

STONEWALL

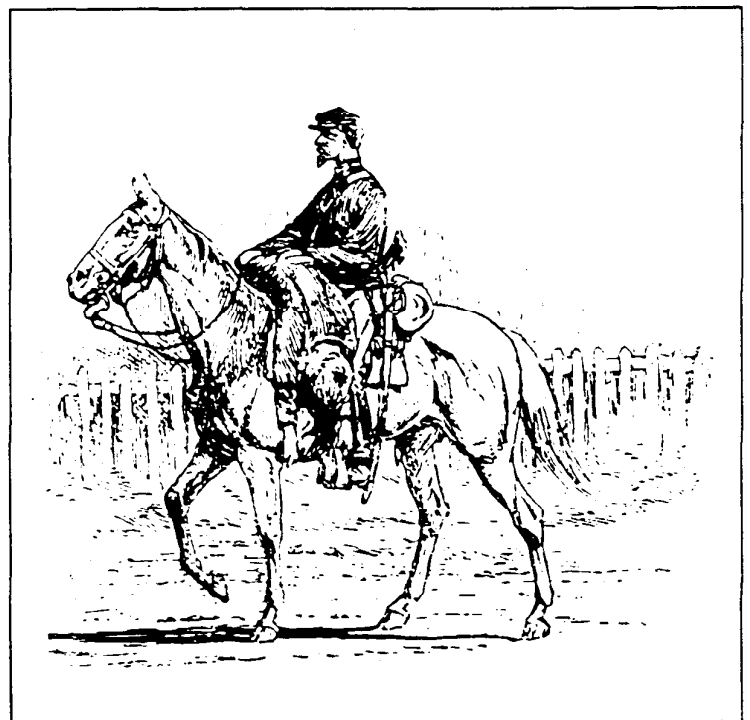
The Howard Light Dragoons

These cavaliers hailed from Maryland, a Union state. They risked all to fight for the Confederacy.

Their property confiscated, they became Company K, 1st Virginia Cavalry; later they were renamed Company K, 1st Maryland Cavalry.

Robert Driver is the author of numerous books about Virginia's Civil War regiments, including *The Lexington and Rockbridge Counties in the Civil War* for the Battles and Leaders series, and a soon-to-be-published volume on the 1st and 2nd Maryland Cavalry. He'll consider the actions of these men of conviction at our October meeting.

Robert Driver
Thursday, October 10, 7:30 p.m.
Manassas National Battlefield Park
Visitor Center



**BULL RUN
CIVIL WAR
ROUND TABLE**
P.O. Box 196
Centreville, Va. 20122

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Marching Orders

Forward to Sharpsburg Saturday, October 12

There is still time to join the round table's self-guided tour to Sharpsburg. Our destination is a portion of the Western Maryland Campaign of 1862. We'll head north to White's Ferry, then to Antietam Creek to review the action that occurred during Robert E. Lee's First Northern Invasion. Joe Kelley leads the charge, assisted by Gary Ecelbarger.

ASSEMBLY POINT: Dogan's Ridge

MOVE OUT TIME: 8 A.M.

RATIONS: Bring your own.

AGENDA

WHITE'S FERRY

White's Ford: Lee Moves into Maryland

ANTIETAM CREEK

Pry House (McClellan's HQ): Union operations

Visitor Center: Brief pitstop and lay of the land talk

The Cornfield: Hooke vs. Jackson for the Dunker Church

East Woods: D. H. Hill reinforces Hood; Death of Mansfield

West Woods: Repulse of Sedgwick's division by Jackson

LUNCH BREAK: Middle Bridge: Bring a bag lunch

Sunken Road: Action at Bloody Lane

Burnside Bridge: 9th Corp divisions vs. Toomb's Georgians

Branch Avenue: A. P. Hill saves the day

OPTIONAL RETURN ROUTE: Boteler's Ford, A. P. Hill's route to the field.

RETURN TIME: The group should leave the battlefield by 3 P.M. Those who wish may take the optional return route via Boteler's Ford (the strategic key to the battle) and A. P. Hill's march to the battlefield, in reverse.

SIGN UP: At the meeting.

