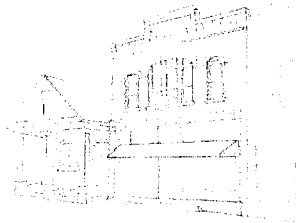
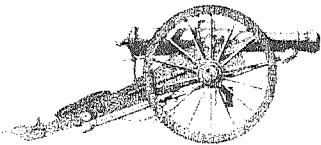


## ⑩ Rappahannock Station

The surrounding hills bear traces of the rifle pits and battery earthworks guarding the ford and the railroad. There were four battles at Rappahannock Station, all centered around the strategic ford and railroad line: August 20, 1862 at Brandy and Rappahannock Stations; August 21-23, 1862 at Kelly's Ford, Rappahannock Station and Beverley's Ford; November 7, 1863 at Rappahannock Station and Kelly's Ford, and November 9, 1863 at Rappahannock Station. During the battle of Nov. 7, 1863 the fellows on the south side of the river couldn't hear a surprise nighttime attack on their comrades stationed on the north side. By the time they realized what had happened they couldn't fire their guns, for fear of wounding their own men. The estimated casualties numbered 2,537 men, including 1600 captured Confederates. Three Medals of Honor were awarded for valor in that scarce nighttime attack, which involved hand-to-hand combat. During the course of the War, the local inhabitants suffered greatly. Their homes and businesses were burned, possessions pilfered, livestock stolen, trees chopped down, wells poisoned, and crops destroyed. Not much remained.

At the old (Rt. 29/15 Business) bridge, look to your right and you will see the modern railroad trestle. The stone abutments of the Civil War railroad bridge are immediately upstream. The remains of the old mill dam can also be seen downstream. Upstream, near the bend in the river stood the pontoon bridge site.

Continue 0.2 miles to the gravel lot at Andes Market. Read the Civil War Trails marker near the "Welcome to Remington" sign. Proceed 0.23 miles to the intersection with Main Street, Route 651, and turn right. Traveling 0.15 miles will place you back to your point of beginning.



Pictured: Town Hall and Remington Drug Co.

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### Town of Remington

203 E. Main Street

P.O. Box 276

Remington, Virginia 22734

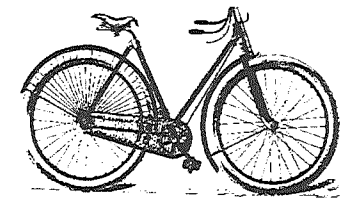
(540) 439-3220

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

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### A Project of:



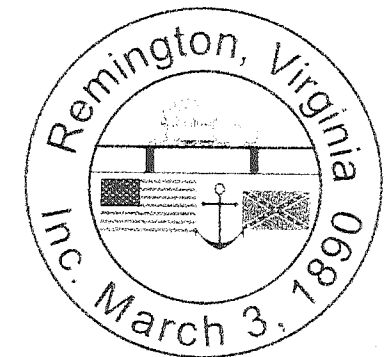
## Riding from Remington

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## Bicycle Route #4

### "Civil War Loop"

An 11.7-mile loop that travels along each side of the Rappahannock River. This guide will help interpret some of the place names and Civil War sites passed along the way.



# CIVIL WAR LOOP

## Bicycle Tour #4

From the Remington Kiosk, cross the railroad tracks, follow the double-line road (Rt. 651) southeast.

### ① The Orange & Alexandria Railroad

The railroad, built through Fauquier in 1852 as the Orange and Alexandria, became the Virginia Midland RR in 1870 and the Southern RR in 1894. Between the spur and the main track, the gray shingled building was the freight depot built c. 1866, original passenger station torn down. Passenger trains ceased stopping in Remington in the 1940's. During the Civil War, both armies sought to control the railroad line, as it was a strategic element for moving men and supplies.

From the railroad, continue on Rt.651 for 1.64 miles, pausing where Rt. 654 intersects on your right.

### ② Norman's Ford Road Rt. 654

The road is a significant remnant of the Old Carolina Road, being the place where colonial travelers including Washington and Jefferson crossed the Rappahannock River. The ford was in use from 1735 until the Civil War. Named for Isaac Norman, who had land grant on Culpeper shore in 1726. Ferry established by Charles Carter in 1736, and his son Landon built the wooden bridge in 1787 which burned in the Civil War. Currently no access to the river at road's end 0.8 mile. Barely visible on the knoll to the left stands Water Dale, a home built about 1800 and owned by Dr. Burroughs' family during the War.

Opposite the Old Carolina Road is the U.S. Military Reserve, Warrenton Training Center. Built in 1952, this place was referred to locally as "The Antenna Farm," but its scores of thin metal towers were removed in 2003.

Continue 1.5 miles to the top of a hill.

