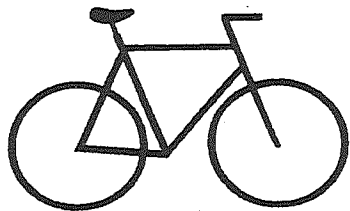


Virginia Bicycling Laws

- Bicyclists must ride with the flow of traffic on the right side of the highway, as close as practicable to the right edge of the roadway.
- Bicycles must ride single file.
- Bicyclists must signal their intentions to stop or turn.
- Bicyclists may make left turns as either motorists or pedestrians do. To make a pedestrian left turn, the bicyclist should continue straight across the intersecting road, obey the traffic signals, turn left at the corner and proceed as usual. Bicyclists may also dismount and walk in the crosswalks of the intersecting roads.
- Bicyclists may overtake and pass another vehicle only when safe to do so. Bicyclists may pass another vehicle on the right or left, and they may stay in the same lane, change lanes or ride off the road if necessary for safe passing. Please note that passing motor vehicles on the right side may be extremely dangerous if the motorist does not see the bicyclist and attempts a right turn.
- Motorists must approach and pass a bicyclist at a safe distance and reasonable speed.
- Bicyclists are not allowed to wear earphones while riding on a bicycle.
- Every bicycle ridden between sunset and sunrise must have a white light on its front with the light being visible at least 500 feet to the front. The bicyclist must have a red reflector on the rear visible 300 feet to the rear.
- For more information, consult VDOT's website at www.vdot.state.va.us/info/vabiking/laws.html.



Pictured: Town Hall and Remington Drug Co.

Town of Remington

203 E. Main Street

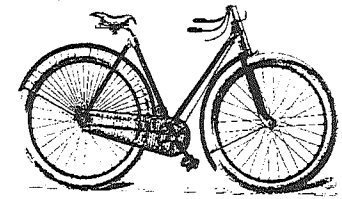
P.O. Box 276

Remington, Virginia 22734

(540) 439-3220

Our village was first called Millview for the local grist mill on the river. Around 1850 it was renamed Bowensville for a prominent family in the community. Bowensville then became Rappahannock Station when the railroad was established within its boundaries in 1853. The name was changed again by request of the Post Office Department in 1890; it seems the mail was frequently confused with Rappahannock and Tappahannock. Citizens gathered at the railroad station to vote on a new name, and, according to one story, Remington was chosen to honor a popular Southern Railway conductor "Captain Remington".

A Project of:



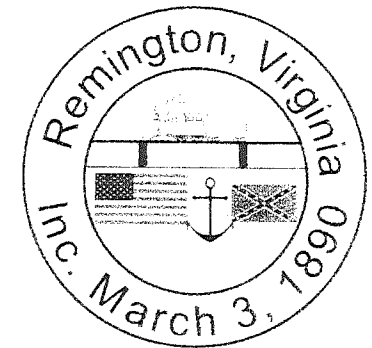
Riding from Remington

Bicycle Route #3

"Bealeton Loop"

A 28-mile loop that travels through fields, farms, and settlements surrounding historic Elk Marsh and the Rappahannock River basin.

This guide will help interpret some of the place names and historic sites passed along the way.



[From Remington kiosk travel down Main Street towards the RR tracks to Franklin Street and turn left; continue 3 blocks (0.17 mi.) to Rt. 656 - Remington Road, turn right.]

Just ahead is the curving bridge over 1. Tinpot Run "only big enough for a tin pot to draw water with" and once beyond, the road will parallel the railroad tracks. [Go 3.6 miles.] On your way you'll experience 2. "Lucky Hill" - a long uphill grade (approx. 100-foot elevation difference) from both directions - and the old trains would slow accordingly. "If the trains could make it over, they were lucky."

[After 3.3 miles there is a Stop Sign at intersection with Rt. 805 - Schoolhouse Rd.]

Look to your left at the 3. Frame ca. 1900 store with German siding, large front windows, and front porch run by "Bob" E. Lee in early 20th century.

[Make a right on Rt. 805 and cross railroad tracks, and take the first left (at 0.04 mi.) to stay on Rt. 805 - Bealeton Rd. which will take

you beneath Rt. 17; continue 2.6 miles through flat farmland.]

4. These rich low grounds were known as the Elk Marsh Settlement, and sometimes as the Rappahannock Marsh or Great North Marsh, when settled in 1715-1740. Several thousands of acres were held by a pop. of 860 in 1734. Tobacco and grains were main staples.

