

**United States Department of the Interior
National Park Service**

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

Listed
VLR 3/17/2004
NRHP 11/19/2014

1. Name of Property

Historic name: Staunton River Bridge Fortification Historic District
 Other names/site number: Fort Hill: Staunton River Battlefield State Park; DHR #041-5276
 Name of related multiple property listing:
The Civil War in Virginia, 1861–1865: Historic and Archaeological Resources
 (Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1035 Fort Hill Trail
 City or town: Randolph State: Virginia County: Halifax and Charlotte
 Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this x nomination request for determination of eligibility meets
 the documentation standards for registering properties in the National Register of Historic
 Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
 In my opinion, the property x meets does not meet the National Register Criteria. I
 recommend that this property be considered significant at the following
 level(s) of significance:

 national x statewide local
 Applicable National Register Criteria:
x A B x C D

Signature of certifying official/Title: **Date**
Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau
or Tribal Government**

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>3</u>	<u>2</u>	structures
<u>0</u>	<u>1</u>	objects
<u>3</u>	<u>3</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions (Enter categories from instructions.)

DEFENSE: Arms Storage

DEFENSE: Fortification

DEFENSE: Battle Site

Current Functions (Enter categories from instructions.)

LANDSCAPE: Park: State Park

LANDSCAPE: Forest

RECREATION AND CULTURE: Outdoor Recreation

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7. Description

Architectural Classification (Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: EARTH; STONE; METAL; OTHER (backfill)

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The 23.25-acre Staunton River Bridge Fortification Historic District consists of prominent Civil War-era features associated with the June 25, 1864, Civil War Battle of Staunton River Bridge that are located within the Staunton River Battlefield State Park in Halifax and Charlotte counties, Virginia. The contributing resources include the piers and abutments of the mid-nineteenth-century railroad bridge, now topped by a 1902 four-span Camelback through truss and reserved for pedestrian use since the 1990s; a Confederate earthen bastion fort and associated infantry trenches immediately east of the bridge on bluffs above the south bank of the river; and a gun emplacement approximately 1,200 feet to the west, also on bluffs above the south bank. The bridge crosses a portion of the Roanoke River known locally as the Staunton River, which extends for 81 miles from Leesville Lake in Virginia to the North Carolina state line. In the vicinity of the park, the Staunton River marks the boundary between the Virginia counties of Halifax (to the south) and Charlotte (to the north). Formerly part of the Southern Railroad (the Richmond and Danville Railroad at the time of the Civil War), the rail corridor and bridge within the southern portion of the park have been converted to a 0.8-mile-long hiking trail. The railroad crossing was a crucial transportation link for Confederate forces in Petersburg (some 90 miles to the northeast) during the 1864–1865 siege and one of the targets of a ten-day Union cavalry raid aimed at disrupting Confederate supply lines by destroying tracks, bridges, and other railroad infrastructure. Rudimentary fortifications at Staunton River Bridge were hastily constructed by reserve troops, local civilians, and enslaved laborers on the eve of the battle, and the bastion fort was augmented to its present configuration immediately afterward. Union assaults on the railroad crossing and attempts to burn the bridge during the battle failed against Confederate infantry behind earthworks (no longer extant) on the north side of the river and fire from six artillery pieces positioned in the surviving fortifications on the south side of the river.

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Narrative Description

Contributing resources of the 23.25-acre Staunton River Bridge Fortification Historic District include two Confederate fortifications and the bridge abutments and piers of an antebellum railroad crossing—the main strategic asset in contention during the Battle of Staunton River Bridge, fought on June 25, 1864. The district lies entirely within the bounds of the southernmost of two discontinuous tracts that comprise Staunton River Battlefield State Park. In turn, the state park encompasses a total of 336.96 acres that are completely contained within a 3,848.66-acre area recommended by the American Battlefield Protection Program (ABPP) as the National Register boundary for the battlefield. The study area for the battlefield contains an additional 477.86 acres extending from the south end of the battlefield’s recommended National Register boundary, and there are two core areas. The northern core area (171.63 acres), where fighting between Union and Confederate cavalry occurred late in the battle, lies 2.5 miles north of the park. The southern core area, where the most intense combat took place, encompasses 391.15 acres, of which 223.86 acres lie within the southern park tract; the northern park tract lies outside the southern core but within the battlefield. The southern park tract consists of 93.31 acres on the south side of the Staunton River in Halifax County, connected by a historic railroad bridge to an additional 202.32 acres on the north side of the river in Charlotte County.

Staunton River is the local name for an 81-mile stretch of the Roanoke River that runs from Leesville Lake in Virginia to the North Carolina state line. In addition to marking the boundary of Halifax and Charlotte counties in the vicinity of the park, the Staunton River delineates the boundaries of Campbell, Pittsylvania, Halifax, and Charlotte counties in south-central Virginia. A 0.8-mile walking trail follows the track bed of the Southern Railroad (Richmond and Danville Railroad during the Civil War) from the southwest edge of the park’s southern tract northeastward across the railway bridge (a 1902 steel deck and truss resting on the antebellum stone bridge piers and abutments) over the Staunton River, continuing to a 1910 train depot in the village of Randolph. The depot stands on the same site as mid-nineteenth-century Roanoke Station, which the Union cavalry burned as they withdrew from the battlefield.¹

On June 25, 1864, Capt. Benjamin L. Farinholt’s force of 938 men (mostly reserves and civilians along with 150 regular troops), with support from Maj. Gen. William H. F. “Rooney” Lee’s cavalry division in the latter part of the battle, prevented a raiding force of two Union cavalry divisions (about 5,500 men) from destroying the Staunton River Bridge crossing of the Richmond and Danville Railroad—a key supply line for Confederate forces besieged at Petersburg.² The unsuccessful Union assault on the bridge marked the turning point of an eight-day cavalry raid led by Brig. Gen. James H. Wilson and Brig. Gen. August V. Kautz. Although initially successful in destroying some 60 miles of train track between Petersburg and Burke Station (now called Burkeville), the raiders were forced to withdraw from the Staunton River Bridge Battlefield and narrowly escaped capture at Ream’s Station (in Dinwiddie County) before reaching the safety of Union lines on June 30. During the Battle of Staunton River Bridge, Farinholt positioned his artillery within the two fortifications on the south side of the river and

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concentrated his infantry behind a semicircle of rifle trenches (no longer extant) underneath the bridge on the north bank, with additional infantry occupying the rifle trenches adjacent to the fortification east of the tracks on the south side of the river. Initially, the fortification east of the bridge consisted of a low north-facing parapet built to protect four guns, fronted by a rifle trench, with an earthwork for infantry immediately to the west overlooking the train track. Following the battle, the Confederates expanded the original artillery fortification into a bastion fort with seven gun ramps and a bombproof, and may have enhanced the three-sided infantry defenses on the west side of the fort next to the train tracks. If the earthen fortification for two guns located 1,200 feet to the northwest was improved after the battle, the modifications seem to have been minimal. The railway bridge, now incorporated into a 0.8-mile-long interpretive pedestrian trail, forms an integral part of the battlefield landscape in the southern core area of the battlefield, following the same alignment and resting on the same masonry piers and abutments as the wooden covered bridge that existed during the battle.

