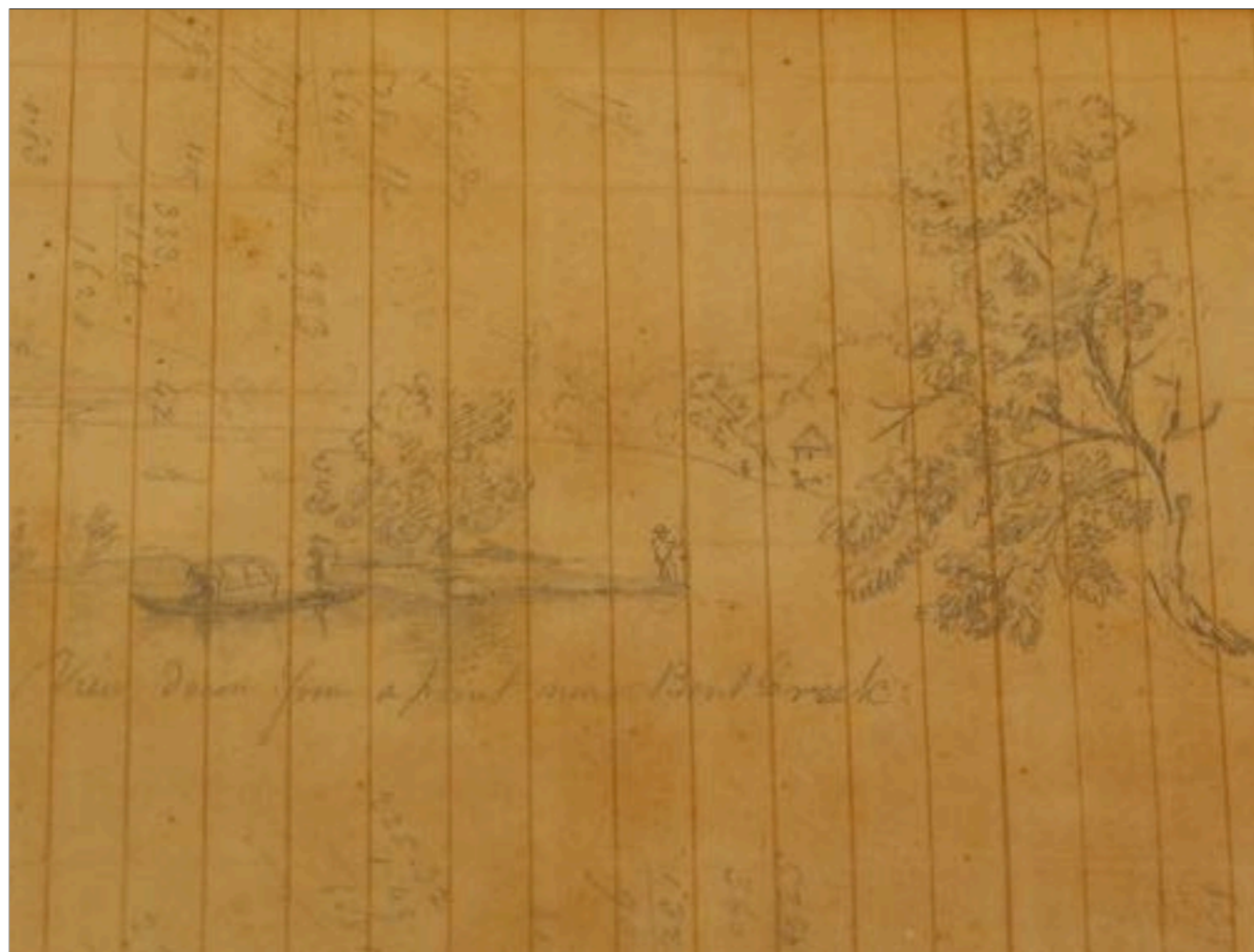
24.15
20.05
4.10 chas - add
to 24 miles 57.12 chas -



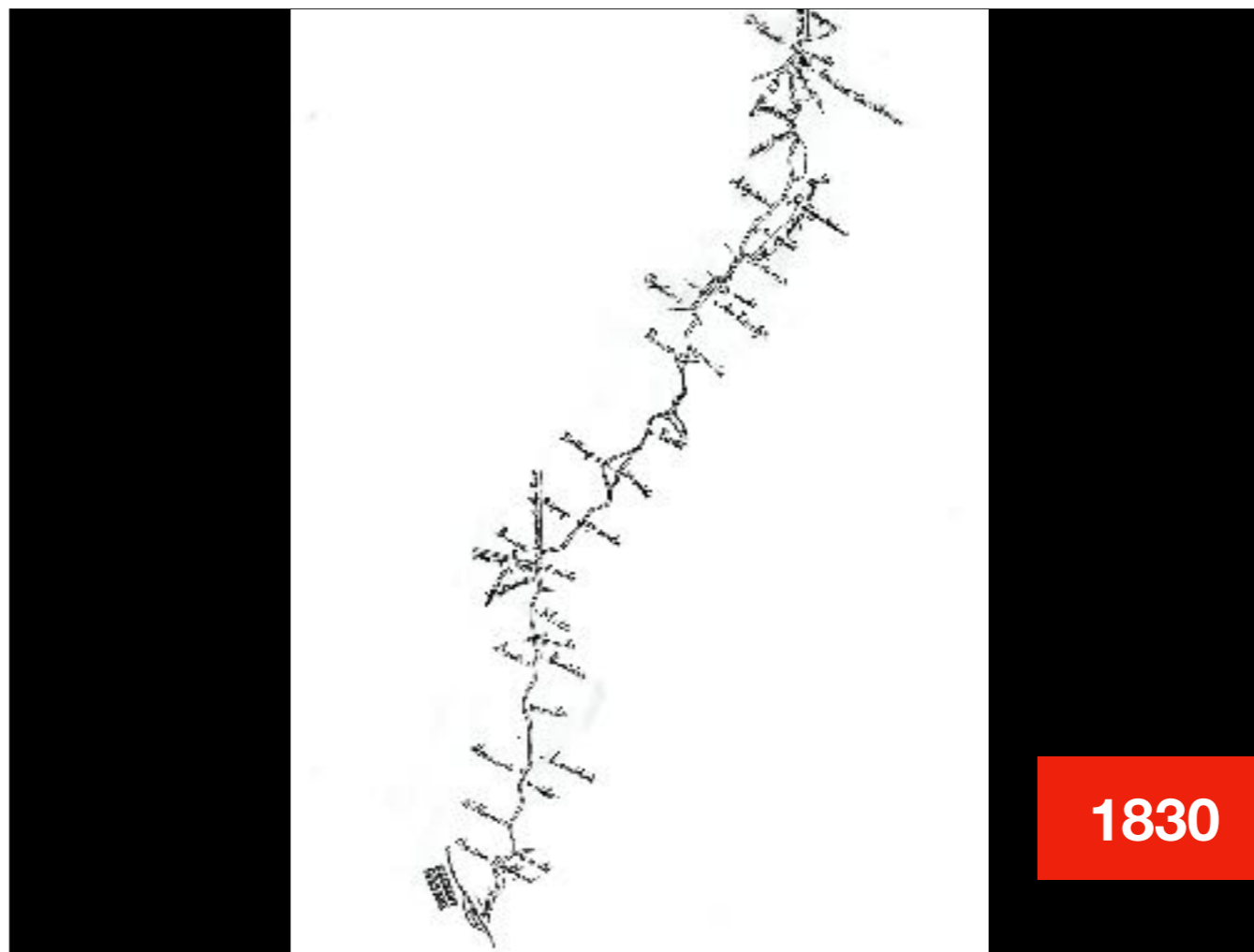
by this route the
distance is 2 1/2 miles
the shortest - this
saving will not
compensate for
much worse
ground & grass



Sometimes they just sketched whatever they saw in the back of the book. This says "Smoking has its pleasures." And maybe "Col. Segar Pipe"



This is "View from a point near Bent Creek" and shows a man and a bateau.



There's a map of Old Stage Road from Lynchburg to Charlottesville that I could spend all night describing to you (but I won't).



But I have superimposed it onto a modern USGS map to trace what parts of the old road we can still see.



It is amazing how perfectly aligned the map is to a modern USGS map....

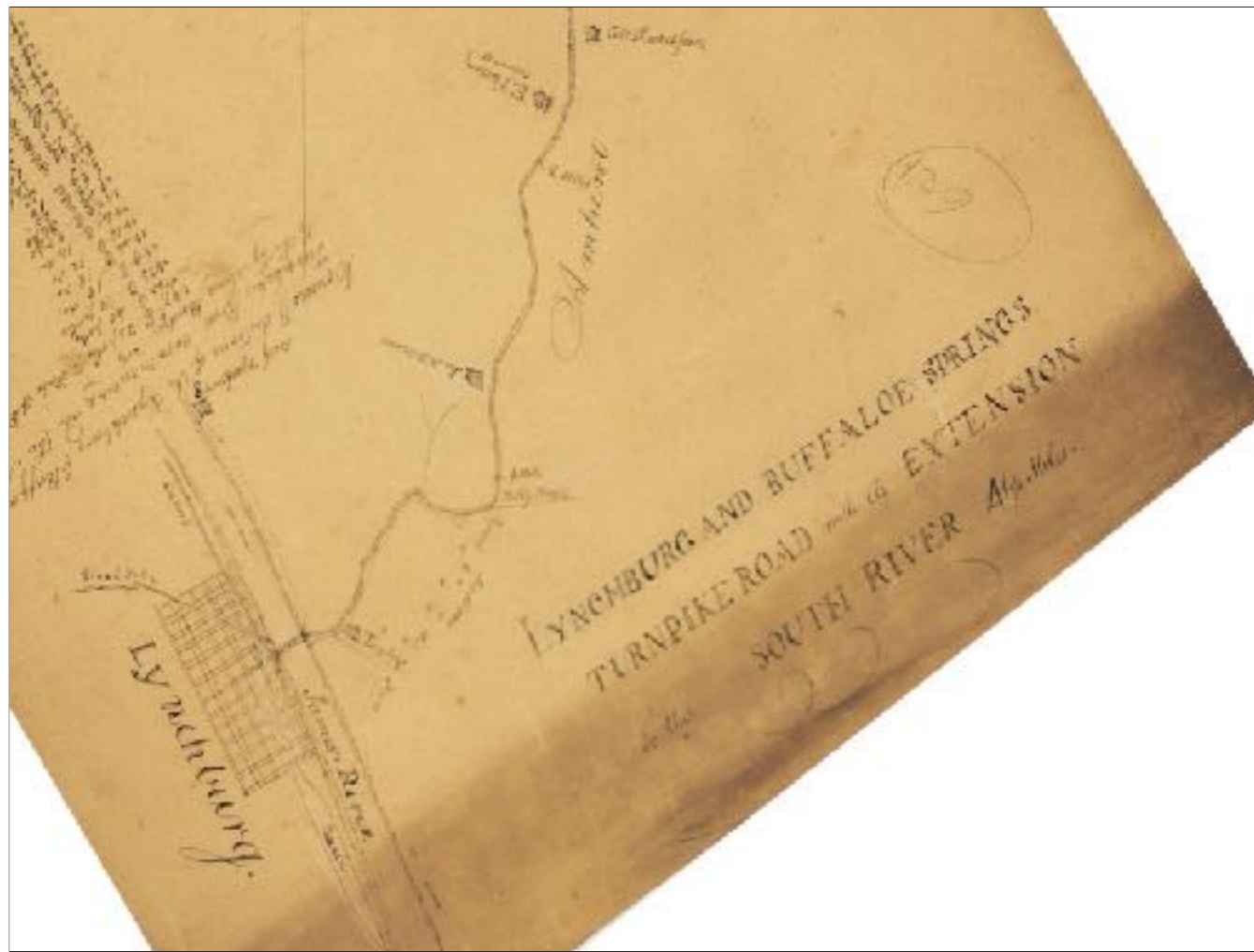
.....We can trace it north to a crossroads in Madison Heights, where the main stage road went to the right on what is now called Coolwell Road.



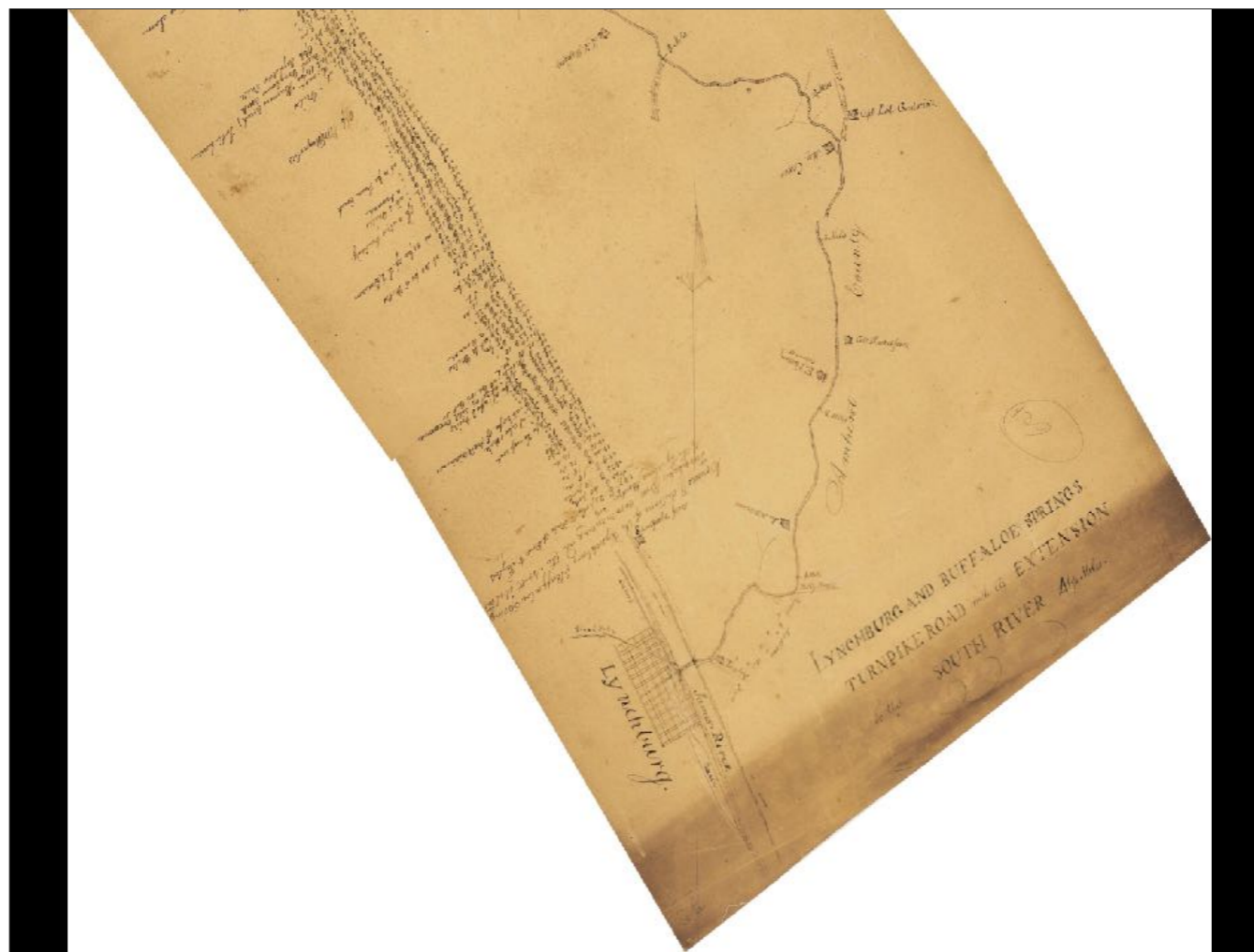
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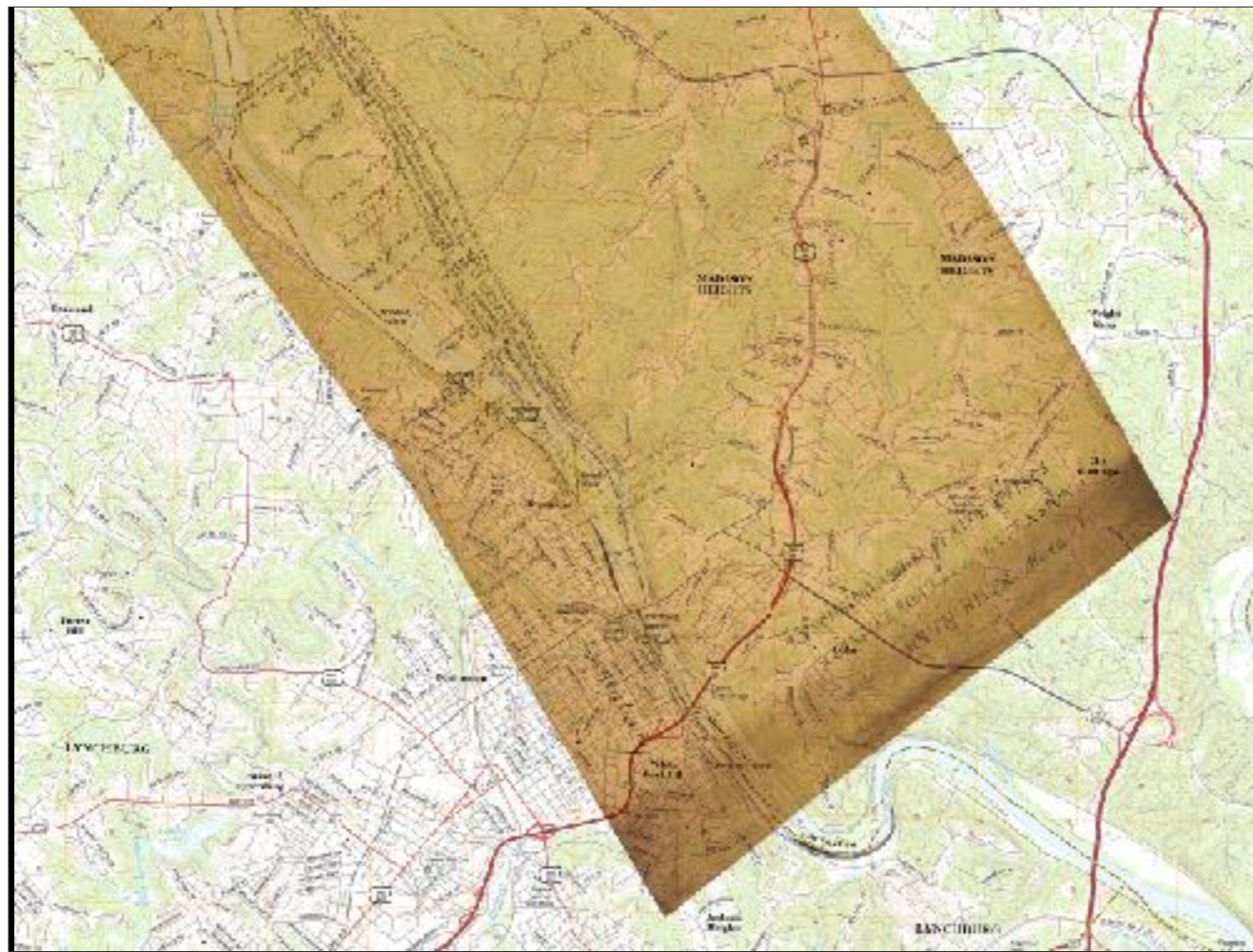
Another survey the BPW conducted was the Buffalo Springs Turnpike map, sometime after 1840.



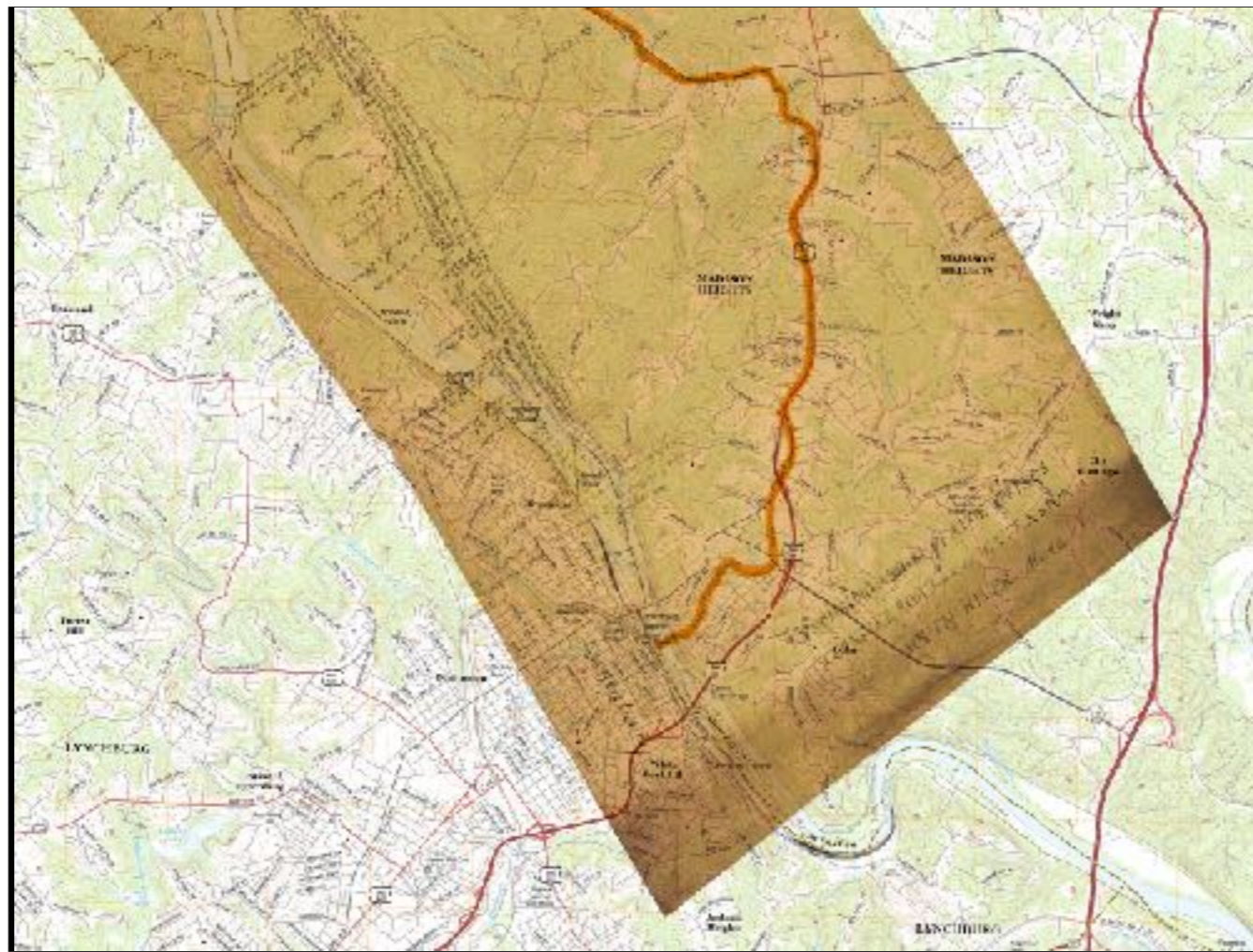
A close-up shows the Lynchburg section



Zooming out, we can again trace icon a modern map...



This route starts out about the same as the Old Stage Road into Amherst County *****



And then cuts west at Elon Road following that toward Buffalo Springs.

(in fact it cuts west a little before Elon Road, right across from the stoplight at Walmart is where it turns left. The vestiges of that road are still there.)

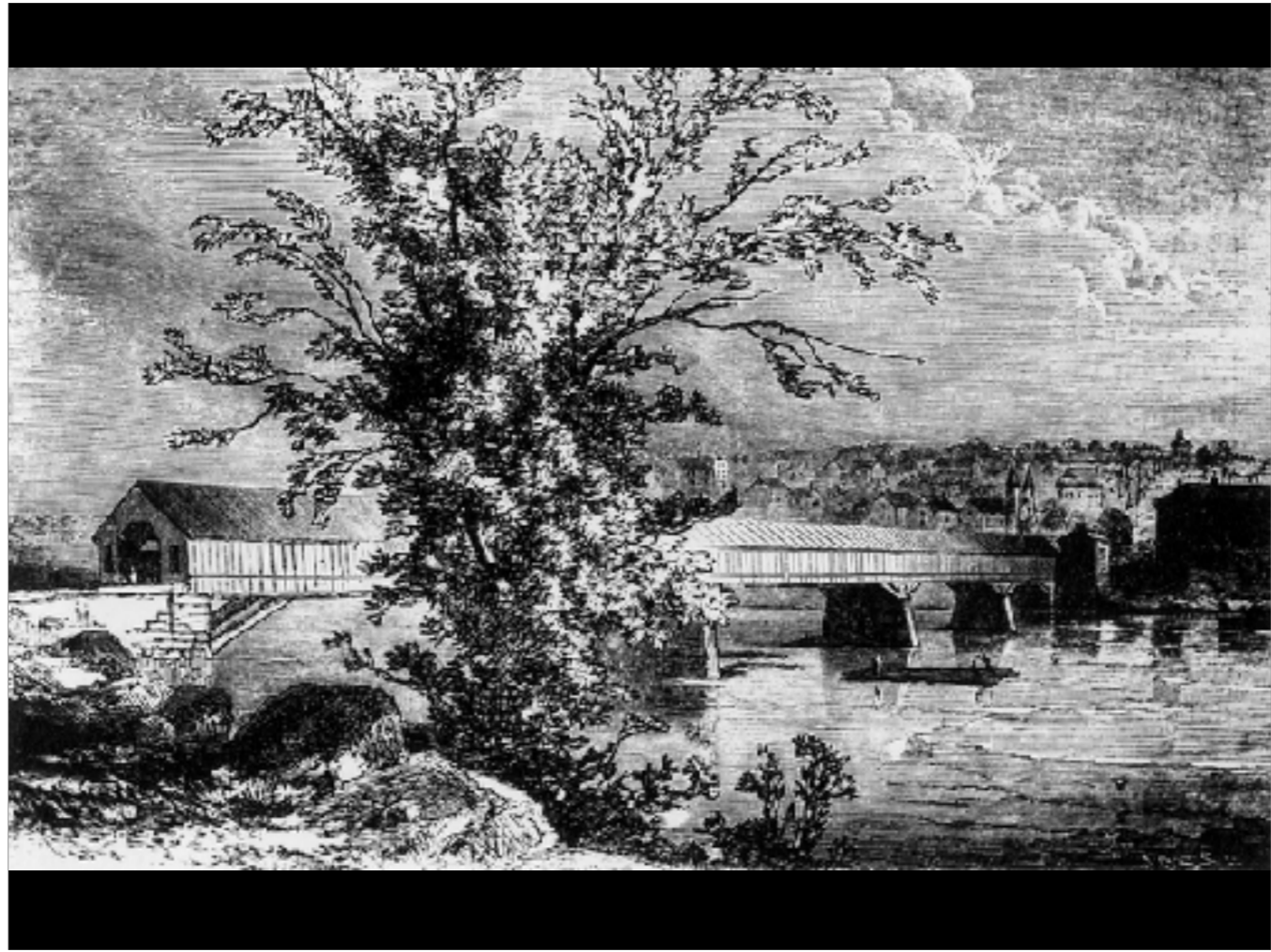


The 1859 Boye Map is a very pretty map that, again, shows point-to-point where roads went, without following the precise route.