TOUR GUIDES: Joe Kelley and Gary Ecelbarger

FOR INFORMATION: Joe Kelley, (703) 716-0446

Green Space Management in Prince William County

BY JOHN P. MCANAW

The Metropolitan Times section of the *Washington Times* carried on September 24 a letter from Manassas resident Brian K. Gillette, that has caused considerable interest and discussion. Following it is reprinted for your benefit:

PARKS AUTHORITY HAS FAILED CITIZENS OF PRINCE WILLIAM

Whatever happened to the Parks and Recreation Department that provided parks, playing facilities and pools? Here in Prince William County, we have a Park Authority dedicated to making money.

In a time where parents need all the help

and support they can get in getting their kids into quality activities, the Park Authority abandons them. Instead of pools, we have amusement centers. Instead of supporting youth-league sports, it raises user fees and takes away valuable space to create space for more profitable endeavors. What happens to the children who have parents or a parent who cannot afford the ever-growing user fees?

Then again, maybe this does make sense for Prince William County, the same county that allowed developers to destroy the largest surviving Confederate forts and build a Bowl America. The county that allowed Route 1 and Route 234 to turn into one long, ugly, congested strip mall. The county where elected leaders are so scared of developers that development goes almost unchecked.

It is the same county that said overdevelopment would bring tons of money to the county budget, meaning we would never had budget problems and our schools would benefit. One would never know that all overdevelopment has brought is traffic congestion, increased crime, overcrowded schools and budget problems.

The Park Authority would tell us it has to create revenue to survive because it receives less and less of the budget pie. It takes pride in its growing financial independence, and this makes some people happy.

Ask yourself if taxpayers need an amusement company interested only in what makes money or do they deserve and need a public recreation system. This is not to say it should be a totally free system, but one that is reasonable and helps our parents, children, everyone.

Hallowed Ground

New Book and Exhibition on Preservation

This week bookstores stock their shelves with a profusely illustrated book on the Virginia Piedmont called *Hallowed Ground*. The text was written by Rudy Abramson, with high quality photography by Kenneth Garrett and Jack Kotz. The publisher is Thomasson-Grant & Lickle. Cost is \$40.

Members who supported efforts to stop Disney and/or such sites as the Williams Center Tract (now part of the Manassas National Battlefield Park), the Bristoe Station Battlefield, the Ox Hill (Chantilly) Battlefield, and a number of other regional historic sites, will have their preservationist instincts reinforced by reading this book.

According to The National Trust for Historic Preservation, the Virginia Piedmont is one of the most endangered regions in the United States. On Oct. 4, the Smithsonian displays 65 photographs from the book at

the National Museum of American History. The exhibition runs until mid-February 1997. The National Trust plans to move the exhibit to locations in the Virginia Piedmont, including Oatlands and Montpelier.

In a September 30 article published in *The Washington Times*, Judith Keriner quotes Mr. Abramson: "The people who opposed Disney were not people who opposed economic growth. It makes no sense to argue that growth is bad, but it must be compatible with what the area has been and what it aspires to be.

I look at it an upside down kind of way. I ask, what right does this generation have to destroy a landscape or culture or historic asset or environmental treasure so my kids will only see it in books or read about it on the Internet. I have some sense of responsibility to preserve these treasures for my family." Well said!

Touring the Bull Run Fords, Part II - Union Mills

BY JOHN P. MCANAW

At 0750 on the beautiful morning of 21 September, 70 hearty and dedicated War of Secession buffs gathered at the entrance of Hemlock Overlook Regional Park ready to enter a timewarp that transported them back to the 1860s. The vast majority of the terrain traversed during the tour is undeveloped, and those participants could gain some appreciation of what the area looked like at the beginning of the war.

At the entrance to the park, the Amerindian presence in the area, e.g. Doak Farm, was covered. Shortly after 0800, tour members began working their way downslope to Bull Run along the Old Yates Ford Road, a thoroughfare that predates the Civil War. Stop #2 was at Yates Ford, where events that occurred there during the war were discussed. The contingent then moved north on the trail paralleling the eastern bank of Bull Run. Stop #3 was at the abandoned Bull Run Power Plant on the Fairfax County Side of the stream. This electricity-generating facility operated from the late 1920s to 1940. The history of this Clifton-sponsored project was addressed. Stop #4 was in the historic Union Mills area where, using Civil War photographs, the physical layout of the site during 1862-64 was

covered. The location of Union Mill Ford was pinpointed along with the approximate location of another ford further upstream and to the northwest.

