



The Newsletter of the Bull Run Civil War Round Table — Vol. XXXI, Issue 2, FEBRUARY 2024

HISTORIAN AND AUTHOR KEVIN PAWLAK SPEAKS ON “THE EMANCIPATION PROCLAMATION” AT THE FEBRUARY 8TH MEMBERSHIP MEETING

By Mark Trbovich

The Emancipation Proclamation was officially Proclamation 95, a presidential proclamation and executive order, issued by United States President Abraham Lincoln on January 1, 1863, during the Civil War. The Proclamation had the effect of changing the legal status of more than 3.5 million African Americans in the secessionist Confederate states from enslaved to free. It brought some substantial practical results, because it allowed the Federals to recruit Black soldiers to fight. We are honored to have our own historian and BRCWRT member to provide us with the rest of the story.

Kevin Pawlak is a Historic Site Manager for Prince William County’s Office of Historic Preservation. He manages Ben Lomond Historic Site and Bristoe Station Battlefield Heritage Park. Kevin is also a battlefield guide at Antietam National Battlefield and Harpers Ferry National Historical Park. He is the author or coauthor of six books on the American Civil War, including *Such a Clash of Arms: The Maryland Campaign, September 1862* and *John Brown’s Raid: Harpers Ferry and the Coming of the Civil War, October 16-18, 1859*. He has for many years presented lectures throughout the country at various Civil War Round Tables and symposiums or seminars.

MEMBERSHIP MEETING

THURSDAY, February 8, 2024

6 P.M. Social Hour

7 P.M. In-person at the Centreville Regional Library & Streamed on Zoom & Facebook Live

GUEST SPEAKER:

Kevin Pawlak

TOPIC:

“The Emancipation Proclamation”

Kevin was also recently interviewed at the Ben Lomond Historical Site by PBS television host Darley Newman; see the article on page 15.



Come join us early at our February 8th, 2024, Membership Meeting to have an opportunity to chat with Kevin and your colleagues before the meeting begins. Doors open at 6:00 PM; hope to see you there.

BULL RUN CIVIL WAR ROUND TABLE Executive Committee

- President:** Kim Brace, kbrace@aol.com
202-607-5857
- Vice-President:** Mark Whitenton,
mark.whitenton@gmail.com, 703-795-8759
- Treasurer:** Joe Young,
BRCWRRTreasurer@gmail.com
- Secretary:** Debbie Whitenton, debd509@aol.com
- At Large:** Jim Lewis, Drew Pallo, Melissa Winn
- Past President:** Mark Trbovich,
civilwarnut@comcast.net, 571-359-1937
- Education:** (vacant)
- Field Trips:** Sam Laudenslager,
kapel-meister1@hotmail.com
- Fundraising:** (vacant)
- Graphic Design:** Drew Pallo, dpallo3@verizon.net
- Marketing:** Stephanie Vale,
brcwrtmarketing@gmail.com
- Membership:** Mark Whitenton,
mark.whitenton@gmail.com, 703-795-8759
- Newsletter:** Don Richardson,
don.richardson@erols.com
- Preservation:** Blake Myers, jb11thva@cox.net
- Scholarship:** John Carter, johnca2@yahoo.com
- Webmaster:** Alan Day, webmaster@bullruncwrt.org

The **Bull Run Civil War Round Table** publishes the *Stone Wall*.

Newsletter Team: Sandra Cox, Janet Green-tree, Melissa Winn, Debbie and Mark Whitenton.

For meeting dates and other information, please visit the Web site: <http://bullruncwrt.org>

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UPCOMING MEETINGS

February 8 Kevin Pawlak - "The Emancipation Proclamation"

February 18 Special 13th Meeting - "The Healing: Civil War Nurses Conversation"

March 14 David Goetz - "Col. John Singleton Mosby & The Lincoln Conspiracy"

April 11 James Anderson - "Civil War Spy Elizabeth Van Lew and the Bureau of Military Information"

May 9 Chris Mackowski - "The Battle of the Wilderness, May 1864"

June 13 Brad Gottfried - "The Maps of the Battle of Spotsylvania Courthouse, May 1864"

July 11 Jonathan Novalas - "The Battle of Cool Springs, July 1864"

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The President's Column

By Kim Brace

How I spent my Thanksgiving

I have long been noted for loving maps, either the political red/blue election result maps I create with my company or older maps covering some aspects of history. Before COVID, I organized and conducted "Insider's Tours" of both the Library of Congress and the National Archives for the Round Table and other interested individuals. Two months ago, I found myself in Los Angeles at my sister's for the Thanksgiving holiday week and with time on my hands. I had always heard that the Huntington Library in the city's Botanical Gardens had a good collection of Civil War related materials and maps.

I ended up spending three days at the library searching through boxes of collections for maps of Manassas Battlefield and/or Prince William County. On the last day, in the last half hour before the Library closed for Thanksgiving, I ordered a box marked "Miscellaneous", because you never know what you'll find.

In an unmarked file folder I found a letter with obviously female writing and dated November 31, 1861 from "Washington". In trying to decipher the cursive handwriting, I could tell the woman was seeking a dress to be created for her "in the next five days".

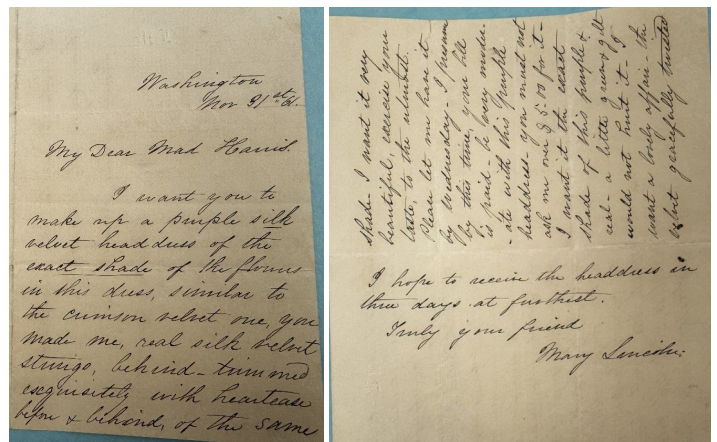
When I flipped over the page I could read the signature as "Mary", but it took a second for my eyes to focus on the last name "Lincoln". There in my hands was a hand-written letter written by the President's wife.

Just behind the letter, there was an envelope that I initially thought must have contained the letter. It didn't, but a close

inspection revealed a signature where the stamp would be positioned, clearly signed by "A. Lincoln". [*There's more to the story of this envelope; watch for an article next month. ED.*]

I immediately ran to the library's front desk and showed the documents to the curator I was working with. "Oh, my gosh" they exclaimed, "I didn't know we had that document. We just had an exhibition on Lincoln earlier this year, but it showed mostly borrowed documents. Here we had something in our own collection, unbeknownst to us."

At the end of the day, I turned in my boxes, with the letter and envelope therein, and felt good about my discovery. You'll never know what is in "Miscellaneous" unless you check.



The Round Table has uncovered its own gem. This month I appointed, with the Executive Committee's approval, member Melissa Winn to serve as an At Large member of the Committee. I've known Melissa for a number of years, first as a fellow photographer (she worked at *Civil War News*), and now on the staff of the American Battlefield Trust. She will serve as a valuable addition to our Board. Please welcome her when you see her at our meetings.

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PRESIDENT'S COLUMN

Our January Membership Meeting featured our old friend Harry Smeltzer, who gave us a well-received and detailed account of the Irish 69th New York Infantry at the battle of First Manassas.



Harry Smeltzer (photo: Janet Greentree)

What if Mort Kunstler did a painting of Col. Mosby? In the snow? On Paris Mountain at sunrise?

What if you could own a numbered, signed and unframed print of that painting for just \$100? We'll be bringing print #1637 of Kunstler's "While the Enemy Rests" to the February 8 General Membership meeting for sale. Mort Kunstler's site sells this print for \$450. [Note that EBay is selling a sister print for \$125 plus shipping (\$22)]. As always, all funds collected from sales of our print collection are dedicated to the BRCWRT's preservation efforts.



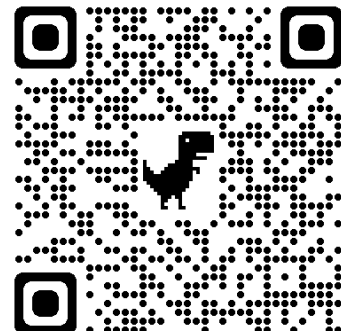
Please help BRCWRT with its preservation goals and take home a beautiful Kunstler print of Col. Mosby for just \$100. Shipping to your car, in its own cardboard flat case, is free. (Also, see the Certificate of Authenticity on page 17.)

SUPPORT BRCWRT ACTIVITIES

The Bull Run Civil War Round Table is a 501(c)(3) charitable organization that relies on your donations to continue our excellent programs and initiatives throughout the year. There are many select programs to donate to, including: the BRCWRT Scholarship Fund, Preservation efforts, Civil War Trails sign preservation and maintenance, educational programs, and of course the General donation category (which the Round Table uses as a discretionary fund to offset various expenses, to help keep our membership dues at a reasonable rate). Please consider your Round Table for tax-deductible donations every year. We are a special organization and appreciate our members very much.

There are a number of ways to make a donation. On the BRCWRT website, click the link labelled "Renew/Donate" and select the link at the bottom of that page. Alternatively, you can give a check to our Treasurer at a membership meeting, or mail it to: BRCWRT Treasurer, PO Box 2147, Centreville VA 20122. Make checks payable to BRCWRT, and be sure to note whether it is for the Scholarship Fund, Preservation Fund, or the General Fund.

Finally, you can scan this QR code with the camera on your smartphone to make a donation.



