

BULL RUN OBSERVER

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HISTORY

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History on the side

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Earlier date pushed

Linton Hall corridor parents are rallying to promote an earlier construction date for a new middle school... page A-21

Building surprise

may await those who are planning to have their basements finished. New regulations went into effect Oct. 1... page A-8.

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at Ben Lomond Manor House where renovations are in progress and plans are to put the historic structure to modern day use ... page A-43.

Painting the town

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US 29 transpo plan spells danger for historic community



Historic and well preserved Buckland Mill as it appears in 2004. See 1830s photo on page A-2. Terry Karnes / the Bull Run Observer

By TERRY KARNES
Observer staff

A well-preserved model of a Colonial-era town that paved the way, literally, for the future of our growing nation is right in our backyard and we're in danger of losing that historical gem, according to the Cultural Landscape Foundation of America.

This organization has listed Buckland as the fourth most endangered site for its 2004 listing of the most Endangered Cultural Landscapes.

But Buckland isn't threatened by nearby development, as many sites are, it is affected by the burgeoning transportation problem our area is facing and the plan for US 29 to become an eight-lane highway by 2020.

The irony is that Buckland had the first paved roadway in the state - paved as in the way we know our streets to be paved - called macadamized. This innovative way of paving was developed by John Loudon McAdam and thus Buckland became the birthplace of the Alexandria-Warrenton Turnpike in the mid-1800s.

To cross the Broad Run, Napoleon's bridge designer, Claudius Crozet, created an innovative design using stone, where

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He wants to make "our town" your town

By ROSE MURPHY
Observer staff

"We want to take in the surrounding communities and make people feel it's their town. We want to tie neighboring communities into our town. In five years we'll be the town for the greater Gainesville community."

This was the vision for the future that Haymarket's mayor

David Taylor voiced Sept. 28 at a meeting of Prince William County-Greater Manassas Chamber of Commerce in Best Western Battlefield Inn, Manassas. The "Meet the Mayors" event was sponsored by Lockheed Martin Maritime Systems and Sensors, Manassas.

Also speaking at the event were mayor Douglas Waldron of

the City of Manassas and Frank Jones, mayor of Manassas Park.

Taylor, who said he's been in office six months, pointed out his town will experience lots of growth and new business in the future. He said he's instituted a system where he and his six council members "all share the responsibility."

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Haymarket postal carrier smells smoke, commended for swift action

By JENNIFER HEYNS
Observer staff

On Oct. 1 United States Postal Carrier Velma Pajibo was acknowledged by the Postal Service for her swift action concerning the safety of one of her elderly patrons.

While making her usual deliveries on Bull Run Mountain, Pajibo, who has been a postal carrier for two years, came to the Waterfall Road home of Maria Allen and found Allen, keys in hand, about to enter her home.

"I could smell smoke and asked if everything was okay," said Pajibo. "She said yes, but I opened the door and it was very black inside and full of smoke. I asked her if she could breathe."

Pajibo said she then made Allen sit outside until she finished her rounds and came back to check on her.

"I just had some little papers in my hand and I put it in the stove," said Allen.

When she later went back to the Haymarket Post Office Pajibo told Postmaster Sonia Hile what had happened.

"She told me that something happened and she was very concerned about Mrs. Allen," said Hile. "She was very concerned, so I called my husband, who is a Fairfax County Fire Marshal and he suggested I call the Prince William Fire and Rescue. I called the

Continued on page A-4



Stephan Lechner / the Bull Run Observer
From left, Sandra Latham, Manager of Post Office Operations, Velma Pajibo, Haymarket postal carrier, and Sonia Hile, Haymarket Postmaster

Buckland could become example to U.S. of "how to preserve a village"

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most in the day were made of wood. Today, the stone abutments still stand on US 29 along the banks of Broad Run.

The efforts of the Buckland

the history of Virginia, as well as the United States.

Formal assessments of the Buckland buildings are being made by Edward Chappell, senior Architectural Curator, and William Graham, Architectural Curator, both of

tory. Their success caused them to grow beyond it.

"The lack of progress at Buckland preserved its earliest buildings and one of the reasons we have something at Williamsburg is because it stagnated, too. However the survival rate of traditional building landscape at Buckland is much better than what we have at Williamsburg."

C. Allan Brown, a landscape architect, has said that, "Buckland is the best preserved example of an early Piedmont-Model Town in Virginia. Buckland has the potential to tell the story of the Piedmont Region of Virginia."

William Kelso, director of Archaeology at Jamestown Rediscovery/Association for the Preservation of Virginia Antiquities, has agreed to be the director of Archaeology for the Buckland Preservation Society.

He has an idea of what might save the town from being paved over by the expansion of US 29.

"In my opinion, the re-routing and/or downscaling of [US] 29 is essential to allowing Buckland to reach its true potential value as a major American historical, architectural, archaeological laboratory/site," he said.

It is this idea that has prompted the county, according to Brentsville Supervisor Wally Covington, to allow for a minor study of a bypass



Terry Karnes / the Bull Run Observer

To cross the Broad Run, Napoleon's bridge designer, Claudius Crozet, created an innovative design using stone; most in the day were made of wood. The stone abutments still stand along US 29 today along the banks of Broad Run.

US 29 around Buckland, perhaps along an expanded Interstate 66, to keep the through traffic coming from Fauquier, Culpeper or Stafford counties out of Buckland.

"We need Fauquier County to get behind [the project] to do a major study," said Covington.

If the re-routing of traffic is done, current Buckland landowners, which already own most of the land they would like to see saved, have agreed to put conservation easements on their properties to keep development at bay.

But if the bypass isn't built,

many homeowners in Buckland said they would have to move.

This will "go way beyond our lives," said David Blake, president of the Buckland Preservation Society and owner of Buckland Farm.

Blake has been involved in the preservation of Buckland for the last two years and said "I never imagined this much support" from scholars. He stays involved in the preservation of the town because "in the long haul it's the right thing to do."

He said Buckland could become an "example to the nation of how to preserve a village."



Photo of Buckland Mill in the 1830s

Courtesy photo

Preservation Society have brought to light many historical aspects of the Town of Buckland, charted in 1798 and located on US 29 a short distance from the Fauquier County line and along Broad Run, thus creating incredible interest by many scholars.

Interest in the buildings, as well as the landscape throughout the town, has garnered opinions on the value of Buckland in understanding

Colonial Williamsburg Foundation, as well as Orlando Rideout V, senior Architectural Historian of the Maryland Historical Trust.

"One of the most important things about Buckland is the landscape that is so fragmentary elsewhere," said Graham. "The fall line towns of the same period, Alexandria, Fredericksburg, Staunton, etc., wiped out the early part of their his-

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