A nomination for the larger battlefield could include the well-preserved landscape within the National Register boundary recommended by the American Battlefield Protection Program (about 3,849 acres). However, for the current nomination, prepared by the Virginia Department of Conservation and Recreation, the boundary is designed to encompass a contiguous area of significant Civil War-era features located within the park and thus excludes the battlefield north of the river where significant features either have been replaced (Roanoke Station), no longer exist (rifle trenches along the river bank beneath the bridge), are located on lands held by other owners (Federal artillery position on high ground southwest of Roanoke Station), or are discontinuous (the possible Federal staging area at historic Mulberry Hill Plantation and the northern core area where Confederate cavalry attacked late in the battle). Despite the replacement of the antebellum covered wooden railroad bridge (destroyed in the last days of the Civil War), the original supporting stonework and the well-preserved fortifications on the south side of the river form a cohesive remnant of the battlefield's most intensive locus of combat in a setting that retains historic integrity, largely unchanged in its character since the day of the battle.

The 23.25-acre area that defines the district contains a very limited footprint of non-contributing twentieth-century commemorative and interpretive resources designed to be minimally intrusive. A circulation network of three pedestrian trails, some paved and some gravel, connects all three principal contributing resources. Constructed in the late 1990s as part of the development of Staunton River Battlefield State Park, the trail network features a series of canted fiberglass interpretive panels mounted on waist-high wooden posts, wooden benches, wooden trash bin holders, and where required by the terrain or to avoid damage to the erosion-sensitive earthworks, also incorporates wooden bridges, raised wooden walkways, and staircases, all stained a muted grayish brown. Low split-rail Virginia "worm" fences mark approaches to the fort and the gun emplacement, and define the edges of a section of trail leading through woods to a large staircase that connects the fort area to the bridge trail. The entrance to the fort area is flanked by a pair of mortared fieldstone gateposts erected in 1972 or 1976 before development of the state park; incised stone panels on the front faces indicate the name and date of the battle, refer to the area by its former name of Fort Hill Park, and credit a local garden club for the

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landscaping. Interpretive objects include a reproduction wooden cheval-de-frise (a Civil War-era defensive obstacle of pointed poles projecting from a central log) and painted logs carved to resemble cannon resting on the parapet in front of some of the gun emplacements of the fort. By necessity, the only non-contributing feature designed to stand out is a pair of yellow-painted metal barriers that block motorists from accessing the bridge trail from the adjacent parking lot. Finally, a rough-hewn vertical granite slab with raised lettering in a smooth panel commemorates the battle and its Union and Confederate participants; this monument was erected by the Halifax County chapter of the United Daughters of the Confederacy in the 1950s.

Inventory

<i>Confederate bastion fort and infantry entrenchments/ 44HA0096/ / #041-5276</i>	<i>(1864)</i>	<i>Earthworks</i>	<i>1C Structure</i>
<i>Pair of Stone Gateposts</i>	<i>(1976)</i>	<i>Gateposts/Entry</i>	<i>1 NC Structure</i>
<i>Commemorative marker</i>	<i>(1950s)</i>	<i>Monument/Marker</i>	<i>1 NC Object</i>

The fort at the Staunton River Bridge is an imposing earthwork with three full bastions sited high above the south bank of the river. At the time of its construction in 1864, the absence of mature trees around the fort afforded a commanding view of more than a mile along the river in either direction, and northward along the railroad tracks to Roanoke Station. Confederate guns inside the fort presented a formidable obstacle to an enemy intent on taking the bridge. The fort's seven gun platforms accommodated cannon mounted *en barbette* to cover a 360-degree sweep of the surrounding countryside. Parapets rising 10 feet above the interior floor of the fort and 20 feet above the surrounding moat provided ample protection from incoming artillery fire. The presence of a banquette and the multi-angled walls allowed Confederate infantry to fire from behind the protection of the parapet against forces approaching from any direction. A three-sided infantry entrenchment immediately west of the fort and a 300-foot long infantry trench in front of the fort's northwest parapet could shelter additional riflemen supporting the gunners inside the fort.

Archaeological and documentary evidence indicates that most of the construction of this sophisticated fortification complex occurred in the weeks immediately following the battle. Auger testing of the fort's walls delineated the original artillery emplacement: a 300-foot-long parapet that stood approximately two feet above the ground surface. Approximately 74 inches below the current crest of the western parapet, the auger tests encountered a buried A-horizon representing the crest of the original parapet. Testing of the other three main walls revealed a thin, post-occupational accumulation of soil atop a single stratum of fill, which overlay the pre-construction forest topsoil (roughly at the level of the present ground surface) and undisturbed subsoil; the uniform fill in these walls indicates they were built in a single stage after the battle. The height and extent of the initial fortification are consistent with the limited time Confederate defenders had available to fortify the heights above the bridge and the fact that most of the men lacked basic entrenching equipment such as shovels.³ According to a battle report and later recollections of the Confederate commander, Capt. Benjamin L. Farinholt, there were four artillery pieces mounted inside this modest, earlier version of the fortification during the battle of

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June 25, 1864. Other battle reports confirm that Confederate infantry positions in front of the fort were protected by an entrenchment, probably the rifle trench that runs parallel to the fort's northwest wall. The three-sided parapet enclosure above the railroad tracks just west of the fort may not have been constructed by the time of the battle.

The fort's layout largely follows the regular, squared shape of a bastion fort with slight irregularities reflecting adaptations to the site topography and somewhat shorter sides than the minimum length prescribed by D. H. Mahan in his field fortification textbook.⁴ The distance between tips of the north and east bastions is approximately 255 feet, while the tips of the east and south bastions are 275 feet apart. From the tip of the north bastion, the northwest parapet extends some 155 feet and the southwest wall extends 135 feet from the south bastion. Instead of a fourth bastion, the walls turn inward from the ends of the northwest and southwest walls, ending at a 10-foot-wide gorge that provides access to the fort's interior.

Inside the fort, the seven gun ramps and gun platforms remain well defined. Approximately 20 feet southeast of the north bastion's gun ramp and 10 feet southwest of the base of the northwest parapet is a 20-foot-square depression representing the remains of a bombproof magazine; a second identical depression lies two feet to the south of the first depression. Test units (one measuring 5 by 10 feet, the other 5 by 15 feet) excavated by Longwood University archaeologists in 1996 revealed that previous digging by relic collectors has destroyed the archaeological integrity of deposits within these features. The only possible Civil War-era artifacts recovered from these units were sixty-penny spikes that may have fastened the timber frame of logs covered with earth that protected the fort's ammunition stores. A modern beer can found 5.5 feet below the surface and the presence of uncompacted fill to a depth of 8 feet indicated the extent of relic collector excavations, which probably removed any Civil War-era military artifacts the features may have contained.⁵

Excavation of shovel tests in a grid pattern with an interval of 20 feet across the entire 5-acre area of the fort as well as systematic metal detector survey further indicated a general lack of archaeological integrity. The outcome of this survey effort was the recovery of a small assemblage of prehistoric lithic artifacts, a fragment of prehistoric ceramic pottery, twentieth-century bottle glass, and some small brick fragments.⁶