Bull Run Civil War Round Table



Upcoming 2024 Program of Events

Date	Event
February 8	Monthly Meeting Speaker: Kevin Pawlak - "The Emancipation Proclamation"
February 18	BRCWRT Special 13th Meeting: "The Healing - A Conversation of Civil War Nurses" Brentsville Courthouse Historic Center, 12229 Bristow Road, starting at 1:00 PM
March 9	Spring Field Trip: "Centreville Military Railroad" - Tour leaders Blake Myers and Jim Lewis (rain date March 16th)
March 14	Monthly Meeting Speaker: David Goetz - "Colonel John Singleton Mosby and the Lincoln Conspiracy"
March 23	Prince William County Symposium will be held 8:00-4:30 at the Manassas Museum Membership Drive and Book Sales
April 11	Monthly Meeting Speaker: James Anderson - "Civil War Spy Elizabeth Van Lew and the Bureau of Military Information"
May 9	Monthly Meeting Speaker: Chris Mackowski - "The Battle of the Wilderness, May 1864" Anniversary Celebration - CAKE!
June 13	Monthly Meeting Speaker: Brad Gottfried - "The Maps of the Battle of Spotsylvania Courthouse, May 1864"
June 22	Spring Tour: "Battle of Spotsylvania" - Tour Guide Greg Mertz (rain date is June 29th)
July 11	Monthly Meeting Speaker: Jonathan Noyalas - "The Battle of Cool Springs, July 1864"
August 8	Monthly Meeting Speaker: Doug Crenshaw - "Fort Harrison and the Battle of Chaffin's Farm, 1864"
September 12	Monthly Meeting Speaker: Melissa Weeks - "Rendezvous With Destiny: Gen. J.E.B. Stuart at Spotsylvania Courthouse, 1864"
October 5	Fall Field Trip: "Battle of Cedar Creek" - Tour leaders Blake Myers and Jim Lewis (rain date October 26th)
October 10	Monthly Meeting Speaker: Sarah Bierle - "What If Rienzi Stumbled? A Different Look at the Battle of Cedar Creek, October 1864"
November 14	Monthly Meeting Speaker: Gene Schmiel - "The Battle of Nashville, Tennessee, November 1864"
December 12	Monthly Meeting Speaker: Scott Patchan - "Shenandoah Summer: The 1864 Valley Campaign"

Monthly Meetings in "Black" Tours/Field Trips & Special RT Events in "Red" County or outside sponsored events in "Green"



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By Blake Myers

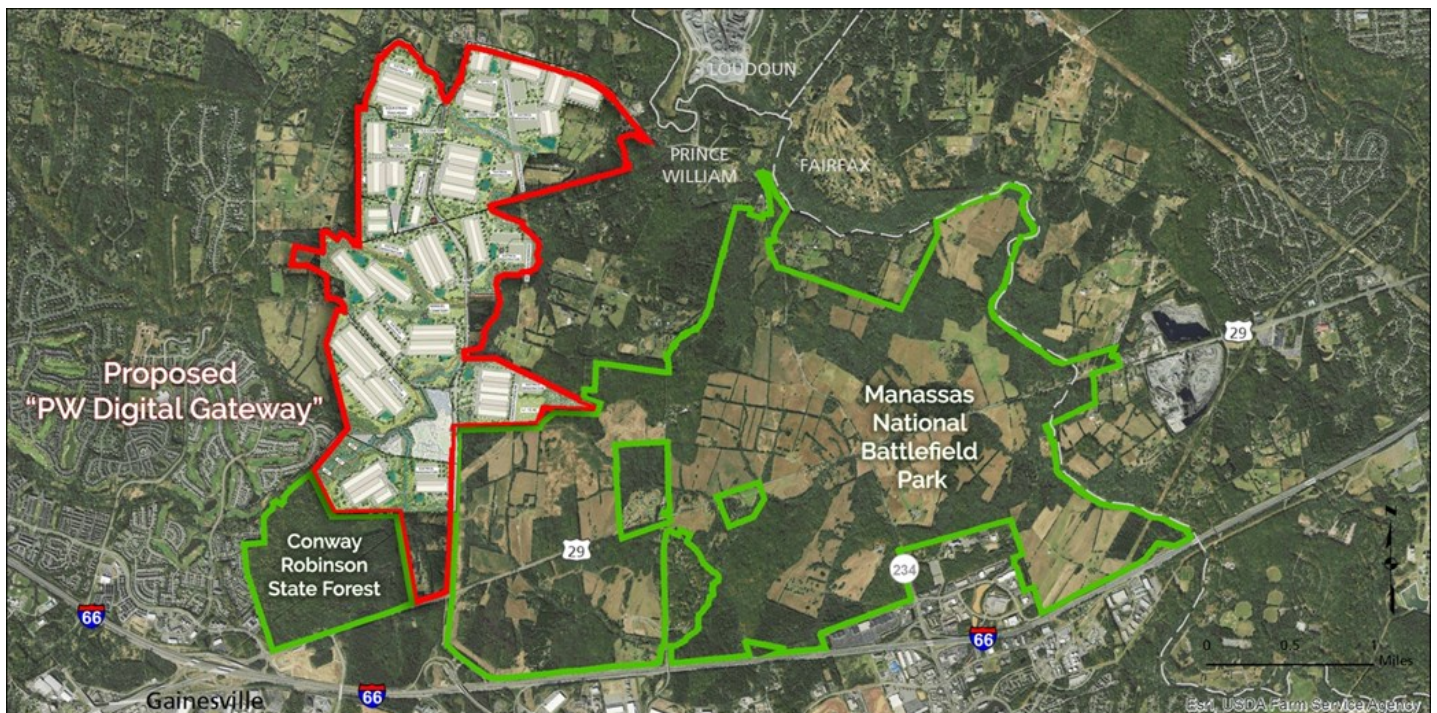


Greetings BRCWRT Members and Friends - this edition of *Preservation Corner* includes a summary of the Prince William Digital Gateway with an update on PWDG legal filings and on data center reform legislation under consideration in Virginia's 2024 legislative session, a summary of the history of the Conner House in the City of Manassas Park and an update on the effort to preserve and interpret the Conner House, and an update on the National Historic Preservation Act Section 106 Review for the proposed Chapel Springs (Manassas Logistics Center) development.

The Prince William Digital Gateway and its Proposed Data Centers (Manassas National Battlefield Park & Manassas Battlefield Historic District)

The Prince William Digital Gateway (PWDG) is a project that proposes building up to 34 data centers on 2,100 acres of rural area land located along Pageland Lane in Prince William County, Virginia, land that borders Manassas National Battlefield Park (MNBP) and Conway Robinson State Forest. The PWDG project was initiated by Prince William County's Board of County Supervisors (BOCS) in 2021 via a proposed Comprehensive Plan Amendment to change the long-range land use designation for the land within a designated PWDG land corridor (see aerial with delineated area, below) along Pageland Lane from Agricultural or Estate (A/E) and Environmental Resource (ER) to Technology/Flex (T/R) for data center development.

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Proposed PW Digital Gateway (courtesy of Piedmont Environmental Council)

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After eighteen months of study, public information meetings, public hearings, etc., and despite significant objections and concerns raised by many county residents, the National Park Service and Manassas National Battleground Park (MNBP) and historical preservation organizations, including the Prince William County Historical Commission and BRCWRT, the BOCS approved the PWDG Comprehensive Plan Amendment on November 2, 2022.

In January 2023, Rezoning Applications for three data centers within the PWDG were submitted by Compass Data Centers (Compass Datacenters PWC Campus 1), and by QTS Realty (PW Digital Gateway North and PW Digital Gateway South). Following months of review, assessment and information/documentation collection by the Prince William County Planning Office and the Prince William County Historical Commission, significant objections and concerns raised and submitted by county residents, the National Park Service and MNBP, the National Parks Conservation Association (NPCA) and multiple historical preservation organizations, including the American Battlefield Trust (ABT) and BRCWRT, the applications moved to Prince William County's Planning Commission and the BOCS for consideration, along with the Planning Staff's recommendation to deny each of the applications.

Following a 23-hour public hearing that began on Nov 8, 2023, the Prince William County Planning Commission voted 6-2 to recommend denial of all three rezoning applications for the proposed Prince William Digital Gateway data centers. The three applications, the County Planning Staff's recommendation for denial, and the Planning Commission's recommendation for denial were then forwarded to the Prince William County BOCS for a scheduled Public Hearing on the PWDG Rezoning Applications on December 12, 2023.

On December 11, 2023, NPCA and ABT submitted a nine-page letter, signed by 33 local, regional, and national non-profit organizations dedicated to preserving and protecting environmental, historic and cultural resources, and human health, to the PWC BOCS. This letter highlighted, in significant depth, the negative impacts the PWDG poses for Prince William County, Virginia, and beyond, and urged the BOCS to deny the PWDG data center rezoning applications.

At the conclusion of a 27-hour session that began on December 12, 2023, and included a 7-hour meeting of the BOCS with the Data Center Rezoning Applicants (QTS Realty & Compass Datacenters) and PWC Planning Office representatives, followed by a 20-hour public hearing with nearly 400 individual and organizational speakers, the BOCS voted 4-3, with one abstention, to approve each of the rezoning applications. The organizational speakers, all of whom recommended denial of the rezoning applications, included MNBP, the Prince William Conservation Alliance, the Coalition to Protect Prince William County, BRCWRT, NPCA, and ABT.

The BOCS approval of the PWDG rezoning applications came despite recommendations from both the PWC Planning Office and PWC Planning Commission to deny each of the applications. Additionally, given the substantive application changes and new/revised proffers made since the Planning Commission's public hearing and vote on November 8, 2023, and during the December 12, 2023, BOCS meeting and public hearing, several speakers and the Gainesville District Supervisor recommended the applications be returned to the Planning Commission for review and consideration. That recommendation garnered no

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support from a majority of Board members, thereby continuing BOCS Chair Ann Wheeler’s strategy and push to ensure the applications were acted on by the current BOCS before its term ended on December 31, 2023 – a strategy driven by the knowledge that the incoming BOCS Chair did not support the PWDG and that the BOCS seated in January 2024 would not likely approve the rezoning applications.

With the rezoning applications approved, the next major step for the County will be consideration of specific site plans upon submittal by QTS and Compass, respectively. PWC’s Land Development Division will oversee the site plan review and approval process.

Meanwhile on-going and recently filed legal actions are challenging the BOCS actions regarding PWDG. Approximately one year ago, the Oak Valley Homeowners Association (HOA) and ten individual plaintiffs sued to overturn the BOCS approval of Comprehensive Plan Amendment (CPA) 2021-00004, PW Digital Gateway that paved the way for the PWDG rezoning applications. That lawsuit continues winding its way through the court system.

