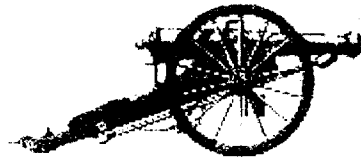


Rappahannock Station

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, Freeman's Ford 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 downstream. The remains of the old mill dam can also be seen downstream. Upstream, near the bend in the river stood the pontoon bridge site.



Pictured: Town Hall and Remington Drug Co.

Town of Remington

203 E. Main Street

P.O. Box 276

Remington, Virginia 22734

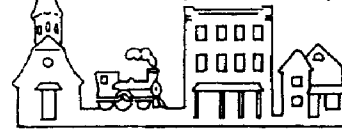
(540) 439-3220

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

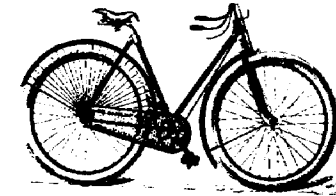
A Project of:

Remington

Community Partnership



Remington, Virginia



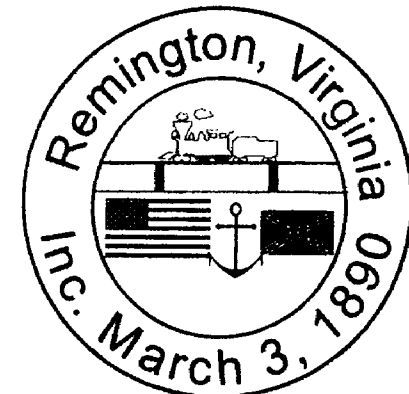
Riding from Remington

Bicycle Route #1

"Mountain View"

An 23.2-mile loop that explores the rolling countryside around the Rappahannock and Hazel Rivers.

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



1. The grave-marker of 18th century patriot **Francis Hume** (1730-1813), whose actual burial spot is believed beneath the road. Hume was a plantation owner and surveyor who served the colonies in two wars. "In the French and Indian War, Hume fought along with the British to protect his home and property, and in the Revolutionary War he fought against them for his freedom." He served under Gen. Morgan, and later with George Washington at Yorktown. Marker dedicated in 2005 by the Culpeper Minute Men chapter of the Sons of the American Revolution.

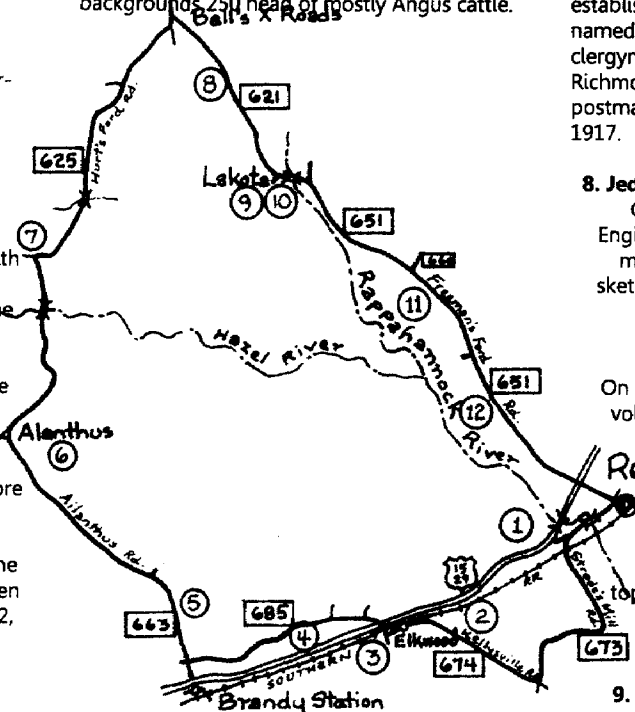
2. **Orange & Alexandria Railroad** - In 1847, John S. Barbour of Culpeper had this suggestion: "If we are to have a railroad at all, why should we be content with a branch line, when by enlisting the co-operation of the other piedmont counties we may achieve a trunk railroad of our own? Does not 'Extra Billy' Smith's stage line point to our real opportunity?" The advertisement of the later-Governor William Smith's 'Piedmont Stage Route' shows that in 1830 he had linked up and unified a series of local stage lines until he operated, under one management, a scheduled continuous line reaching across Virginia from Alexandria via Lynchburg and Danville to Salem, North Carolina. What Smith offered is interesting as a complete foreshadowing, down to the last detail, of the ultimate railroad development.