Longwood University researchers conducted a magnetometer survey in the area defined by the fort's southwest and northeast walls in order to investigate the contents of a well where some of the fort's cannons had been dumped as Confederate forces retreated in April 1865. Local veterans recovered one cannon from the well during a reunion held at the bridge in 1909. In 1940, members of American Legion Post No. 8 mounted that cannon on display in front of their post building in South Boston, Virginia, where it remains.⁷ In 1996, a magnetometer survey in the vicinity of an 8-foot-diameter depression marking the location of the well revealed no evidence of additional cannon or any other metal artifacts in the well shaft to a depth of 35 feet.⁸

Although Longwood University's 1996 investigations indicated the general lack of integrity for deposits related to the Confederate occupation of the fort in 1864–1865, test unit excavation in the fort's moat revealed that the fort itself retains a remarkably high degree of preservation. The

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research team excavated two test units, each 5 by 20 feet, across the moat below the northwest parapet and the northeast parapet. The stratigraphic profile of the units shows that only 10 inches of soils had eroded from the sides of the earthwork into the bottom of the moat. This reflects a relatively minor impact from erosion compared to a test of a similar fortification in Fairfax County, Virginia, where eroded soils had accumulated to a depth of two feet.⁹ With minimal erosional loss, the fort at Staunton River Bridge largely retains its original 1864 vertical dimensions.

As maintained by the DCR, the fortification presents an exceptional historical attraction for park visitors, allowing them to appreciate the full scale and configuration of an intact Civil War-era bastion fort. The well-kempt grass exposes all of the fine contours of components such as gun ramps, gun platforms, the banquette, bombproof, and the carefully executed angles and proportions of the bastion fort's parapet and moat.

Like the fort, the infantry trench to the northeast and the three-sided infantry enclosure to the west are well preserved. The differential of approximately 4 feet between the base of the infantry trench and the low parapet in front of it provided protection to riflemen while kneeling or lying down. This earthwork lies approximately 25 feet in front of the fort's northeast side, running parallel to the entire length.

The three-sided infantry enclosure consists of a low trench (approximately 2 feet deep) fronted by a parapet that ranges between 3 and 5 feet above the interior surface of the enclosure. The long face of the three-sided infantry enclosure extends 300 feet north-south, parallel to the railroad bed. Since the enclosure is 15–20 feet higher than the railroad bed, the low parapet provided ample protection from rifle fire coming from that direction. A short parapet extends east-southeast for about 90 feet from the north end of the enclosure's long face; the trench behind this parapet tapers up to ground surface at its eastern end. There is a gap of some 60 feet between the end of the north parapet and the infantry trench that lies in front of the northeast face of the fort. At the south end of the long side of the enclosure, a south-facing parapet extends 90 feet to the east, nearly reaching the edge of the fort's moat. The low, narrow trench behind the south parapet tapers up to ground surface at the eastern end, while the parapet tapers down to the ground surface. Roughly 115 feet from the south end of the long west parapet is a small platform that extends about 15 feet into the enclosure.

Enhancing the visitor experience is a circulation system with interpretive markers, conveniences, landscaping features, and a commemorative marker. A gravel footpath leads from a gravel parking area (located just outside the district boundary) into the fort area through a pair of mortared fieldstone gateposts erected by the Fort Hill Garden Club in 1972 or 1976. A plaque on the left gatepost reads: "FORT HILL PARK / SITE OF BATTLE AT / STAUNTON RIVER BRIDGE / JUNE 25, 1864." Shaded by a mature cedar tree, the gatepost on the right reads: "LANDSCAPED [&] PLANTED BY / FORT HILL GARDENING CLUB / ASSISTED BY / STATE PARK / PERSONNEL – 1976."¹⁰ The entrance to the fort area is further defined by low split rail fences next to the gateposts. Inside the entrance, the broad path winds through scattered hardwood trees toward the fort's gorge. The area defined by the walls flanking the gorge

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contains a reproduction wooden cheval-de-frise and one of the large canted fiberglass interpretive panels found along the park's trails. From here, the visitor may proceed inside the fort or pass through the space between the west corner of the fort and the east end of the three-sided infantry entrenchment. Inside the infantry entrenchment, the loosely defined path leads through the shady open area past a wooden trash can holder toward two simple wooden benches in front of a stone monument (described below). Continuing to the north end of the infantry entrenchment, the path divides. To the west, a series of wooden walkways with additional wooden benches alongside leads the visitor to a long staircase with multiple landings, which descends to the rail bed and the bridge. To the east, a series of grassy walkways and boardwalks continues between the moat and the northeast infantry trench, around the perimeter of the fort, and back to the gorge.

The monument inside the three-sided infantry trench is a rough upright granite slab with a smoothed square area on the south face with the following inscription in raised lettering: "THE BATTLE OF STAUNTON RIVER BRIDGE / WAS FOUGHT HERE JUNE 25, 1864 / CAPT. BENJ. L. FARINHOLT 53RD VA INF. WITH / 296 MEN REINFORCED BY 642 CITIZENS / AND SOLDIERS FROM HALIFAX[,] CHARLOTTE AND MECKLENBURG COUNTIES[,] VIRGINIA / DEFEATED / COL. R. M. WEST 5TH PENN CAVALRY / SUPPORTED BY THE 3RD NEW YORK // THIS MONUMENT PLACED BY HALIFAX / COUNTY CHAPTER U.D.C. AND THE / STATE OF VIRGINIA." The United Daughters of the Confederacy erected the monument on its concrete slab in 1955. The following year, the organization officially conveyed the 6.5-acre "Fort Hill" property containing the bastion fort to the Commonwealth of Virginia.¹¹

Confederate Gun Emplacement

(1864)

Earthworks

1 C Structure

A second earthwork for two guns stands at the northwest end of the district, about 1,200 feet from the fort. This gun emplacement appears on a sketch map of the battle in the *Official Records* of the Union and Confederate armies in the Civil War.¹² Like the fortification that preceded the bastion fort, the gun emplacement is shown to be open at the rear. However, the draftsman appears to have been a Union soldier with more knowledge of the Union commanders' names, which are labeled next to troop movements, while none of the Confederate names appear on the map. Therefore, since the Union forces did not cross the river during the battle, it would have been difficult for the draftsman to know if the earthwork was enclosed as it is in its current configuration. Currently, the earthwork consists of an irregularly shaped parapet fronted by a ditch with a narrow opening at the southeast end. At either end of the northeast-facing side of the earthwork slight projections accommodated each of the two guns, while the northwest and south corners also project from the southwest face. Perhaps partly due to erosion, the parapets only rise up 3 feet above the floor of the interior, although the exterior height from the base of the ditch to the crest of the parapet ranges from 5 to 10 feet. The earthwork is adjacent to the paved portion of the park trail. A fiberglass interpretive panel, wooden benches, and two low split rail worm fences define the entrance of the short path that leads from the trail into the earthwork.

