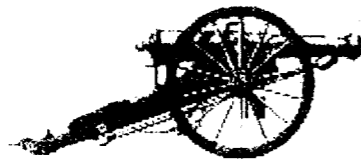


Rappahannock Station

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

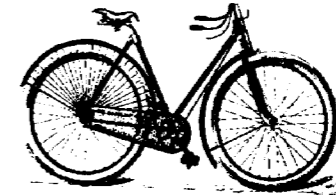
Our village was first called Millview for the local grist mill on the river. Around 1850 it was renamed Bowensville for a prominent family in the community. Bowensville then became Rappahannock Station when the railroad was established within its boundaries in 1853. The name was changed again by request 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



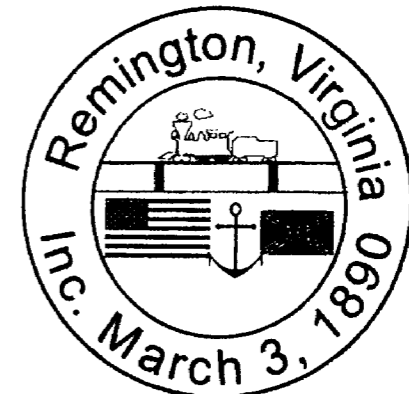
Riding from
Remington

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.

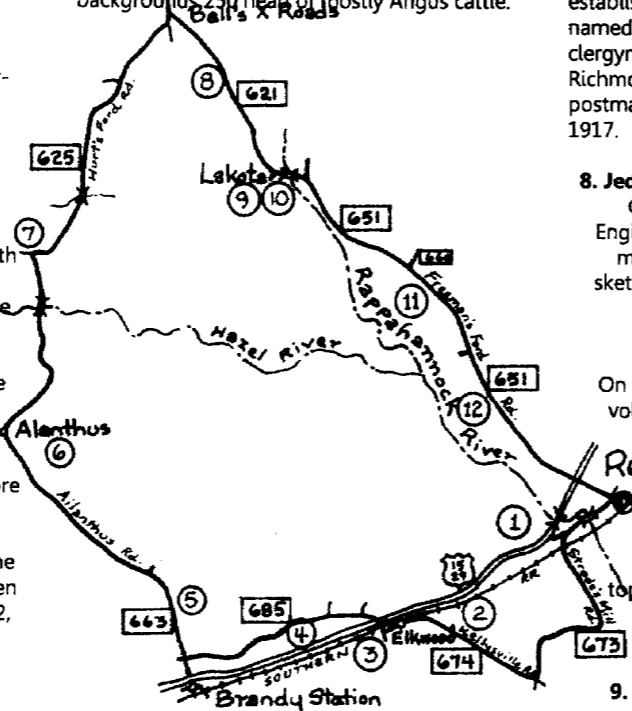
2. **Orange & Alexandria Railroad** - In 1847, John S. Barbour of Culpeper had this suggestion: "If we are to have a railroad at all, why should we be content with a branch line, when by enlisting the co-operation of the other piedmont counties we may achieve a trunk railroad of our own? Does not 'Extra 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 ailanthus 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.