On January 12, 2024, two lawsuits were filed seeking to overturn the BOCS approval of the PWDG rezoning applications. The Coalition to Protect PWC, six Gainesville District residents who live near the PWDG area, and ABT filed a lawsuit to overturn the approval of the PWDG rezoning applications and to block construction of the proposed PWDG data centers. The lawsuit stipulates that the BOCS took several inappropriate actions on the rezoning applications as they made their way through the County’s review and approval process, did not require a Special Use Permit as part of the PWDG data center rezoning applications, and that the county did not comply with applicable Virginia state law and PWC ordinances in notifying affected residents of the rezoning application public hearing on December 12, 2023. The lawsuit provides a detailed history of the area and the two Civil War battles fought there, and cites many of the previously expressed objections and concerns, including the

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Rendering of the proposed PWDG Data Centers depicting the data centers’ site schematics in relation to adjacent historic sites within the Manassas Battlefield Historic District, Manassas Battlefield National Park and Manassas Battlefield Core Area land currently owned by the American Battlefield Trust and planned for eventual incorporation into MNBFP (courtesy of American Battlefield Trust).

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overburdening of the region’s power grid due to the PWDG’s high demand for electricity, the loss of green space and public spaces, and significant negative environmental impacts with respect to air quality, clean water and the Occoquan Watershed Reservoir, and noise pollution.



January 12, 2024, Press Conference Announcing the Two PWDG Lawsuits (photo courtesy of author)

The second lawsuit, filed by the Oak Hill HOA, likewise seeks to overturn the approval of the rezoning applications and to block construction of the proposed PWDG data centers. This lawsuit stipulates that the Prince William County BOCS ignored the County’s established processes and requirements for data center developments, ignored specific PWDG CPA requirements, ignored the recommendation of the County’s Planning Staff and Planning Commission and was dismissive of the objections and concerns raised by county residents, the National Park Service, MNPB and historic preservation groups. Specific negative impacts cited in the lawsuit include PWDG proximity to residential areas and public open space including national and state parks, air, water and noise pollution, and the destruction of wildlife corridors and open space. The lawsuit also cites a litany of unknown elements and unspecified aspects of the proposed project design and

infrastructure requirements, and the haphazard approach used by the BOCS to consider and approve the rezoning applications.

As previously reported, nonprofit organizations, homeowner groups, and residents from across Virginia have joined forces to form a coalition calling for industry-wide data center reform. The *Virginia Data Center Reform Coalition* consists of more than 20 environmental, conservation, historic preservation, and climate advocacy groups, as well as representatives of communities and neighborhoods across the state. Together, they are urging the state to study the cumulative effects of data center development on the state’s electrical grid, water resources, air quality, and land conservation efforts, and to institute several common-sense regulatory and infrastructure-related reforms for this industry.



The Coalition is seeking Virginia state government intervention to require more transparency around land use decisions affecting the lives of Virginians and around energy and water usage that carries significant implications for both local communities and the Commonwealth. The coalition is asking the state to require data center developers to mitigate the negative environmental impacts of this industry and to place the cost of new transmission lines and power generation infrastructure required for data centers on the industry itself, rather than on Virginia’s individual ratepayers.

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Several House and Senate bills addressing data centers in Virginia have been submitted in the current 2024 Virginia legislative session:

- Senate Bill (SB) 192 and House Bill (HB) 116 require data center operators to meet certain energy efficiency standards to be eligible for the sales and use tax exemption for data center purchases.
- SB 284 limits data center facilities' impacts on historical and cultural resources and would prohibit data centers within one mile of a state or national park.
- SB 285 requires data center developers seeking a rezoning to disclose data center facilities' water and power demands as well as their impact on the electrical grid, carbon emissions and local agricultural, historical, and cultural resources.
- SB 286 requires data centers in "planning district 8," (Loudoun, Prince William, Fairfax, Arlington, Alexandria, Manassas, Manassas Park) to bury any power lines under 500 kilovolts if they are within a half-mile of a national battlefield and within one mile of a state forest.
- SB 288 requires localities to complete sound assessments before voting on data center applications, instead of afterward, to ensure there is "real" noise abatement (the goal is to maintain the baseline or "ambient noise level" in the project area).
- SB 289 requires data centers to recycle stormwater onsite or ensure it does not over-run into local streams and waterways, causing erosion, pollution, and sediment buildup over time.
- SB 664 prohibits the costs associated with the construction or extension of any electric distribution infrastructure that primarily serves the load of a data center from being recovered from any other customer.
- HB 337 specifies that the siting of a data center shall only be approved in areas where the data center will (i) have a minimal impact on historic, agricultural, and cultural resources and (ii) not be within one-half mile of a national park, state park, or other historically significant site.
- HB 338 requires a locality, prior to any approval for the siting of a data center, to perform a site assessment to examine the effect of the data center on water usage and carbon emissions as well as any impacts on agricultural resources within the locality.
- HB 910 requires each data center in the Commonwealth to submit a quarterly energy source report to the Department of Energy that identifies the amount of energy consumed by the data center during that quarter.
- HB 1010 requires that any land use application for the siting of a data center be approved only for areas that are one-quarter mile or more from federal, state, or local parks, schools, and property zoned or used for residential use.
- HB 1288 requires that a public electric utility or a public utility authorized to furnish water or water and sewer service include a separate classification for data centers when satisfying the existing requirement that any rate, toll, charge, or schedule of a public utility is only considered to be just and reasonable by the State Corporation Commission if the public utility has demonstrated that such rates, tolls, charges, or schedules contain reasonable classifications of customers.

On January 23, 2024, the Senate Agriculture, Conservation and Natural Resources Committee decided to "continue the SB Bill 289 to 2025", pushing it to next year's General Assembly session. The Committee Chair disclosed that the committee would NOT be voting on that bill, and many of the other data center legislation bills in order to, instead, absorb all of them into a 'study' bill.

The way ahead for the PWDG and for data center industry reforms in Virginia promise to be long and winding roads. Stay tuned for future updates,

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and support data center industry reform efforts where and when you can. You can [use this letter to request your elected officials](#) (Ctrl-click to access) in Virginia's House and Senate support the data center industry and utility reform bills during the ongoing 2024 General Assembly session.

Conner House

The Conner House, located in the vicinity of 8220 Conner Drive, stands on land owned in the 18th century by the family of Robert Howson Hooe, one of the first families to settle in Prince William County. Robert Hooe purchased land, which he named "Mayfield", in 1779 and developed it into a bustling farming operation, eventually passing it to his grandson, John Hooe. By 1860, Mayfield included the family home (not the Conner House) and dozens of support buildings spread across 160 acres. It was on this tract of land that Manassas Junction, linking the Manassas Gap Railroad to the Orange and Alexandria Railroad, was established in 1851. The Conner House was built circa 1810, likely by enslaved labor rented from William Weir of Liberia Plantation, originally serving as an overseer's house and later a farmhouse. It survives as an example of a dwelling type indigenous to the Manassas area, and is one of the few remaining antebellum structures in the Manassas area.

During the Civil War the Conner House (at that time the Duncan House) served from July to November 1861 as the headquarters of Confederate General Joseph E. Johnston, then the commander of the Confederate Army of the Shenandoah. In August 1862 Colonel Lewis B. Pierce, Commander of the 12th Pennsylvania Cavalry, lay in the house while he was ill and used the house as his temporary headquarters while the 12th PA Cavalry was performing picket duty at Bristoe Station. With its

commanding position overlooking the Orange and Alexandria Railroad (now the Norfolk Southern Railway), the property known as Mayfield served as the site of Confederate encampments throughout the war and as the site of a field hospital. A Timothy O'Sullivan photograph, dated July 1862, and labeled "the Yellow Hospital", is a photograph of the Conner House.



Conner House (May 2017)



Manassas, VA, Yellow Hospital, July 1862, Timothy L. Sullivan (Library of Congress)

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In 2020 the City of Manassas Park adopted a plan to redevelop the area around the Manassas Park City Hall in a four-phase project that included replacing the City Hall with a multi-story City Hall, and adding retail stores, a city square public plaza, an apartment complex, and a nine-screen movie theater, along with the attendant public parking lots and a multi-story parking garage. Phase 4 of the development concept included two six-story apartment complexes, one of which was to be built on the Historic Conner House site – a direct threat to the Conner House, and a covered parking garage. It was during this period that BRCWRT initially contacted the Phase 4 developer, Aksoylu Properties, and began a series of discussions on preserving the Conner House. On July 19, 2023, the Manassas Park City Council approved, in accordance with Phase 4 of Manassas Park's downtown development plan, rezoning for five downtown parcels next to the new city hall complex - clearing the way for two 10-story apartment complexes, parking garages for nearby retail stores and a commercial building that comprise Phase 4 of the City Center development plan. BRCWRT preservation discussions with Aksoylu Properties continued and included on-site meetings at the Conner House.

Site plan development continued, and on December 13, 2023, the Manassas Park City Council approved the Generalized Development Plan for Artena Park (the apartment complexes). This plan (see diagram from the approved Artena Park Generalized Development Plan) avoids the Conner House and the land it sits on in the development footprint for the apartment complex, thereby eliminating the development's direct threat to the Conner House.

While the direct threat to the Conner House has been eliminated, the historic structure remains unpreserved, inaccessible,



and with minimal historic interpretation. BRCWRT President Kim Brace and Preservation Chair Blake Myers are continuing discussions with Aksoylu Properties, the Phase 4 developer and landowner, regarding a potential project to preserve, restore and interpret the Conner House.