3. **Elkwood** takes its name from a 4,000-acre tract on the Elk River granted by Lt. Gov. Alexander Spotswood to Robert Beverley in 1719. By 1738 the land had become son William Beverley's "chief quarter." Long before settlement, John Lederer noted that only ignorant people called the abundant neighborhood red deer 'elk.' Nevertheless the old name persisted, with the Hazel River often called the Elk River until about 1825. By 1892, Richmond and Danville passenger trains stopped here and the Post Office was established at Stringfellow's store. By 1906 Elkwood had a train station, two stores, a blacksmith and a grist mill (powered by a one-cylinder gasoline engine).

4. **Fleetwood Hill** - If you scramble up a steep and brushy bank, you can read the bronze marker erected by the Culpeper Chapter of the United Daughters of the

Confederacy. Fleetwood Hill, now dominated by a large new house, overlooks the former Orange & Alexandria Railroad. This position proved to be crucial during the largest cavalry engagement of the Civil War - the Battle of Brandy Station.

5. Amid the tall trees on the hill, the brick and stone **Beauregard** was built in 1857 by Coleman Beckham as a wedding present for his daughter Fannie and James Barbour. During the Civil War, Beauregard was used variously as a field hospital, the cavalry headquarters of J.E.B. Stuart, and came under heavy fire during the 1863 Battle of Brandy Station. When the house was remodeled in the 1950s an unexploded mortar shell was found in its walls. Today, Beauregard Farms consists of 3,500 acres, with 1,900 planted in corn, soybeans, wheat, and hay, and backgrounds 250 head of mostly Angus cattle.



6. **Alanthus** is where John Thomas Jackson ran his store and served as postmaster from 1891 to 1940. He was the first African-American officially appointed, and one of two longest-serving postmasters in Culpeper history. According to Jackson family lore, Alanthus got its name from one of Jackson's

faithful customers, Mrs. Tate, who suggested naming the area Alanthus after the plant of the same name that still overtakes the vicinity. Meaning "tree of heaven" the plant was native to China and Japan, and was imported to Culpeper in the 1830s because silkworms that ate its leaves were a fledgling industry. Today the alanthus plant is considered an invasive species. Apparently, Postmaster Jackson liked the suggestion, but proposed the "l" be dropped for ease of spelling.

7. **Storehouse Corner** was the name of the fork where the roads from Brandy, Jeffersonton and Rixeyville came together. In the late 19th century there was a storehouse here, run by a man unknown, but everyone's guess is a Coons. The 1885 Ryland Post office and store a few hundred yards away ended the storehouse days. Ryland P.O. was established for the Coons family and they named their village for Robert Ryland, Baptist clergyman, author and first president of Richmond College. A Coons always held the postmastership until the post office closed in 1917.

8. **Jed. Hotchkiss' sketchbook 1862-1865** - Confederate Captain and Topographical Engineer Jedediah Hotchkiss made detailed maps of this area and recorded them in a sketchbook, now in the Library of Congress. This route to Remington can be easily found, as the terrain hasn't changed appreciably in the intervening years. On the book's cover, Hotchkiss wrote: "This volume is my field sketch book that I used during the Civil War. Most of the sketches were made on horseback just as they now appear. The colored pencils used were kept in the places fixed on the outside of the other cover. These topographical sketches were often used in conferences with Generals Jackson, Ewell and Early. -Jed. Hotchkiss"

9. **Lakota**, a coffee-growing village on the Ivory Coast, had its name transferred to Culpeper by the Post Office Department in 1893. The yellow stuccoed house on the right sits on the former site of Nesselrodt's blacksmith shop and the post office/general store run by Will Thayer was just across Green's Mill road. When a post office official asked Will Thayer for the money due, Thayer

pointed to some chickens, eggs, and ham hocks, saying: "There they are, and when I sell them you'll get your share." The post office was discontinued in 1953.

10. The **Battle of Freeman's Ford** occurred during Pope's occupation of the Rappahannock River in 1862. On August 22nd, a Union brigade was sent to Freeman's Ford to check for enemy crossings, when they suddenly found themselves between two Confederate wings. Outnumbered, one federal regiment quickly folded while the other two began a fighting retreat back to the river. Near the rain-swollen Rappahannock the open terrain left them exposed and Union General Henry Bohlen was killed with a shot through the heart. Over one hundred men died, including an estimated two dozen who drowned.