[At T-Stop, turn left on Rt. 602 - Rogue's Road.]

5. Rogue's Road was a Native American route assumed by European settlers, ca. 1740, the name then coming into use. Noted Va. Gen. Assembly in 1742: "divers vagrant people travel through this colony, from the northern provinces to the southern, peddling and selling horses; and either buy or steal great numbers of neat cattle which in their return back they drive back through frontier counties." Assembly then required all drovers along road to produce, if asked, bills of sale.

[Go 0.6 mi. to T-stop at Rt. 610 - 3rd Street. Take a right.]

Midland - Town laid out on land of Eliza & Hannah Beale, who granted land to RR in 1870, then called the Virginia Midland Railway. Village also midway between terminal points of Washington DC and Orange, and on dividing line of drainage between Cedar Run and the Rappahannock River. Post Office since 1874. On your left, 6. Midland United Methodist Church built 1886, additions 1954. Fine high-pointed belfry is framed by mature hardwoods. In vicinity: 2-sty. frame Odd Fellows Hall, 1905, and the first frame Midland Church, ca. 1885, with it's unusual corner entrance.

[Continue 0.6 mi. to another T-Stop to stay on Rt. 610 - Midland Rd. Turn right (south towards Warrenton-Fauquier Airport). Go 4.1 mi. to intersection at Rt. 806 - Elk Run Road.]

[Here you have a choice: a short side trip Right on Rt. 806 will take you to the Elk Run Church site, otherwise, continue straight ahead on Rt. 610.]

7. Elk Run crossroads - This historic crossroads was the 18th-century trading center of S. Fauquier, and the oldest Post Office in the county, est. 1797 as Elk Run Church; became Elk Run 1819-1908. Several old copper mines in vicinity. The Elk Run Anglican Church was established in the 1740's in what was Northern Virginia's frontier. The brick cruciform church was abandoned after the Revolutionary War, and its brick and lumber carried away for use in local homes. An on-going archeological investigation has uncovered the original foundation and a dozen gravesites.

[Continue south on Rt. 610 - Midland Rd. 1.9 miles to Rt. 637 - Ensor's Shop Rd.]

8. This intersection was the site of George & John Ensor's Blacksmith Shop after the Civil War.

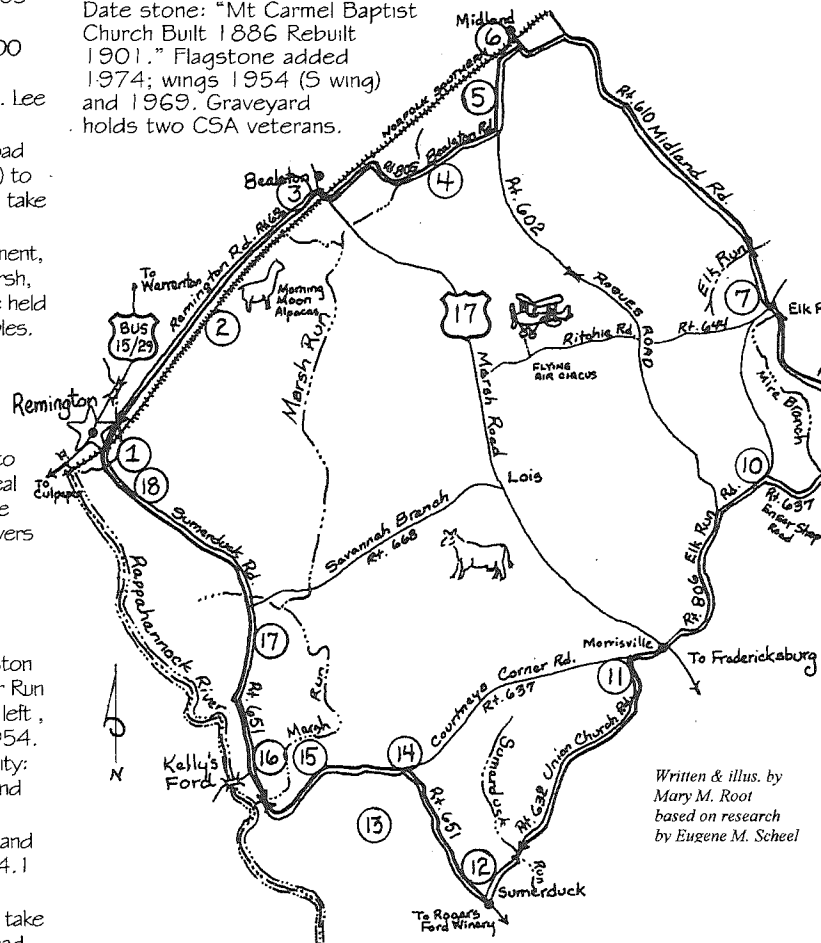
[Turn Right and travel 0.7 mi.]