Chapel Springs (Manassas Logistics Center Phase II) Proposed Development (Bristoe Station and Kettle Run Battlefields, Bristoe Station Battlefield Heritage Park)

Within the ongoing National Historical Preservation Act Section 106 Review of the proposed Chapel Springs (Manassas Logistics Center) project, the U.S. Army Corps of Engineers (USACE) conducted its 2nd Consulting Party meeting on January 22, 2024. As previously reported, the consulting parties notified USACE of their significant concerns with how the initial (October 5, 2023) meeting was conducted, specifically the minimal information provided to consulting parties prior to the meeting, the lack of discussion of specific adverse effects as determined by the USACE, and the uninformed and inaccurate representation of developer mitigation measures. While minimal information was provided by

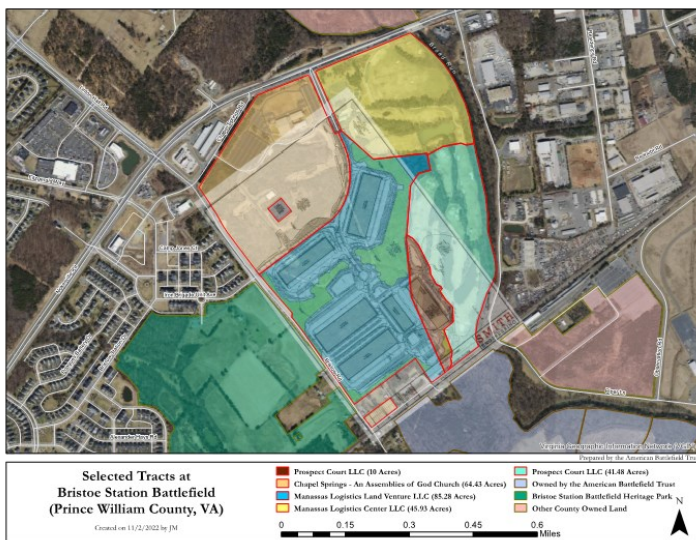
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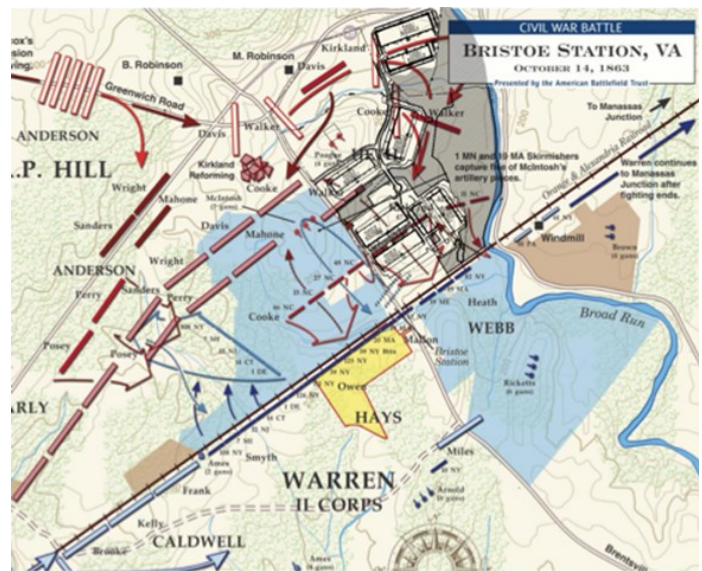
USACE prior to this 2nd meeting, the time period between the two meetings included discussions between several consulting parties and USACE. The result was a more focused 2nd meeting, including consulting parties' substantive historic preservation concerns with the developer's project plan, site layouts and proposed mitigation measures being addressed and discussed.

While consulting parties await follow up information and documentation promised by USACE, there appears to be a general sense, or at least my impression of one, of where the Section 106 Review may be heading and how preservation issues and concerns may be addressed in the resulting Memorandum of Agreement (MOA).

- While the project area, located along Bristow Road and adjacent to Bristoe Station Battlefield Heritage Park (see parcel map below), is within the American Battlefield Protection Program (ABPP) designated Core Areas of both the Kettle Run Battlefield (August 27, 1862) and Bristoe Station Battlefield (October 14, 1863), the project will likely eventually proceed as it is consistent with PW County's designated M-2 (Light Industrial) zoning for the respective land parcels.



- Major focus areas for historic site avoidance and adverse effects mitigation measures include the southern section of the project area (see annotated map, below) that features:
 - ◊ Land over which Brigadier General William Kirkland's NC Brigade attacked Federal forces positioned along the Orange and Alexandria Railroad;
 - ◊ Remnants of hut sites of a Civil War era encampment with earthworks, and an associated cemetery containing military graves/burials (Archaeological Site 44PW0971) that has been recommended as potentially eligible for listing in the National Register of Historic Places;
 - ◊ And the historic viewsheds to and from Bristoe Station Battlefield Heritage Park and American Battlefield Trust (ABT) owned land that is within the Bristoe Station battlefield core area.



Proposed Manassas Logistics Center Phase II Overlaid on ABT's Bristoe Station Battlefield Map (courtesy of ABT and USCAE)

- Key on-going avoidance and mitigation discussions include:
 - ◊ Siting, footprint, and orientation of proposed buildings

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- ◇ Project setback distance from the Bristow Road property line (must be greater than the proposed 35 feet)
- ◇ Use, or non-use, of earthen berms
- ◇ Specifics and details of proposed tree screenings along Bristow Road
- ◇ Archaeological Site 44PW0971
 - Additional investigations to confirm or deny GPR detected anomalies as potential human burials
 - Management and care for Archaeological Site 44PW0971 and associated historic sites during and after construction
- ◇ Viewshed assessments, including Balloon Study
- ◇ Logistics Center noise levels and attenuation
- ◇ Procedures, including on-site monitoring, to identify, protect and document unmarked burials/graves discovered during project land clearing and construction operations

There will be more to report as this process continues.

Thank you for your continued interest in, and support of, Civil War historic preservation in general and BRCWRT’s preservation projects, actions, and activities.

Blake Myers, BRCWRT Preservation Chair



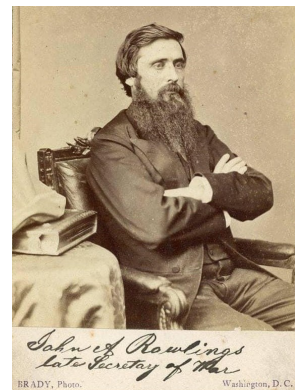
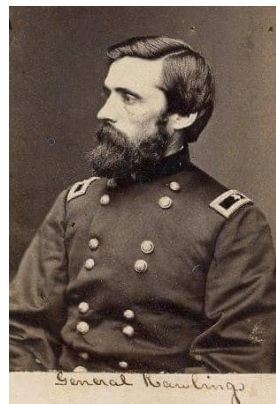
Grant Library Unveils New Rawlins Collection

By Melissa A. Winn

Mississippi State’s U.S. Grant Presidential Library in January announced a new collection of correspondence, papers and memorabilia providing insight into the complex relationship between General and former President Ulysses S. Grant and his Chief of Staff (later Secretary of War) General John A. Rawlins.

Described as “Grant’s conscience” in the absence of his wife Julia, according to USGPL and Ulysses S. Grant Association Executive Director Anne Marshall, Rawlins served as a chief advisor to the Union Army general during the Civil War and remained a close confidant in the 18th president’s cabinet until the Secretary’s death in 1869 of tuberculosis.

Rawlins, a teetotaler who abstained from alcohol throughout his life, is known for shielding Grant from controversy surrounding his drinking. While many anecdotes about Grant’s alcoholism were embellished by factions bent on changing narratives surrounding the Civil War and its actors, including Lost Cause promoters, Grant’s drinking was problematic enough to inspire Rawlins to write to him multiple times and urge him not to drink.



Two views of Gen. John Rawlins

(cont on page 15)

Rawlins Collection

One such document — a copy of an unsent letter penned on June 6, 1863, by Rawlins in Vicksburg — is part of MSU's new collection. In it, USGPL Director of Research Ryan Semmes said, Rawlins lays out a blunt message.

"It was heavy stuff, like, 'The great solicitude I feel for the safety of this army leads me to mention what I had hoped never to do again: the subject of your drinking,' and, 'Had you not pledged me the sincerity of your honor early last March that you would drink no more during the war — and kept that pledge during your recent military campaign — you would not today have stood first in the world's history as a successful military leader,'" Semmes said while quoting the letter. "He's putting a lot of pressure on Grant to keep him sober. He makes the point that when Grant's wife isn't around, he gets in with the wrong crowd. It's a big point in their friendship."

The document in MSU's collection has markings on the back indicating Rawlins spoke to Grant directly about his drinking in that specific situation instead of sending him the letter. The copy was eventually sent to Rawlins' second wife Emma, while the original was lost.

The Rawlins collection, acquired from a private antiques dealer in Galena, Ill., thanks in part to a donation from College of Business alumnus Turner Wingo of Collierville, Tenn., includes letters, invitations, proclamations and other documents associated with Rawlins' brief time in Grant's cabinet, and many pieces of personal correspondence between him and his wives.

The collection was opened to MSU students and researchers in the fall and will be fully accessible online to the public at <https://usgrantlibrary.org>.

[Readers can get a deeper look at Grant's alcohol issues in Ron Chernow's biography]

Fifteen Minutes of Fame: Manassas Style

By Melissa A. Winn

On January 17, 2024, renowned television host, writer and producer Darley Newman held a special screening of an upcoming episode of her new season of her PBS show, *Travels With Darley: Northern Virginia*, featuring some prominent local historic sites, including Manassas National Battlefield Park, Occoquan, Potomac Heritage National Scenic Trail, Prince William Forest Park, the National Museum of the Marine Corps, and the Ben Lomond Historic Site.

Bull Run Civil War Round Table member Kevin Pawlak, Historic Site Manager for the Prince William Office of Historic Preservation, was interviewed in the episode at Ben Lomond Historic Site, which he manages. Pawlak also joined a panel of guests to discuss the episode and filming during the special screening which took place at the Alamo Drafthouse in Woodbridge, Va.

Newman held a special event the next evening at the Ripley Center for an event hosted by Smithsonian Associates. She was joined by a panel of travel and history experts, including American Battlefield Trust President David Duncan, to discuss Revolutionary War related destinations featured in the forthcoming season of her show.