11. The first encounter with the **Manahoac** tribe of Sioux was between Captain John Smith and Amoroleck in 1608. Using his interpreter Mosco "Smith asked Amoroleck about the country east of the Blue Ridge, and on a rough map the Indian positioned the main Manahoac villages, along the Rapidan and Rappahannock rivers." One of these villages, sometimes spelled Tauxuntania in Smith's "Generall Historie," appears on the Fauquier side of the Rappahannock in this vicinity.

12. **Local Copper mines** - An 1837 report by Prof. W.B. Rogers for this area said: "A curious feature in the composition of some of these rocks is the presence of the green carbonate and the sulphuret of copper." The historian Fairfax Harrison wrote, "This fact which appears to have been observed at a very early period after the settlement of the area has, unhappily, kept alive the hope of discovering in these shales veins of a workable copper ore and has lead to repeated enterprises in mining from which no really profitable result appears to have been derived."

Bike Tour #1 Mountain View 23.2 Mile Loop

-Compiled by Mary M. Root,

The Remington Community Partnership.

Based on research by Eugene M. Scheel, Fairfax Harrison, the Culpeper Historical Society, and local news sources.

Virginia Bicycling Laws

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

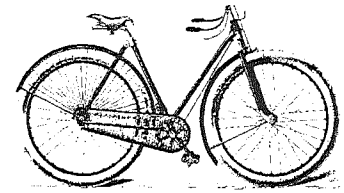


Pictured: Town Hall and Remington Drug Co.

Town of Remington
203 E. Main Street
P.O. Box 276
Remington, Virginia 22734
(540) 439-3220

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

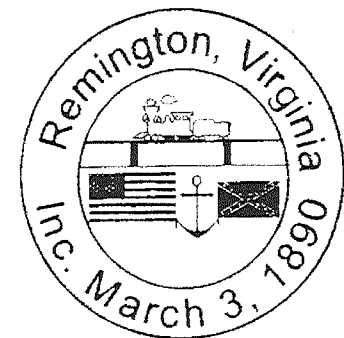
A Project of:



Riding from Remington

Bicycle Route #2 "Tinpot Turn"

A 10-mile loop that travels the gently rolling hills near the Rappahannock River and the more challenging terrain to the north. This guide will help interpret some of the place names and local historical sites passed along the way.





8. At the hilltop, on your right, the weatherbeaten remains of the one-room frame Routh's Hill School, built in 1926, closed in the early 1950's. Note the large windows placed on the north side only. Named for Peter Routh who took out a 714-acre grant in 1727.



9. At the intersection with Botha Road (Rt. 661): Just to the left, the Litchfield Church, a 1932 stucco building with Gothic windows. This structure replaces the 1859 church called St. Paul's, which was a Union (all-denominational) church built on land donated by the Sangster family. [Turn right on Rt. 661 and go about one mile].

7. Looking to your right at the intersection with Cemetery Rd. (Rt. 661), you'll see Cool Lawn Farm (registered Holsteins), and beyond that "Aspenwall", an early 20th-century frame home. [Continue on Rt. 651 another 1-4/10ths mile].

6. At 3.6 miles, on the left side of Rt. 651 at the intersection with Saint Paul's Rd. (Rt. 668), was the site of the Rock Hill school, an old-fashioned "field school" supported by the neighboring families. Also in this vicinity, an Indian burial ground. [Turn right on Rt. 668 (a State Scenic Byway) and go 8/10ths mile].