9. Oak Grove Churches. Shingled church to N built about 1880 on land given to freed slaves by the Gordon family. Worshipers first met in brush arbor. Cinder-block church to S built 1973.

[Continue 0.9 mi. to T-Stop at Rt. 806 - Elk Run Rd., and turn Left.]

In front of you, 10. Mt. Carmel Church built 1901 on land donated by W.T. Newman.

Date stone: "Mt Carmel Baptist Church Built 1886 Rebuilt 1901." Flagstone added 1974; wings 1954 (S wing) and 1969. Graveyard holds two CSA veterans.



Written & illus. by Mary M. Root based on research by Eugene M. Scheel

Remington Bike Tour # 3 "Bealeton Loop"

[From T-Stop at church follow Rt. 806 - Elk Run Rd. south 2.57 mi. to Rt 17.]

TAKE EXTREME CARE IN CROSSING THIS BUSY HIGHWAY, which splits old village of Momsville (P.O. 1811-1960), most of which

lies to your right after Rt. 17. [Go 0.4 mi. to intersection Rt. 632 - Silver Hill Rd. and make a left.]

11. The house on your right the frame, hip-roof Edwards Place, front porch facing corner, built by and for Sam Edwards in 1900. Boarding house for young men attending nearby Momsville Teachers School 1893-1932.

[Continue south on Rt. 632 0.5 mi. to Y-fork and bear right on Rt. 632 - Union Church Rd. Continue 2.9 mi. to T-Stop at Rt. 651 - Sumerduck Rd.]

On your right, the small, gable-end stuccoed 12. Union Church, Primitive Baptist, built 1898 on land donated by Margaret Allen Jones. [A short distance to your left is the village of Sumerduck with a post office, antique shop, and a few Victorian dwellings. Southeast of town is the Rogers Ford Vineyard.]

[Turn right on Rt. 651 - Sumerduck Rd. and go 1.8 miles.] As you travel you'll be passing 13. The Chester F. Phelps Wildlife Management Area - most of its 4,539 acres are forested, but over 1,000 of these acres are open, the result of their past agricultural use. The land was deeded in July 1974 by Mrs. Beulah Setti and Mrs. T. Henderson Maddox, Jr. [At the intersection with Rt. 637 - Courtney's Corner Rd. continue straight.]

14. Courtney's Corner was once known as "Teamster's Wells" in writings before 1850, for the watering place used by teams rolling hogsheds of tobacco, or teams that moved canal-boats along the intermittent towpaths (Rappahannock Canal - 1840-1852). Beyond the well-site the long-abandoned Gamewood Gold Mine.

One mile beyond Courtney's Corner, on your right - 15. Mt. Holly Baptist Church & graveyard, church organized 1833, relocated to this site 1845. Brick sanctuary torn down Winter 1863 by Union Army, the material used by them for building huts for winter quarters. After War, frame structure erected over original foundation; note 3 layered closed belfry. Graveyard consecrated 1899. [Continue 1.1 mile (be careful on steep grade linking the ridge to the floodplain), arriving at Rt. 620 - 16. Kelly's Ford Rd.]

This tour continues on Rt. 651, but here you may wish to travel left 0.2 mi. and see the Rappahannock River at the local bridge, and its fine overlook of the upstream rapids. Culpeper side has canoe ramp, parking lot, and Civil War marker (see Remington Bike Tour #4 - Civil War).

[To continue from Rt. 620, go 1.1 mi. to Rt. 789 on right.] Just after this road, the four-story stone 17. Chestnut Lawn, built 1832 for Capt. James Payne. Walls are 3 feet - 4 inches thick at base, tapering to 2 feet, 6 inches at roof-line, massive chimneys at each end. Home still bears scars from the War. Stop at the driveway entrance and read lengthy bronze marker detailing its history. [Continue on Rt. 651 2.0 mi.]

18. Providence Baptist Church on right, a stuccoed frame structure built in 1908, with decorative wooden tower and stained glass windows. [Another 0.63 mi. will take you over Tinpot Run and the RR tracks back into Remington.]