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Railroad Bridge

(1852)

Bridge

1 C Structure

Stone piers and abutments remain from the 1852 bridge over the Staunton River on the Richmond and Danville Railroad (the line was completed in 1856). The masonry structures support a 600-foot-long, four-span steel Pratt through truss built in 1902.¹³ According to Civil War-era descriptions, the original wooden superstructure consisted of posts, beams, and joists but lacked plank flooring, which made it difficult for the Confederate soldiers posted at the bridge to cross on foot during the battle.¹⁴ The board-covered walls of this earlier covered railroad bridge supported a gabled tin roof.¹⁵ Retreating Confederate forces burned the covered bridge in mid-April 1864, but by May 2 engineers from the U.S. Department of Military Railroads had rebuilt the wooden superstructure.¹⁶ This bridge survived until an 1877 flood washed away the superstructure.¹⁷ In 1902 the American Bridge Company of New York built the present steel Pratt truss for the Southern Railway, which formed in 1894 after J. P. Morgan reorganized the Richmond and Danville and other lines into a new company. Due to the flooding hazard that had washed away the previous bridge, the engineers added 4 feet of height to the masonry piers and abutments.¹⁸ A small steel plaque riveted to the truss work on the west side of the north end of the bridge reads: "AMERICAN BRIDGE CO. / OF NEW YORK / U.S.A. 1902." In 1982, the Southern Railway merged with Norfolk and Western Railway and was renamed Norfolk Southern in 1990. Two years later, Norfolk Southern conveyed the bridge and an abandoned 0.8-mile section of railroad bed that extends north and south of the bridge to the Department of Conservation and Recreation (DCR). After Old Dominion Electric Cooperative and Virginia Power (now Dominion) donated an adjacent 85 acres and funded construction of a visitor center, DCR opened the area to the public as a satellite of Staunton River State Park in 1995, incorporating the old railroad bed and bridge into a trail with interpretive signage about the battlefield. Since 2000, after acquisition of additional property north of the river, the combined tracts have operated as a separate state park, Staunton River Battlefield State Park.¹⁹

Interpretive trail with signage

(1990s)

Trail

1 NC Structure

Through an Intermodal Surface Transportation Efficiency Act (ISTEA) grant awarded in 1995, DCR developed the park's interpretive trail network and installed signage along the route. The trail opened in 1997, and the project was completed in 1999. The majority of the trail (0.8 mile) runs along the top of the former railbed of the Richmond and Danville Railroad from a parking area at the south end of the park, through the area of most intense battle action in the battlefield's southern core area, to the Roanoke Station interpretive center in Randolph. The trail is covered with fine gravel up to the bridge abutment on the south bank of the river, while planking covers the walkway on the deck of the bridge; the gravel surface resumes at the north end of the bridge. To ensure pedestrian safety across the bridge, there are waist-high wooden balustrades inside the truss uprights covered with chain link fencing. Southward from the south end of the bridge, the trail passes through a narrow opening between two heavy steel barriers painted yellow that prevent automobile traffic from accessing the bridge. At the edge of the parking lot, the trail extends westward outside the district boundary, paralleling the park's main vehicular road, and then re-enters the district about 500 feet to the northwest as a paved pedestrian trail. At the northwest end of the district, it provides access to the gun emplacement.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

MILITARY

ENGINEERING

Period of Significance

June 1864 – April 1865

Significant Dates

June 25, 1864

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Fitzhugh, Capt. Robert Hunter, CSA Engineer Corps

Coleman, Col. Henry Eaton, 12th North Carolina Infantry

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Staunton River Bridge Fortification Historic District consists of three defining structures associated with the June 25, 1864, Battle of Staunton River Bridge: the piers and abutments of the mid-nineteenth-century railroad bridge; a Confederate earthen bastion fort and associated infantry trenches immediately east of the bridge on bluffs above the south bank of the Staunton River (a local name for this stretch of the Roanoke River); and a Confederate gun emplacement about 1,200 feet to the west, also on bluffs above the river's south bank. The 23.25-acre area containing these structures is the battlefield's area of most intense combat. These above-ground features are within a rural setting that has changed very little since the battle and provide key reference points that would make the battlefield easily recognizable to its participants. The property is significant at the statewide level in the Military (Criterion A) and Engineering (Criterion C) areas with a period of significance of June 1864 – April 1865. The nomination for the historic district is being submitted under the *Civil War in Virginia, 1861–1865: Historic and Archaeological Resources* Multiple Property Documentation Form.

The bridge and fortification structures within the Staunton River Bridge Battlefield mark the focus of artillery and infantry combat between a hybrid Confederate defense force of 938 regular soldiers, local reserves, and teenage and elderly civilian volunteers against a raiding party of two Union cavalry divisions (portions of one division took direct part in the fighting near the bridge) under the command of Brig. Gen. James H. Wilson and Brig. Gen. August V. Kautz. The battle constitutes a turning point in the Wilson-Kautz Raid, a ten-day Union cavalry operation designed to disrupt or cut off supply lines essential to the Confederate defense of Petersburg and Richmond against the Army of the Potomac and the Army of the James. The surprisingly effective defense of the bridge by Capt. Benjamin L. Farinholt's men and the movement of Maj. Gen. W. H. F. "Rooney" Lee's Confederate cavalry division against the Union rear late in the battle changed what had been a fairly successful destruction of tracks and other railroad assets between Petersburg and Keysville into a Union retreat, ending ignominiously after the First Battle of Reams Station where the Union force narrowly escaped capture before reaching Union lines. Confederate victory at Staunton River Bridge and the ensuing failure of the Wilson-Kautz Raid allowed Confederate supply lines to remain open. As Confederate supplies continued to flow along the Richmond and Danville and the South Side railroads, the Petersburg Campaign extended from what might have been a sweeping Union victory in a matter of weeks to the arduous and bloody nine-month siege that determined the end of the Civil War. In addition to significance related to the historical importance of the battle, the fortifications represent well-preserved examples of Confederate military engineering. While the western gun emplacement probably retained its original configuration, the eastern earthwork underwent substantial improvements. Testament to the strategic importance of the bridge, Farinholt and possibly Capt. Robert Hunter Fitzhugh, of the Confederate Engineer Corps, built an enclosed fort with three bastions and seven gun platforms on top of the original earthwork. The fort, infantry fortifications, and western gun emplacement constitute an excellent example of a small complex

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of earthen defenses purpose-built to defend an outlying transportation asset in Southside Virginia (the portion of the Commonwealth south of the James River). The fortifications exhibit the adherence of Confederate engineers to the designs promulgated by military manuals such as Denis Hart Mahan's *A Treatise on Field Fortification* (1852). The West Point professor's book was a standard reference for officers who trained at the U.S. Military Academy as well as civil engineers such as Fitzhugh, who adapted their prewar education to military engineering. As the fortifications continued to be manned until the bridge was burned in the closing days of the war, these resources extend the district's period of significance to 1865.