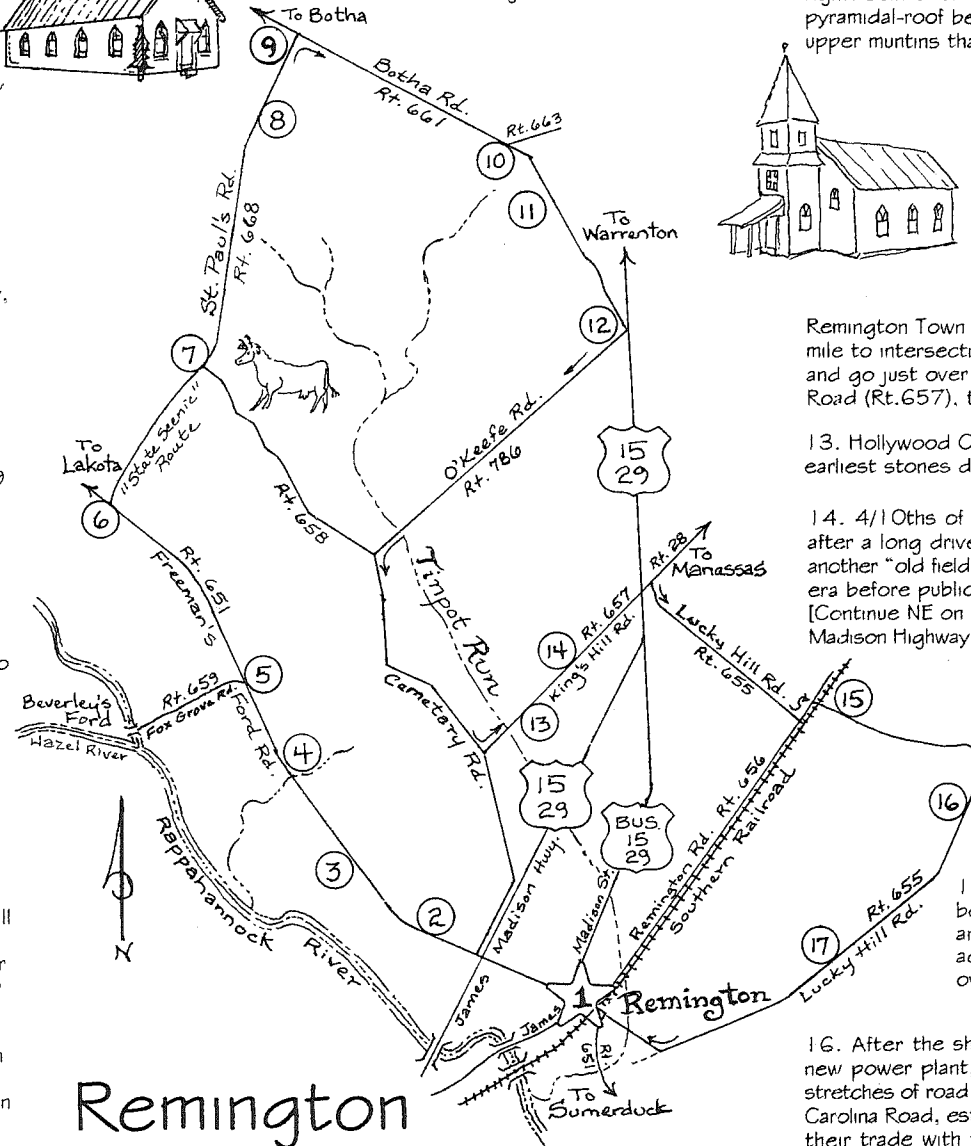
5. At 2.5 miles, at the intersection with Fox Grove Rd. (Rt. 659): On the right was the late-19th-century village of Point Lookout, a vantage point for the Union troops during the war, since it overlooked Beverley's Ford, a favorite Rappahannock crossing. A sidetrip down Rt. 659 takes you to the site of the old ford (now a concrete bridge), just above the confluence of the Rappahannock and Hazel Rivers. Also the site of dam and guard lock on the c. 1850 Rappahannock Canal.

4. At the bottom of the hill, a tributary to the Rappahannock is crossed. Along this tributary are old coppermine workings, but as Governor Gooch reported to England in 1742, "Attempts have been made to work upon some copper mines but not being attended with success have been dropt."

3. Just over a mile from Remington on your left, about 600 feet from the road, a circa 1870 stuccoed house with full front porch and interior brick chimneys, was Miss Betty Hamilton's School, a fine private girl's school after the Civil War. Also note the lovely mountain views.