What intrigues me about this Boye Map is that it clearly shows two river crossings at Lynchburg, as if there were two bridges. By 1859 we certainly had the Ninth St. Bridge,

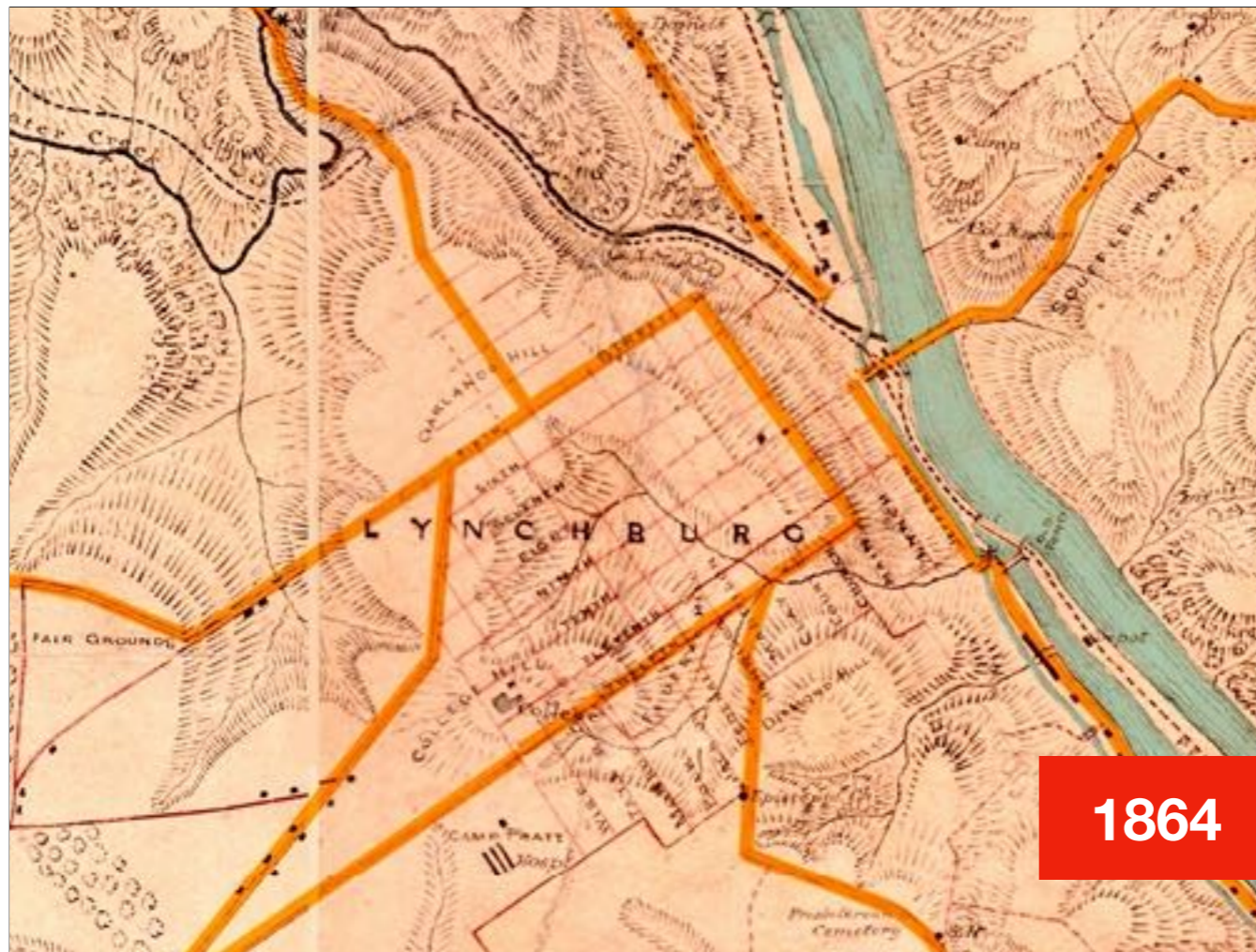
..... a long, wooden covered bridge built in 1812.



..... a long, wooden covered bridge built in 1812.



But the crossing to the left was not a bridge. It may have been the river crossing described by Charles Minor Blackford in his Civil War memoirs as “the ford just below the waterworks dam.” He described the scene of his squadron, under the command of Capt. Terry, leaving the city on horseback on June 3, 1861. He wrote, “The bridge [meaning the covered bridge] was not considered safe for so many horsemen to cross at one time.”

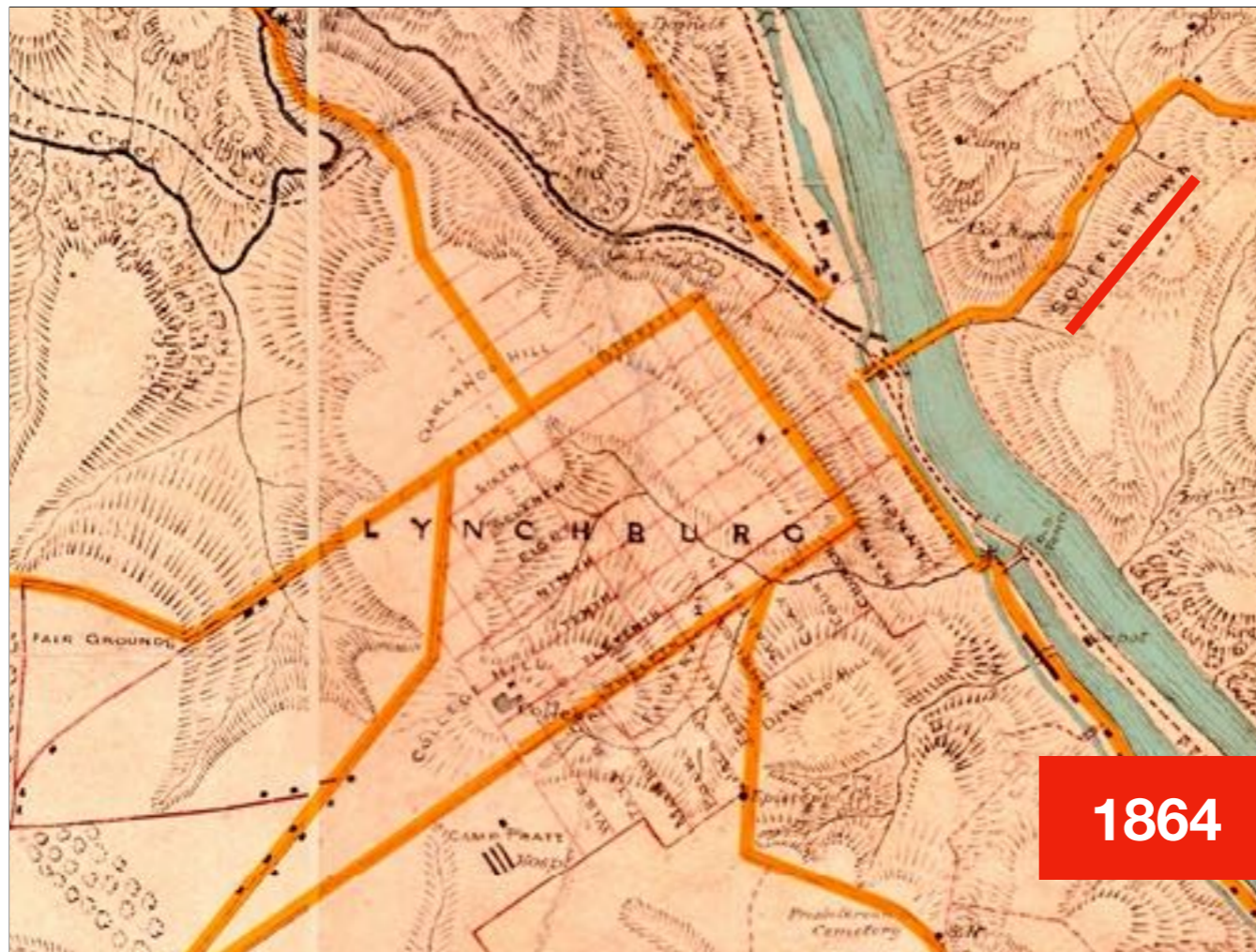


The most artistic maps of the area, and the most accurate for their time, were the 1864 Gilmer maps. Jeremy Francis Gilmer was a United States Army Engineer, and Confederate Chief of Engineers.

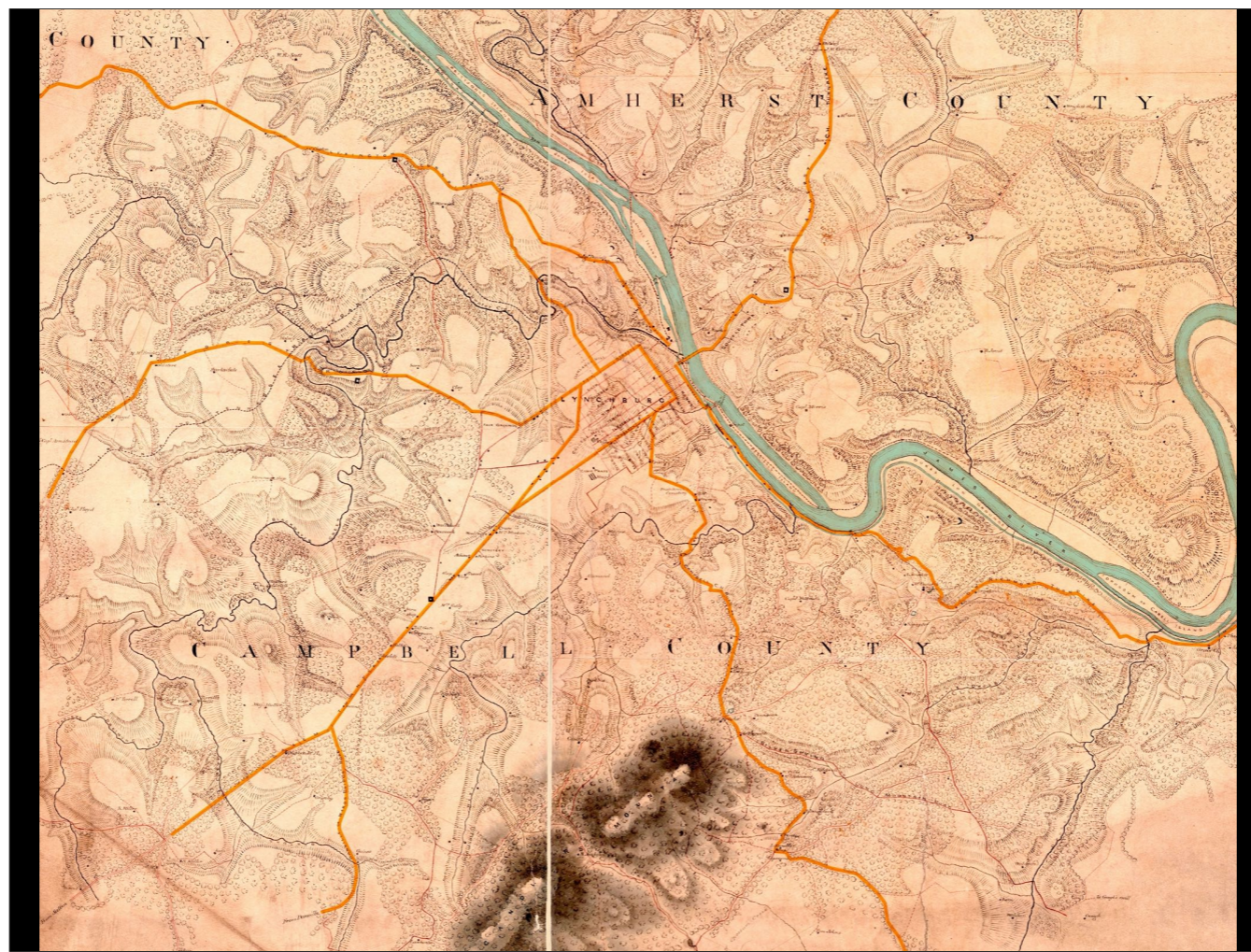
Here I have enhanced the main streets of Lynchburg to orient you better.

.....Notice "Scuffletown" across the river from Lynchburg, an old name for Madison Heights

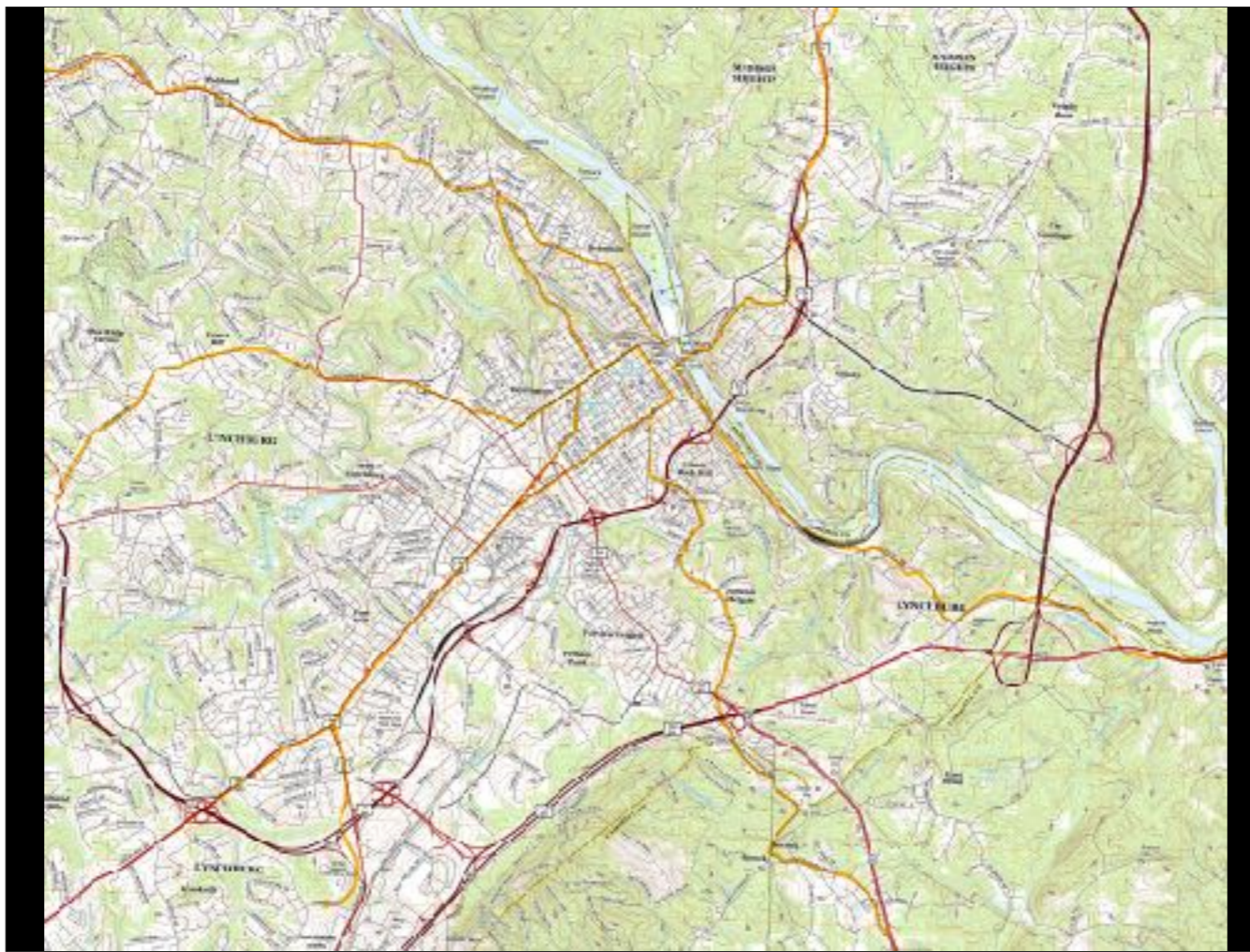
.....Zooming out



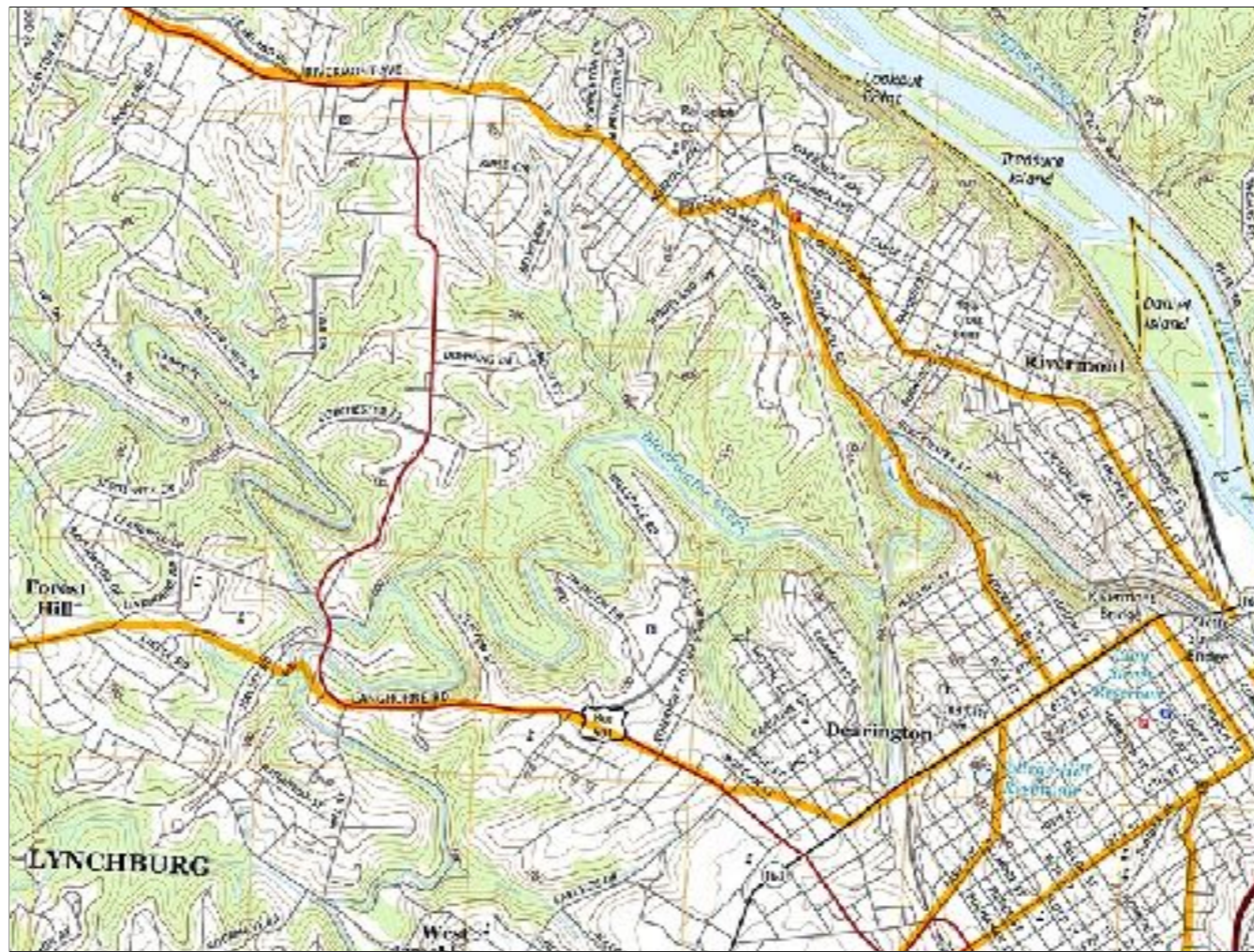
1864



Zooming out you can see the wider area....



Which you can see with the same streets that I highlighted superimposed on a topo map. I'm amazed at how accurate this old map was. Again, I'd love to show you details of where certain roads used to go, but we'd be here all night. But.....



But I'll show you a just couple here quickly.

Langhorne Road (Forest Rd) at Farm Basket (goes across the creek and up steep hill crossing Halsey Road and comes out at Old Forest Road near the old Kroger store.)

No Rivermont Ave. or Bedford Ave. But Cabell St. continued out to the "Lexington turnpike," which starts out as Hollins Mill Road.



These maps were invaluable during the Civil War, for the North and the South. Especially since there were precious few road signs, and those that were there were probably hard to read even then.

This sign, from a point about 60 miles southeast of here, has survived.

In case you can't read it, on the left it says,

"LEFT TO BEAVERS, 8 MI" and the other side of the sign says.....

"RITE TO LINCHES, 60 MI."

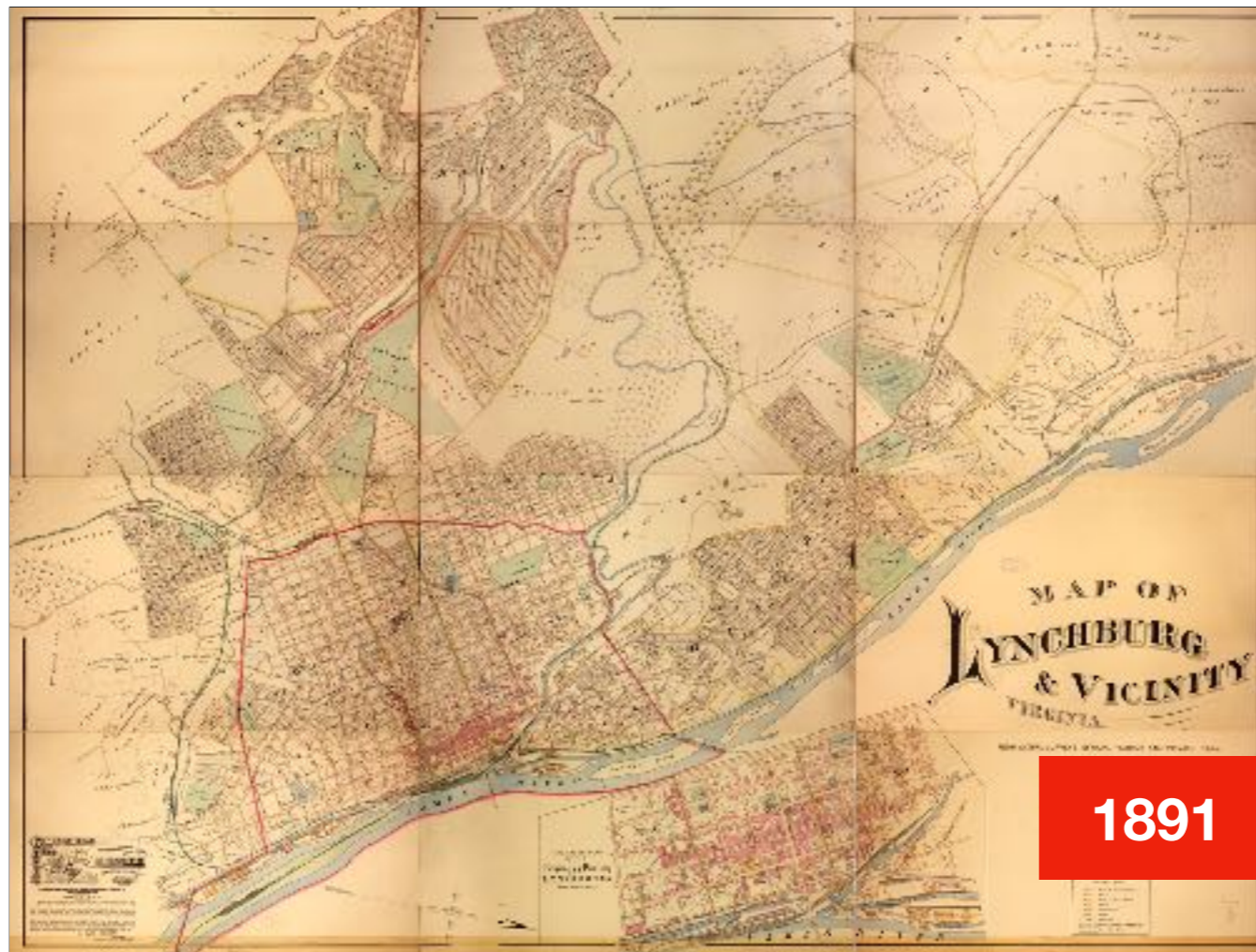




The next good map of Lynchburg was published in 1877. Gray's map of Lynchburg was a large-scale map, showing great detail.



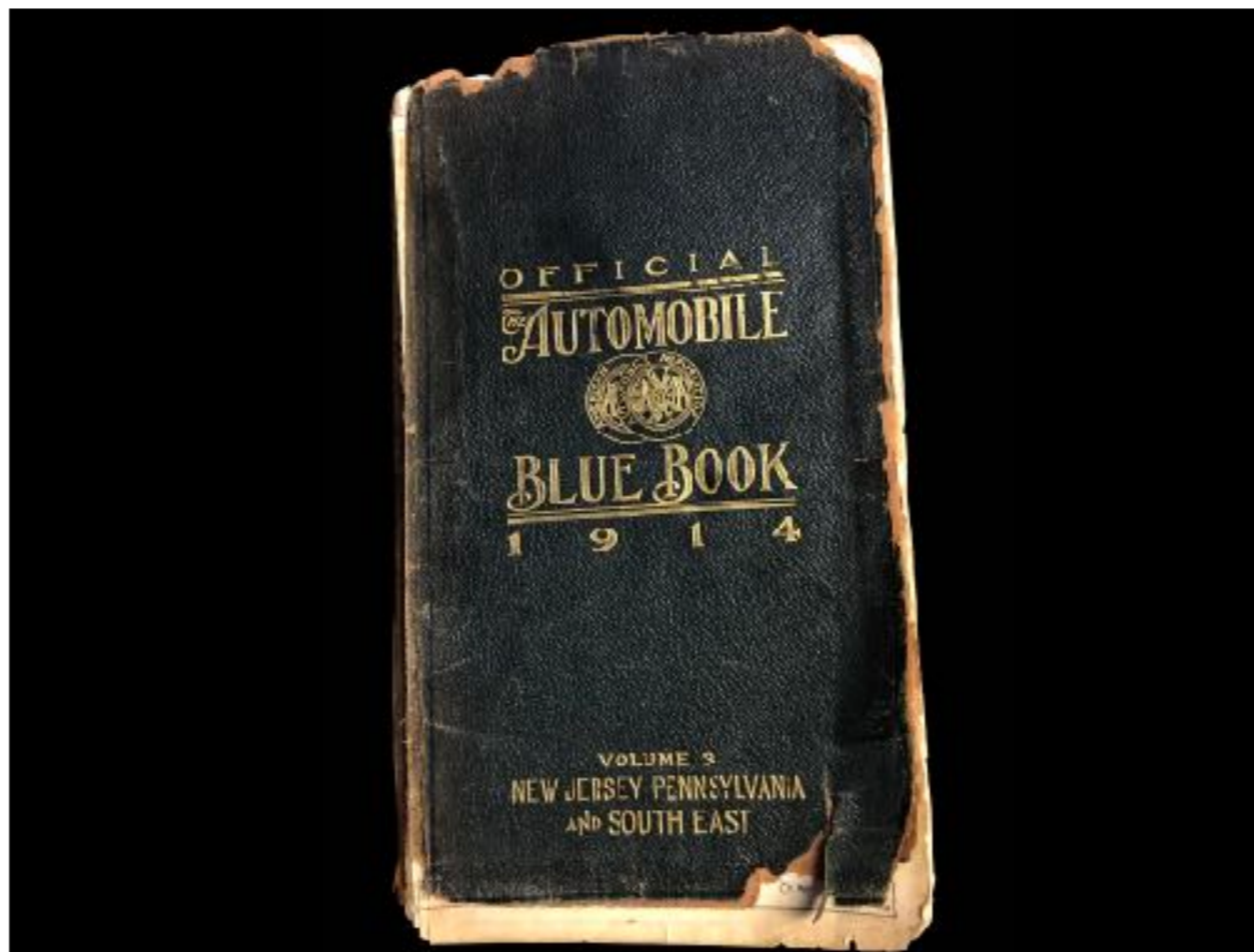
The beauty of this map is that it shows every building and even tells you who owned it. Here you can see some familiar names: Langhorne, Kinnier, Horner, Booker, Moore.