Note: Significance under Criterion D is not recommended for research potential of archaeological deposits within the 23.25-acre boundary. Previous archaeological testing (including shovel testing test unit excavation, magnetometer survey, and systematic metal detector survey in 1996) indicated severe impacts to the integrity of archaeological deposits from previous non-professional artifact collecting within the remains of the fort's magazine and areas adjacent to the fortifications. However, any future nomination of the larger battlefield should take the possible presence of archaeological resources into consideration. Investigations of areas outside the district have the potential to provide information about other areas of the battlefield. The presence of a well to supply the bridge garrison's several hundred men suggests that an encampment would have been located nearby. If intact archaeological deposits remain from this occupation, they may be located outside the current boundaries of the park to the east or south where no archaeological investigations have occurred to date.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Wilson-Kautz Raid

The Staunton River Bridge Fortification Historic District lies within the southern core area of the Staunton River Bridge battlefield, where the battle's most intense fighting took place on June 25, 1864. Successful defense of the bridge by an assembled force of less than a thousand Confederate regular troops, reserves, and civilians marked the turning point of the Wilson-Kautz Raid. A summary of this failed operation undertaken by two Union cavalry divisions helps to place the Battle of Staunton River Bridge within the broader context of the Civil War's final, decisive Richmond and Petersburg Campaign.

In May and June 1864, Gen. Robert E. Lee and the Army of Northern Virginia managed to keep Union forces at bay as they marched south through eastern Virginia toward Richmond. The advance was part of a grand offensive on multiple fronts masterminded by Lt. Gen. Ulysses S. Grant; simultaneously Union Armies were moving up the Shenandoah Valley, toward Atlanta, against Mobile, and Maj. Gen. Benjamin Butler's Army of the James headed up the James River from Hampton Roads toward Richmond. Beginning at the Rapidan River, Grant maneuvered Maj. Gen. George G. Meade's Army of the Potomac in a series of flanking attempts to get between Lee and the Confederate capital. After six costly major battles and other engagements

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known collectively as the Overland Campaign brought Grant farther south but no farther west toward Richmond, he swung his army behind the cover of the Chickahominy River swamps and crossed the James River. By eluding Lee and advancing west along the south bank of the James, Grant hoped to capture Petersburg and its junction of major railroads. If Union forces took Petersburg, they would choke off Lee's supplies from the south and west. The depleted Army of Northern Virginia would then have to flee or surrender, Richmond would fall, and the war would soon draw to a close. Thus began the Richmond and Petersburg Campaign, which is also described in the *Civil War in Virginia* Multiple Property Documentation Form.²⁰

From June 14–17, the Army of the Potomac crossed the James on transports and on a pontoon bridge between Willcox's Landing in Charles City County and the south bank in Prince George County. Five days before Grant's crossing began, Butler ordered an assault of portions of his Army of the James from the Bermuda Hundred Peninsula against a skeleton force defending Petersburg. Due to delays in the Union advance, however, Lee was able to shift his forces in time to reinforce the caving line of 2,500 Confederate reserves. Following another series of unsuccessful Union attacks against the east side of the Confederate lines from June 15–18, Grant decided to launch what became known as the Wilson-Kautz Raid, a cavalry operation intended to weaken Lee's army by disrupting railroad transportation west and south of Petersburg.

The Wilson-Kautz Raid, briefly described in the *Civil War in Virginia* Multiple Property Documentation Form, is expanded upon here.²¹ On June 20, Grant ordered Meade to send Brig. Gen. James H. Wilson and his Third Division of the Army of the Potomac's Cavalry Corps to conduct "a raid upon the enemy's railroads." Crossing the Petersburg Railroad (also known as the Weldon Railroad, which led to the Weldon, North Carolina) near Petersburg, Wilson should then destroy portions of the Lynchburg and Petersburg Railroad (officially called the South Side Railroad), "thence to the Danville road, upon which all the damage possible should be done."²² The "Danville road" referred to the Richmond and Danville Railroad, which passed over the Staunton River Bridge on its way northwest to Richmond. In 1861, Danville had a population of 5,000 and served as a market hub for the surrounding region's tobacco farms. The railroad, completed in 1856, had stimulated local economic growth by providing a reliable link to Richmond's broader commercial networks. During the war, Danville played a major role in the Confederate supply system as the site of commissary and quartermaster depots, a foundry that produced small arms, and an arsenal. From 1863 until the end of the war, the town also housed some 7,500 Union prisoners in six vacant tobacco factories.²³ Even though a railway from Danville into North Carolina was not yet completed, rail access from Richmond to Danville nevertheless provided a rapid connection to roads fanning out to the south and west into the rest of the Confederacy. Grant's order to do "all the damage possible" reflects the importance of interrupting Lee's access to Danville's military assets, and there was no better way to break the link than to destroy the 600-foot-long bridge over the Staunton River.

Receiving Grant's order on June 21, Wilson prepared to move out late that night, but also requested the participation of Brig. Gen. August V. Kautz's cavalry division of the Army of the James' XVIII Corps. Leaving two of Wilson's regiments behind to support operations along the Petersburg lines, the combined force departed with 5,500 troopers and horses and twelve artillery

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pieces.²⁴ The raiders traveled parallel to the east side of the Weldon Railroad, burning Ream's Station along the way. When they were far enough south of Confederate lines, they forged west to Dinwiddie Courthouse. The task of slipping away was also made easier by a diversionary infantry attack farther north along the Weldon Railroad.²⁵ From Dinwiddie Court House, the cavalry force headed north to the South Side Railroad, where the expedition wrought the most damage as it headed west. The troopers destroyed sections of track by "piling fence rails on the track lengthwise with the rail, which burned the string pieces and the cross-ties so as to require the road to be newly re-laid wherever it was destroyed."²⁶ As the raiders advanced, they also burned railway depot buildings, water tanks, and rolling stock.²⁷

The raid took place simultaneously with other operations against Lee's supply lines. The only lines still open for the supply of Petersburg were the Southside Railroad and the Petersburg (Weldon) Railroad, while the only railroads still supplying Richmond were the Richmond and Danville and the Virginia Central. The line to City Point (the Eastern Branch of the South Side Railroad) and its port, as well as the Petersburg & Norfolk Railroad had been blocked when Butler moved up the James River. To follow up on the Wilson-Kautz raiders' attack on Reams Station and to allow the cavalry to slip away to the west, Meade sent the II Corps, temporarily under the command of Maj. Gen. David B. Birney, and the supporting VI Corps, under Maj. Gen. Horatio G. Wright, from their positions along the Jerusalem Plank Road to the Petersburg Railroad. By taking control of this line, Meade hoped to block Confederate supplies; he also assumed that the infantry corps' presence along the railroad would allow the Wilson-Kautz raiders to safely return to the Union lines through Reams Station after they completed their destructive mission along the South Side and Richmond and Danville railroads. However, at the Battle of Jerusalem Plank Road/First Weldon Railroad (June 21-23), Maj. Gen. William Mahone's division exploited a gap between the two Union infantry corps that had opened as Maj. Gen. Cadmus Wilcox's division confronted the VI Corps. As a result, the Union infantry pulled back toward the Jerusalem Plank Road, after losing more the 2,900 killed, wounded, and missing (1,600 taken prisoner); the Confederate forces had less than 600 casualties.²⁸