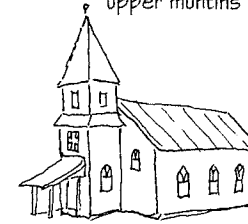
2. Heading west on Freeman's Ford Road (Rt. 651), you'll be traveling through the original lands (750 acres) granted to Nathaniel Hedgeman in 1715. His sons, Peter and Nathaniel Jr., increased the family holdings to 4,800 acres in 1724, and the North Fork of the Rappahannock River from its source to its junction with the Hazel River became known as Hedgeman's River. The name appears on the Brooke & Jefferson map of 1746. A legend handed down through the years tells of a place on the river known as "Hedgeman's Hole". Peter Hedgeman was said to have "become bored with the tediousness of life, and so, putting all of his worldly wealth in his pockets, walked into the river never to be seen alive again."

1. Town of Remington, incorporated 1890. See our Walking Tour brochure for Remington history and architectural insights.



10. At the intersection with Covingtons Corner Road (Rt. 663) was a small settlement known as Doddsville. [Continue on Rt. 661 4/10ths mile].

11. St James' Baptist Church is on the next rise to your right. Built circa 1900, stucco-over-frame, with a pyramidal-roof belltower. The gothic arch windows have upper muntins that echo the shape. Note the giant oak that shades the parking area and the large twin cedar in the graveyard, the latter beginning to engulf a headstone. [Continue on Rt. 661 another 7/10ths mile].



12. The intersection of Botha Road with O'Keefe Road (Rt. 786) has long been called Stribling's Corner, for the family who resided there. A.P. Stribling was on the first (1890) Remington Town Council. [Turn right on Rt. 786, go 1-3/4 mile to intersection with Cemetery Road (Rt. 658), turn left and go just over 1 mile to the intersection with King's Hill Road (Rt. 657), turn left and go to the top of the next hill.]

13. Hollywood Cemetery is a small graveyard, with the earliest stones dating from the 1920s.

14. 4/10ths of a mile past the cemetery, on the left just after a long driveway, is the site of the King's Hill School, another "old field school" supported by local families in the era before public schools began.

[Continue NE on Rt. 657 to the stoplight at Rt. 29, James Madison Highway. Cross the highway carefully, and make the immediate right on Lucky Hill Road (Rt. 655). Go one mile to the t-stop at Remington Road (Rt. 656), turn left and then right at the railroad crossing. This is still Lucky Hill Road, named for the rise on your left.]

15. Lucky Hill was a long uphill grade from both directions - the Rappahannock River and Bealeton - and the old trains would slow accordingly. "If the trains could make it over, they were lucky."

16. After the sharp bend to the right, and in view of the new power plant, you'll be riding along one of the oldest stretches of road in the County. This is a remnant of the Old Carolina Road, established by the Susquehannock Indians in their trade with the Carolina Indians. In colonial times the road extended from New York to Georgia and was traveled by former presidents George Washington and Thomas Jefferson.

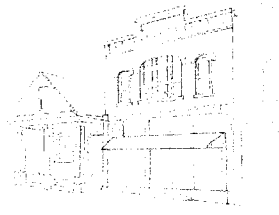
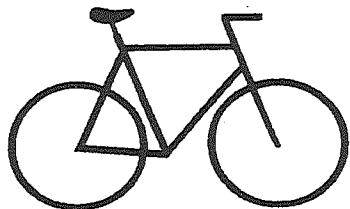
17. Along the top of the ridge look to the west for some fine views of the Blue Ridge Mountains. From here, follow Rt. 655 as it bends sharply right, and coast down the hill back into Remington.

Remington Bike Tour #2 "Tinpot Turn"

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

Virginia Bicycling Laws

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



Pictured: Town Hall and Remington Drug Co.

Town of Remington

203 E. Main Street

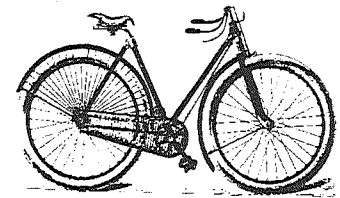
P.O. Box 276

Remington, Virginia 22734

(540) 439-3220

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

A Project of:

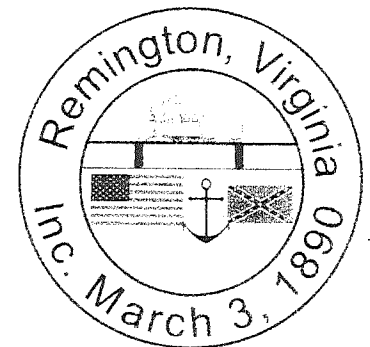


Riding from Remington

Bicycle Route #3 "Bealeton Loop"

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

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



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

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

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

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

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

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

4. These rich low grounds were known as the Elk Marsh Settlement, and sometimes as the Rappahannock Marsh or Great North Marsh, when settled in 1715-1740. Several thousands of acres were held by a pop. of 860 in 1734. Tobacco and grains were main staples. [At T-Stop, turn left on Rt. 602 - Rogue's Road.]