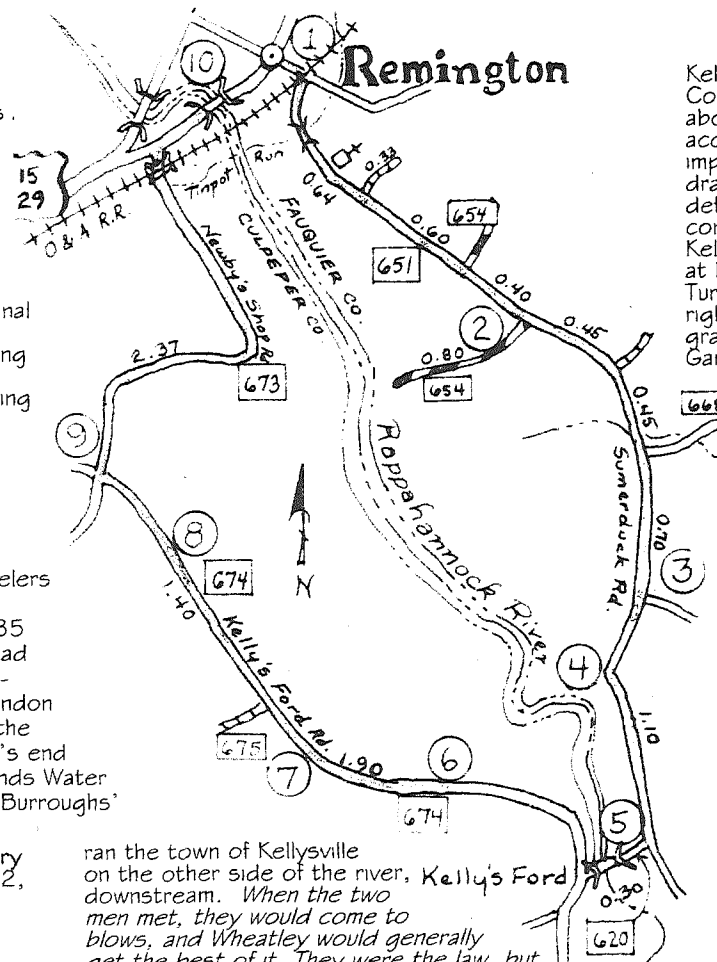
### ③ Chestnut Lawn

At the hill's rise, beyond the rows of large pines to your left is Chestnut Lawn, an 1832 stone house. Lengthy plaque at the pillared driveway entrance bears detailed information. During the Civil War, legend has it that the main house was spared by a Masonic sign given from its elderly master to the Federal officer in charge, who nevertheless burned all the outbuildings. Pounds of minie balls have been found on the front lawn and there is an impression of a cannon ball on one of the great oak beams of the top floor.

Continue on about 0.4 mile.

### ④ Wheatley Mill, Town, Ford, Post Office

At road's bend, the old road to the South, now gated, passes in front of a c. 1890 stucco home, the last vestige of the area's settlement. The road led to the milltown of Wheatley, a Post Office site from 1828 to 1866. Before the War, George T. Wheatley, who ran the town, would constantly feud with John P. Kelly, who



ran the town of Kellysville on the other side of the river, Kelly's Ford downstream. *When the two men met, they would come to blows, and Wheatley would generally get the best of it. They were the law, but Kelly did have to take Wheatley to court one time - when Wheatley turned most of the Rappahannock waters through his mill race so Kelly's mill wheels couldn't turn.* Both mills were destroyed during the Civil War. Continue on Rt. 651 about 0.7 mile to intersection with Rt. 620. Turn right and proceed 0.2 miles to the Kelly's Ford Bridge.

### ⑤ Kelly's Ford

The Civil War crossing was about 300 yards downstream from the modern bridge. From the pedestrian overlook at the middle, one can see the remains of the mill dam upstream and on the south bank, the dry mill race which served as a rifle pit for Confederate forces. At the south end of the bridge, turn into the parking lot provided by the Virginia Department of Game and Inland Fisheries. There is a plaque commemorating the Battle at Kelly's Ford near the canoe access ramp. At dawn on March 17, 1863, Brig. Gen. William W. Averell led 2,100 Union cavalrymen across the Rappahannock river at

Kelly's Ford. Brig. Gen. Fitzhugh Lee with about 1,000 Confederate horsemen counterattacked northwest of here about noon. Noted Confederate artilleryman Maj. John Pelham accompanied Lee's men and fell mortally wounded while impetuously taking part in a charge. The battle ended in a draw, marking the first time Confederate cavalrymen had not defeated their Union opponents giving the Union cavalry confidence. It foreshadowed another Union crossing at Kelly's Ford during the much larger battle of June 9, 1863 at Brandy Station.

Turn left from the parking lot, then almost immediately turn right on Rt. 674, and travel 0.8 mile. Turn right into a gravel parking lot of the Phelps Wildlife Area of the Virginia Game Department.

### ⑥ Monument to Maj. John Pelham

The path along the treeline leads to the river. Most of the fighting occurred in this vicinity - Union troopers were positioned behind the stone wall that runs along the east side of the path, and Confederates attacked across what was an open field on your left. About 300 yards down the path is a marker near the spot where "the gallant Pelham" was mortally wounded. The trail continues several hundred yards to a scenic view of the Rappahannock River near Wheatley's Ford. Turn right out of the parking lot and travel 0.6 mile, stopping where two driveways converge.

### ⑦ The Brannin House

The original portion of the privately-owned English-style farmhouse to the south was built ca. 1780. Owned by Fielding Brannin during the war, a bloody footstep on every other step of a stairway serves as testimony to its use as a field hospital, and the homemade sign by the road claims the house has a ghost. The 3<sup>rd</sup> Virginia made its charge against the stone wall across the field to your right and rear. Continue northwest 1.4 miles, stopping before the road crosses Carter's Run.

### ⑧ Carter's Run

The final charges of the battle occurred across these fields - first a Confederate charge from a position ahead of you, then a Federal counterattack from the ground behind you. Continue 0.3 mile, stopping near the intersection of Routes 674 and 673.

### ⑨ Newby's Shop

James Newby's blacksmith shop stood at the southeast corner of the intersection during the Civil War. To the northwest Lee positioned Maj. James Breaugh's four-gun battery. The Federal cavalry drove Lee's forces, outnumbered 3 to 1, to this position, where Lee made his final charge. Lee's left flank drove everything before it, his right flank were driven back to this intersection, and Breaugh had to abandon his position. Rather than pursuing, Gen. Wm. Averell "deemed it proper to withdraw" and went back to Kelly's Ford to re-cross the river. Losses: Union - 56 dead, 22 captured. Confederate - 99 killed or wounded, 34 captured, 170 horses lost.