The 1891 Baist map is another one of my favorites. You are among the first few in Lynchburg to see this map in full color, at least in this century. The only color copy I know of is at the Library of Congress.



This one, too, showed every building and all the lots. Remember, this was published in 1891, in the middle of a nationwide real estate boom. It was often more aspirational than actual. Here you see a pink building labeled “Hotel Rivermont.” It actually became the Jones Memorial Library.



Earlier I mentioned the Green Book. Howard Newlon Jr. wrote about his acquisition of a 1914 edition of the Blue Book, published by the American Automobile Association to assist early automobile drivers. I lucked out in my search for it and found his copy a couple of months ago.

Route 738—Lynchburg to Charlottesville, Va.—71.0 m.

Route Map, pages 700-701.

Reverse Route, No. 706.

Following approximately the old stage road along the line of the Washington-New Orleans Telegraph. Very hilly country. Macadam first 16 miles, balance graded clay. Very bad in wet weather, and not a comfortable trip at any time.

Total	Mileages	Intermediate
0.0	0.0	Lynchburg, Main & 7th Sts. Southeast on Main St. turning left down steep grade on 9th St. Cross RR. and long iron bridge (James River) upgrade on macadam.
0.5	0.5	Fork, bear left on macadam.
1.1	0.6	Fork, bear right on macadam.
4.4	3.3	Avoid left-hand road, Route 740 to Natural Bridge. Bear left on macadam 5.8—magnificent views. Cross cement culvert immediately curving left on macadam past Monroe Sta. Go over RR. 8.3. Left-hand road 12.6 leads to Sweet Briar.
13.0	8.6	Bear left. Caution—speed limit 5 m.
15.7	2.7	Amherst, straight thru. Go thru covered bridge (Buffalo River—18.0).
18.8	3.1	Fork, bear left with the travel.
20.7	1.9	Clifford, brick church on right, straight thru.

Here's part of that 1914 edition.

*****A route usually began at an important intersection or at a courthouse. Here it begins at 7th and Main Streets, the location of the Western Union office. AAA assigned its own numbers to routes, such as this Route 738, from Lynchburg to Charlottesville. Uniform route or road number designations did not exist until the 1920s. A common direction was "bear right (or left) with the poles," which indicated the telegraph lines that followed the route.

Route 738—Lynchburg to Charlottesville, Va.—71.0 m.

Route Map, pages 700-701.

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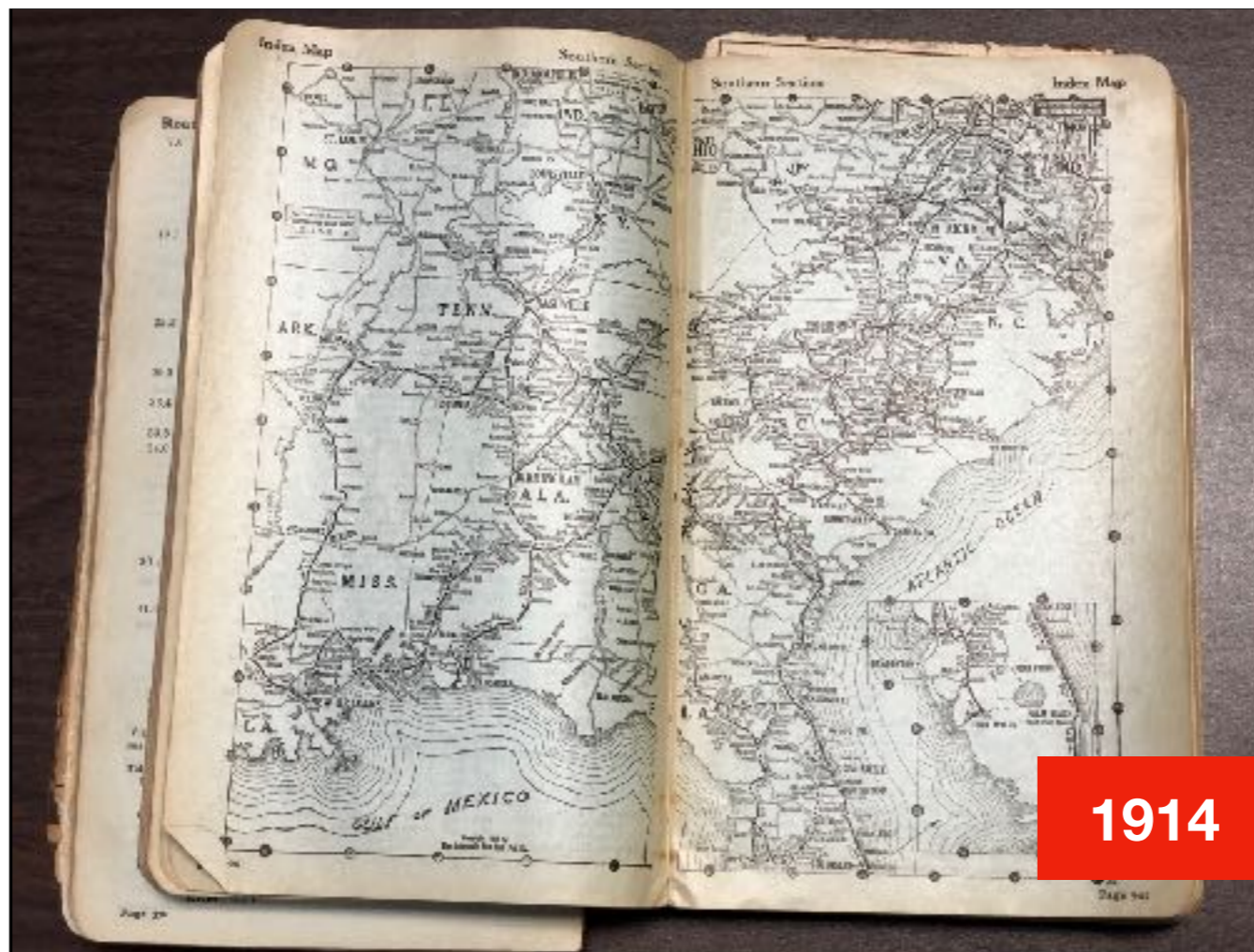
		Mileages	
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18.8	3.1	Fork,	bear left with the travel.
20.7	1.9	Clifford,	brick church on right, straight thru.

“end of road, turn left around store
and next right at yellow store.”

Eight miles later:

“curve right with poles and
immediately take left-hand road
at yellow house.”

Occasionally a reference was made to a directional sign, but more usually landmarks were used as in these directions between Warrenton and Middleburg: “end of road, turn left around store and next right at yellow store.” Eight miles later: “curve right with poles and immediately take left-hand road at yellow house.”

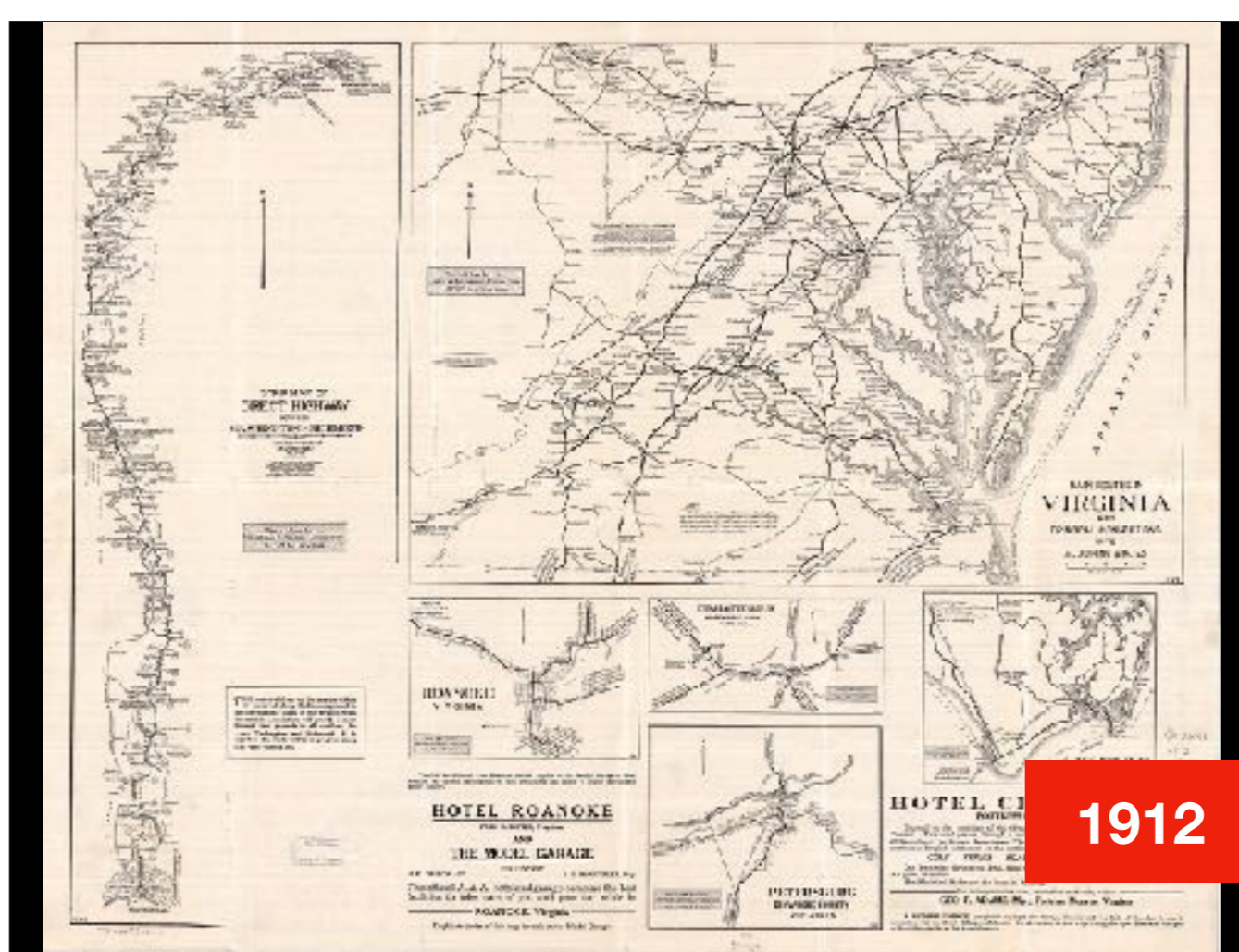


The text refers us to "Route Map, pages 700–701." Unfortunately the map on those pages is fairly useless for navigation.

*****At least we had "poles" and "yellow stores" to guide us.



(At least we had “poles” and “yellow stores” to guide us.)



The Library of Congress holds a 1912 AAA map of Virginia, without the step-by-step directions.



But you can see by the map how few drivable roads there were, and, while the lines look pretty straight, they merely indicated from point-to-point which towns to go to. Notice here that to get to Lovingson you have to go through Oak Ridge and Shipman.

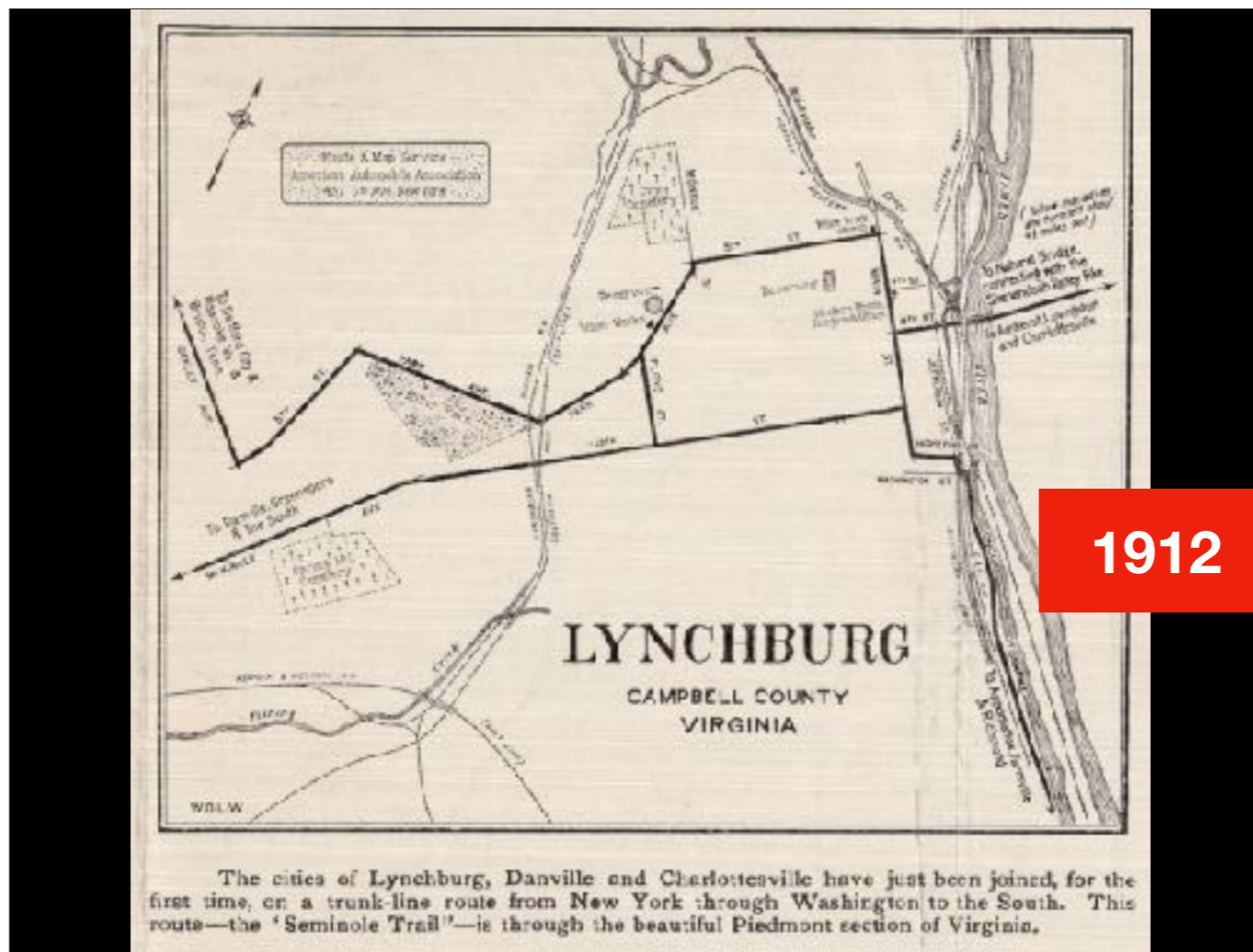
“Fords”—and How to Take Them

The lack of bridges across many of the streams accounts for the frequent mention of “fords” and occasionally of ferries in touring schedules below the Potomac River. Several unbridged streams are encountered even on the way down from Hagerstown to the Shenandoah Valley, and they are more or less frequent thereafter, especially in the mountainous districts. These are not always the results of wilful neglect, but rather the sign of a country of long distances and relatively small population, widely separated from each other for lack of adequate means of communication, while a large proportion of the travel has always been on horseback, especially in the rainy season.

The northerner, accustomed to substantial crossings of most waterways, is usually skeptical at first of his ability to negotiate these places in safety; but he soon learns how to do it. Yet no stranger should take too many chances, especially as these “fords” are often encountered far from help in case of breakdown. On approaching a stream which overflows the road, it is advisable to go into low gear—not so much on account of hidden obstacles, as to be prepared to pull quickly and safely out of a soft bottom. Again, going too fast through a stream very often sends a sheet of water into or over the car, and especially into the radiator and carburetor. If in doubt as to the depth of the stream, it is better to pull to the lower side, as that will generally be found more shallow. With the rapid extension of road improvements and the great increase of travel, however, many of these places are being bridged and made safe at all seasons. Many southern streams that must be forded in wet weather are dry at other times; but even then they must be taken with care to avoid dropping into holes that cannot be seen until one is actually up to them. These bad places are gradually being repaired, but some of them must be counted upon for a long time to come in the mountain-and-valley districts.

For wholesale prices on these maps address the A. A. A. Touring Information Bureau, 437 Fifth Avenue, New York City.

This map does include a useful couple of paragraphs instructing northerners (especially) how to navigate fords. In the South fords were common. In fact, even if there was a bridge, instructions were often given to take the bridge as a last resort—only if the stream was especially high.



It also contains a detail map of Lynchburg.

□□ ***** The start of all routes was at Seventh and Main Street, the location of the Western Union Office.

□□ ***** The only other specific landmark listed is a White brick church at Fifth and Main Sts, which must mean the old First Christian Church that was there. It must have been painted white back then. Also listed were:

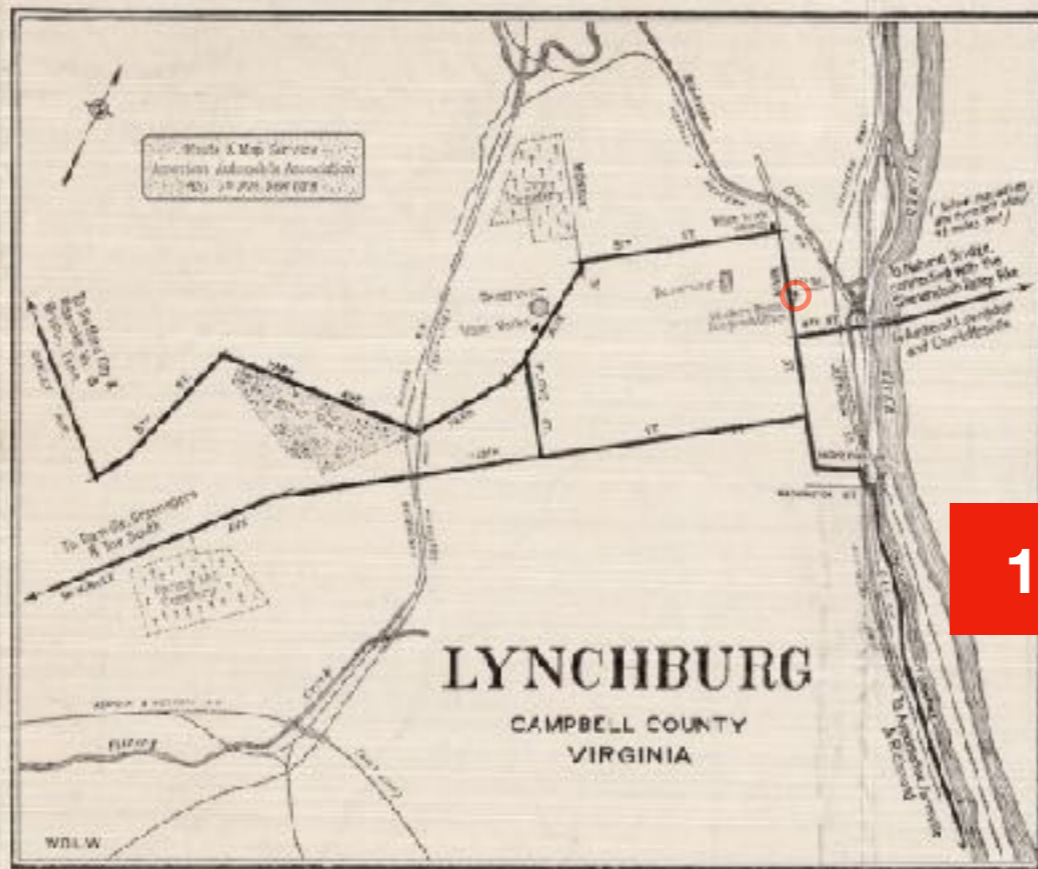
□□ ***** the reservoirs,

□□ ***** Miller Park,

□□ ***** and the cemeterys.

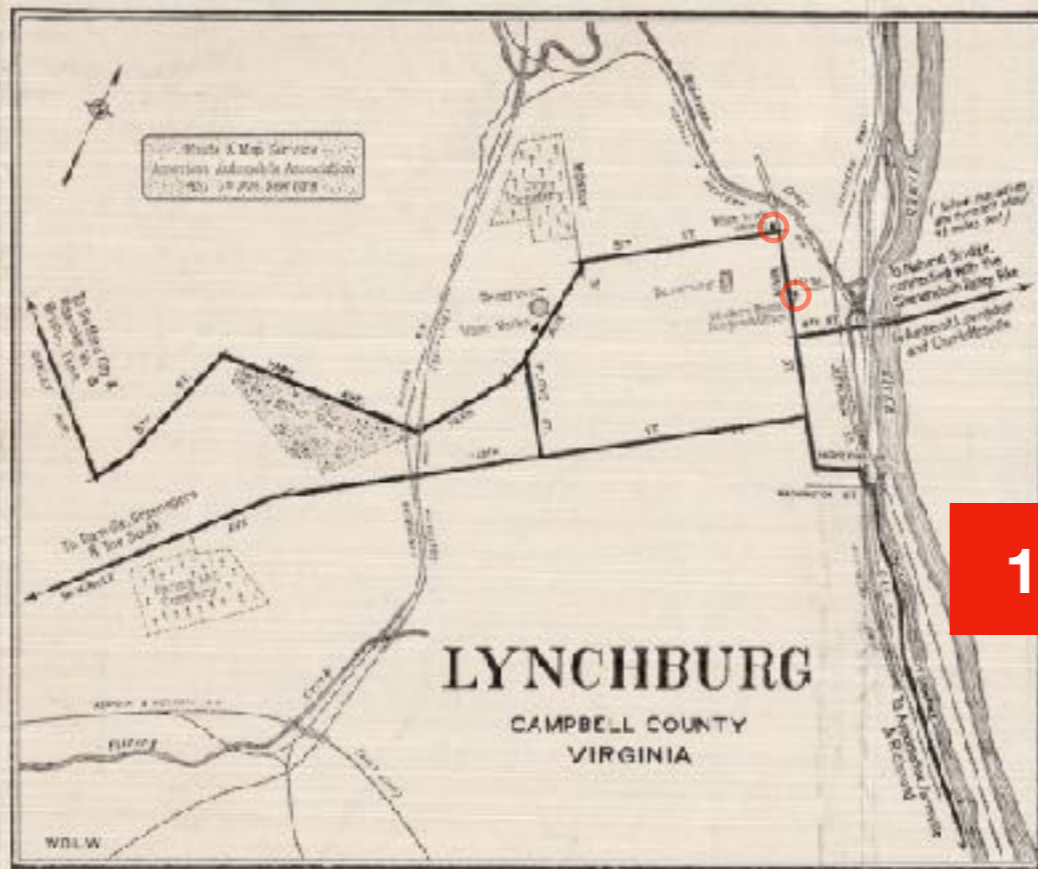
The routes are interesting:

- *****To go north or to go west to Lexington, you crossed the bridge into Amherst.
- *****To go south you went out 12th St. and what is now Fort Avenue.
- *****To go west to Bedford or Roanoke, you took 5th St. to Park Avenue, out by Miller Park and back onto what was then called 5th (now Memorial Ave.), to Oakley Ave. and out Old Forest Rd.
- *****And to go east to Richmond, you took Concord Turnpike, along the river.



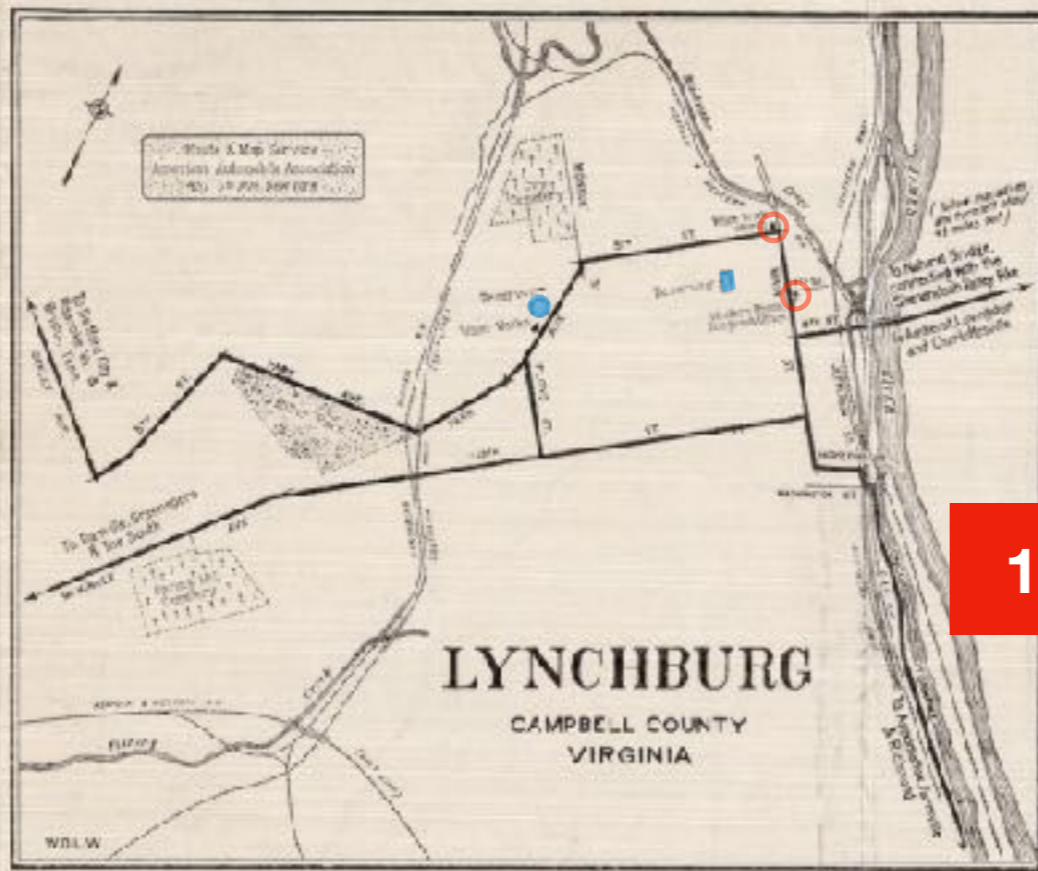
1912

The cities of Lynchburg, Danville and Charlottesville have just been joined, for the first time, on a trunk-line route from New York through Washington to the South. This route—the 'Seminole Trail'—is through the beautiful Piedmont section of Virginia.