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

[Go 0.61 mi. to T-stop at Rt. 610 - 3rd Street. Take a right.]

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

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

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

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

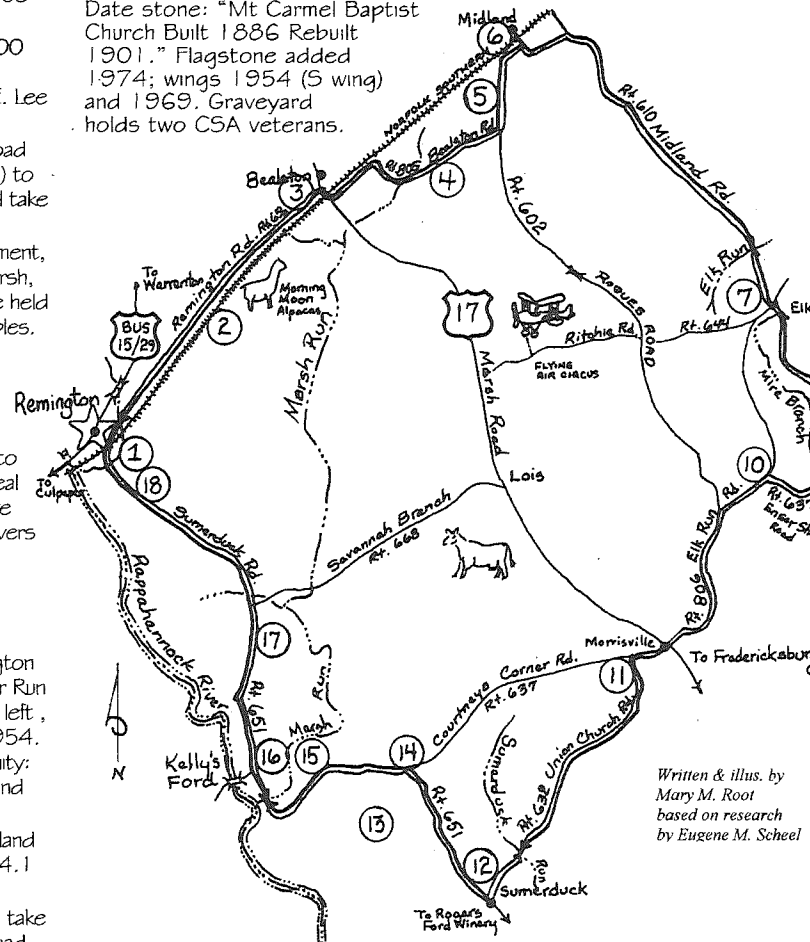
[Continue south on Rt. 610 - Midland Rd. 1.9 miles to Rt. 637 - Ensor's Shop Rd.]

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

[Turn Right and travel 0.7 mi.]

9. Oak Grove Churches. Shingled church to N built about 1880 on land given to freed slaves by the Gordon family. Worshipers first met in brush arbor. Cinder-block church to S built 1973. [Continue 0.9 mi. to T-Stop at Rt. 806 - Elk Run Rd., and turn Left.]

In front of you, 10. Mt. Carmel Church built 1901 on land donated by W.T. Newman. Date stone: "Mt Carmel Baptist Church Built 1886 Rebuilt 1901." Flagstone added 1974; wings 1954 (S wing) and 1969. Graveyard holds two CSA veterans.



Remington Bike Tour # 3 "Bealeton Loop"

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

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

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

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

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

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

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

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

One mile beyond Courtney's Corner, on your right - 15. Mt. Holly Baptist Church & graveyard, church organized 1833, relocated to this site 1845. Brick sanctuary torn down Winter 1863 by Union Army, the material used by them for building huts for winter quarters. After War, frame structure erected over original foundation; note 3 layered closed belfry. Graveyard consecrated 1899.