IMAGE OF THE MONTH - OCCUPIED FREDERICKSBURG

By Melissa A. Winn



Photo Credit: Fredericksburg & Spotsylvania National Military Park

The hushed streets of Fredericksburg, Va., were abruptly disquieted on November 21, 1862, when a Union officer demanded the town's surrender. Planted halfway between the warring capitals of Washington, D.C., and Richmond, Va., the tranquil town would soon be dragged into the fight in the most disruptive ways. In December 1862, Union troops pillaged and burned its red-brick storefronts and buildings and its charming colonial-era houses were devastated by the rain of shell and shot during the

(cont on page 17)

OCCUPIED FREDERICKSBURG

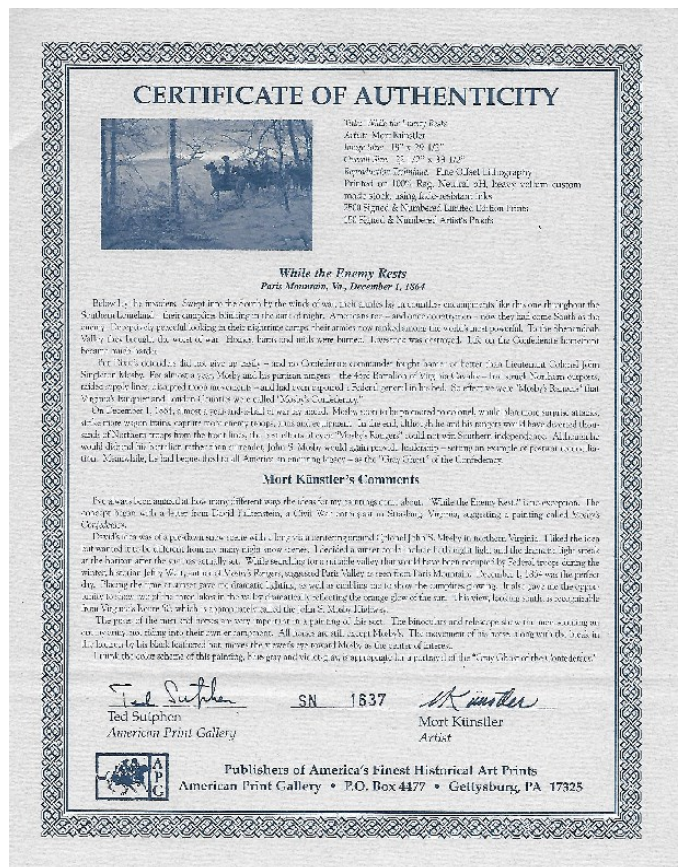
Battle of Fredericksburg that followed. Further engagements in and around the city in 1863 and 1864 brought continued destruction. Union troops occupied the town in 1862 and again in May 1864, converting public buildings to hospitals, holding facilities, and administrative offices for the troops stationed there. A gaggle of the town's blue-coated occupiers can be seen in this rare image, thought to be taken by James Gardner during the May 1864 occupation. Until recently it had been identified only as Main Street, but researchers at the Spotsylvania Memory Facebook Group in 2019 identified it as Caroline Street. Photo historian John Cummings and John Hennesy, chief historian of the Fredericksburg & Spotsylvania National Military Park, confirmed that. Caroline Street still maintains a 19th century charm, and this photo is only the second known image of that thoroughfare taken during the Civil War.

Candy maker Anthony Kale and his family owned the building at 706 Caroline Street (3rd from left) from 1819 to 1904, and inhabited the upper floors. Following the Battle of Fredericksburg, it housed Southern prisoners for a short time. Kale also owned the building next door at 708, which was used as a rental property. The first two buildings pictured here, left, at 702 and 704 Caroline Street are no longer standing and serve as a parking area for the Fredericksburg Visitors Center today, which is housed in 706. The light-colored guidon on 702 could be a medical flag indicating that this building was a military hospital, which were required to distinguish themselves with a yellow flag. The ambulance pictured nearby furthers the speculation that 702 Caroline Street was a military hospital serving Union soldiers.

The presence of the Union Army in Fredericksburg and surrounding counties in 1862 prompted an exodus of thousands

of slaves to the town. The Federals utilized the Exchange Hotel (pictured in the middle background) on the corner of Caroline Street and Hanover Street and the Circuit Court House on neighboring Princess Anne Street to house some of these escaped slaves.

The mounted soldier pictured far left is also the Officer of the Day, one of two pictured here with their tell-tale sash, passed over the right shoulder and tied at the belt under the left arm, and crossing the body diagonally, as required by regulations. The Officer of the Day had charge of the camp or garrison of the command in which he was detailed. He was responsible for "the good order, cleanliness, and attention to the daily duties throughout the camp or garrison" and he reported all matters of importance to the commanding officer.



Certificate of Authenticity for Mosby print by Mort Künstler



BULL RUN CIVIL WAR ROUND TABLE

SPECIAL 13th MEMBERSHIP MEETING!!!

Sunday, February 18th, 2024
at the **Brentsville Courthouse
Historic Center**
12229 Bristow Road

**1:00 PM - Guided Tour of the Brentsville
Grounds, including the Jail**

**2:00 PM - PRESENTATION OF *The Healing*
“Conversations of Civil War Nurses”**



Doesn't matter if you wore the blue or the gray

Presented by Dawn Diehl (Confederate) and Linda Harrison (Union)

NEW MEMBER PROFILE

By Kurt DeSoto

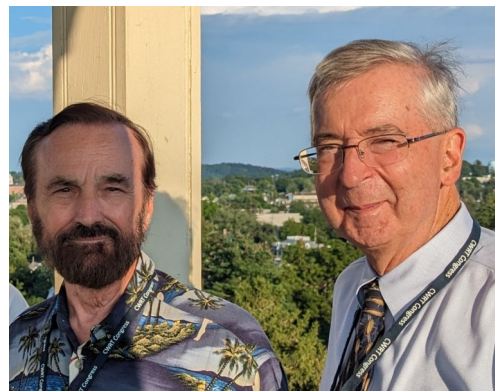
Thank you for the opportunity to introduce myself as a new member of the BRCWRT. I am the Immediate Past President of the Civil War Round Table of the District of Columbia (www.cwrtcdc.org). I was delighted to join your group after speaking to your executive committee members, who were very welcoming: Blake Myers, Mark Trbovich, Kim Brace, Don Richardson, and Alan Day, among others. I reached out to them about the CWRTDC partnering with the BRCWRT to support our mutual missions. We are now planning a joint meeting on March 23, 2024, at Historic Blenheim in Fairfax City, when we will hear a presentation by Andrea Loewenwarter about the Civil War graffiti trail.



<https://www.fairfaxva.gov/government/historic-resources/historic-blenheim>

Being born in the state of Washington and raised on the West Coast (where Civil War history was not a focus), I was new to this facet of our Nation's history until a law firm colleague asked me to go on a tour of Gettysburg to be guided by our partner Henry Rivera, a previous FCC Commissioner and a former grenade launcher squad leader during the Vietnam War. Although I had graduated from Georgetown University (with the school colors blue and gray for a reason) and from Columbia Law School (where the Dunning School emanated), I had somehow avoided studying this aspect of our country's history. I learned about my family members involved in fighting for Cuba's independence from Spain and in Cuban civil uprisings, but again, Civil War history was not a focus.

On that Gettysburg tour, I got not only the Civil War history "bug," but also the full-blown "affliction"! I am glad to report that I have NOT recovered. The first picture of me was taken after I was bed-ridden by the pandemic and tried to grow a CW general-like beard. The other is me (on the right) with a real general (Curt Fields a.k.a. Ulysses S. Grant) in the Cupola of the Lutheran Seminary in Gettysburg, while at a conference sponsored by the CWRT Congress, ably headed by Mike Movius (www.cwrtcongress.org).



I will retire (eventually) as an attorney practicing telecommunications law at Wiley Rein LLP, but I will never tire of learning about all aspects of the Civil War (including events near my home, such as at the redoubt at GMU, at Fairfax Court House and Ox Hill, or at St. Mary's Church on 123, where I was married 43 years ago). I am not a historian, but I always enjoyed the history classes I took, especially those taught by Michael Foley at Georgetown, and I hope to be buried with a broadband connection so I can continue to watch Civil War-related YouTube videos, podcasts, and Zoom meetings. (I promise to turn off my audio and video).

In the meantime, I will be volunteering to help support Civil War-related missions, including those of the BRCWRT. I might even help Kim set up at the library so he can have dinner with your speakers at Carrabba's.

THE MUD OF CENTREVILLE

By John Carter

During the earliest years of the Virginia colony, travel was mostly by foot or by leading or riding horses along the heavily forested paths in the Tidewater and Piedmont. The rain and snow which reduced the paths and roads to swamps and mud pits would only dampen feet and hoofs. Later, with the increase in commercial activity and the mass migrations of settlers to new lands, the amount of foot traffic and the use of pack horses was reduced, with wagons and other wheeled vehicles now accounting for most of the traffic. They brought two problems to the landscape: one, they carried very heavy loads on large and relatively thin wheels, which made it difficult, if not impossible, for horses or mules to pull heavy loads on muddy roads while climbing long hills; two, the wagons themselves contributed to the worsening condition of the roads as their wheels cut deep tracks, making it difficult for other vehicles using the road later.

Building a road in the 17th and early 18th centuries meant little more than cutting a dirt path through the forest and underbrush. These paths were just slightly wider than a man on horseback, and later a wagon. Many of the dirt roads were impassable during the rainy season and spring thaw, as the mud commonly attained depths of two to three feet. Drivers of carriages or wagons would be mired in the mud up to their axles. In the middle of the 18th century, German migrants with fully loaded Conestoga wagons would get caught in the mud and would have to unload the contents of their wagons and carry them by hand, often up a steep hill. If a block and tackle were available, it would be fastened to a tree up ahead and the horses or mules

would be used to pull the vehicle out. Usually, it was not just a single hill or mud bog which required such action, but several places along a stretch of roadway.

At the beginning of the 19th century, things had not improved significantly. Most roads had only been widened and the turnpikes were still some years away from being built. The Braddock Road and Centreville Road of the early 19th century were virtually the same as they were in the 18th century. In an 1801 letter, Thomas Jefferson wrote to James Madison and related "*I spoke to Mr. Gaines and Brown [at Brown's Ordinary south of Manassas in Prince William County] of the difficulty of your getting up the Bull Run hill. They agreed together to take each a horse & draw your carriage up, accept their offer by all means, however steady your horses, they will be on the utmost peril of baulking; and should they once begin, there are other bad hills sufficient to make them give you a great deal of vexation. The Bull Run hill is really the worst I ever saw on a public road. Still let nothing tempt you to go by Centerville as on that route the whole is cut by wagons into mudholes from Brown's to Fairfax court house...*"*1 The Bull Run hill is the long, uphill stretch of today's Centreville Road from Blackburn's Ford to Centreville. Brown's Ordinary was located on the south side of today's Manassas at the intersection of the Dumfries Road and the Brentsville Road.