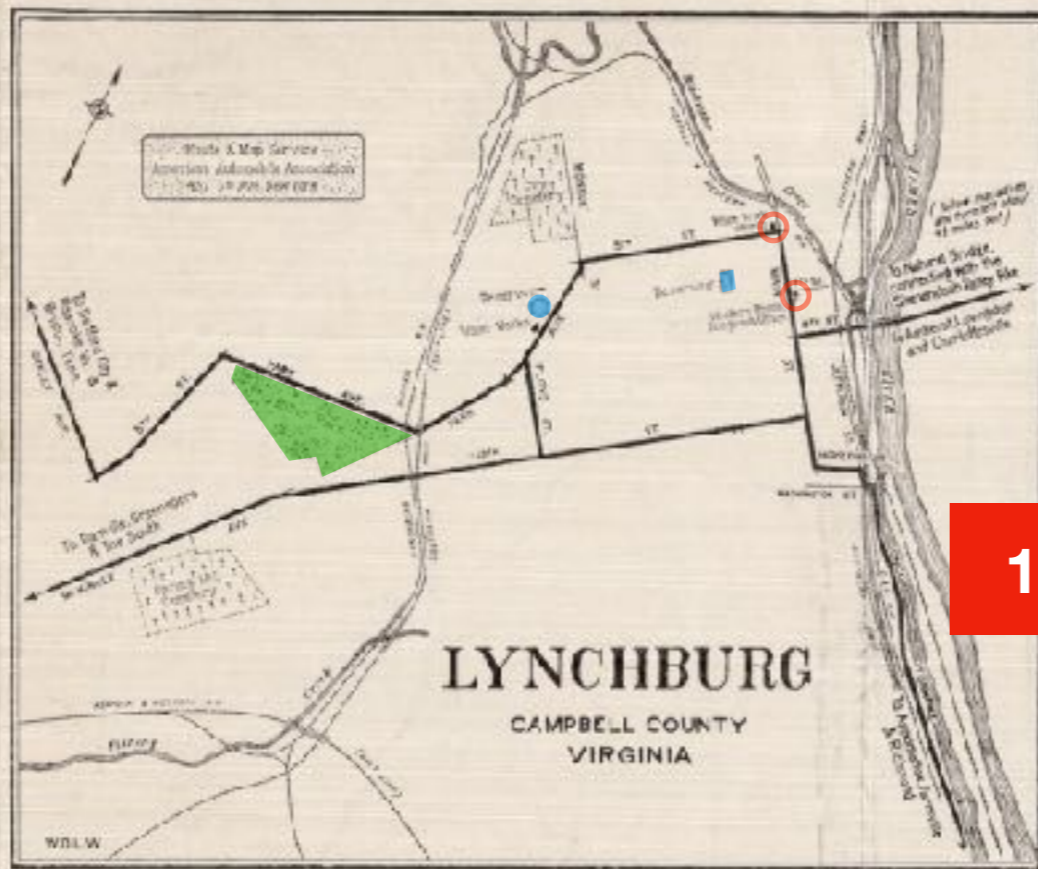
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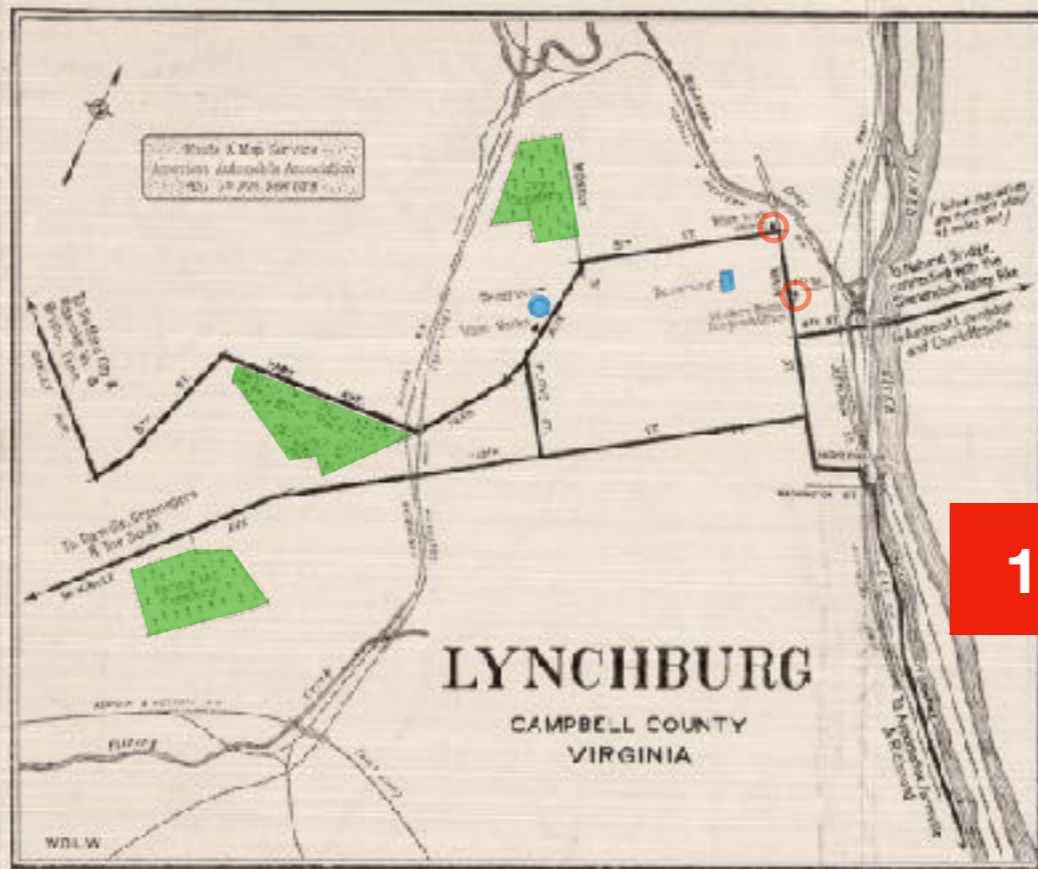
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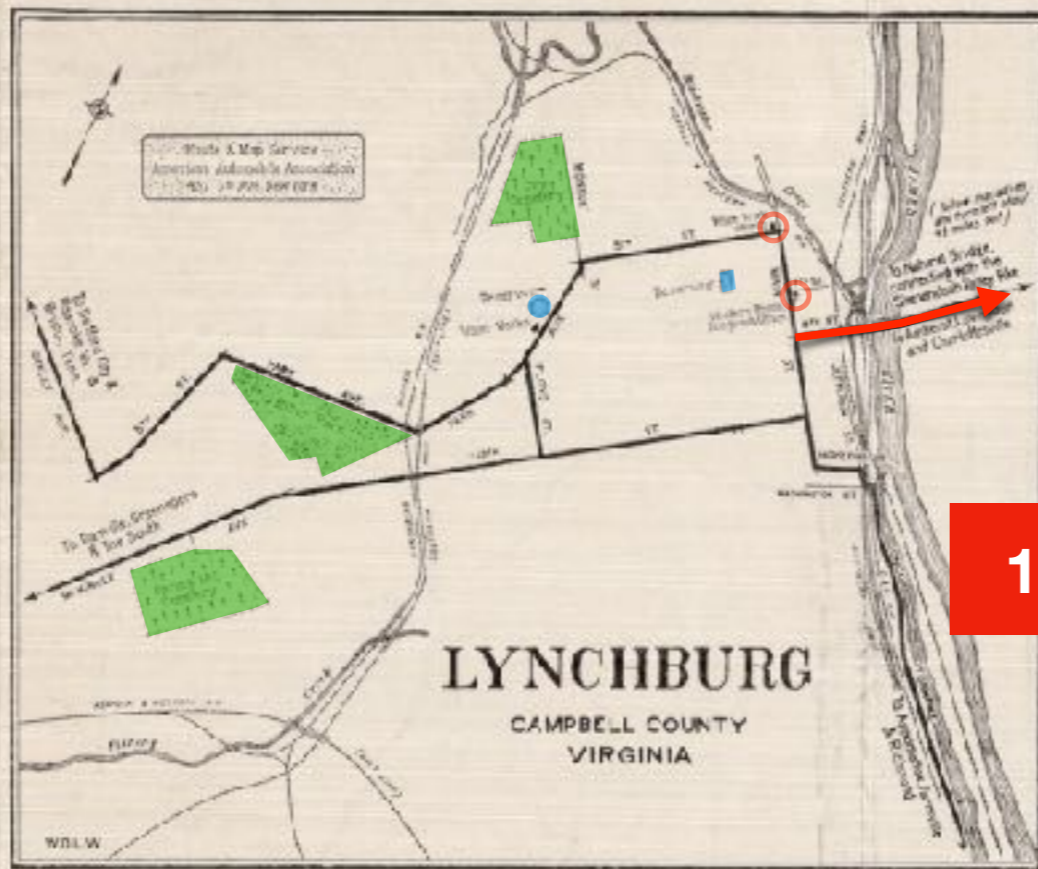
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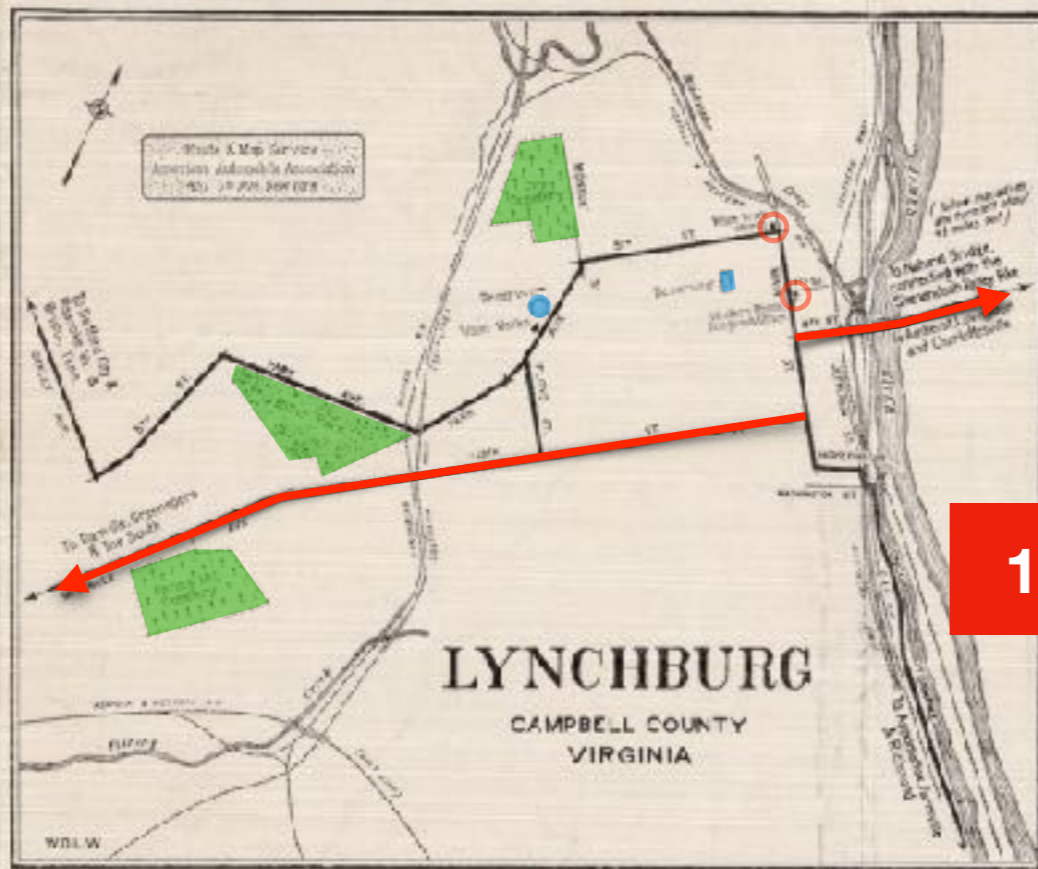
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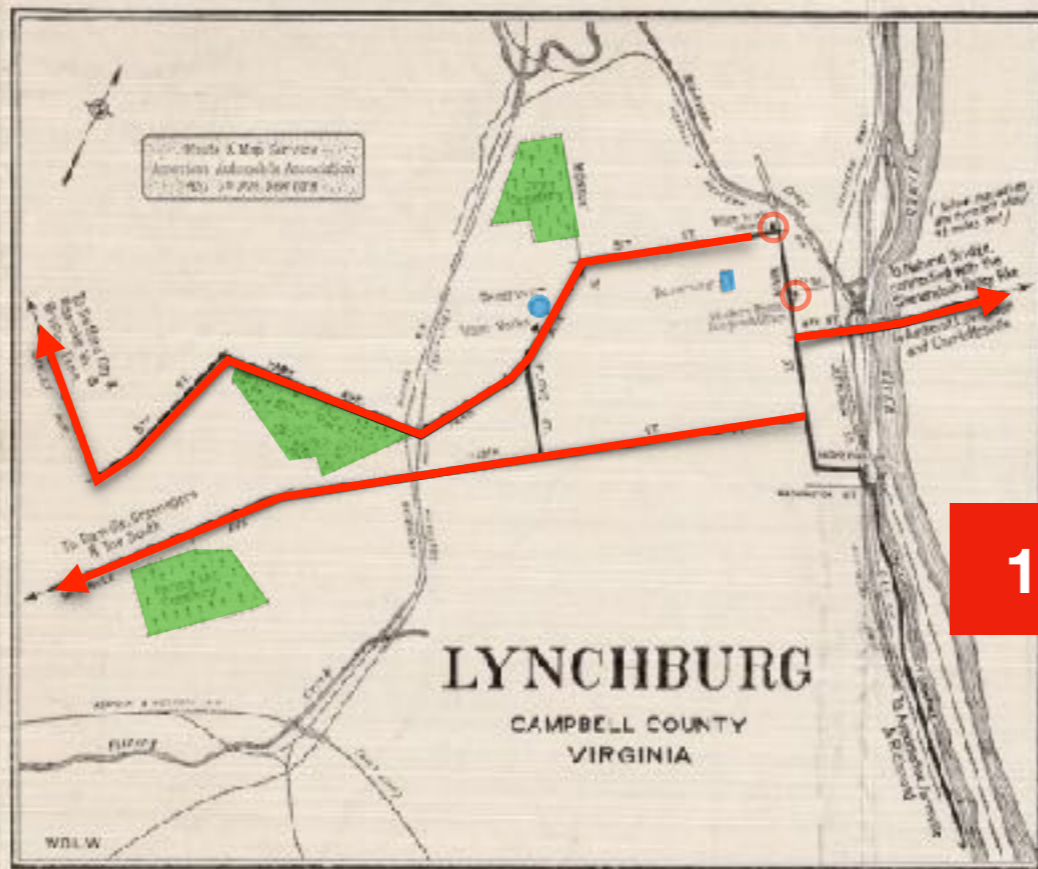
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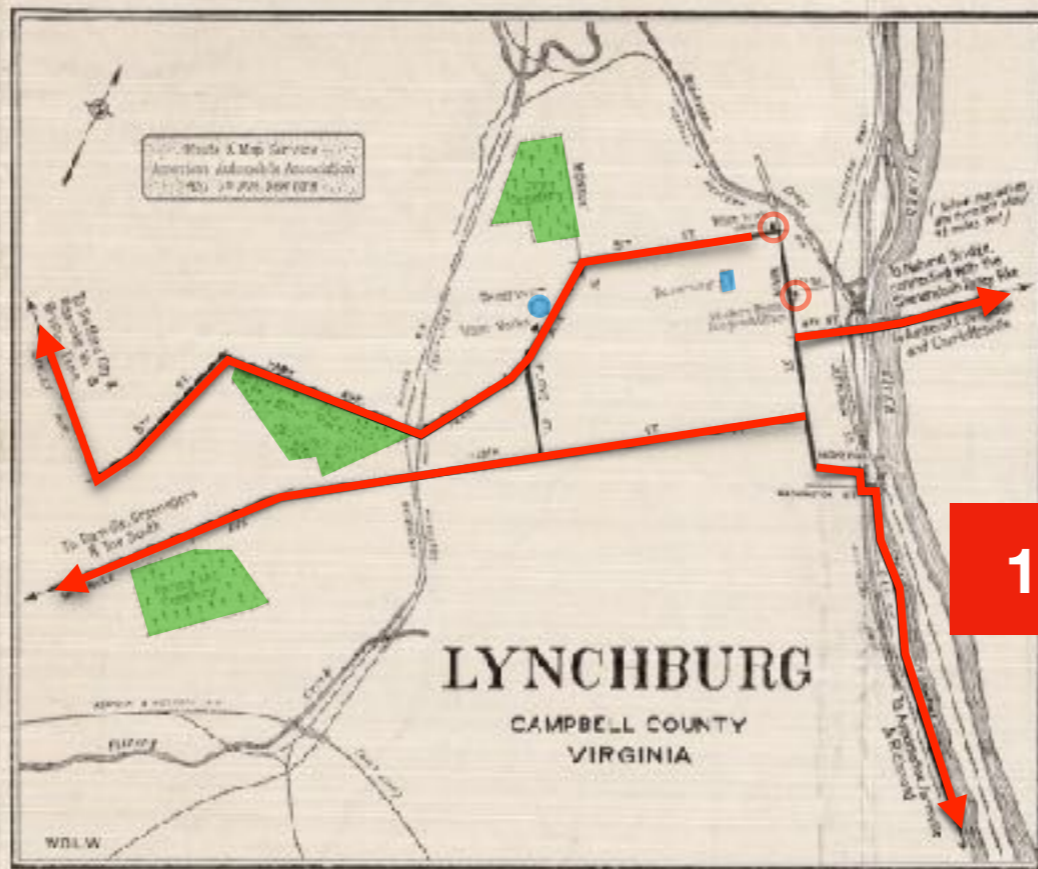
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Also at the Library of Congress is a guide called Mendenhall's Guide and Road Map of Virginia similar to the Automobile Association's, but with a huge fold-out map, and dated 1914.

Frankville 27 1/2, rolling, level; Crossville 41 1/2, level, rolling; Roscoe 43 1/2, rolling, level.

40 **LUMAY to WAYNESBORO**—West 1 1/2 m., take left fork road southwest to Louisaville 17 1/2, level, rolling; King 23, level, rolling; Horseville 25, level; Wynona-Jack 27 1/2, rolling, level; Parkers 31 1/2, level; Ribben 33, rolling, level; west 1/2 m., turn south to Yawney 35, level; Laurel 37 1/2, level, rolling; Port Republic 39, rolling, level; south to Wayne Cross and Grinstead 41 1/2, rolling, level; Harrison 43, rolling, level; east 1 1/2 miles, turn south to Kellers Store 45 1/2, rolling, hilly; Waynesboro 47, rolling, level.

41 **LYNCHBURG to BRISTOL, TENN.**—West to Forest 10, rolling, hilly; Gowdy 17, hilly; Bedford 20, hilly; Tazewell 23, rolling, hilly; Newsville 25, rolling, hilly; Blue Ridge Springs 31, rolling, hilly; Burnetts 35, rolling; Rosalia 37, rolling; Salem 41 1/2, rolling, hilly; La Fayette 43, rolling, hilly; Shawsville 45, rolling, level; Christiansburg 49 1/2, hilly; west to Hughes Ferry 54, hilly; Newbern 56 1/2, hilly; turn north to Dotts 60 1/2, hilly; Mass Meadows 65, rolling, hilly; Waynesville 67 1/2, hilly; Marion 69, rolling, hilly; McKelvie 71 1/2, rolling, hilly; Seven Mile Run 73, rolling, hilly; Christiansburg 75, level, rolling; west 3 1/2 miles, turn north 1 1/2 m., to Glades Spring 77 1/2; southwest to Ferry 79 1/2, level, rolling; Monticello 83 1/2, rolling, level; Abington 88, level, rolling; Bristol 90, rolling, level.

42 **LYNCHBURG to BROOKNEAL**—Southeast 1 1/2 miles, turn left to Irons 2, level, rolling; Brook 3, level, rolling; Rosberg 12, hilly, rolling; Winfield 16, rolling, level; Glad 21, level; east 2 miles, turn south to Norton 25, level, rolling; southeast to Brookneal 30 1/2, level.

43 **LYNCHBURG to DANVILLE**—Southeast by turnpike to Bedford Springs 10 1/2, rolling, hilly; south to Springton 12 1/2; Lynch 22 1/2, rolling, hilly; south to Shenandoah River, cross same to Hunt 24 1/2, rolling, hilly; Morley 26 1/2; Spencers 34, level, rolling; Emahiser Jet 37 1/2; Glendon 41, rolling; Danville 43, rolling, hilly.

44 **LYNCHBURG to GOCHLAND**—East on South side of James River, to Mt. Atlas 3 1/2, rolling and hilly; east 1 mile, turn eastward to Cozzard 11 1/2, rolling, hilly and some level; Spout Spring 15 1/2, rolling, hilly; Agnewton 20 1/2, hilly, rolling; Bone River 22 1/2,

hilly, rolling; Toston 25, rolling, hilly; Andersonville 27, hilly; Rosalia 30 1/2; Milligan 32 1/2, rolling, hilly; Gold Hill 35 1/2; New Canton 37 1/2, rolling, hilly; cross James River to Brown River 40 1/2, turn east to Colchester 43 1/2, rolling, very hilly; Mt. Hill 45, rolling, hilly; cross northeast 1 1/2 miles, turn east to Toston 47, rolling, hilly; Gochland 51 1/2, rolling, hilly.

45 **LYNCHBURG to NATURAL BRIDGE and LEXINGTON**—Cross James River to Madison Heights, turn southwest to Kline 8, rolling, hilly; Nails 12 1/2, rolling, hilly; Sardinia 14, rolling, hilly; Sawney Falls 16, very hilly; cross North River to Blaney, then almost west to Sherwood 20 1/2, rolling, level; north-west 1 1/2 miles, turn left 1 mile, then right to Natural Bridge 23, rolling, hilly; southwest 1 1/2 miles, turn right to Logansport 27 1/2, hilly; Spencers 34 1/2, rolling, hilly; Slaters 37, rolling, hilly; Leesport 41 1/2, rolling, hilly.

46 **MADISONVILLE to CLARKSVILLE**—South to Christiansburg 11, hilly, rolling; Lookout Branch 15, level, hilly; Rosalia 17 1/2; Fortson 20 1/2; Red Oak 22; Christiansburg 24, Clarksville.

47 **MARION to DANVERS**—Southwest 2 1/2 miles, take old fork road to Laurel Springs, Cross 3, rolling; Adair 7 1/2, rolling, hilly; St. Clair Bottom 11 1/2, rolling, level; Mass 15, rolling, hilly; Red 20 1/2, hilly; Bushy Grove Church 23 1/2, hilly; Danvers 24, rolling, level.

48 **MAX MEADOWS to MILLSVILLE and MT. AIRY**—N. Christiansburg to Sevierville 20 1/2, very hilly; cross New River, then southeast to Poplar Camp 22, hilly; Rosalia 24, hilly; Early 26 1/2, hilly; Millsville 28, very hilly; southeast to Ferry Gap 33, hilly; Camp 37, very hilly; Oak 41, hilly, level; Mt. Airy, N. C. 46 1/2, rolling, level.

49 **MIDDLEBURG to STRASBURG**—West 3 1/2 miles, turn south to Dentons 5 1/2, rolling, hilly; south-west and west to Markham 18, very hilly; Leader 24, rolling, hilly; Ferry Lynn 28, rolling, hilly and level; southwest to south fork of Shenandoah River, cross same, then west to Rouben 37 1/2, level, rolling; Water Lick 39 1/2, northward to north fork Shenandoah River, cross same, then west to Strasburg 44, level.

50 **MILFORD to MATIAS ET**—Northward to Bowling Green 2 1/2, hilly, rolling; Delta 5 1/2, hilly, some level;

The directions in this guidebook are not as specific as the Blue Book. No yellow houses or telegraph poles mentioned here. But it clearly indicates the best routes to travel.

45 **LYNCHBURG to NATURAL BRIDGE and LEXINGTON**—Cross James River to Madison Heights, turn northwest to Elon 8, rolling, hilly; Naola 16¼, rolling, hilly; Snowden 24, rolling, hilly; Balcony Falls 29, very hilly; cross North River to Glasgow, then direct west Sherwood 33½, rolling, level; northwest 1¼ miles, turn left 1 mile, then right to Natural Bridge 36, rolling, hilly; northwest 2¾ miles, turn right, to Longwood 41¾, hilly; Summers 44¼, rolling, hilly; Zollman 47, rolling, hilly; Lexington 51½, rolling, hilly.

Here's the route from Lynchburg to Lexington:
In this case we can follow along with the map



*****Cross the James River to Madison Heights,

turn northwest to Elon 8;

***** (by the way, after Elon, the map shows the roads going down to the James River at Salt Creek before heading northwest again)

Naola 16 1/4;

***** Snowden 24;

***** Balcony Falls 29;

***** Cross North River to Glasgow, then direct west Sherwood [now called Natural Bridge Station] 33 1/2;

***** northwest 1 1/4 miles, turn left 1 mile, then right to Natural Bridge 36;

***** northwest 2 3/4 miles, turn right, to Longwood 41 3/4;

***** Summers 44 1/4; ***** Zollman 47; ***** Lexington 51 1/2.

I wish they indicated a time approximation with these. It sounds like it would take 2 or 3 hours at least.