Considerable time was spent at stop #5, the site of the blockhouse overlooking the Bull Run bridge. The blockhouse was built in November 1863 by the 170th N.Y. Vol. Inf. Regt. of Corcoran's Irish Legion. From this excellent vantage point, now much disturbed by the construction of a high voltage power line running from Clifton west to Cannon Fort in Prince William County, a number of relevant Civil War subjects were addressed. They included: Actions of Brig. Gen. Ewell's brigade positioned at Union Mills during the Battle of First Manassas; The history of the bridges over Bull Run, considered by Brig. Gen. Herman Haupt, USA, as the important, or better, most critical "chokepoint" on the Orange and Alexandria Railroad; The importance of the Orange and Alexandria Railroad; Effort of Osceola Mason to alert Confederates of Union activity vicinity the Grigsby Farm and Little Rocky Run prior to the Battle of First Manassas; Confederate guerilla activity along the O&A Railroad; the heavy fighting that occurred there

on Aug. 27, 1862 between Brig. Gen. George W. Taylor's New Jersey Brigade, reinforced by the 11th and 12th Ohio Vol. Inf. Regts. commanded by Brig. Gen. E. Parker Scammon, and two Confederate brigades of Maj. Gen. A. P. Hill's Light Division; Confederate and Union units stationed vicinity Union Mills; The photographic legacy of the Union Mills area during the war; Two known fords vicinity the Bull Run Bridge.

The tour group headed northwest along the east bank of Bull Run, crossed Johnny Moore Creek and then followed what I believe was the route of Brig. Gen. Ewell's brigade during the Battle of First Manassas up onto the ridge leading to the Old Centreville-Union Mills Road.

The STONE WALL is published monthly by the Bull Run Civil War Round Table. Submissions are welcome. Contact Karen Fojt, (703) 330-1965.

The Bull Run Civil War Round Table meets the second Thursday of the month at the Manassas National Battlefield Park Visitor Center, 7:30 P.M.

WEB SITE of the Bull Run Civil War Round Table is
[HTTP://OSFI.GMU.EDU/~CGRYMES/BRCWRT/BRCWRTHP.HTML](http://OSFI.GMU.EDU/~CGRYMES/BRCWRT/BRCWRTHP.HTML).

ACKNOWLEDGEMENTS Column illustrations are from *Leslie's Illustrated Civil War*, University Press of Mississippi, 1992.

Civil War Talk & Book Signing

Sunday, Oct. 13
1 - 3 P.M.

Robert K. Krick and Gary Gallagher visit Clio's History Bookshop for a Sunday afternoon talk and book signing. They'll be talking about Lee and Jackson at the Battle of Chancellorsville, and will be happy to answer questions and will sign copies of their latest books. Refreshments will be served.

Clio's is in the heart of the Leesburg historic district. There is free parking in the town garage one block from the store.

CLIO'S HISTORY BOOKSHOP
103 Loudoun Street, S.W.
Leesburg, Va. 22075
(703) 777-1815

Stops 6 and 7 were at fortifications constructed by Confederate units during the period October 1861-March 1862. At these locations the Confederate Centreville-Union Mills defensive line for this period was covered. Stop #8 was at the "Artillery" or "Ring Fort" which *probably* was originally constructed by the Confederates and later used and improved upon by Union "Redlegs." The importance of this well-preserved site, now enclosed by a black cyclone fence built by the Fairfax County Park Authority was featured.

Up to this point all was going per plan when an unexpected obstacle impeded our tour route. We encountered a peacetime version of what faced the men of the 2nd Division, II U.S. Corps, when they attacked Confederate lines at Spotsylvania on 18 May, 1864. This ill-advised attack forced the soldiers of Brig. Gen. Barlow's and Brig. Gen. Gibbon's divisions into a barrier of dense "slashing" and felled tree trunks. We encountered the same type of impenetrable barrier of downed trees and severed limbs which totally

blocked the route to Stop #9, a Confederate fortification called "The Great Redoubt." Further, all traces of the connecting trail were obliterated. Unfortunately, as you know, a golf course, Balmoral, is in the process of being built on this same ridge as the Artillery or Ring Fort and the Great Redoubt. Thousands of trees, including many valuable hardwoods have been cut down and harvested for the fairways of the 18-hole course and the road constructed to the west of the course. Thus we had to move east, then in turn, north, northwest, west southwest and finally south to skirt the "fallen timber" barrier to get to Stop #9, The Great Redoubt, which, by the way is also enclosed by a black-cyclone fence built by the FCPA. The fortifications and the unfortunately plight of Brig. Gen. D.R. Jones' Confederate brigade during the Battle of First Manassas was covered at this site.