[Continue 1.1 mile (be careful on steep grade linking the ridge to the floodplain), arriving at Rt. 620 - 16. Kelly's Ford Rd.]

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

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

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

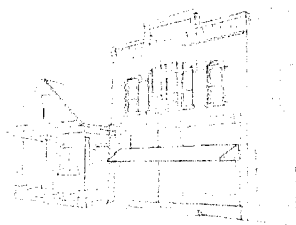
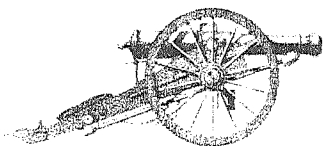


⑩ Rappahannock Station

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.

Town of Remington

203 E. Main Street

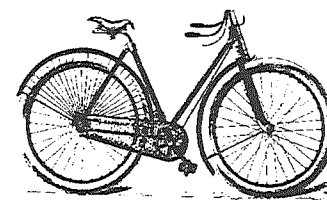
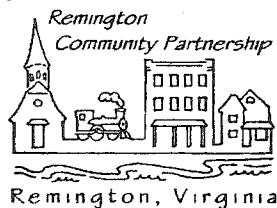
P.O. Box 276

Remington, Virginia 22734

(540) 439-3220

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

A Project of:

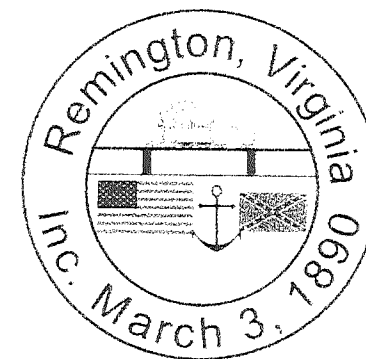


Riding from Remington

Bicycle Route #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.

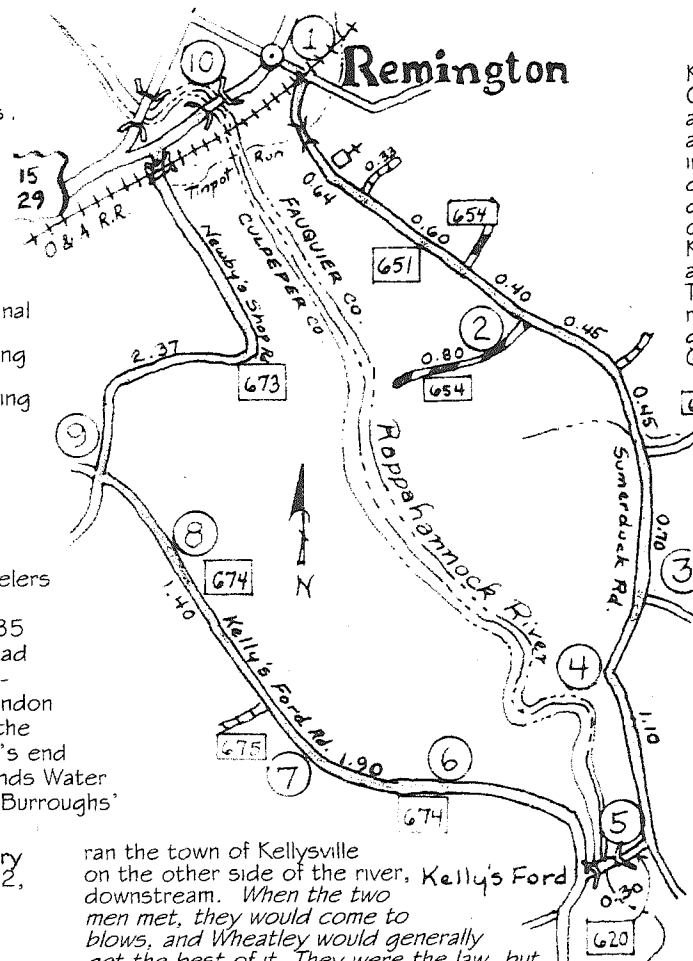
Opposite the Old Carolina Road is the U.S. Military Reserve, Warrenton Training Center. Built in 1952, this place was referred to locally as "The Antenna Farm," but its scores of thin metal towers were removed in 2003. Continue 1.5 miles to the top of a hill.

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 artillerist 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 3rd 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 Breathed'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 Breathed 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.