1914



1914



1914



1914



1914



1914



1914



1914



1914



1914



1914



This same map's route to Charlottesville

***** (shown in red) follows pretty much the current, or at least fairly recent path of Rt. 29

***** (shown in green), with only a few notable exceptions.

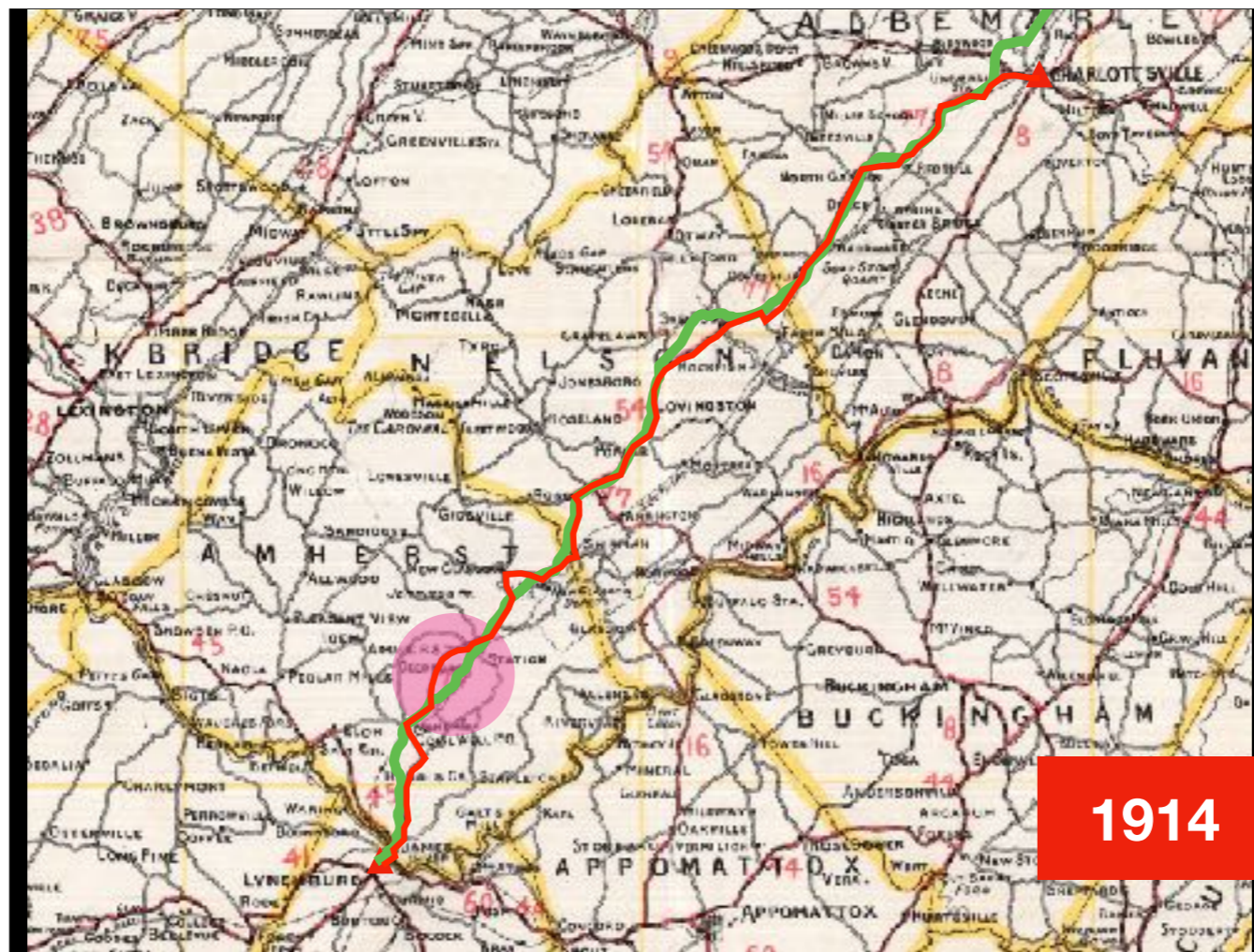
***** One south of Amherst and

***** one north of Amherst.

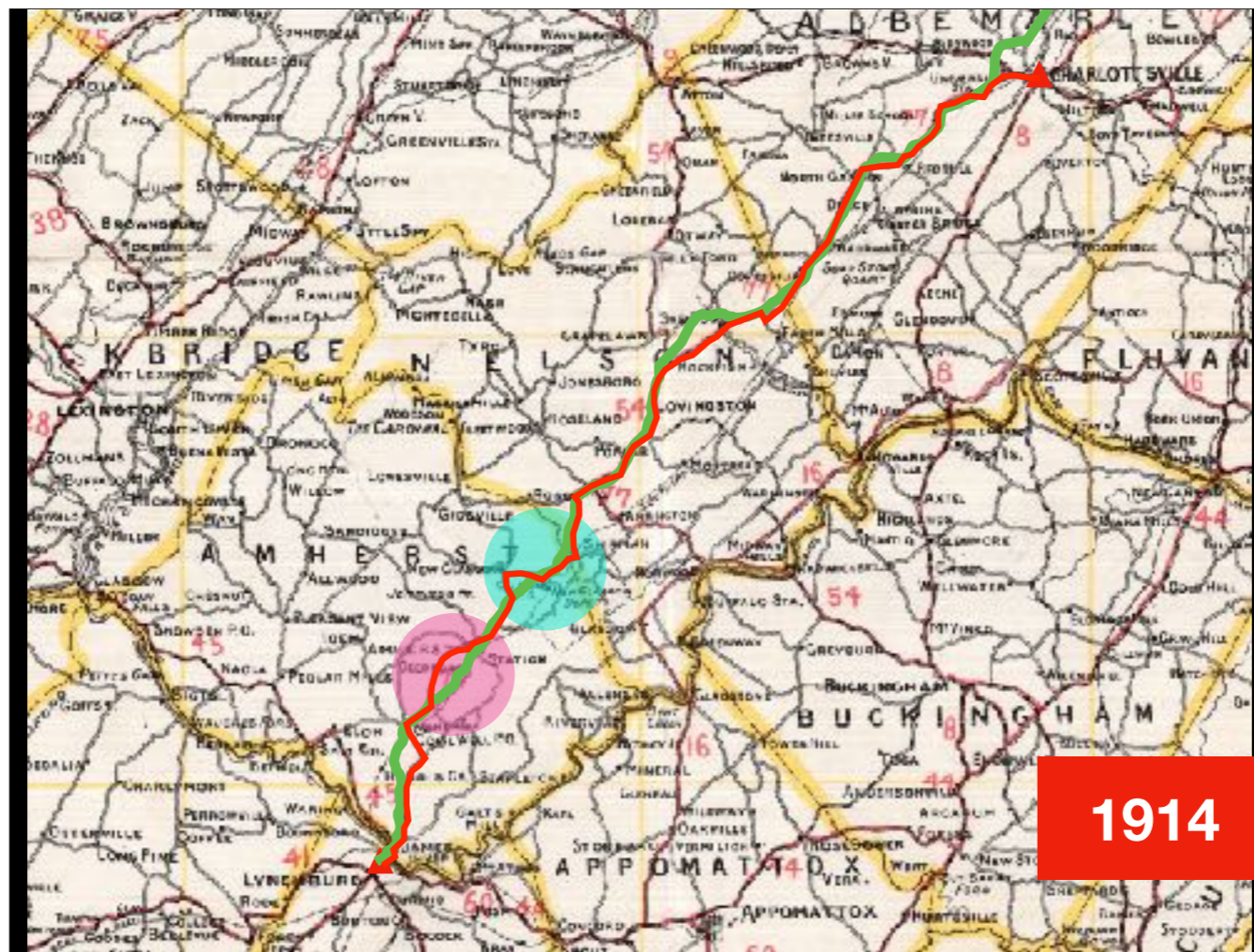


1914

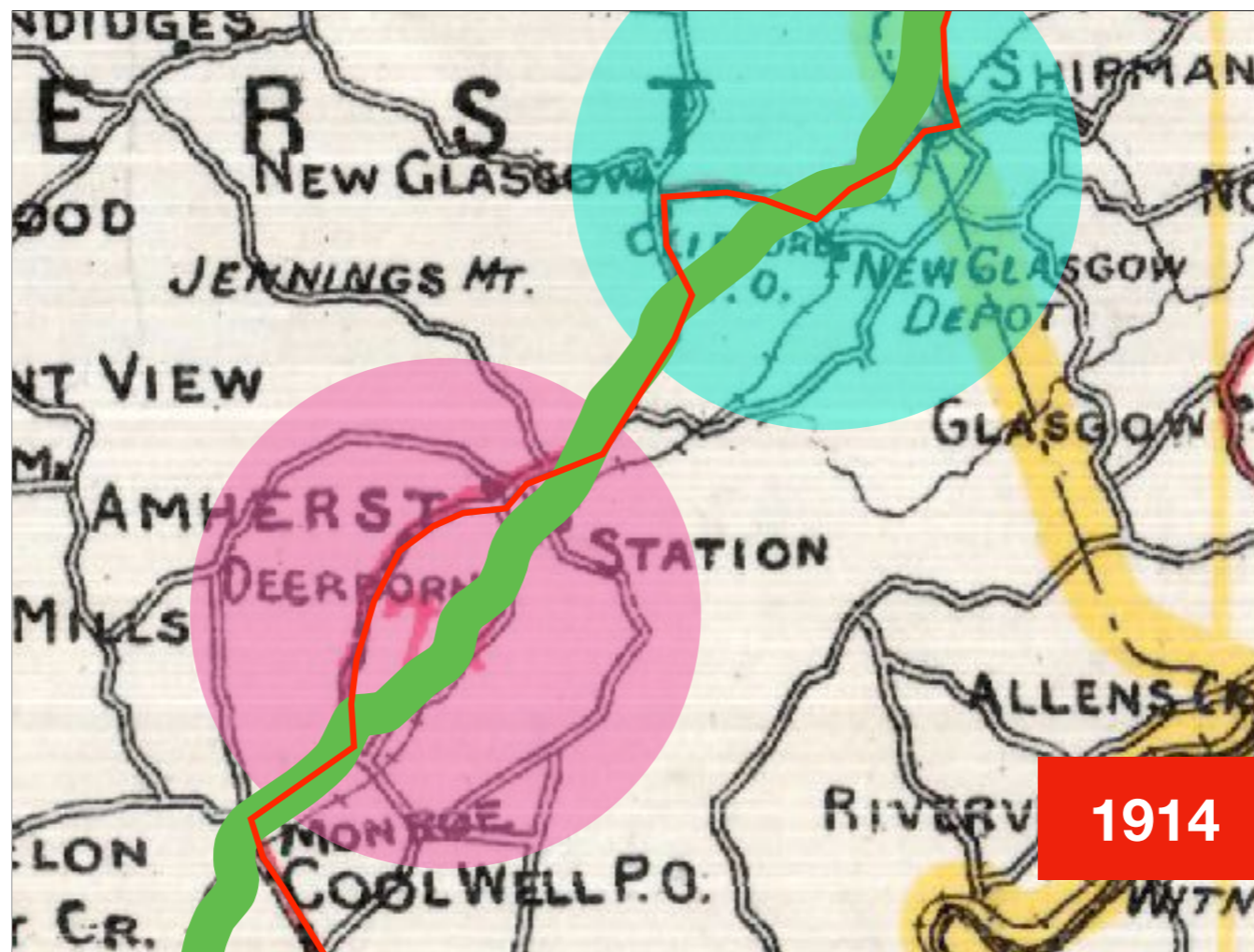




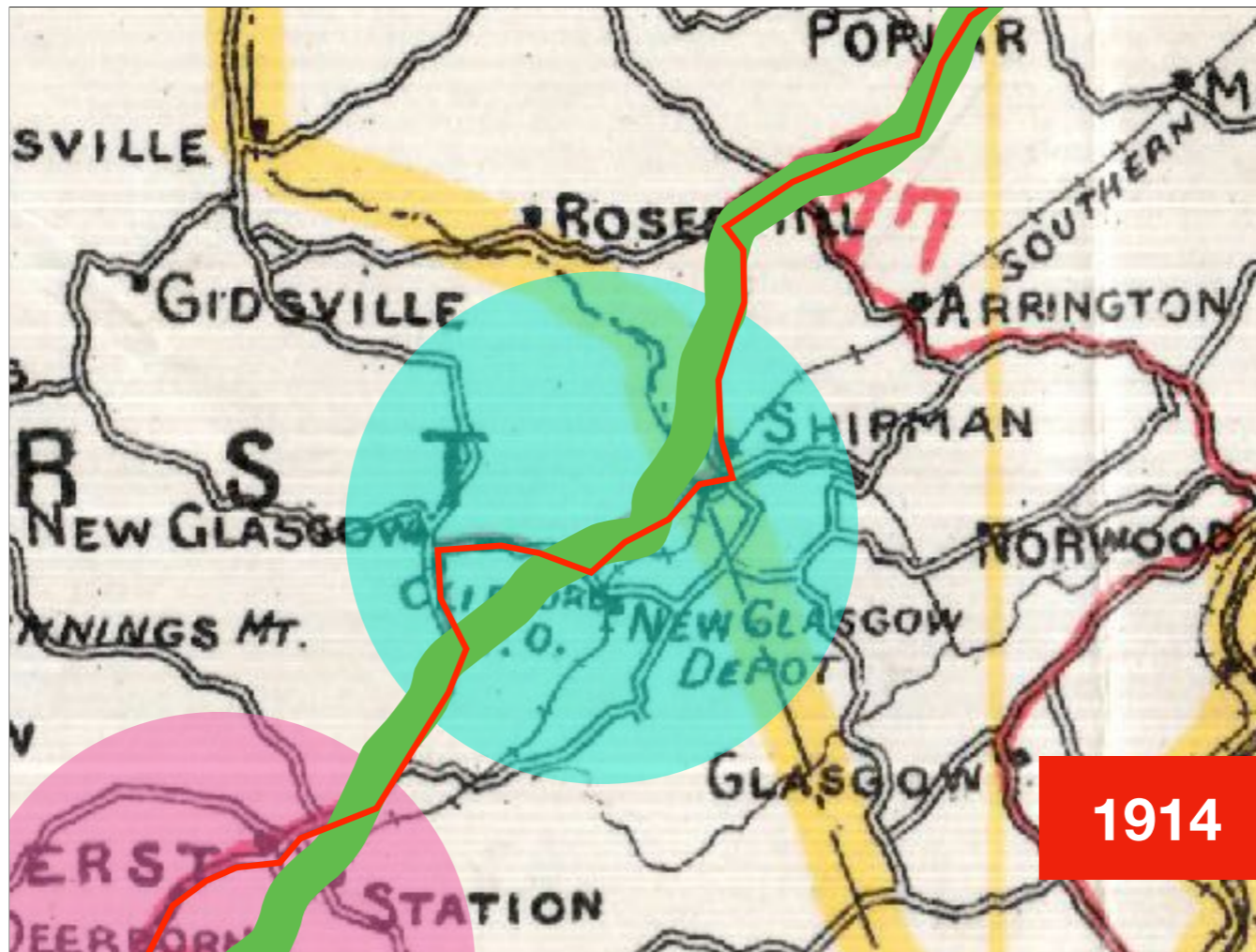
1914



1914



Shortly before getting to Amherst, at Falconerville (some of you may remember S'Amanda's there), you take a left on the road that curves around behind Sweet Briar and comes out on Sunset Drive in the town of Amherst. Remember, these were the recommended routes, apparently the best, and I know for a fact that that road behind Sweet Briar was still dirt until not too many years ago. So although I'm pretty sure the present 29 business was there in 1914, the preferred route took you 30 minutes around the back side of the college (at least it took me about that long recently and the road is paved now).

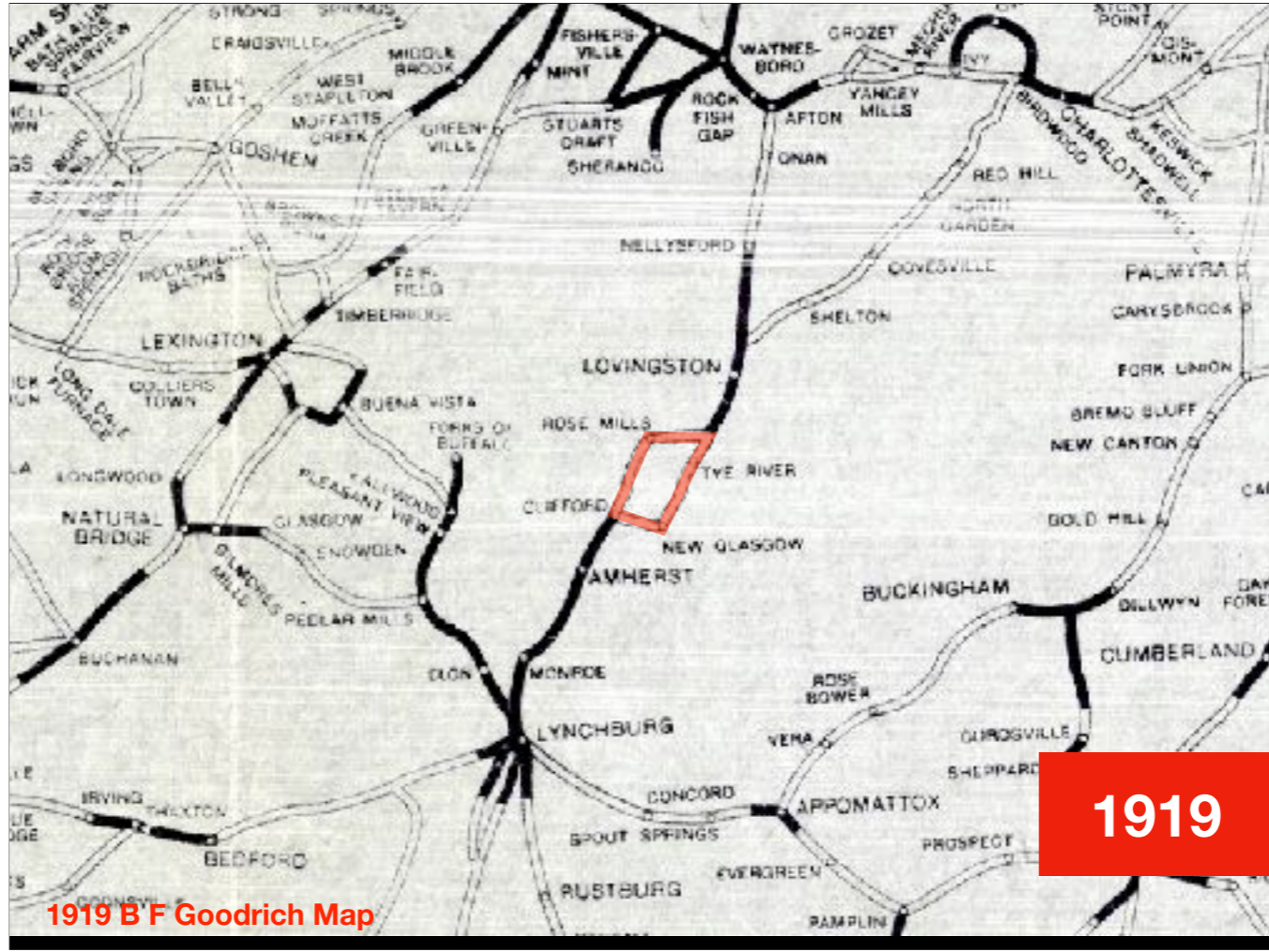


North of Amherst you would take a left onto the road to Clifford (151) and then wind back onto present day 29 to continue to Lovington.



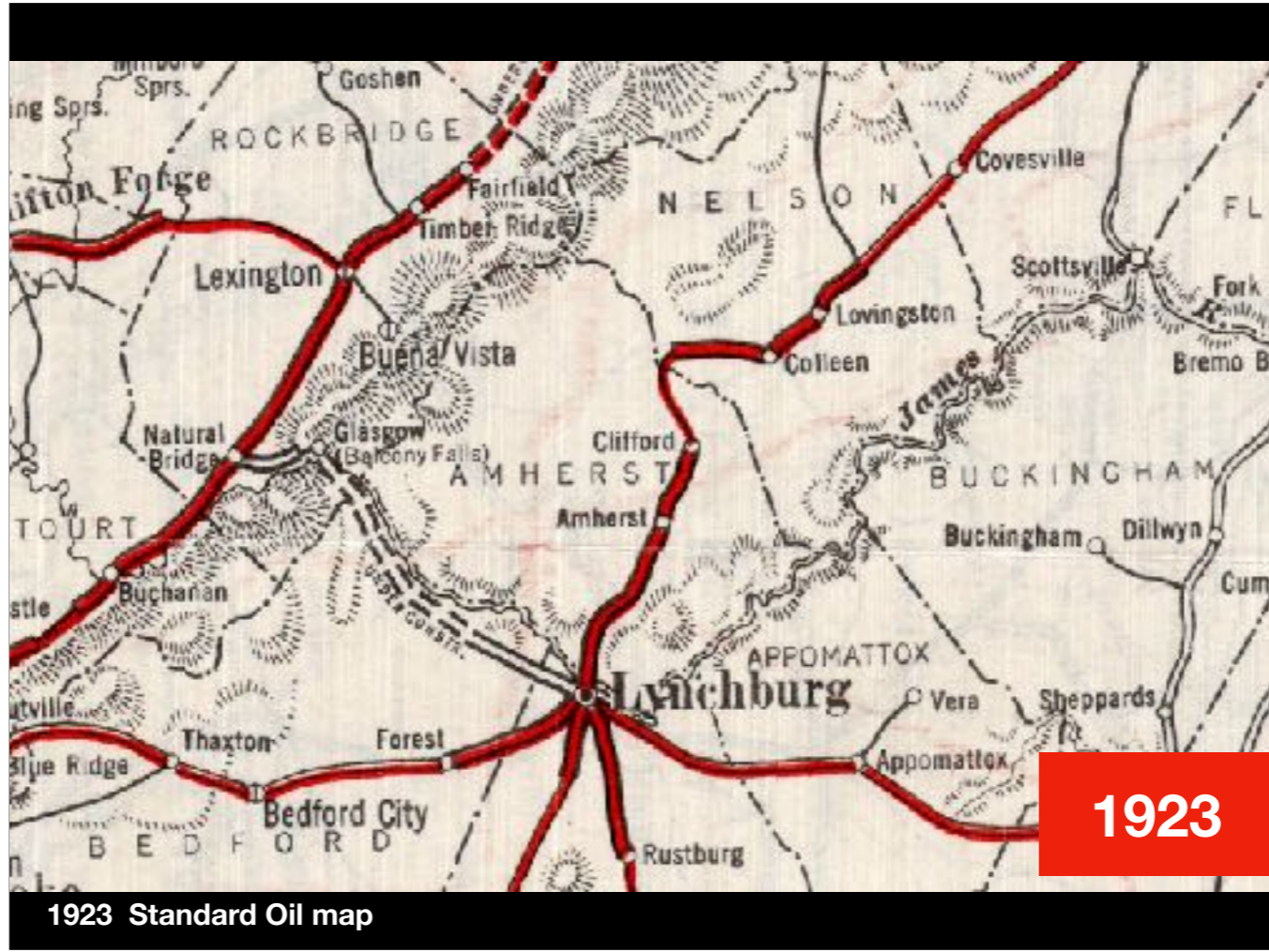
Moving forward five years, the oil and tire companies began getting into the map business. This 1919 B F Goodrich map indicates which roads are paved.

*****It, too shows you going into Clifford, and then a tossup as to whether to continue north to Rose Mills or east to New Glasgow (the route closer to the present-day Rt. 29)



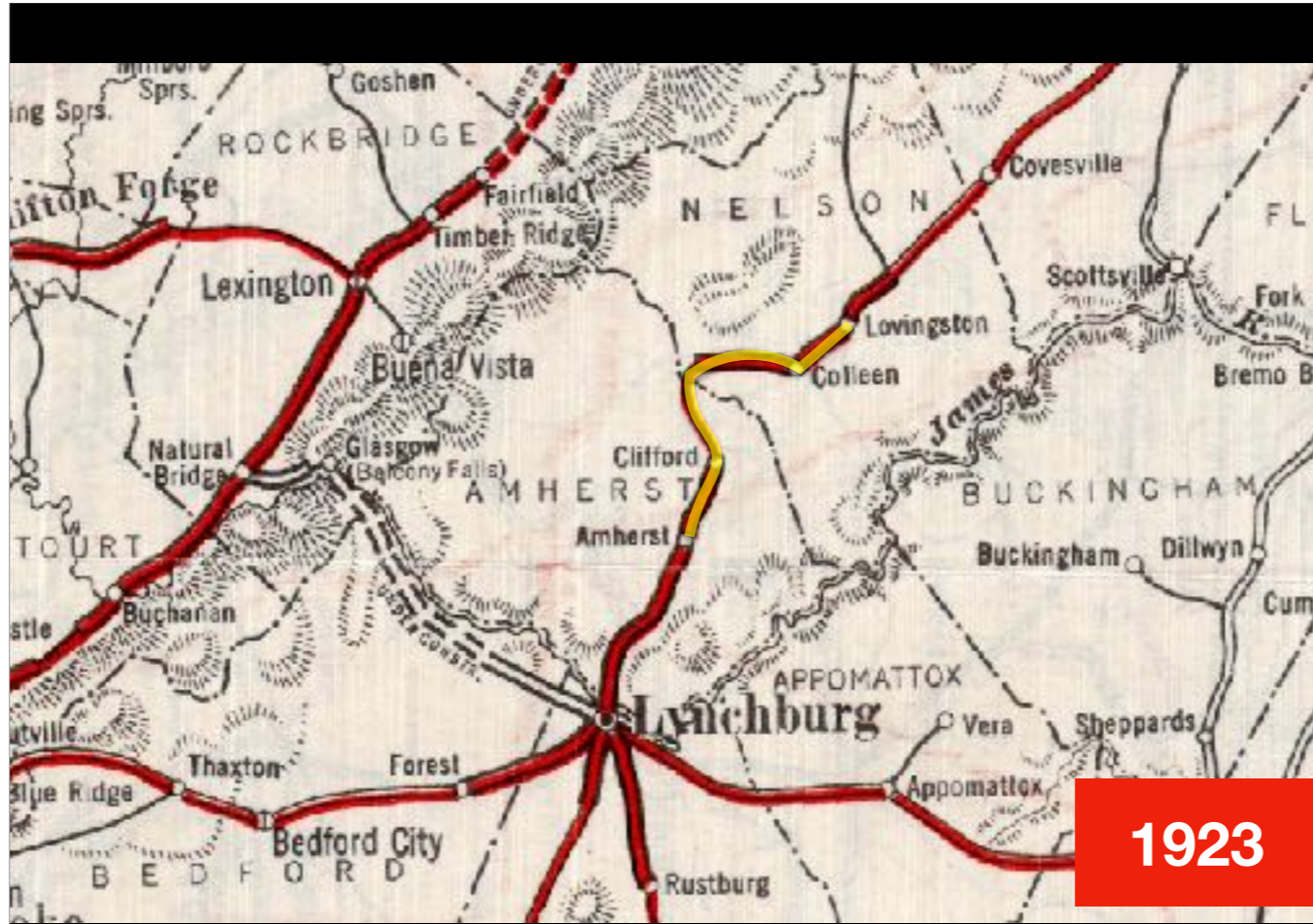
1919 B F Goodrich Map

1919

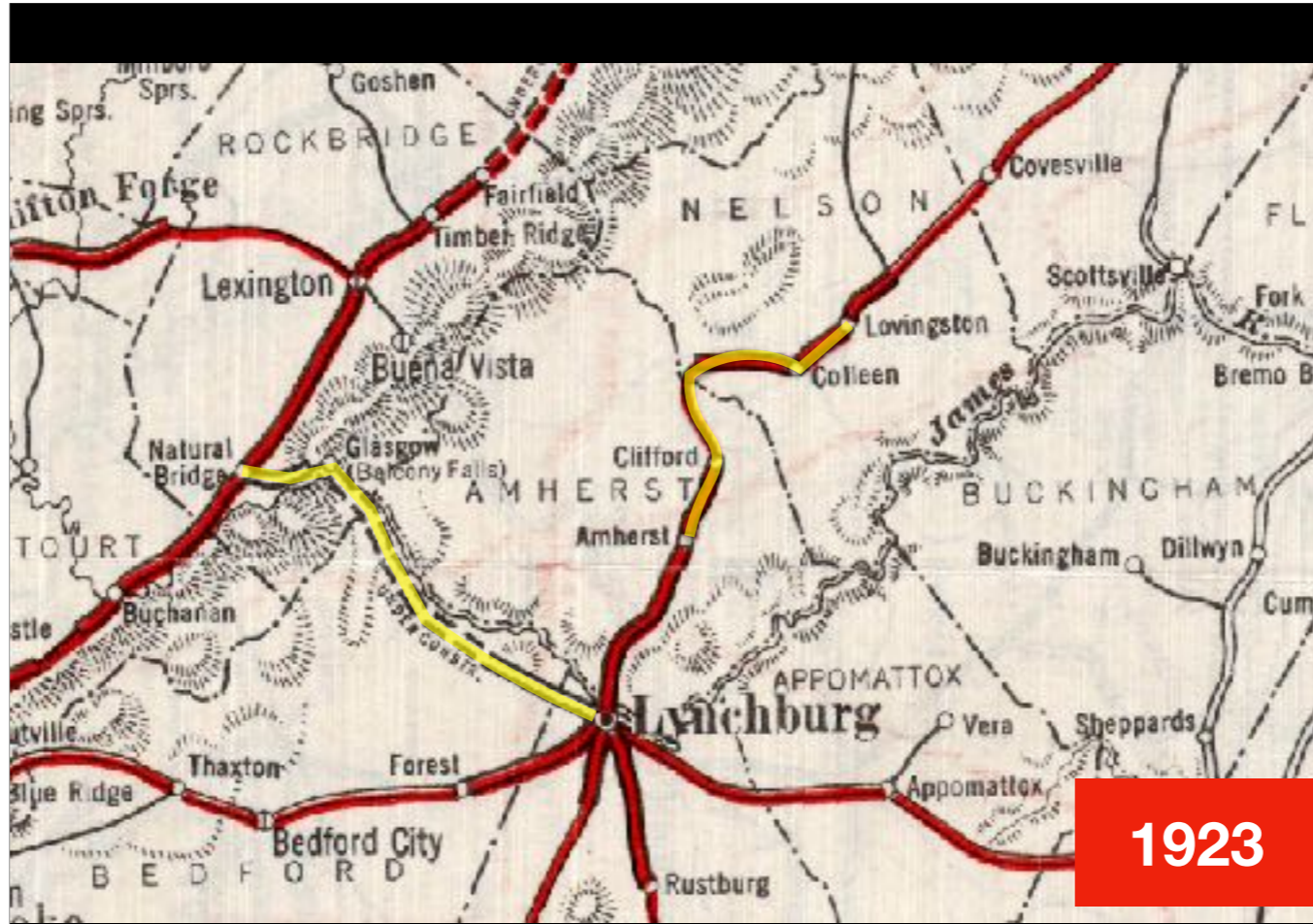


1923 Standard Oil map

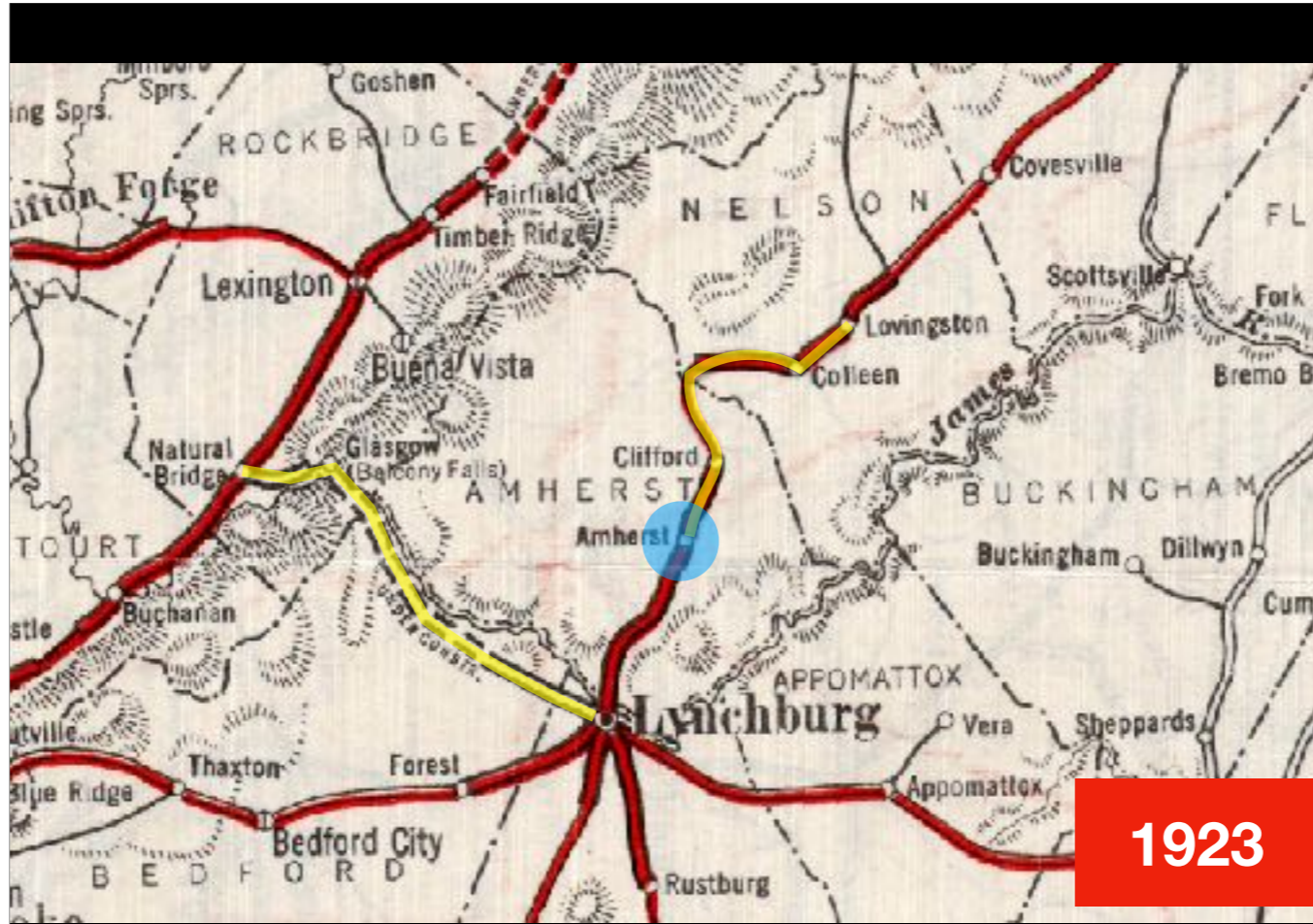
Here's a 1923 Standard Oil map,
**** still showing the detour into Clifford but now continuing west through Piney River to get to Colleen on what is now Rt. 56 (best known, to me anyway, as the road through Saunders Brothers Orchard).
**** Note that a road from Lynchburg to Natural Bridge on the south side of the river was under construction.
**** From this it appears that no recommended roads led east or west from Amherst.