It wasn't just Centreville; all of Northern Virginia seemed to be awash in a sea of mud during the winter of 1861-1862. Maj. Felix Grundy Buchanan was the acting Quartermaster for the 1st Tennessee Regiment stationed at Cockpit Point (about four miles from Dumfries) in support of the Potomac River blockade.

(cont on page 21)

THE MUD OF CENTREVILLE

On February 7, 1862, he wrote home to his mother that

*I know you think you have seen roads much worse than it is possible for such roads to become. But just think of the amount of hauling done on these roads, the provisions for an army both men and horses are carried over them. Plus take into consideration the rains that have fallen of late... [gives you] but a poor idea of the poor condition of the roads. I am acting Commissary & Quarter Master of the post and a hard birth it is since there is at the post at this time 350 men in five days which is the number I have fed at one time. They will consume nearly 1000 lbs of Flour, 1700 lbs of Beef, 300 lbs of Bacon, and whatever sugar, coffee, Salt & Soap which will be furnished them if there is any on hand, which is seldom from the Quartermaster & Commissary of this Brigade, about seven miles from here. I started from here after the above supplies for the men only, last Monday morning with four wagons some six and some four mule teams, after being on the road four days I have landed safe [back] at Cock Pit Point...the boys say for there was a great a large mud hole about two miles from here. You doubtless think four days a long time to travel 14 miles, but I flatter myself to think we done surprisingly well to get the provisions here at all. If the roads continue in their present state we will be obliged to pack the provisions on the back of the mules.*2*

The mud at Cockpit Point and other Confederate positions along the Potomac River Blockade also made it impossible to remove the heavy artillery later, during the March 1862 Confederate withdrawal.

During the Civil War, both sides constantly had to deal with the mud in the roads, which hampered the movement of

their armies. However, the mud of Centreville can lay claim to causing the creation of a military railroad. By the fall of 1861 the weather was beginning to deteriorate and so were the roads. "Bohemian", a reporter for the *Richmond Dispatch*, wrote from Centreville in November 1861 that "Owing to the recent rain the roads have become in very bad condition, and in some places almost impassable. A great many wagons have been broken down in the road, and between here [Fairfax] and Centreville, the road is strewn with wrecks. If the bad condition increases as winter advances, it will soon be impossible to move artillery. Whatever military operations that will be carried on this winter must be done quickly." Another reporter, Peter Wellington Alexander, noted "The roads other than the turnpike are already near impassible [for] artillery and heavy wagons. It is seldom that we have more than two or three dry days together, and the soil when it does rain is very unfavorable for heavy transportation. A recent excursion across the country satisfied me that the period has almost arrived when it will be impossible to conduct offensive operations in the field..."

It was also becoming more difficult to move supplies from Manassas Junction uphill along the Centreville Road to the fortifications. By October 19, 1861, the Centreville Road had been planked to help alleviate the problem but met with no success. The planking of the road had made the horses and mules unable to maintain their feet on it. The wood for the planking came from the houses and farms along the Centreville Road, including Level Green, the farm of the Summers family. In her reminiscences, Sarah Summers wrote "There was enough firewood on our farm to last

(cont on page 22)

THE MUD OF CENTREVILLE

us for hundreds of years. But during the winter the Southern troops had their winter quarters there and cut down every last bit of it. They built log houses to live in and they even used our logs to corduroy the road from Centreville to Manassas..."

By early November, Quartermaster Major Albert Myers had begun using ox teams to haul the supply wagons; while the method was successful, he discovered that the oxen were eating too much fodder to make the logistics of the operation practical. General Joseph E. Johnston observed that while the roadways were becoming impassable for use in military maneuvers, the difficulty of using the roadway between Centreville and the railroad junction at Manassas would also make it difficult to evacuate Centreville pending a Union attack. Time was essential. Johnston had never planned to keep the army in Centreville indefinitely, but to fall back to a defensive position south of the Rappahannock River. While continuing to build the fortifications at Centreville, he spent most of the winter planning on its evacuation. By the end of November, Johnston had already quietly started having his supplies forwarded to Culpeper, Virginia and not to Centreville. At the same time, he had begun sending his brigaded artillery into winter camps in Culpeper (so quietly that President Davis in Richmond was not aware of this operation).^{*3}

It was at this point that Johnston decided to have his engineers build a 6-mile-long spur line which would connect Centreville to the Orange & Alexandria Railroad at Manassas Junction. He estimated that it would take at least two months to complete the line. Construction of the rail line began in December and was to be rushed to completion. To save time and materials, crossties were laid at twice the normal

distance between each other, ballast was not put down, poorer grades of iron rail were used, and the bridge over Bull Run was built at the lowest possible level. Labor for the construction of the railroad was first provided by the soldiers. Private William McClellan of the 9th Alabama Infantry Regiment commented in his letter of November 23 that "*50,000 men were working on a six-mile railroad in shifts of six hours per day.*"^{*4} However, this didn't allow them time to complete their work on the fortifications and on their winter huts. The soldiers could not do all three, and in late November Black prisoners from the Richmond Penitentiary were brought in to complete the work.

While it looked like a railway designed to bring supplies to Centreville in any kind of weather, it was a temporary railroad built for an immediate need. That need was to be able to rapidly evacuate the rest of the army and supplies out of Centreville to Culpeper. The rail line was completed in mid-February. On March 1, 1862 the Chief Quartermaster of the Army, Major Alfred M. Barbour, assigned Captain Thomas Sharp to be the Military Railroad Superintendent. His assignment and the operation of the railroad were both very short lived, as on March 9, 1862 Johnston abandoned his defensive positions on the Centreville Plateau and began the move south of the Rappahannock River. The trains which had been pressed into service from the Orange and Alexandria Railroad ran on the line from Manassas Junction from about the second week of February, 1862 until March 11, 1862, when the final Confederate forces withdrew to the Rappahannock River.^{*5} The mud which Johnston hoped to avoid had one last shot at the army during the withdrawal as it started to rain. Brigadier General Daniel Harvey Hill reported as he

(cont on page 23)

THE MUD OF CENTREVILLE

moved his brigade from Leesburg that “*I am fairly launched in a sea of mud...the road is said to be very bad...some say it is impracticable...at any rate can't turn back now even if I wished to.*”

The first two decades of the 19th century saw the development of turnpikes in Northern Virginia. Braddock Road was superseded by the Warrenton Turnpike, which in turn was superseded by the Leesburg Turnpike and the Little River Turnpike. These roadways straightened out many of the older colonial roads, built bridges in place of the fords, and macadamized, corduroyed, or planked their surfaces to reduce problems with the mud. The 20th century saw the rise of concrete and asphalt highways. However, according to one early 20th century historian in Northern Virginia “*Motor cars and trucks have succeeded the Conestoga bell teams and ox carts...though at this very time of writing, many of them are sinking to their hubs to be ignominiously pulled out of the mud by lately despised farm horses.*”^{*6}



19th century mud

In case you think we have progressed beyond that in the 21st century, we have merely exchanged the rain and the mud for the ice and snow. Snow plows and tow trucks have replaced horses in dealing with the problem. Next time there is an ice or snowstorm, go down to Blackburn's Ford and try to climb the hill on Centreville Road to Lee Highway and Centreville.



20th century mud. In the background is the 1785 Williams' Ordinary on US Route 1 in Dumfries.

See page 24 for the flyer about the Centreville Military Railroad Tour.

NOTES

- *1 “Jefferson’s Monticello Route to Washington, D.C.” The Jefferson Foundation.
- *2 Buchanan-McClellan Letters, Southern Historical Collection, University of North Carolina at Chapel Hill
- *3 The Complete History of the Civil Fortifications at Centreville: The Long Path to War for a Virginia Community, John C. Carter, 2023.
- *4 Welcome the Hour of Conflict, William Cowan McClellan and the 9th Alabama, John Carter, ed., 2007.
- *5 Locomotives Up the Turnpike, David L. Bright, 2016.
- *6 Alicia Maude Ewell, *A Virginia Scene or Life in Old Prince William*, 1931.

Centreville Military (CMRR) Railroad Tour

Saturday, March 9



Subject matter: The CMRR, the first railroad built exclusively for military purposes, was built between Nov. 1861 – Feb. 1862 and operated from Feb 4, - March 8, 1862 - providing food, forage, and supplies to the Confederate forces (44, 000 strong), horses and mules camped in and around Centreville.

Five (5) tour stops (Manassas Depot, Bull Run trestle site, CMRR roadbed remnants [Compton Road], CMRR terminus site, and historic St. John's Episcopal Church). Optional tour stop after lunch (CMRR roadbed remnant in Bull Run Reg. Park). Trail and cross-country walking required - TOUR NOT ADVISED FOR MOBILITY-CHALLENGED PERSONS.

Tour Guides: Blake Myers & Jim Lewis

Assembly Time/Location: 9:00 AM / Manassas Visitor Center (Historic Manassas RR Depot) @ 9421 West St., Manassas, VA 20110

Mode of Transportation: Car Caravan - will consolidate into vehicles for main tour only, and vehicles for main tour plus optional lunch/tour stop

Tour Start Time: 9:15 AM

ETA for main tour only vehicles returning to Manassas Visitor Center: 1:00 PM

Optional Lunch: McDonald's (Centreville) - Individual tabs

Uniform of the Day: Appropriate dress for weather conditions, comfortable walking shoes, and bring a walking stick as needed/desired.

BRCWRT Contacts: Blake Myers – jb11thva@cox.net (703 868-1728), or Jim Lewis – antietam1862@verizon.net (703 593-2956)

The tour is FREE! If interested in attending, please sign up via BRCWRT's website or at the February 8, 2024, BRCWRT Membership meeting



PRINCE WILLIAM/MANASSAS HISTORY SYMPOSIUM

SATURDAY, MARCH 23, 2024
8:00AM – 4:30PM

Manassas Museum
9101 Prince William St. Manassas, VA 20110



Save the date for the 9th Annual Prince William/Manassas Symposium! Each year local historians and experts explore the many facets of County history through a wide variety of lectures. Tickets are \$10 for an all-day program. The Symposium also marks the release of the Sixth issue of the *Journal of Prince William History*, which will be on sale for the special one-day price of \$5.