On June 22, the progress of the Wilson-Kautz raid came to the attention of Gen. Robert E. Lee, but two of his cavalry divisions, under Maj. Gen. Wade Hampton and Maj. Gen. Fitzhugh Lee (Lee's nephew), were already in pursuit of Maj. Gen. Philip Sheridan as he led two cavalry divisions in a raid against the Virginia Central Railroad. The only available Confederate cavalry was a division commanded by Robert E. Lee's son, Maj. Gen. W. H. F. "Rooney" Lee. Immediately, Rooney Lee set off from Petersburg in pursuit with about 3,000 troopers.²⁹

As Wilson's men progressed slowly to the west tearing up track along the South Side Railroad, Kautz's division pushed ahead to Burke Station (now called Burkeville).³⁰ Located at the junction of the South Side Railroad with the Richmond and Danville Railroad, Burke Station was one of the principal targets of the raid. Kautz's men destroyed track near the station and burned the depot, storage buildings, and water tanks in order to cause as much disruption as possible to both rail lines. By the time Lee's cavalry caught up with Wilson's division near Nottoway Court House on June 23, most of the Union troopers were destroying a section of track in a narrow cut while others were resting in the fields to the west. Lee took advantage to pour enfilading fire into

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the men in the cut and did further damage with his artillery. Eventually, Wilson's men regrouped and the Confederate troopers withdrew as they ran low on ammunition.³¹ Confederate losses amounted to 64 killed, wounded, and missing, while Federal casualties totaled 102 men.³²

Realizing his vulnerability to piecemeal attack by Lee if each division operated alone, Wilson sent word to Kautz that they should rejoin at Meherrin Station, which they reached by mid-afternoon on June 24. As they continued southward, the raiders destroyed Meherrin Station and continued their tactic of destroying track for a mile or so from either end of each station. By evening, they reached Keysville where they camped overnight. Before heading south the next day, they destroyed track and burned the depot, the Masonic Hall, and other buildings.³³ On their way to the Staunton River Bridge, they also destroyed depots at Drakes Branch and Mossingford as well as a saw mill at Mossingford that produced railroad ties.³⁴

Although Wilson's division had suffered casualties at Nottoway Court House, the raid had thus far fulfilled its mission of destroying tracks, stations, and the junction of two railroads at Burke Station. Before circling back toward Petersburg, however, one very important goal remained: destruction of the Richmond and Danville Railroad crossing of the Staunton River. Compared to replacing track and using makeshift buildings at the destroyed stations, Confederate repair teams would face a daunting task if they had to rebuild the largest bridge on the line between Danville and Petersburg.

At the bridge, the raiders met stiff resistance from a hybrid force commanded by Capt. Benjamin L. Farinholt. Having heard of the Union approach on June 23, the local commander quickly expanded his force of 296 reserve troops to 938 men drawn from additional reserves, regular troops, and civilians in Halifax and neighboring counties. Farinholt astutely assessed the ground about the bridge and used it to his advantage. His smaller force could blunt the effect of an assault by concentrating his strength in front of the narrow, exposed open fields that the Union raiders would have to cross. On the high ground above the south bank, Farinholt's men constructed two rudimentary fortifications for his six artillery pieces, and at the base of the bridge on the north bank the bulk of his infantry dug in behind a rifle trench camouflaged with boughs. About 4–6 pm, the raiders arrived at Roanoke Station, located a mile north of the bridge. Following an artillery duel between three Union batteries on high ground near the station and Farinholt's six guns, Wilson ordered four of Kautz's regiments to dismount and advance along the railway embankment. At least four assaults that evening met with withering musket fire from the Confederate infantrymen on the north bank and canister shot from the eastern fortification on the south bank. Finally, with Lee's cavalry division attacking him from the rear, Wilson abandoned the attack on the bridge and began to withdraw toward Petersburg around midnight. The attempt against the bridge had cost the expedition 250 casualties, of which at least 42 men were killed and left for the Confederates to bury (official reports provide no indication of where the graves were dug); on the Confederate side, there were 10 killed and 24 wounded.

After the demoralizing failure to take the bridge, the raiders were constantly on the defensive as they headed back to Petersburg. On the way to Stony Creek Depot along the Weldon Railroad on June 28, the columns encountered Maj. Gen. Wade Hampton's cavalry division at Sappony

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Church in Sussex County. When Rooney Lee's division caught up and joined the fight there, Wilson and Kautz withdrew farther north. At Stony Creek Bridge, a bottleneck occurred, causing a chaotic scene among some 1,200 self-emancipated slaves who had joined the Union column along its route. Determined to return with as much of his division intact as possible, Wilson posted a guard at the bridge to hold the slaves back until all of the mounted men had crossed. As Confederate cavalymen closed in, some 500 to 800 African Americans were captured, while others were shot, sabered, or fell and drowned as they tried to cross; only about 200 of the former slaves were able to follow the column back to Union lines.³⁵ At Ream's Station the next day, Wilson had hoped to find the support of Union forces (the II and VI Corps, which had followed the raider's attack on Reams Station with an unsuccessful attempt to capture the Petersburg Railroad). Instead, divisions of infantry under Maj. Gen. William Mahone and Maj. Gen. Cadmus Wilcox barred his way. As Rooney Lee continued to harass Wilson's division, Maj. Gen. Fitzhugh Lee's division attacked the Union flank. Outnumbered and nearly surrounded, Wilson and Kautz led their divisions back to Union lines outside Petersburg in two separate columns. To evade the pursuit of Confederate cavalry, the raiders had to abandon their wagons and artillery pieces.

Despite initial successes, the disruption to Confederate supply lines was relatively minimal. In a matter of 35 days, the Confederate War Department was able to assemble materials and make repairs so that most of the railroad system returned to the level of operation that existed before the raid. According to the stockholders' report of the Richmond and Danville Railroad, the line resumed full service by July 15.³⁶ In the interim, wagon transport had substituted for trains along the longest section of destroyed track.³⁷ By defending the Staunton River Bridge, Farinholt and his men had prevented destruction of an asset that would have been far more complicated to repair or replace. As a result, they were instrumental in foiling Grant's attempt to choke off supplies to Lee's army, which ensured a protracted campaign around Richmond and Petersburg. It was not until Lee's surrender at Appomattox that the Staunton River Bridge finally was destroyed, not by Union hands but instead by retreating Confederates who hoped to establish a fallback capital at Danville.

The Battle of Staunton River Bridge

In the afternoon and evening of June 25, 1864, a Confederate force of less than a thousand men, mostly reserve, militia, and civilians, defended the largest railroad bridge along the Richmond and Danville Railroad against two Union cavalry divisions. The thoughtful preparation and skilled command of Capt. Benjamin L. Farinholt, determined resistance by his men, and the support of a Confederate cavalry division under Maj. Gen. W. H. F. "Rooney" Lee late in the battle prevented the destruction of the bridge. With this vital resource intact, the Richmond and Danville Railroad continued to supply Gen. Robert E. Lee's forces defending Petersburg and Richmond. The following account provides specific context for the role of the district's resources in this decisive event of the Wilson-Kautz Raid.