1923 Standard Oil map

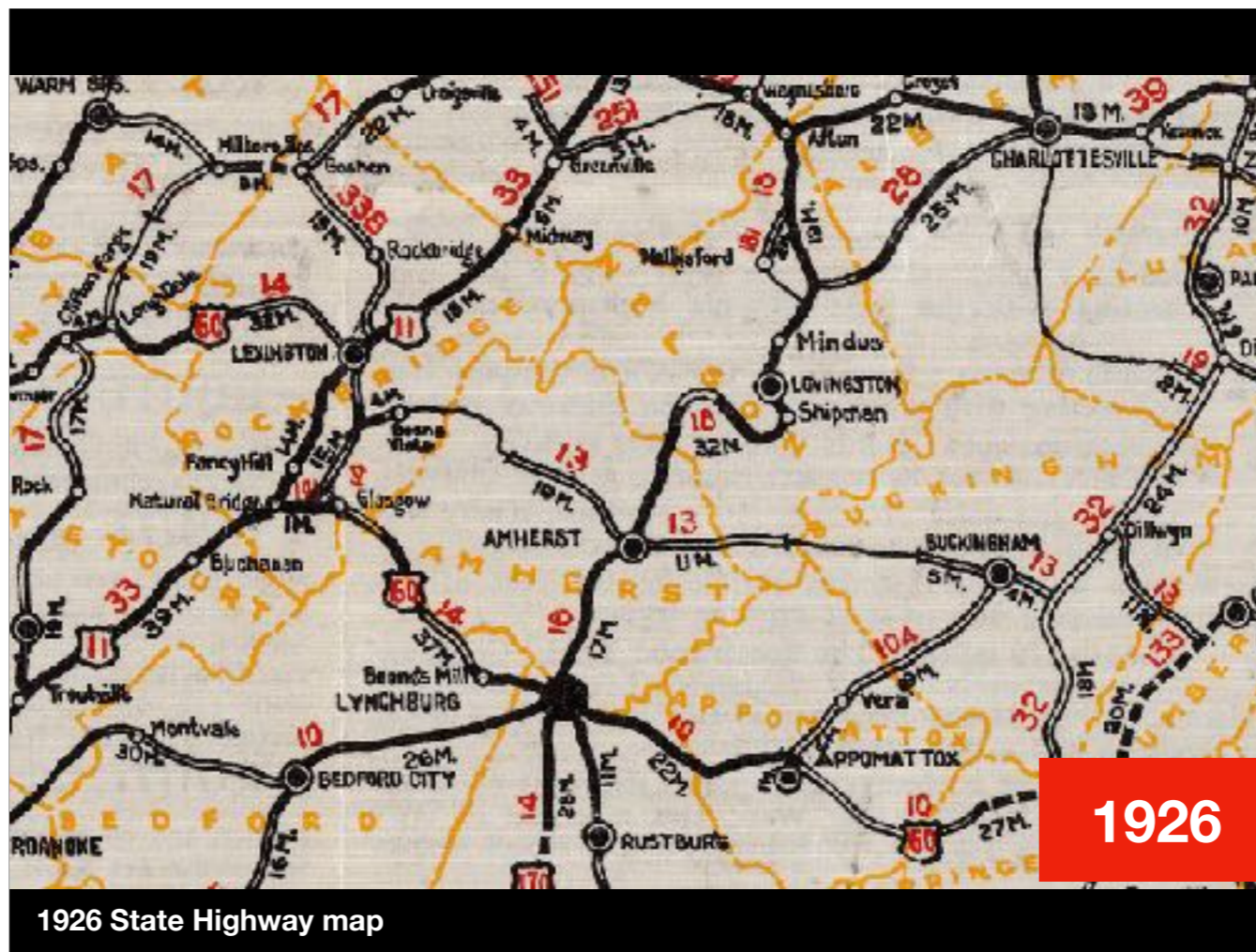


1923 Standard Oil map



1923

1923 Standard Oil map

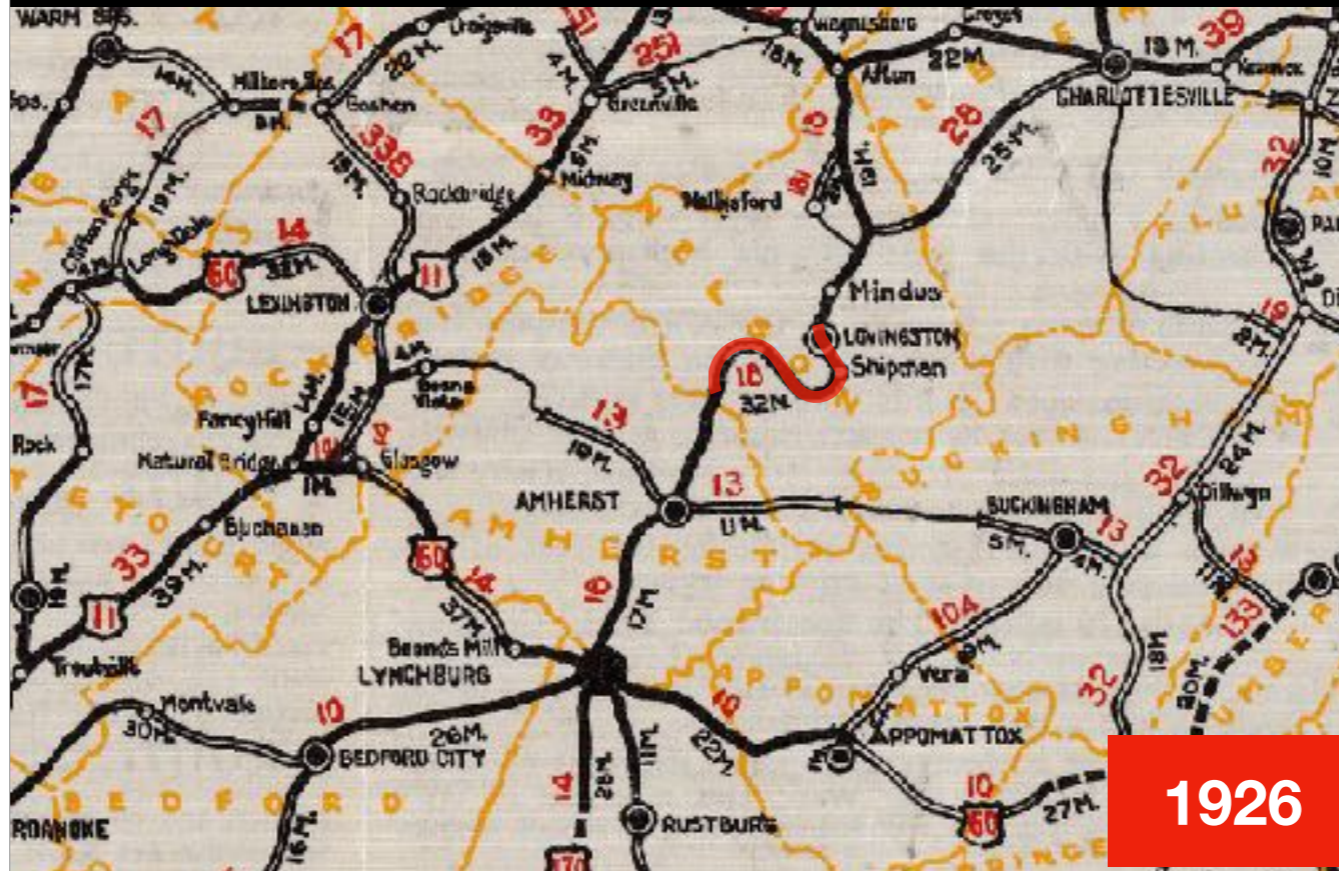


1926 State Highway map

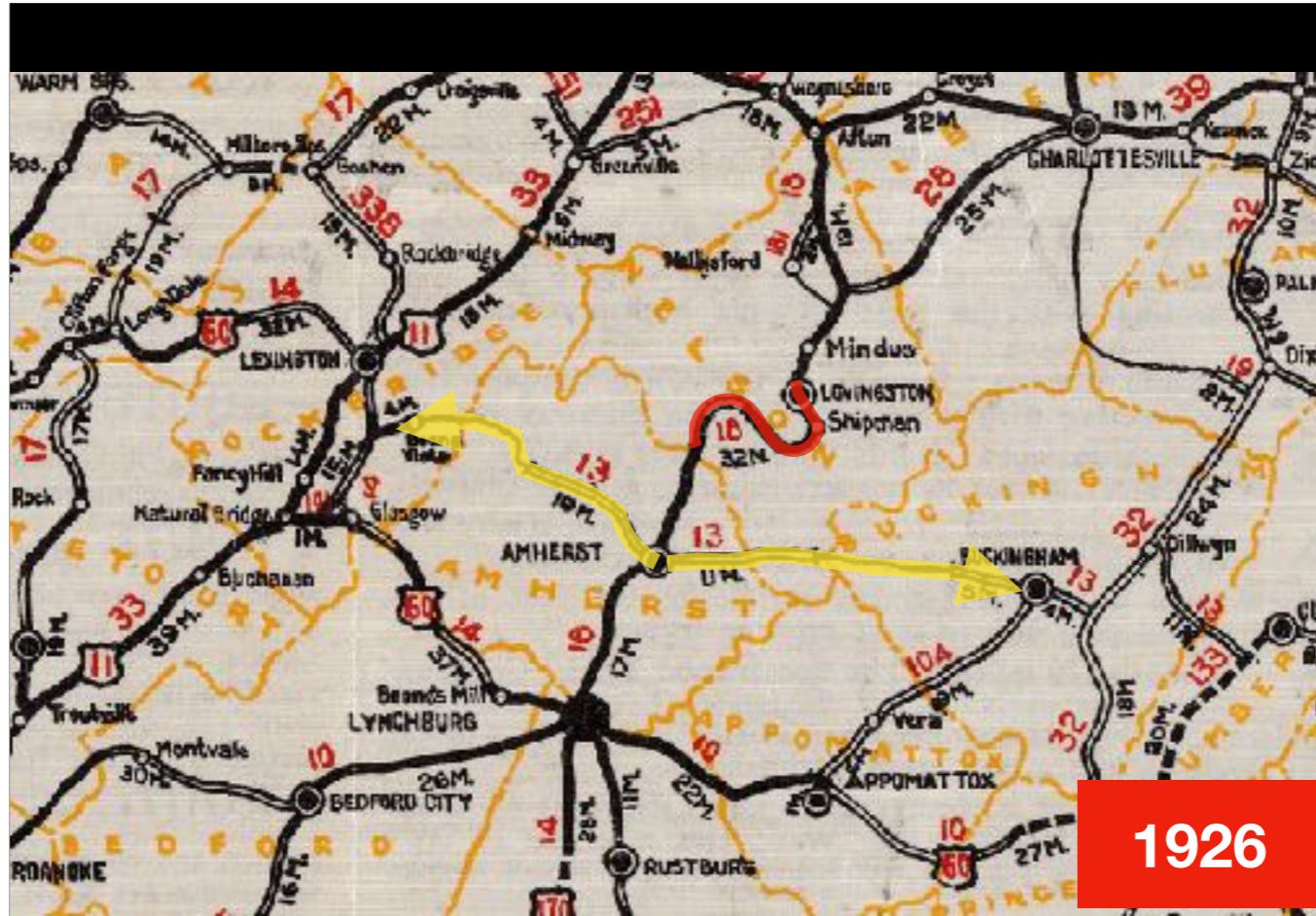
In 1926 Virginia issued a state highway map that, for the first time, included route numbers. What we know of as Rt. 29 is marked 18 here.

*****Oddly enough, the road seems to follow present-day Rt. 151 to pass through Piney River and Rt 56 again, but then goes through Oak Ridge and Shipman to get to Lovington, just as the 1912 AAA map recommended.

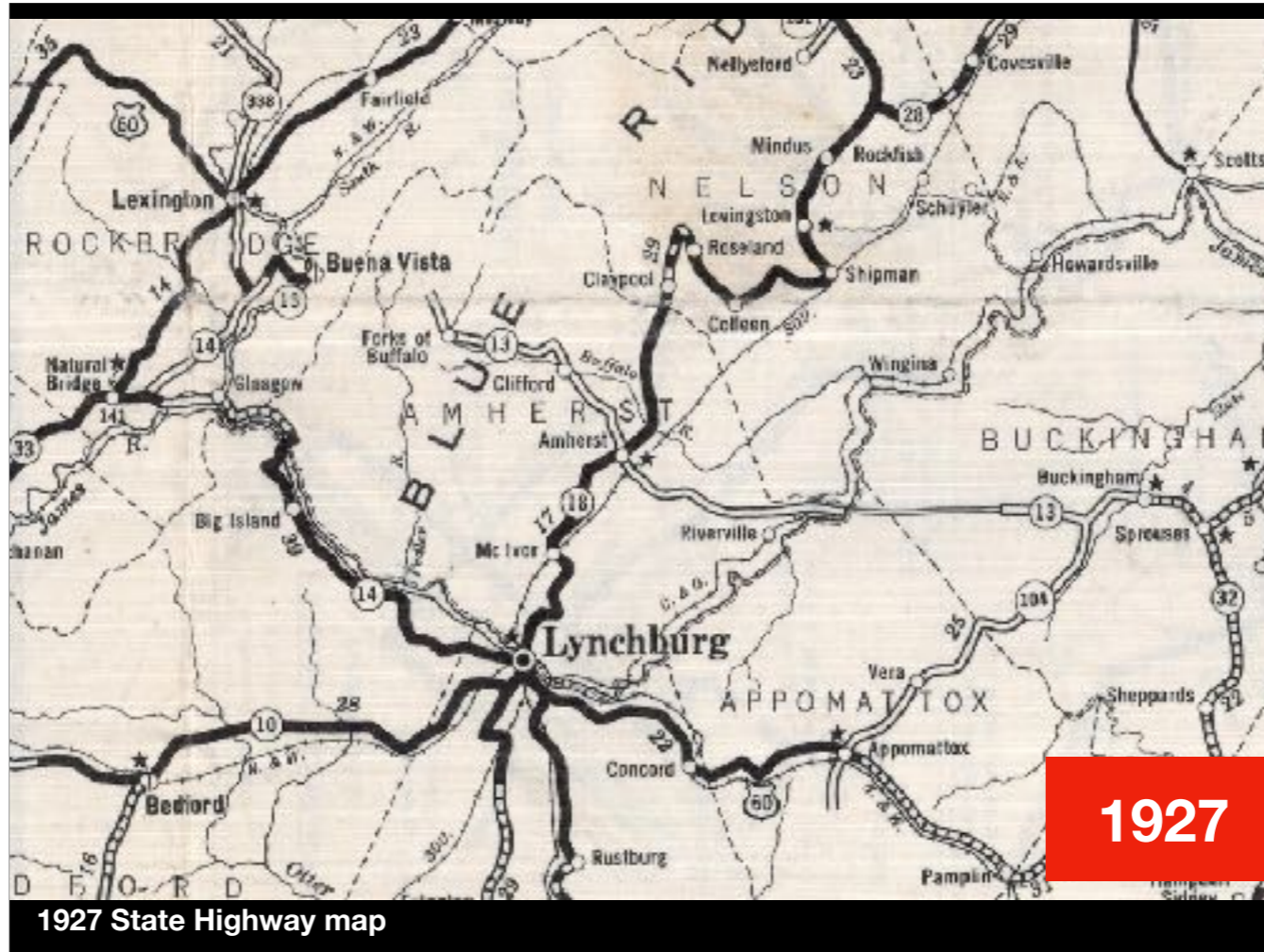
*****But hey, Amherst had an east-west road finally, though certainly not paved, and partly just dirt. But at least it got over the mountain to Buena Vista and Lexington and east toward Richmond.



1926 State Highway map



1926 State Highway map

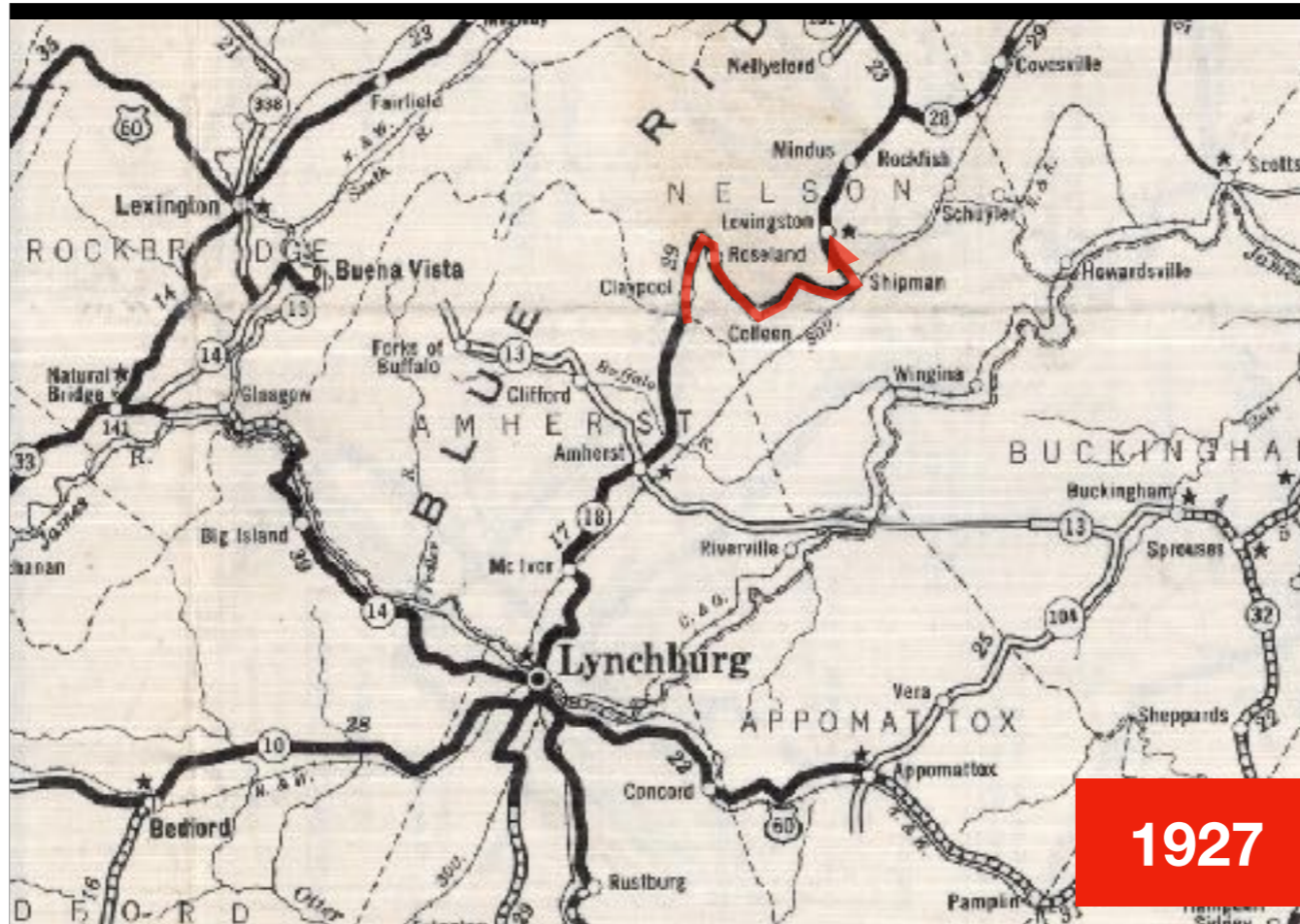


1927 State Highway map

By the next year that strange cluster of roads to get to Colleen had gotten more bizarre,

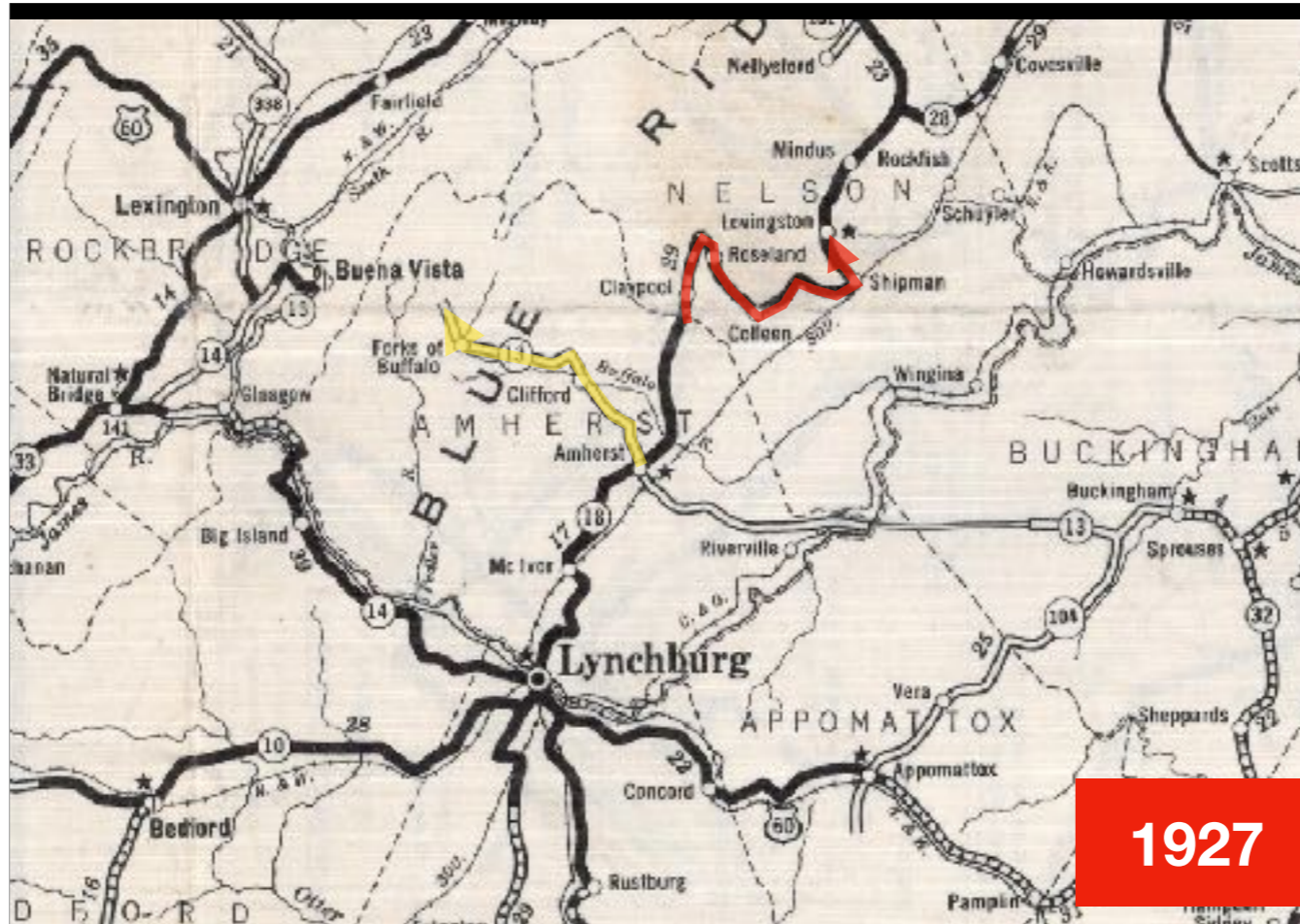
*****taking you north just about as far as Massies Mill before turning south again through Roseland and motoring into Colleen. But you can note here that most of that road is paved, which is what made going so far out to the way worthwhile, and perhaps necessary. And the paved road continued through Oak Ridge and Shipman again. Certainly a long way round to get from Amherst to Lovington.

*****That appears to have fared much better than the road from Amherst to Buena Vista, which now seems to stop abruptly without going over the mountain.



1927

1927 State Highway map



1927

1927 State Highway map



1929 State Highway map

So here we are at 1929.