After leaving The Great Redoubt, we hit a trail that angled eastward and downslope to the Bull Run flood plain.

The time lost getting to the Great Redoubt prevented us from moving upstream to the site of McLeans Ford. Thus after a brief discussion of McLeans Ford, the group headed downstream along the wet and eroded trail maintained, as we found out, *not* by the Northern Virginia Regional Park Authority but by dedicated volunteers from the Potomac and Appalachian Trail Club.

High water (above the ankle) forced a circuitous upstream crossing of Johnny Moore Creek (known in 1863-4 as McIvor's Run after the outstanding 26-year old Col. James P. McIvor of the 170 N.Y. Vol. Inf. Regt. From the Bull Run Bridge we retraced our steps back across Popes Head Creek to center of mass of the Union Mills area. We then climbed the ridge south to our start point in Hemlock Overlooks Regional Park. Despite a considerable amount of hiking the group made it back to the start point right on time, that is, if you had a watch set on Central Daylight Savings Time.

What, you may ask, about the welfare of all 70 tour members and guides who participated in this somewhat fatiguing hike? I'm glad you asked.

Let me digress to briefly recount about what happened to a U.S. division during the winding down phase (1969 onward) of the Vietnam War. The leadership of this division believed that, since the unit would be one of the last units to leave the Republic of Vietnam, it would take over the airfield responsibilities of earlier departing units. Thus a requisition was sent back to the U.S. Army Military Personnel Center for *fourteen* more air traffic controllers. In due course, after completing the arduous 49-week training course, the air traffic

controllers arrived in Vietnam. However, instead of 14, a total of 140 air traffic controllers showed up, or ten times what was needed!! You see, someone inadvertently put a zero after the 14 on the personnel requisition order. I made the same "mistake" by inadvertently putting a zero after the seven in describing the number of tour participants. That number 70 caught your interest, huh? There were 7, not 70, participants.

These seven tried and true bipedal participants were, in addition to myself, Charlie Grymes, Dan Jenkins, Bill Krayner, Dan Paterson and son Shane, Gbev Regembal. And, oh yes, the Paterson's little poodle, known as Slippers, also made the mud and rock march. For those who did not attend, let me state you missed a very informative tour of some of the most interesting Civil War areas of northern Virginia. Maybe next time! But you better hurry as the 1,164 acres comprising the Balmora Tract are in the process of receiving the loving and caring embrace of the landmaulers.

BULL RUN CIVIL WAR ROUND TABLE
P. O. Box 196
Centreville, Va. 20122

Expanded Edition

The Civil War Trust's OFFICIAL GUIDE TO THE CIVIL WAR DISCOVERY TRAIL

All proceeds of this updated book support the work of the Civil War Trust. The price is \$11.94 plus \$4 shipping and handling (plus \$.50 for each additional book); Virginia residents add 4.5% sales tax.

To order, call toll free 1-888-CWTRAIL, or send a check to The Civil War Trust, 4407 Wheeler Ave., Alexandria, Va. 22304.

New Address

The Civil War Trust has moved. Their new address is 2101 Wilson Blvd., Ste. 1120, Arlington, Va., 22201.

Telephone: (703) 516-4944
Fax: (703) 516-4947

Michael E. Duggan
5531 Winford Court
Fairfax VA 22032

Budget Matters

If you've written a check to the Round Table that hasn't been cashed, please see Mark Knowles at the next meeting.

When Scott Logan's car was broken into, we lost some deposits. He thinks he's called everybody, but wants to make sure he hasn't forgotten anyone.

A New Arrival

Karen Cucurullo, management assistant of the Manassas National Battlefield Park's staff, gave birth to an 8 lb. 5 oz. boy, David Karlis Cucurullo, Sept. 4, 3 A.M. Well done, Karen.