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Until Grant's crossing of the James River (June 14–17, 1864), Confederate commanders relegated the defense of Halifax and Charlotte counties to companies of reserve troops and home guard. In early June 1864, only six reserve companies totaling 296 men defended the Staunton River Bridge.³⁸ What the force lacked in numbers was amply offset by the experience and resourcefulness of its commander. In July 1861, Benjamin F. Farinholt had joined the Pamunkey Rifles as a 2nd Lieutenant in West Point, Virginia. His unit became Company E of the 53rd Virginia Infantry when that regiment formed in December 1861.³⁹ Over the following two years, Farinholt rose in rank and saw active service in the Seven Days' battles, Second Manassas, Sharpsburg, and Gettysburg. Taking part in the fateful charge led by Maj. Gen. George Pickett at Gettysburg, Farinholt was wounded, captured, and imprisoned at Johnson's Island in Ohio. In February 1864, he escaped and made his way to Richmond in less than four weeks.⁴⁰ By mid-May, he was serving as a captain of reserves in Halifax County, while his regiment was in the lines at Petersburg.

On June 23, Farinholt received a warning of the Union raiders' approach via a telegram from Brig. Gen. James L. Kemper, commanding reserve forces in Virginia after receiving wounds at Gettysburg. Immediately, the local commander sent out messages to citizens of Charlotte, Mecklenburg, and Halifax counties, and Danville in a desperate plea for reinforcements from home guard, furloughed troops, reserve units, and civilians willing to bear arms and help dig fortifications at the bridge. Two experienced colonels came to Farinholt's aid. Thomas Stanhope Flournoy, who had led the 6th Virginia Cavalry in the 1862 Valley Campaign and then ran for governor in 1863, was back at home in his native Halifax County. Henry Eaton Coleman, who owned a farm on the Halifax County/North Carolina line, had joined the 12th North Carolina Infantry, but was recovering from a head wound received at Spotsylvania Court House during the Overland Campaign. Together the colonels brought with them about 75 mounted men who would patrol the fords upstream and downstream of the bridge during the battle. Other furloughed or convalescing men in Danville included J. T. Eason of the 17th Mississippi Infantry and a Maj. Cooper of the 42nd Mississippi Infantry, and members of other units. Captain James A. Hoyt brought 150 men from two companies of Danville reserves, and Capt. William B. Hurt brought two reserve companies from Halifax Court House. A key component of Farinholt's diverse force was Capt. Walter Otey's company of light artillery composed of employees of the Danville Arsenal.⁴¹ In addition to experienced reservists and regular soldiers, Farinholt enlisted the help of civilians previously deemed too young or too old to serve. These volunteers ranged from boys barely in their teens, who broke into "outbursts of weeping" under artillery fire, to 73-year-old Philip Howerton.⁴² In all, Farinholt's force totaled 938 men.

Once assembled, these fighting men, along with enslaved African Americans from nearby plantations, built two rudimentary fortifications on the bluffs above the bridge on the south side of the river. These works contained six artillery pieces: a 3-inch rifled gun, two smooth-bore 12-pounders, and three iron 6-pounders. Short of shovels, the work crews improvised with any suitable equipment to dig shallow infantry trenches on the north bank at the base of the bridge and disguised these positions with leafy boughs. According to one account, the concealment of these trenches was also enhanced by the way they were constructed: cutting the high riverbank

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soils down by four feet and creating a spot for the men to take cover while not producing a conspicuous mound of earth in front.⁴³ No evidence remains of these rifle trenches, which would have washed away during the floods over the last 150 years.

At noon on June 25, Farinholt's pickets near Roanoke Station reported the approach of the Union divisions and then pulled back when the columns advanced to the station. The first approach to the bridge was made by a detachment of 75 troopers from the 1st Connecticut Cavalry, who retreated when they realized the position was defended. Meanwhile, both of Wilson's brigades remained north of the station to keep the trailing Rooney Lee's division in check. Kautz's division took up positions near the station and both generals made plans for four of Kautz's regiments to attack.⁴⁴

At 6 pm an artillery duel began between Farinholt's gunners and the 1st U.S. Artillery, Battery B, and the 4th U.S. Artillery, Battery E positioned on the high ground just west of the railroad. The Union guns apparently took a toll, throwing their "canister and shell into [Farinholt's] artillerymen and their supports with great precision" although the Confederate commander's report does not confirm the claim by Battery E's lieutenant that he silenced three of the enemy guns.⁴⁵

As the artillery continued to fire, Kautz's men took up positions and dismounted below the depot on either side of the railroad. On the west side of the tracks, the 2nd Brigade commander, Col. Robert M. West, placed one squadron of the 5th Pennsylvania as a skirmish line, followed by the rest of the regiment and the 3rd New York. On the east side, the 1st Brigade commander, Col. Samuel P. Spear, led three squadrons of the 1st District of Columbia on a skirmish line with 11th Pennsylvania to the rear. At this point, Farinholt realized that the four companies on the north bank would need reinforcements. As Union artillery pounded the bridge and its opening on the north side, Farinholt sent several hundred of his men across. This is probably where his force was most exposed and suffered its heaviest casualties.⁴⁶

Meanwhile the dismounted Union troopers walked quickly across the open ground of a wheat field on the east and a meadow on the west. West spotted the disguised Confederate positions. Assessing the enemy troops as "unsteady," he sent two companies of the 3rd New York against them. As canister shot rained down from the artillery position above the bridge, the infantry in the rifle pits rose up and poured a volley into West's men. The men pulled back to a low swale formed by an intermittent tributary of Roanoke Creek to take cover.⁴⁷ From there, they would launch three more assaults, each one repulsed with horrifying losses. As one member of the 1st District of Columbia recalled, a "murderous storm of grape were hurled into their ranks with terrible effect. Officers and men went down in large numbers. Still, without the least protection, in the face of that withering fire, and at too great a distance from the enemy to effect much by their own, those men pressed on till near the bridge"⁴⁸ Each time they got no closer than 75 yards and had to pull back to the swale.

The battle's intensity is further borne out by the fact that one of the Union participants received a Congressional Medal of Honor for his courage under fire. The worst hit unit in the Union advance was the 11th Pennsylvania Cavalry, largely due to deficient weaponry. A recent

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shipment of carbines had included a number of defective weapons, so that many of the men had to discard their carbines and fight with pistols. Despite the disadvantage, they kept up the advance toward the bridge alongside the other three regiments. Troop M was decimated to the point that only two of its men were not hit. One of these was Sgt. Nelson W. Ward, who earned the Medal of Honor for his leadership of the company in a fateful charge after his captain was shot. While pulling back, he stopped for twenty minutes waiting for help to drag the captain's body from the field. Eventually, he had to withdraw but only after retrieving the officer's personal belongings and money to return to his family.⁴⁹

About half an hour before the dismounted cavalry assaults on the bridge began, Wilson's rear guard observed the approach of Rooney Lee's division. For the next few hours, however, these forces only exchanged sporadic artillery fire and engaged in skirmishes. More earnest combat occurred in this area later in the evening.⁵⁰