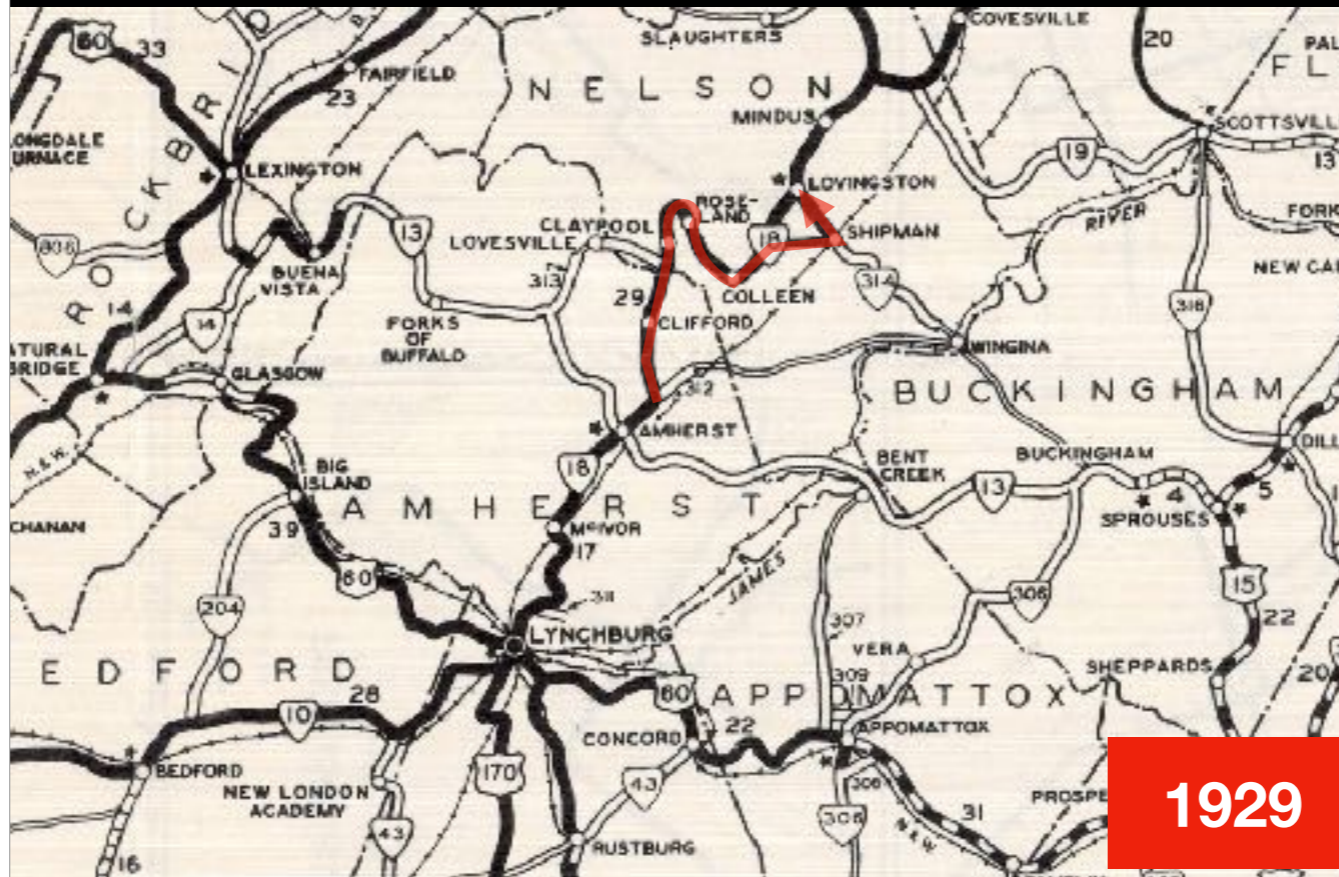
- On the Colleen front, we still have the convoluted path to get there, but look!
- Now there's an option to get straight to Lovingston, without going around Mr. Ryan's barn.
- Also of note is the continuous road from Amherst to Buena Vista.

But let's look at the route numbers for a minute.

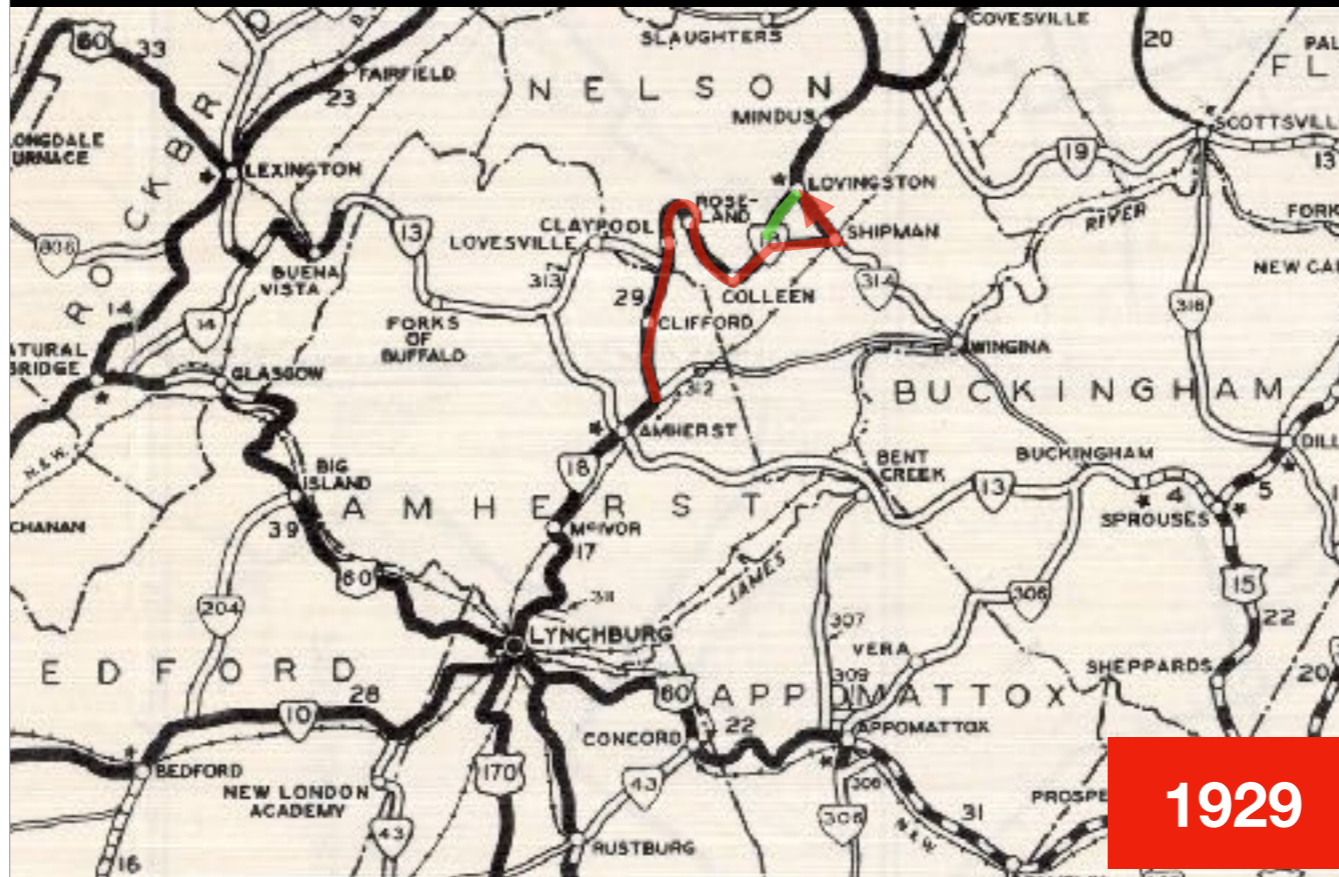
.....That pesky road north of Lynchburg to Lovingston is numbered 18. OK, but it stops in Lynchburg,and what we would expect to be it's continuation toward Danville is called 170 south of Lynchburg.

.....The road coming in from Appomattox is Rt. 60 and itcontinues on to the northwest to Natural Bridge. It seems like a pretty straight continuation, though that northern section is now 501 and the eastern section is 460.

What we now call 60 through Amherst is called 13 on this map.