2024 Topics Include:

- Batestown Community
- Hurricane Agnes & Occoquan
- Cemeteries of Prince William County
- The Rise of Stonewall Jackson
- Legacies of County Resolves



PRINCE WILLIAM Historic Preservation

Co-sponsored by the Manassas Museum, Prince William County Historical Commission, and Historic Prince William.

For more information contact 703-792-4754 or register at www.pwcva.gov/departments/historic-preservation/events



Connect with us on social media:
Facebook: www.Facebook.com/pwhistoric
X: @PWHPF
Instagram: PWC History



CIVIL WAR TRAVELS WITH MS. REBELLE

By Janet Greentree

Brigadier General Lloyd James Tilghman, CSA

Sometimes it amazes me how these articles come together. Doing research for another general had me looking for photos of Vicksburg battles. I came across the most poignant statue that resides at the exact spot where General Lloyd Tilghman was killed on July 1, 1863 at the Battle of Champion Hill. The statue is an exact representation of what he looked like when he was shot after checking a cannon's height. He is standing against his horse with his arms spread, with his left hand holding the reins, his right hand holding his sword and a big gasp coming from his mouth.

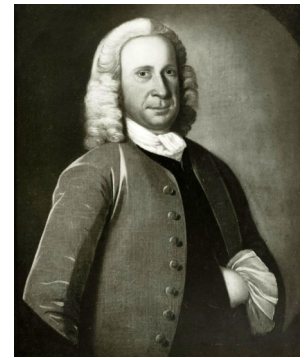


This is not the only thing that intrigued me about Lloyd Tilghman. His family has a connection to Annapolis. His 5th great grandfather was Dr. Richard Tilghman, the first Tilghman to immigrate here from England in 1661. Dr. Richard was a surgeon and a direct descendant of John of Gaunt, the 4th son of King Edward III who

fought in the 100 Years War. Lloyd Tilghman's 3rd great grandfather was Matthew Tilghman, who was referred to as the "Father of the Revolution" in Maryland. He was chairman of seven of the nine meetings of the Provincial Convention from 1774-1776. He also served as Speaker of the Maryland House of Delegates in 1774. On August 14, 1776 he was elected to chair the committee charged with preparing a declaration and charter of rights for a government for Maryland. He would have been a signer of the Declaration of Independence, but was called back to Annapolis to preside over the convention.



John of Gaunt



Matthew Tilghman

Matthew Tilghman was born at the Hermitage near Centreville, Maryland on the Eastern Shore. In 1739 after the death of his father Richard, he inherited 2,000 acres of land in Queen Anne's County. At the death of his cousin Matthew Tilghman Ward in 1741, he inherited the slaves, livestock, and equipment on Ward's plantations, plus one-third of his personal estate, including the goods

(cont on page 27)

MS. REBELLE

in his store and cash on hand. The inheritance included over one hundred slaves. At the time of his first election to public office, Tilghman owned 7,150 acres of land in Talbot and Queen Anne's counties. His landholdings grew to approximately 7,900 acres at the time of his death. Later he inherited Tilghman Island in 1752 and lived at Rich Neck Manor in Claiborne, Maryland on the northern part of the island. Both homes are still standing.

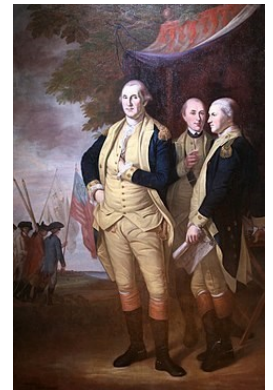
The Annapolis story doesn't end here. A classmate of mine, Walter Tilghman, and I went to junior high and high school together in Annapolis. I had not talked to Walter for a long time but gave him a call to see if perhaps he was related to Lloyd Tilghman or at least one of the Tilghmans. He wasn't sure exactly who he was related to other than Tench Tilghman, the aide-de-camp to General George Washington in the Revolution, Lord Carroll of Carrollton, and Light Horse Harry Lee. Washington sent Tench Tilghman after the siege of Yorktown to inform the Continental Congress of the victory. Tench stood on the steps of the State House in Philadelphia on October 23, 1781 announcing the surrender of Cornwallis. Tench is Walter's 1st cousin, 5x removed. Using my genealogy experience, I did find that Walter is related to Lloyd Tilghman. They are 3rd cousins, 3x removed. He is also related to Matthew, who is his 5th great uncle.



The Hermitage, Centreville MD



In Annapolis on State Circle, there is a Tilghman's Jewelry store which is run by the Thomas Oswald Tilghman family. Walter is distantly related to Thomas as well through Col. Richard Tilghman, his 5th great-grandfather. Walter surely has some interesting ancestors. Just another "you can't make this stuff up".



Lloyd James Tilghman was born at Rich Neck Manor in Claiborne, Maryland on January 26, 1816 to James Lloyd Tilghman and Ann Caroline Shoemaker. Anne's father was Captain Joseph Coffin Boyd, who was a district paymaster during the War of 1812 and then the Treasurer for the state of Maine. The Tilghman lineage is English; they were mostly from Kent. Rich Neck Manor is very secluded and the house and outbuildings can only be seen from the Miles River. The entrance is on Rich Neck Road but is private. His great-grandfather Matthew Tilghman is buried in the family cemetery at Rich Neck Manor. Lloyd was the second oldest with sisters Henrietta Maria, Caroline Shoemaker, and Ann Nina. His grandfather was Lloyd Matthew Tilghman.

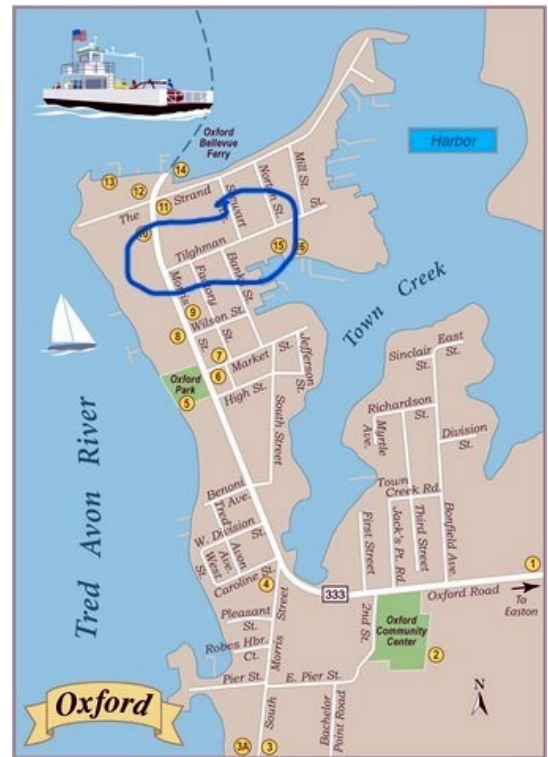
(cont on page 28)

MS. REBELLE



Most likely Lloyd was tutored at home before entering West Point at age 15. He graduated five years later on July 1st, ranking 46th of the 49 members of the class of 1836. He was commissioned as a brevet second lieutenant in the 1st U.S. Dragoons. There were only two future Confederate generals in the class: Lloyd and Danville

Ledbetter. The future Union generals were Robert Allen, Joseph Reid Anderson, Henry Hays Lockwood, Montgomery Meigs (see Aug-Sep 2021 *Stone Wall*), John Wolcott Phelps, Thomas West Sherman, George C. Thomas, and Daniel Phineas Woodbury (see June 2020 *Stone Wall*). After only three months, Lloyd resigned on September 30th to become a civil engineer for the Baltimore & Susquehanna Railroad. He worked on quite a few different railroads, including the Panama Railroad, Baltimore & Ohio, Cumberland Valley, Pennsylvania Central, East Tennessee & Virginia, and the New Orleans & Ohio Railroad. The Panama Railroad created a shortcut for miners during the 1849 Gold Rush.



On August 1, 1843 he married Augusta Murray Boyd in Portland, Maine. They had eight children: Ellen Lea, Lloyd Jr., Frederick Boyd, Sidell Boyd, Augusta Boyd, Horatio Southgate, Charles Boyd, and Maria Maude. Ellen, Augusta, and Charles died as very young children. Lloyd, Jr. was his father's aide-de-camp from the beginning of the Civil War. Just 5 months after his father was killed, Lloyd, Jr. on October 15, 1863, while with General William Loring, was thrown from his horse and killed.

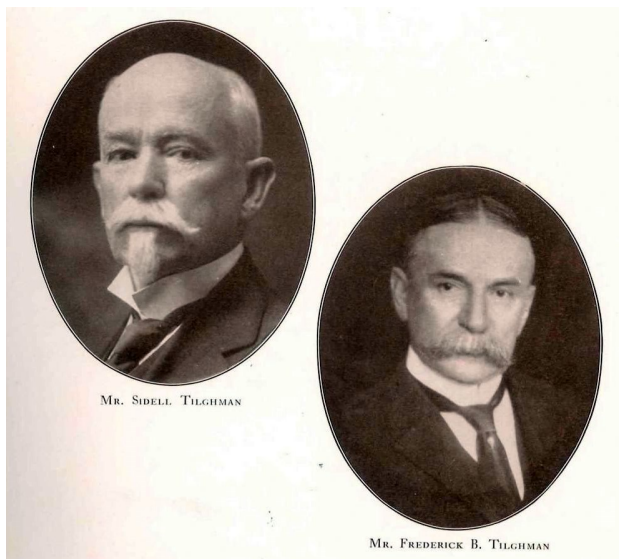


Rich Neck Manor, Claiborne MD

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Lloyd Sr's sons Frederick (15) & Sidell (13) were also aides-de-camp to their father and present at Champion Hill when their father was killed. Both Frederick and Sidell were wealthy stockbrokers in New York City in later life. Sidell was struck by a car and killed in 1927.



MR. SIDELL TILGHMAN

MR. FREDERICK B. TILGHMAN

When the Mexican War broke out in 1846, Tilghman rejoined the Army. He served as an aide-de-camp to Brevet Major General David E. Twiggs under Major General Winfield Scott in the battles of Palo Alto and Resaca de la Palma. Scott's army made an amphibious landing near Vera Cruz and captured the port city. They then pushed inland and finally captured Mexico City, thereby ending the war. After the war Tilghman went back to work for the railroads as a civil engineer. He was in charge of building a road from Paducah to Mayfield and then on to Trimble, Tennessee. He worked on the New Orleans and Jackson Railroad, which was the first railroad to enter Paducah. He moved his family to Paducah and lived in a house at 631 Kentucky Avenue. The house is still standing and is a museum to Tilghman. There is also a statue of Tilghman in Circle Park at 350 Fountain Avenue. It may not still be standing; there was a petition in 2020 to remove it.



