Gum Spring to Columbia -- out						Gum Spring to Columbia -- return				
Mileage	DIR	Road Name	Route#	Interval		Mileage	DIR	Road Name	Route#	Interval
0.0	S	Cross County Rd	522	1.80		18.2	W	St James St	6	0.20
1.8	R	Whitehall Rd	673	6.70		18.4	R	Stage Junction Rd	659	3.10
8.5	L	Hadensville Fife Rd	606	3.16		21.5	R	Shannon Hill Rd	605	4.15
11.7	R	Old Columbia Rd	667	2.44		25.7	R	Community House Rd	610	4.70
14.1	BR	Old Columbia Rd	667	4.10		30.4	L	Hadensville Fife Rd	606	1.17
18.2	Rest Stop -- Columbia Corner Market					31.5	R	Whitehall Rd	673	6.70
						38.2	L	Sandy Hook Rd	522	1.80
						40.0				

Notes: R = right; L = left; BR = bear right; S = south; W = west
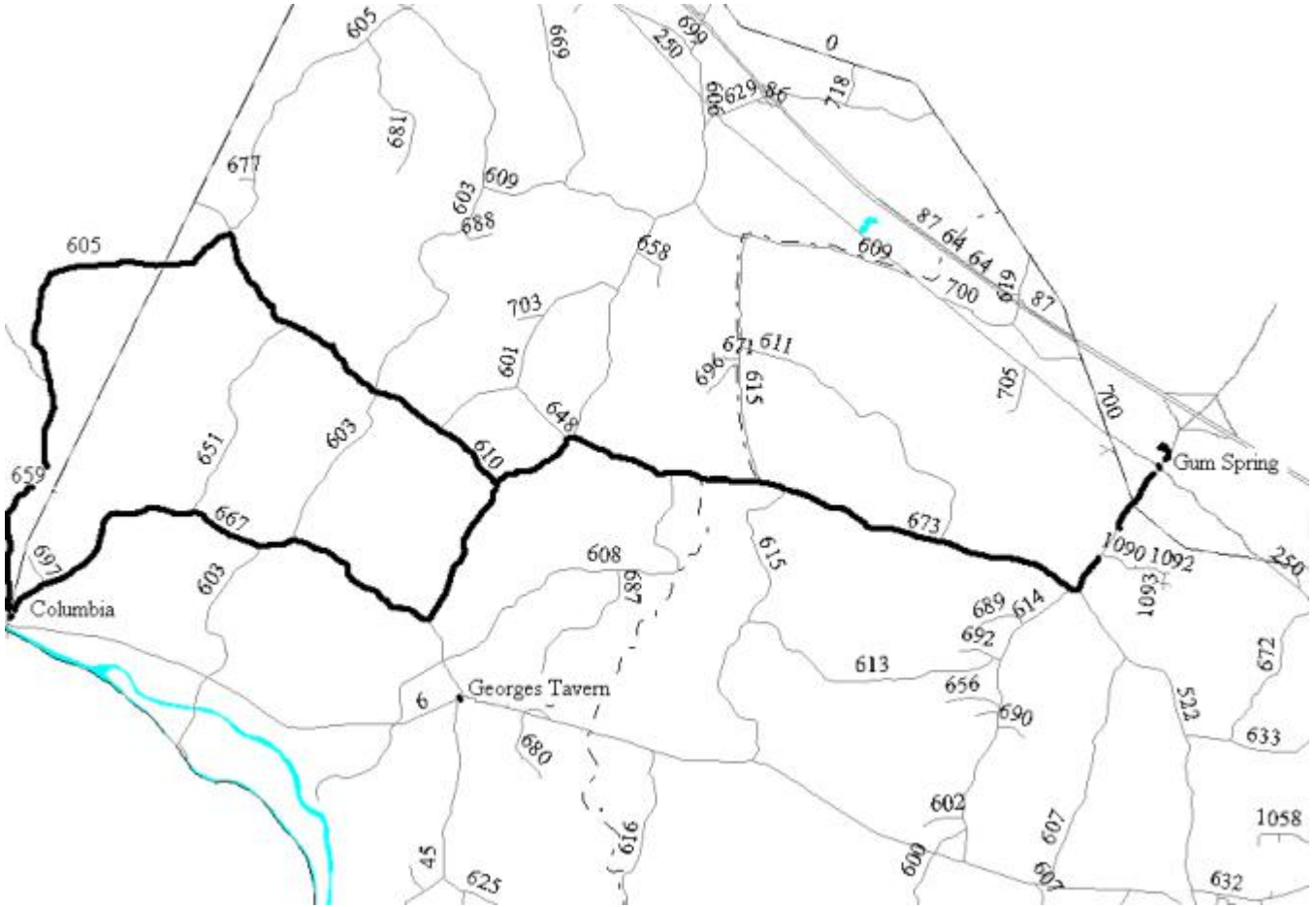
Ride Description:

Gum Spring to Columbia

Pace	Time	Miles	Terrain	Stops	Leader
		40		3	

Description: Riding through Goochland, Louisa, and a bit of Fluvanna counties, it is up one short hill and down the other side a number of times on the way to Columbia, as you cross all the little creeks flowing into the James. Dense woodlands shade the winding roads heading into Columbia. In Columbia, we will rest our legs at the Columbia Corner Market on Route 6 near the James River bridge. After the store stop, it is up to the high ground for the ride along the ridge on the return trip, where the hills are fewer in number, but longer. Overall, this is a pretty route offering a good, but not severe, workout. For those inclined to have lunch after the ride there are a number of excellent choices on the way back to Richmond.

Directions: To get to the starting point from Richmond, take Interstate 64 west to the Gum Spring (Rt 522) exit (one exit west of the Oilville exit). Go south (left) on 522 to the Park & Ride lot on your right just before Rt 250. This starting point is approximately 19 miles west of the intersection of I-64 and I-295.

Ride Notes:

Route:
- Store stop in Columbia

Hazards:
- Rt 522 is busy; please ride single file.

Sights/history:
- Legend has it this tiny town at the confluence of the James and Rivanna rivers was one vote away from becoming Virginia's capital in the late 1700s.
- This one little town had everything once - a watch repair shop, three service stations, three grocery stores, a couple restaurants.
- Tragedy came in the form of two devastating floods, caused by Hurricane Camille in 1969 and Hurricane Agnes in 1972. The first "500-year flood," as Mayor Jay Anderson calls them, punished Columbia; the second buried it. Then came fires that destroyed several shops and an old Victorian home considered a jewel of the community.
- Columbia's shabby appearances belie its wealth of history. Once the center of the American Indians' Monacan nation, the area was strategically important in the Virginia colony's early history - first as a trading post on the western frontier, then as the location of the state's chief arsenal during the Revolutionary War.
- After the war, Columbia flourished as a shipping point on the James for the tobacco trade, eventually forming its own bateau freight line and building inspection warehouses. The town also became an important meeting place for canals linking Richmond to Lynchburg along the James and to Charlottesville along the Rivanna.
- The Allegheny Railroad Company brought tons of freight and thousands of people through the crossroads every year, keeping the economy humming through the Great Depression. By 1958, though, passenger and mail trains were no longer stopping in Columbia, and the town began a slow decline. Freight trains disappeared over the next decade.
- A federal grant is being used to refurbish this historic town.