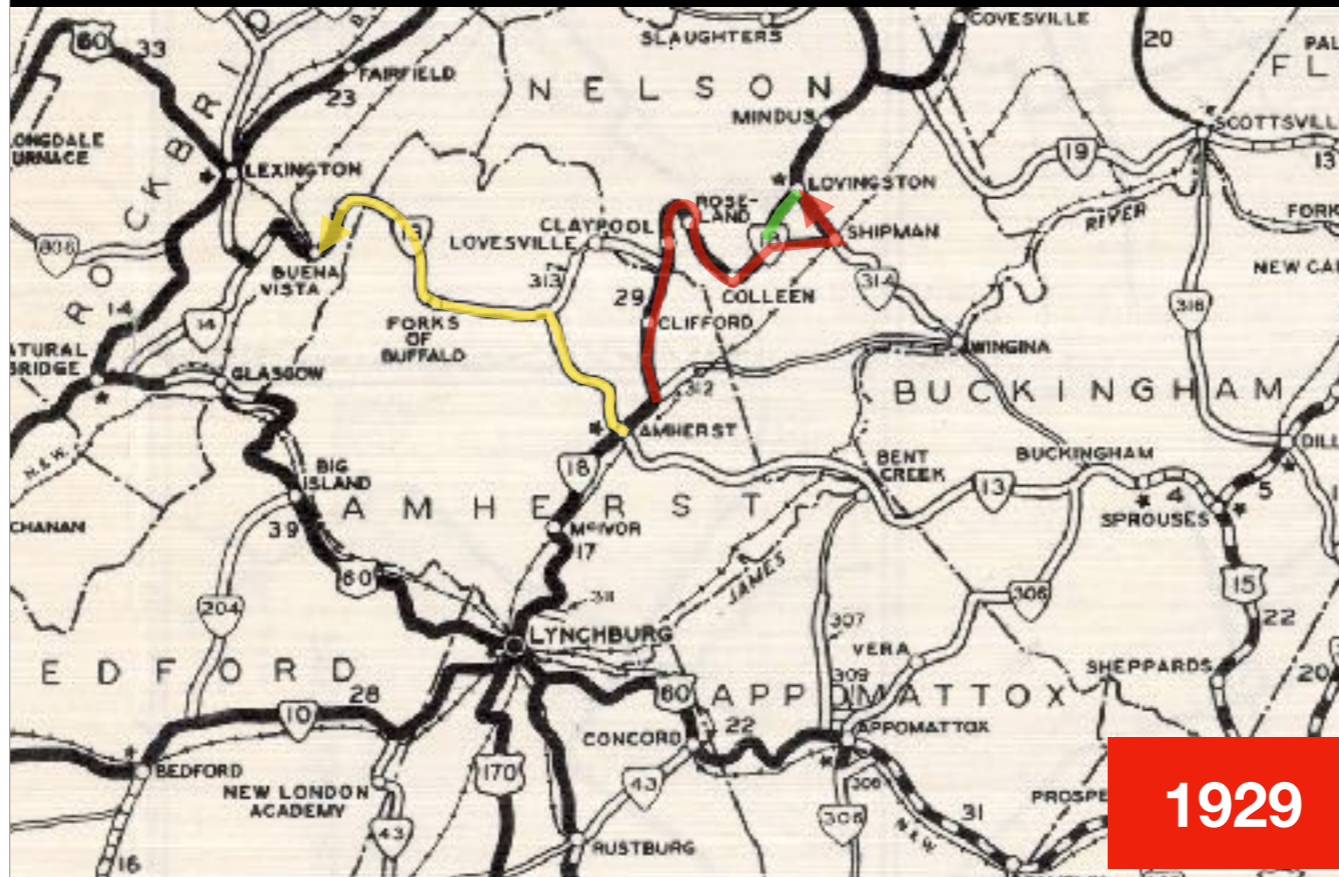


1929 State Highway map

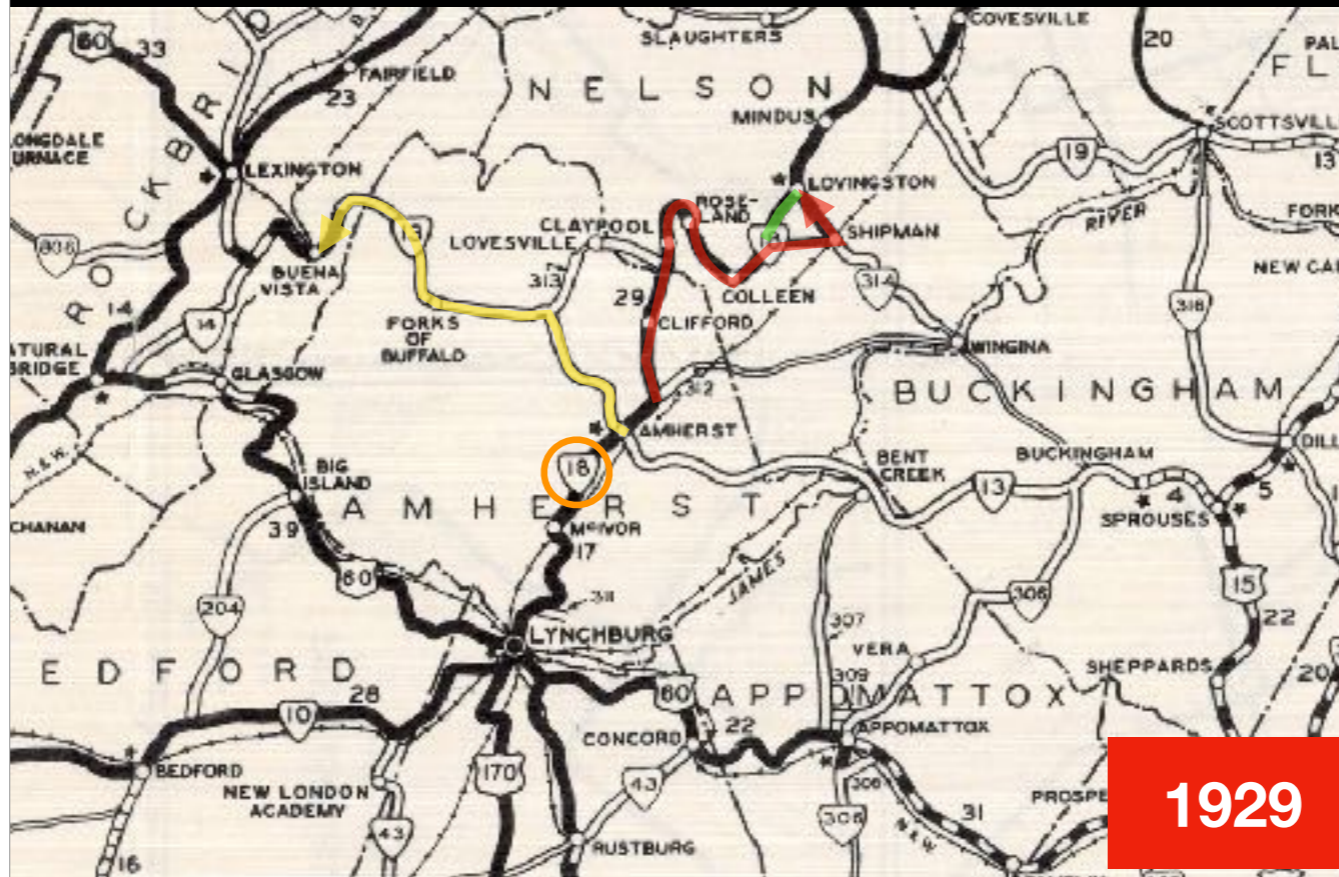


1929

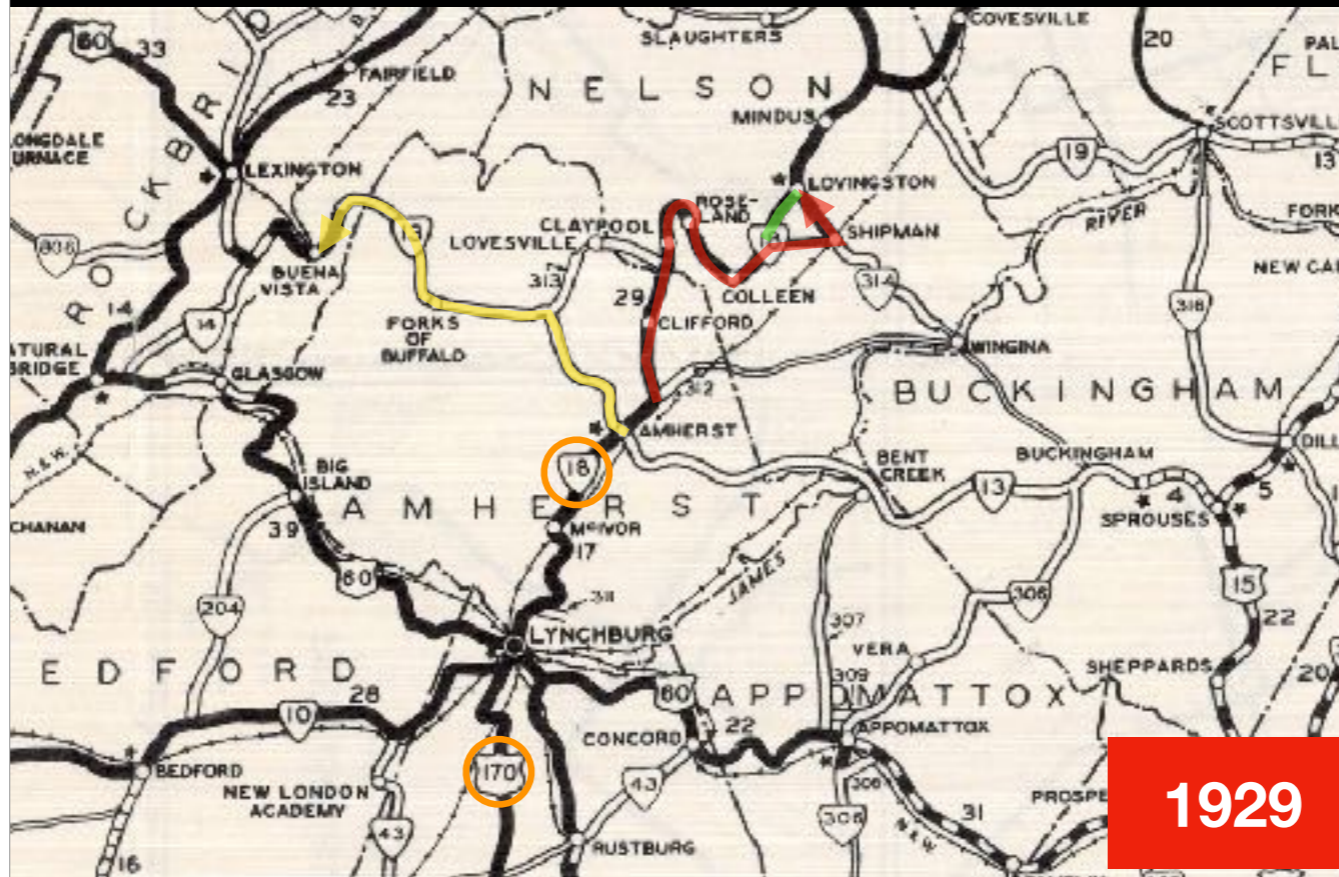
1929 State Highway map



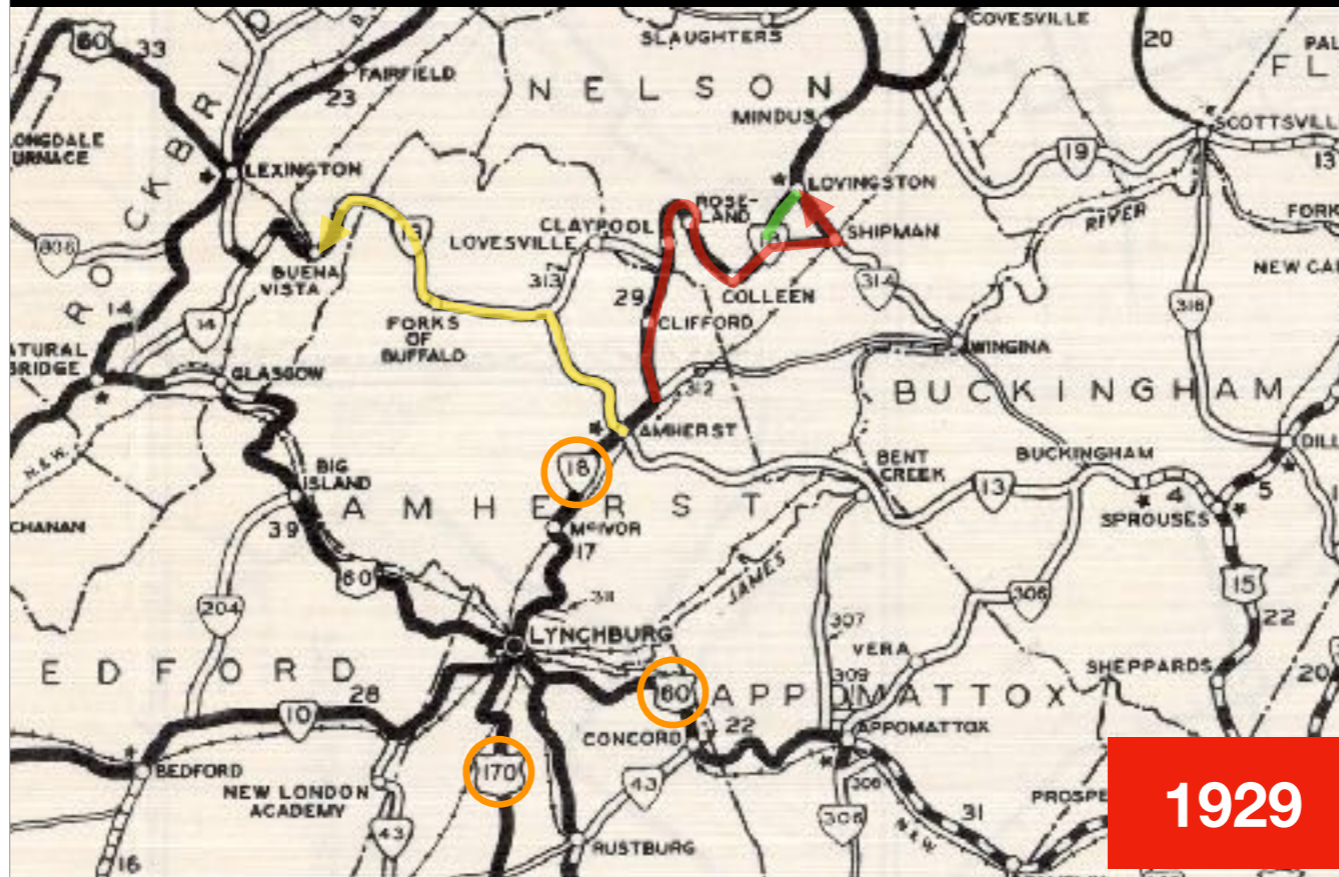
1929 State Highway map



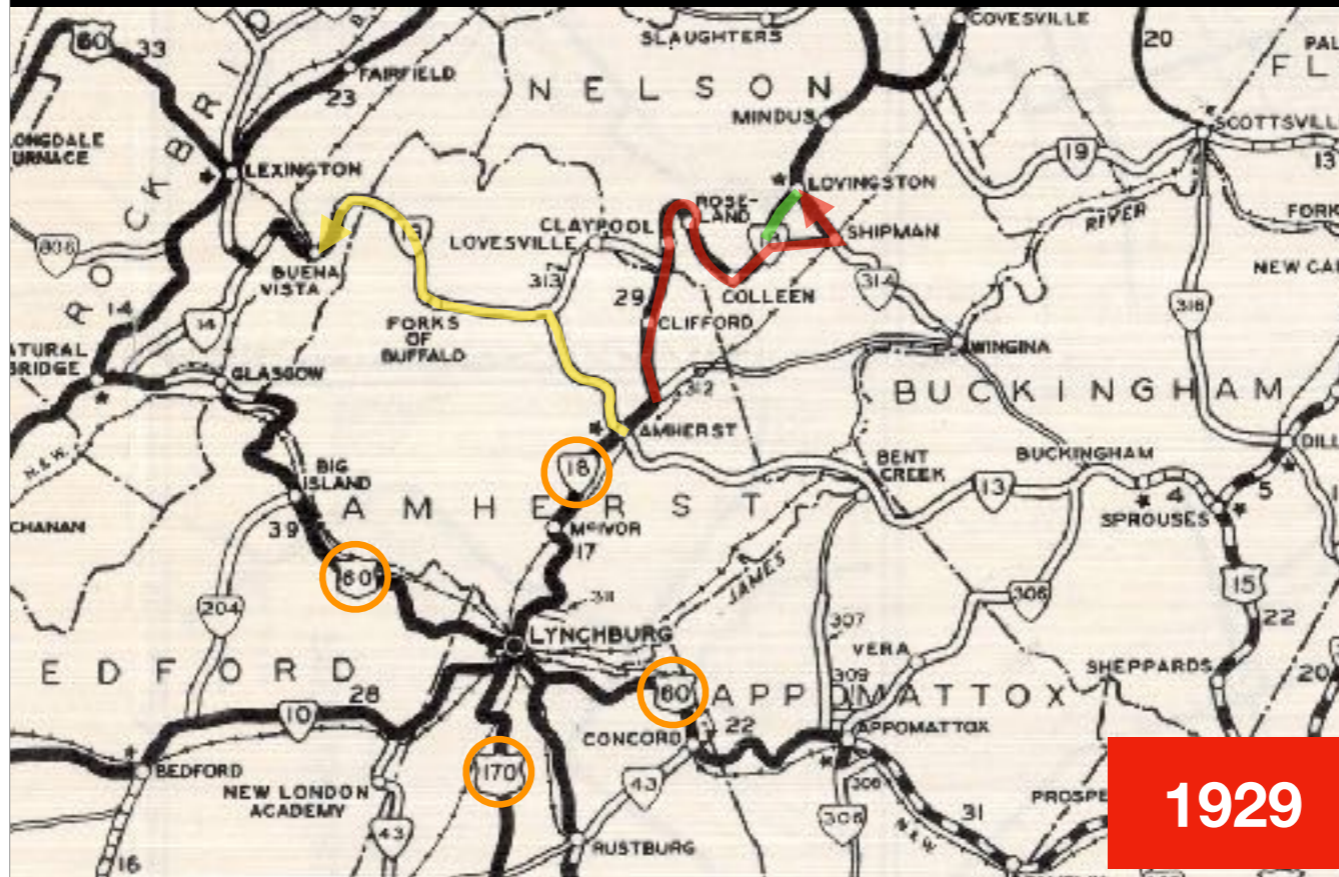
1929 State Highway map



1929 State Highway map

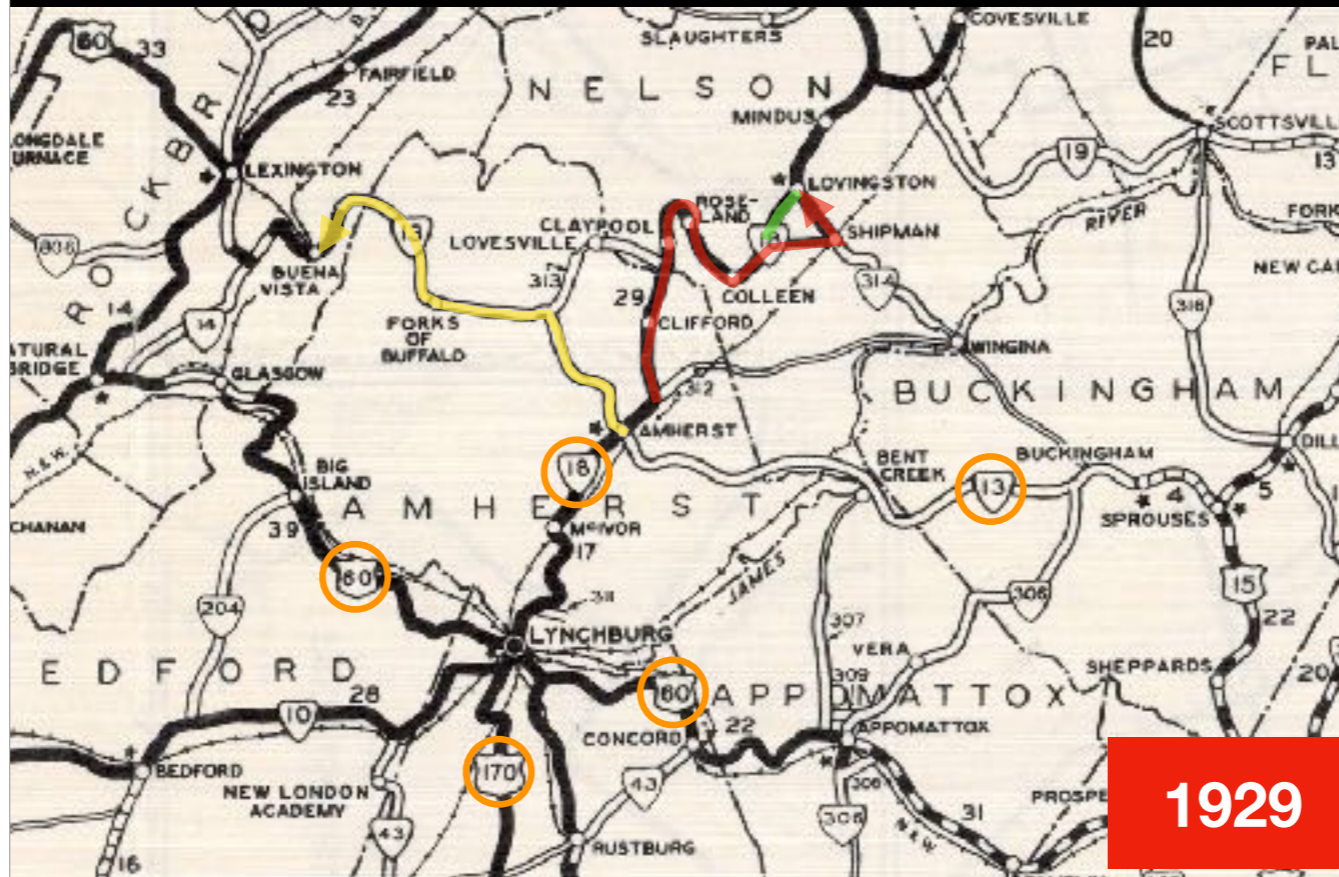


1929 State Highway map

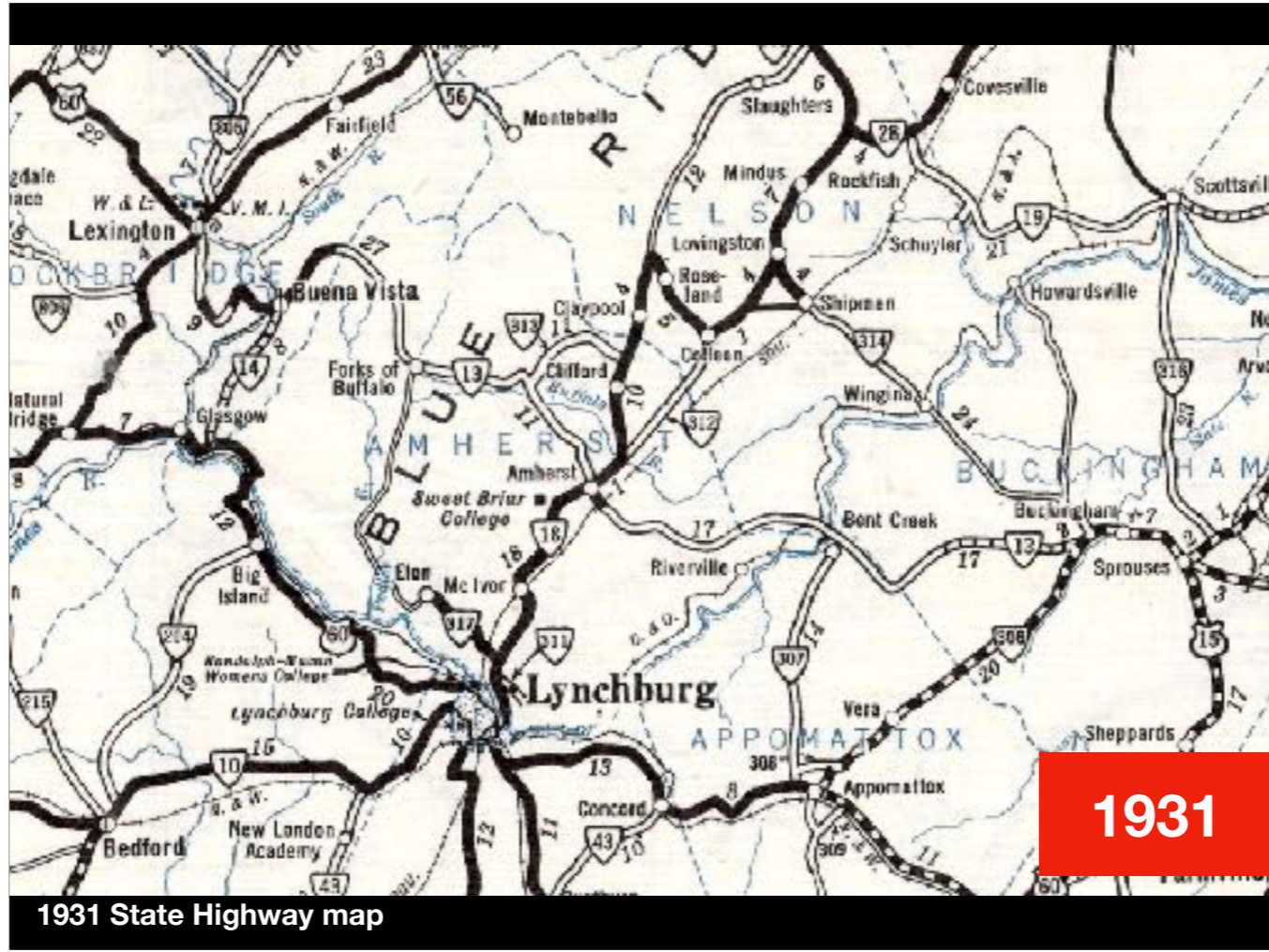


1929

1929 State Highway map



1929 State Highway map



1931 State Highway map

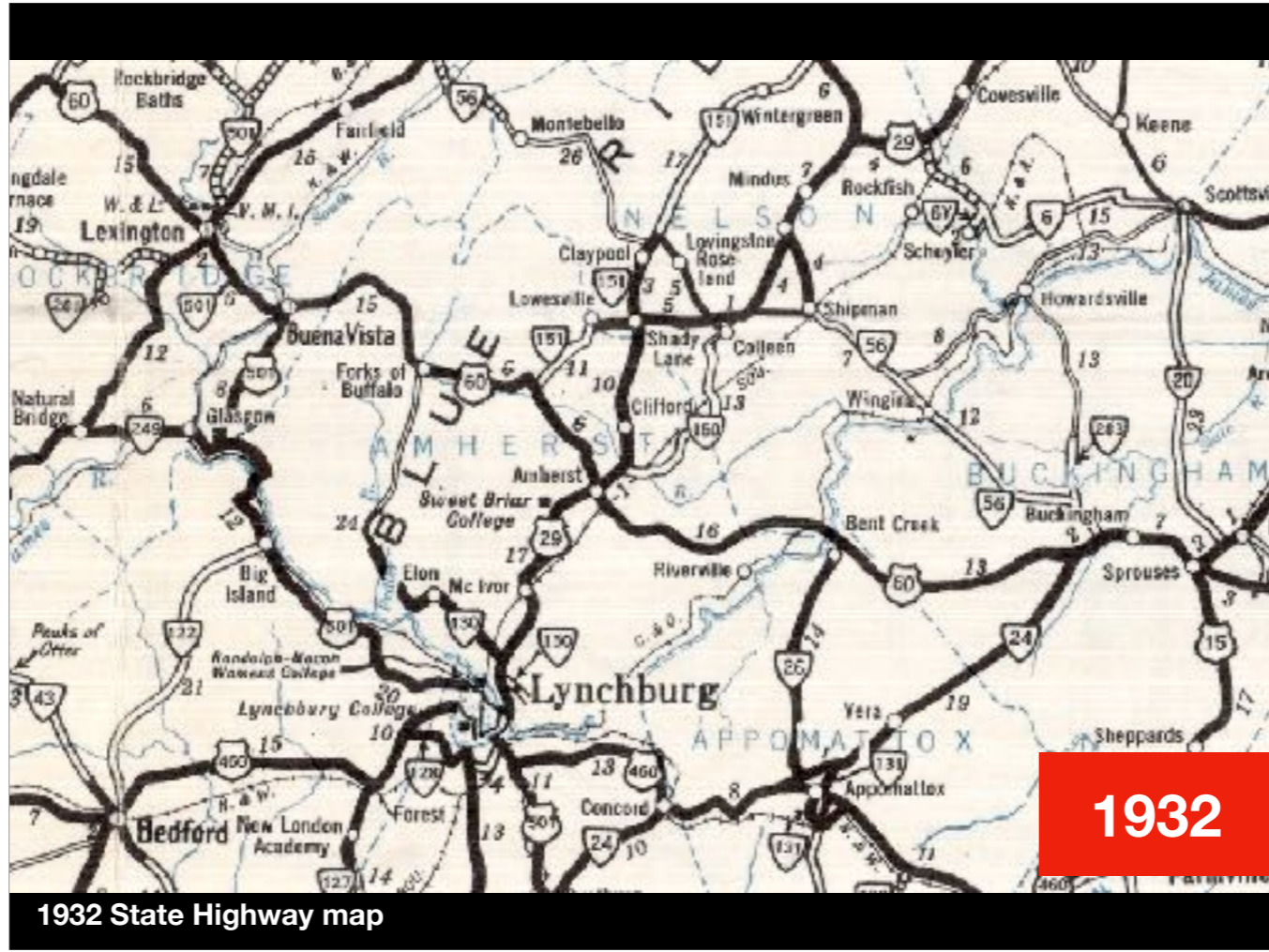
Jumping to 1931

.....Suddenly there's a fairly straight shot to Coleen from Amherst, though it's not paved.
Bear with me. We're almost there. But do note how few roads were paved in 1931 before I leave this slide.



1931

1931 State Highway map



1932 was a big year for the Virginia State Highway Dept. Almost all the roads are now paved!

But even bigger news, is the numbering system.

The state finally adopted the National norm of odd numbers for north-south and even numbers for east-west. And for the most part they settled on the numbers we still use today.

.....Route 60 jumped from Lynchburg to Amherst, and29,460, and501 are all where they belong. (and 501, having previously been at times 14 and 60, was ultimately determined to be a north-south road after all and given an odd number.)

But I can't bear to leave Colleen.For one thing, that new straight road we saw on the 1931 map is now wandering all over the place.And Rt. 29 seems to go to Clifford and some place called Shady Lane, then makes an eastward turn into Colleen, apparently on 56 again. It makes you wonder why. Why were the roads so convoluted? Was it because of the terrain? Or was it because of commerce? Is that where the farmers and apple growers wanted to go, or was it just the road with the fewest fords? That will have to be the subject of another paper.



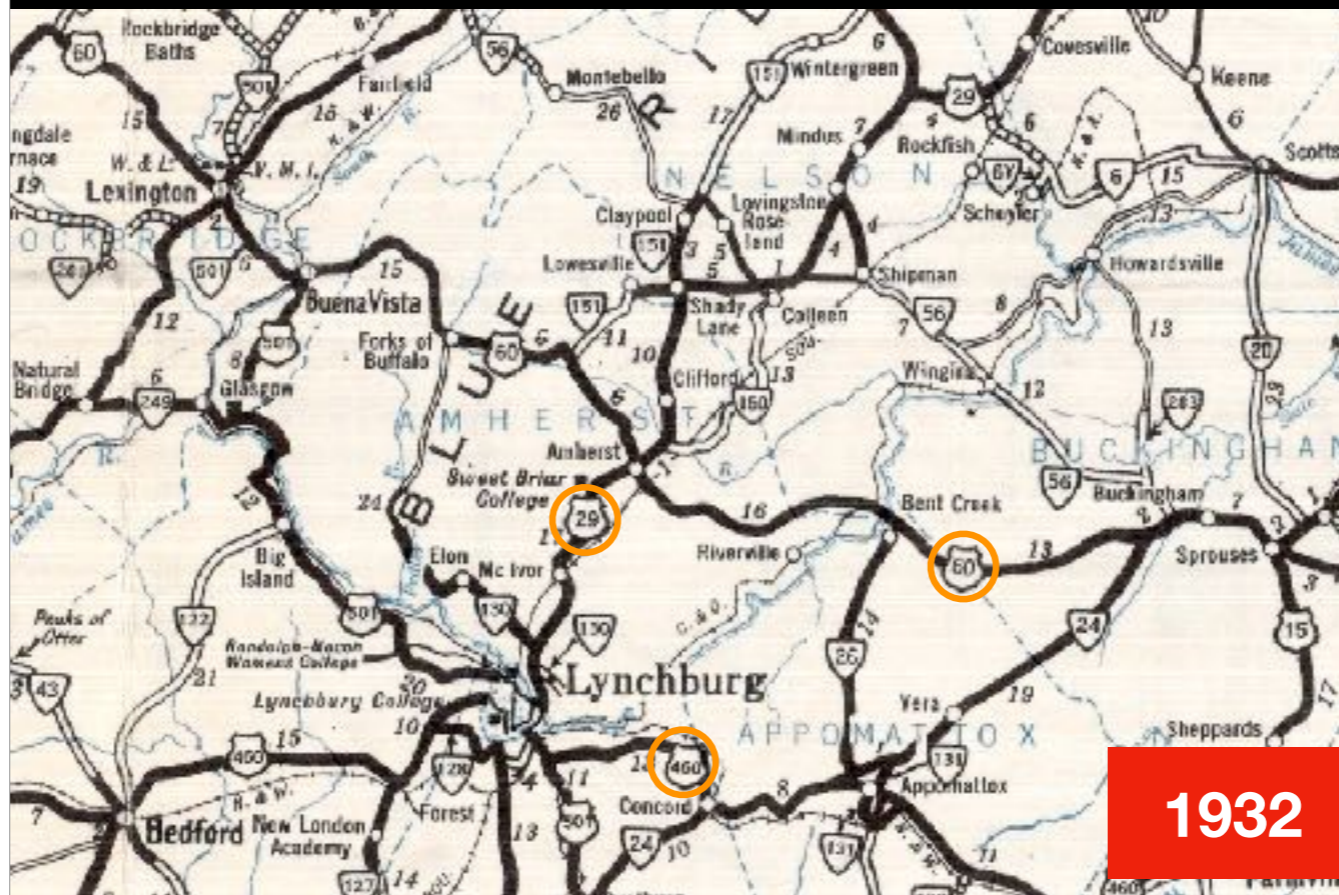
1932

1932 State Highway map



1932

1932 State Highway map

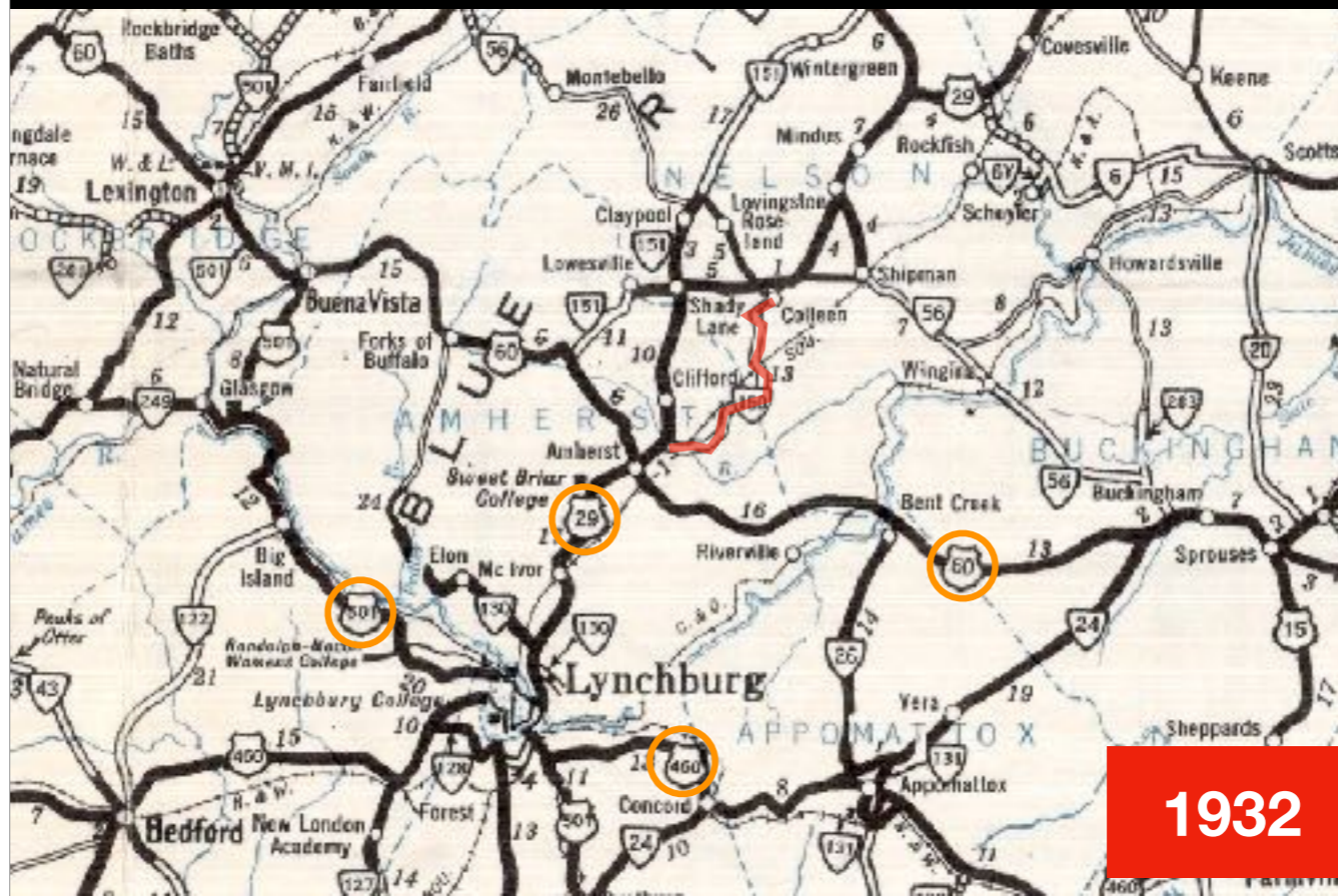


1932

1932 State Highway map

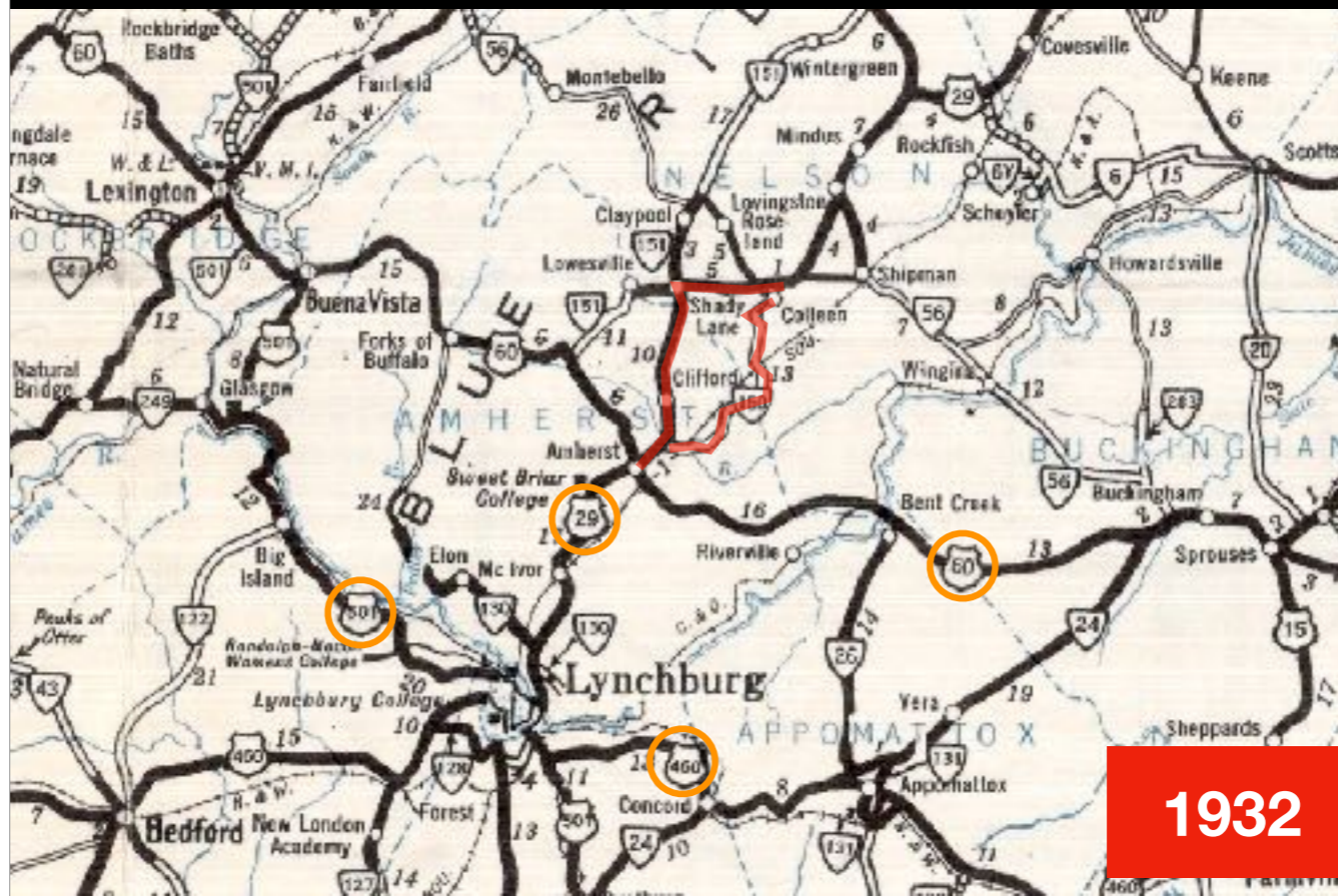


1932 State Highway map



1932

1932 State Highway map



1932

1932 State Highway map



I'll close by showing you just a few photos of roads around here.
This is probably an excursion from the Natural Bridge Hotel.



I'll close by showing you just a few photos of roads around here.

This is probably an excursion from the Natural Bridge Hotel..... these guys were feeling no pain.



This is a typical scene in Nelson County around 1912.



Here's a photo of Three Notched Road that led west of Richmond to Charlottesville and beyond.

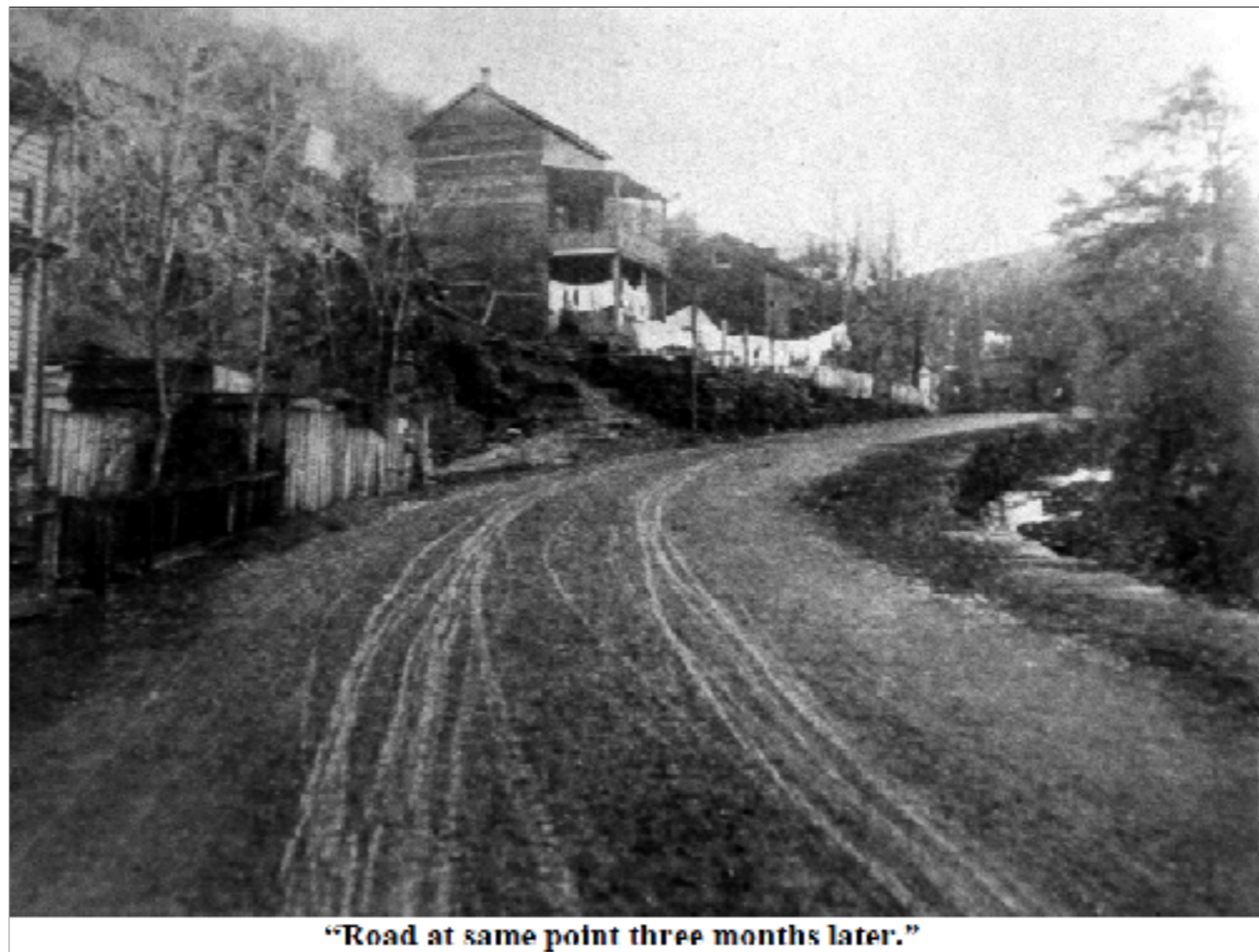


This is obviously a well-travelled road, to have so many billboards on it. (It was also a place where you might well have to wait for a train to pass, giving you plenty of time to read the boards.) This location is Concord Turnpike, looking toward downtown, just after crossing the tracks. Remember, this used to be the main road leading east toward Richmond.



“Section of road in Amherst County before improvement.”

I had to think about just where this picture was taken. You can see a stone wall on the right edge of the road (if you can call it that).....



Here is the same Amherst Co. road after improvements. It's the road that leads up toward downtown Madison Heights from the river. If you've been up that little road (called Lynch's Ferry road), you'll recognize the stone wall and creek to the right. Before the Williams Viaduct was built, this was the main road (well, maybe the only one) leading north from Lynchburg.

From the First Annual Report of the State Highway Commissioner (Richmond, 1907).



If you turned the camera around from that last photo, you'd have seen this view, some time pre-1877. After that there was an iron bridge there.



And we're just going to have to end here...

*****The end



the end