Tilghman Home, Paducah KY

Tilghman was still living in Paducah when the Civil War began in April, 1861. He joined the Confederate Army seeking to protect Kentucky's neutrality. He was in command of troops in Western Kentucky around Columbus, which soon became a hotbed of activity, with generals from both sides occupying parts of Kentucky. General Grant was called in to occupy Paducah. The legislature voted over Governor Beriah Magoffin's objections to expel the Confederates from Kentucky.

Tilghman's entire command entered service for the Confederacy at Camp Boone, TN on July 5th. Camp Boone was a major training site and staging area for the Army of Tennessee. Tilghman's former 3rd Kentucky Infantry was mustered in on July 20, 1861. On October 18, 1861 he was made brigadier general and put in charge of two forts on the



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Tennessee River – Forts Henry and Donelson. Tilghman procrastinated on the completion of the forts. Fort Henry was constantly flooding due to a bad location on the river. Gen. Joseph Johnston sent Lt. G.E. Dixon, an engineering officer, to inspect the forts. He agreed Fort Henry needed to be strengthened and the high ground across the river be occupied as well. He also agreed that Fort Donelson should be strengthened. Gen. Leonidas Polk telegraphed Tilghman and ordered him “to occupy and entrench the heights opposite Fort Henry. Do not lose a moment. Work all night.”

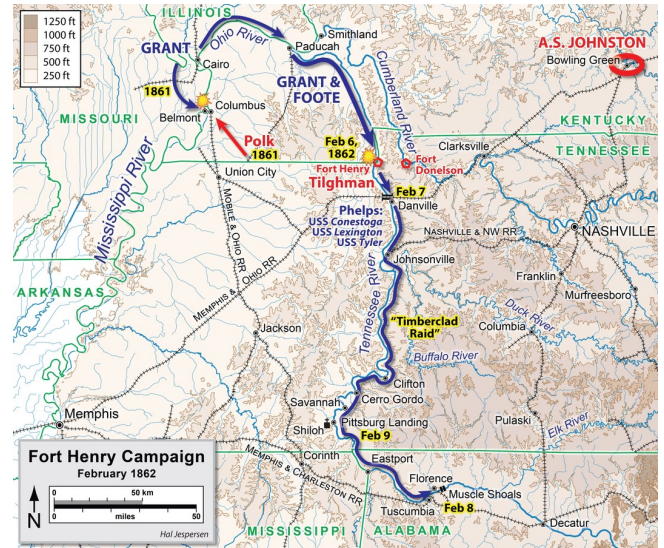


The work was very difficult to complete in a small amount of time. The fort was being harassed by gunboats under the command of Union Flag Officer Andrew H. Foote.

On February 2, 1862 Grant was in the process of bringing 1,700 troops and seven gunboats to take Fort Henry. There were only 2,610 men to oppose Grant’s forces. On February 6th, Tilghman ordered the fort evacuated. Tilghman ordered the men to go to Fort Donelson to help there, but some of the men voluntarily stayed behind with Tilghman. When the gunboats came within 600 yards of the fort, the men left at Fort Henry starting firing on them. They took out



Foote’s flagship gunboat with 31 shots, the Essex with 22 hits, the St. Louis with 7 shots, and the Carondelet with 6 shots. Twenty-one of Tilghman’s men were killed, wounded, or missing. Even Tilghman manned one of the guns.



Fort Henry Campaign

Grant’s forces took Fort Donelson as well. Tilghman and his men were captured and put on the hospital boat Patton and taken north to prison camps. Tilghman was first sent to Alton, IL and then to Fort Warren in Boston Harbor for several months. In August, 1862 Tilghman was exchanged for Gen. John Fulton Reynolds. Quite a few Confederates I have written about were taken to Fort Warren. It is a beautiful fort, and I had an awesome visit with my dear friend Nadine Mironchuk, our former *Stone Wall* editor.



Fort Warren

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Tilghman was then sent to Jackson, Mississippi to command prisoner of war camps. All Union prisoners were turned over to him for processing. He processed about 15,000 prisoners. When Gen. Earl Van Dorn was criticized for his conduct in the Corinth campaign, Tilghman was assigned to a Court of Inquiry to investigate the charges against Van Dorn. Van Dorn was cleared of all charges.

In January, 1863 Tilghman assumed command of the First Division in the Department of the Mississippi under Gen. William W. Loring. His forces participated in the Yazoo Pass Expedition, Grierson's Raid through Mississippi to Baton Rouge, Port Gibson, and finally Champion Hill, MS where Tilghman was killed. Gen. Loring's report stated: "As soon as the enemy discovered that we were leaving the field he rallied and moved forward in heavy force. General Tilghman had been instructed to hold a point on the Edwards Depot and Raymond Road at all hazards. Always ready to obey orders, he soon met the enemy, 6,000 to 8,000 strong, with a fine artillery; him being advantageously posted, he not only held him in check but repulsed him on several occasions, and thus kept open the only line of retreat left to the army. The bold stand of the brigade, less than 1,500 effective men, under the lamented hero, saved a large portion of the army. It is fitting that I should speak of that death of gallant and accomplished Lloyd Tilghman. Quick and bold in the execution of his plans, he fell in the midst of his brigade that loved him well, after repelling a powerful enemy in deadly fight, struck by a cannon shot. A brigade wept over the dying hero, alike beautiful as it was touching."

Col. A.F. Reynolds succeeded Tilghman. He stated: "At 5:20 o'clock Brig. Gen. Lloyd Tilghman who up to that time had commanded the brigade with marked ability

fell, killed by a shot from one of the enemy's guns. I cannot here refrain from paying a slight tribute to the memory of my late commander. As a man, a soldier, and a general, he had few if any superiors. Always at his post he devoted himself day and night to the interests of his command. Upon the battlefield he was cool and collected and observant. He commanded the entire respect and confidence of every officer and soldier under him, and the only censure ever cast upon him was that he always exposed himself too recklessly. At the time he was struck down he was standing in the rear of a battery directing a charge in the elevation of one of the guns. The tears shed by his men on the occasion and the grief felt by his entire brigade are the proudest tribute that can be given the gallant dead."

L.S. Flatau from Cowan's Battery, 1st Mississippi Light Artillery stated: "I was the gunner directing and sighting the gun at the time by the advice of General Tilghman, who had perfect knowledge of the situation of the enemy through his field glasses. His last words to any one were in the highest compliment to me, praising my excellent marksmanship, except the words he spoke as he fell from his horse after a three-inch rifle shot had cut him nearly in two, and as he careened and fell he said to his son "Tell your mother, God bless her."

Another eyewitness account stated: "a spiraling, percussion fuzed projectile ... sped towards the Confederate gun line. It struck the ground about 50 feet in front of Tilghman and exploded on impact, sending forth a fragment of thick iron that struck the general in the breast, passing entirely through him and killing the horse of his adjutant a little further to the rear."

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Tilghman was first buried in the Soldiers Rest section of Cedar Hill Cemetery in Vicksburg. He remained there until 1901 when his sons Frederick and Sidell had their father disinterred and moved to Woodlawn Cemetery in The Bronx, NY to lie next to their mother, who had died in 1898. The GPS coordinates for Woodlawn are 40° 53'24.9"N 73°52'12.2"W.



Markers in Cedar Hill & Woodlawn

A tribute marker was erected in 1909 in Vicksburg. Tilghman's son Frederick is kneeling to the left of the stone, his brother Sidell is kneeling to the right. The man standing on the right of the stone is Oswald Tilghman, a nephew, who was present when Tilghman was killed.



Both brothers gave large sums of money for the statue in Paducah, as well as money to the town of Paducah for a high school named after their mother Augusta Tilghman. The name has now been changed

to the Paducah Tilghman High School. The high school class of 1929 donated a historical marker next to the statue. The brothers paid \$10,000 and the UDC paid \$5,000 for Tilghman's Monument in Champion Hill erected on May 19, 1926.



NOTE: Ms. Rebelle's hobby is traveling the country finding and honoring the graves of our 1,008 Civil War generals. So far she has located and photographed 427 - 169 Confederate and 258 Union. You may contact her at jlqrtree@erols.com.



At the special screening of PBS Host Darley Newman's upcoming story: Occoquan Mayor Earnie Porta, Newman, Gwenn Adams (Public Affairs, National Museum of the Marine Corps), and BRCWRT's own Kevin Pawlak



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WASHINGTON'S MARINES: THE ORIGINS OF THE CORPS AND THE AMERICAN REVOLUTION, 1775-1777

By Maj. Gen. Jason Q. Bohm

The fighting prowess of United States Marines is second to none, but few know of the Corps' humble beginnings and what it achieved during the early years of the American Revolution. Jason Bohm rectifies this oversight by weaving the men, strategy, performance, and personalities of the Corps' formative early years into a single story.

Jan 25 / 7:00p-8:30p Th

FREEDOM'S WORDS RINGING HOLLOW

By Larry Howard

Historian Larry Howard examines the perspectives of enslaved or formerly enslaved Virginians to determine their perspectives on the political ideas of America's Founding Fathers.

Feb 22 / 7:00p-8:30p Th

SMALL BUT IMPORTANT RIOTS: THE CAVALRY BATTLES OF ALDIE, MIDDLEBURG, AND UPPERVILLE

By Robert F. O'Neill

Small but Important Riots focuses on the fighting from June 17 to 22, 1863, at Aldie, Middleburg, and Upperville, placed within the strategic context of the Gettysburg campaign. It is based on Robert O'Neill's thirty years of research and access to previously unpublished documents, which reveal startling new information.

Mar 28 / 7:00p-8:30p Th

VIRGINIA POW CAMPS IN WORLD WAR II

By Kathryn Coker

During World War II, Virginians watched as German and Italian prisoners invaded the Old Dominion. At least 17,000 Germans and countless Italians lived in over twenty camps across the state and worked on five military installations. Historian Kathryn Coker tells a different story of the Old Dominion at war.

Apr 25 / 7:00p-8:30p Th

Call (703) 367-7872 for more information.



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