In the face of the strong resistance along the river and pressure by Lee's cavalry to the rear, Wilson and Kautz decided to abandon their attempt to destroy the bridge crossing. At 11 pm, most of the troopers in front of the bridge pulled back to Roanoke Station, while rear guard forces came south to join them. Only the 1st District of Columbia remained near the bridge until 5 am, and then followed the Union columns as a rearguard as they retreated southeast toward Christiansville (now Chase City). As the last of the Union troopers departed, Farinholt's artillery continued to fire at them, causing them to have "great difficulty in getting off." By 8 am, the Union forces were no longer in sight.⁵¹

As evident from this battle description, the district's resources lie within a historically significant battlefield. According to the 2012 *Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields*, Staunton River Bridge Battlefield ranks as a Class C battlefield: it was the site of a battle that had an "observable influence on the outcome of a campaign." When evaluated by the commission, the battlefield received the top rating of "1" as its landscape was "little changed." The Land Use/Threat category rated "3," with only slow and accumulative changes anticipated. Combining these factors, the commissioners assigned a priority of "3" reflecting the battlefield's "long-range, landscape-scale protection opportunities."⁵² Along with the historical context provided above regarding the battle and its role within the Richmond and Petersburg Campaign, these rankings further support the recommendation for statewide significance (due to the battle's influence on the campaign), as does the top integrity rating as a battlefield with little change to the landscape since the battle.

Fortifications

In addition to the significance of both Confederate fortifications for their historical association with the Battle of Staunton River Bridge, the bastion fort is considered significant in the area of engineering under Criterion C. This earthwork is a rare example of an exceptionally well preserved fortification built to defend a transportation resource in south-central Virginia.

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Immediately after the battle, Farinholt published a request for slave labor to enhance the earthwork, which underscores the importance attached to this defensive position. In response, planters in the surrounding area sent some 200 African American enslaved workers for the project by the end of July. In the fall of 1864, the bastion fort and western gun emplacement were fully armed. Maj. F. J. Boggs, commander of light artillery at the bridge, reported having two 20-pounder Parrott guns, three 12-pounders, two 6-pounders, one 3-inch rifle, one 16-pounder Blakely, and one 18-pounder.⁵³

As a demonstration of military engineering expertise, the fort is superbly sited. The 15-minute Clover topographic quadrangle and a U.S. Department of Agriculture photograph, both dating to 1954, suggest the more actively farmed landscape with less woodland that would have been present during the Civil War. With clear vistas in all directions, the fort overlooked areas lacking what contemporary engineers called “dead ground,” that is, topographic hollows or areas of vegetation where an enemy could take cover during an approach to the position. The fort was oriented so that guns not only covered the bridge itself but also could direct fire toward other potential nearby crossings. Rifled artillery was within comfortable range of Clark’s Ferry, a crossing about a mile upstream to the northwest. The ordnance had clear lines of sight for nearly a mile downstream, although the river’s meander and high ground would have prevented the batteries from sighting and directing accurate fire toward Mosely Ferry, just over a mile downstream to the southeast.

As noted above, the fort generally adheres to the design and dimensions of a bastion fort prescribed in D. H. Mahan’s treatise on field fortification that was in its fourth edition by the time of the Civil War and widely available, including an 1862 edition printed in Richmond. While the fort’s layout exhibits many of Mahan’s military engineering principles for maximizing the effectiveness of both the artillery and small arms fire of the defenders, there are deviations in dimension and complexity.⁵⁴ These may indicate the need to adapt to a specific terrain, to limit the amount of effort expended, and not to overbuild a fortification which a diminished Confederate arms supply system could only arm with a limited number of artillery pieces and personnel.

Although Captain Farinholt provided general supervision and organization for fortification effort at the bridge, one or both of the two engineers present may have contributed their skills to the fort’s initial design. One postwar synopsis of the battle credits Col. Henry Eaton Coleman, trained as a civil engineer at Virginia Military Institute and the College of William and Mary, with directing construction of the fortifications preceding the battle. Another engineer present during the battle was Capt. Robert Hunter Fitzhugh, whom Farinholt commends in his post-battle report, apparently for effectively commanding troops. Similar to Coleman, Fitzhugh was trained as a civil engineer. Rather than serving as an infantry officer, however, he was a member of the Confederate Army’s Engineer Corps and as such more likely would have overseen construction of the more substantial bastion fort that was built after the battle. Both men continued careers as engineers after the war. Coleman worked for three railroads, as a county surveyor, and for the United States Coast Survey Department.⁵⁵ Fitzhugh continued his civil engineering career in Kentucky. In 1878, he surveyed the Kentucky River and two years later built Lake Park, a

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swimming and baseball facility in Frankfort. He also served in the local U.S. Army Corps of Engineers district, working on navigation improvements along the Kentucky River.⁵⁶

The Staunton River Bridge Fortification Historic District includes significant examples of earthworks, one of the resource types described in the *Civil War in Virginia* Multiple Property Documentation Form.⁵⁷ Earthworks within the historic district consist of entrenchments and a fort. As specified in the MPD, earthworks can be significant at the local, state, or national level in the areas of military history, engineering, and historical archaeology. The Staunton River Bridge fortification is significant at the statewide level in the areas of military and engineering.

Examples of earthworks in Virginia that have been listed in or determined eligible for the National Register of Historic Places individually or as a component of a battlefield under Criterion A (or its equivalent area of significance, in the case of older nominations) include Cannon Branch Fort (Manassas; NRHP 1999); Cockpit Point Confederate Battery Site (Prince William Co.; DOE 1989); Cumberland Gap National Historic Park (Lee Co.; NRHP 1966); Dam No. 1 Battlefield Site (Newport News; NRHP 1995); Fort Clifton Archaeological Site (Colonial Heights; NRHP 1981); Fort Pocahontas (Charles City Co.; NRHP 1999); Fort Ward (Alexandria; NRHP 1982); Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park and Cemetery (Fredericksburg and Spotsylvania Co.; NRHP 1966); Freestone Point Battery (Prince William Co.; NRHP 1989); Petersburg National Military Park (Dinwiddie Co., Prince George Co., and Petersburg; NRHP 1966); Mayfield Fortification (Prince William Co.; NRHP 1989); Mitchell's Ford Entrenchment (Prince William Co.; NRHP 1989); Richmond National Battlefield Park (Chesterfield, Hanover, and Henrico Cos.; NRHP 1966); and Spotsylvania Court House Historic District (Spotsylvania Co.; NRHP 1983).

Under Criterion C, an earthwork may be significant as a notable and intact example of military engineering, or a rare or unusual example, of a specific type.⁵⁸ As noted above, the fort at Staunton River Bridge adheres to the design and dimensions of a bastion fort prescribed in D. H. Mahan's treatise on field fortification. Examples of earthworks listed on the National Register of Historic Places individually or as a component of a battlefield under Criterion C (or its equivalent area of significance, in the case of older nominations) include Fort Pocahontas (Charles City Co.; NRHP 1999); Fort Riverview (Amherst Co.; NRHP 1989); Fort Ward (Alexandria; NRHP 1982); Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park and Cemetery (Fredericksburg and Spotsylvania Co.; NRHP 1966); and Richmond National Battlefield Park (Chesterfield, Hanover, and Henrico Cos.; NRHP 1966).

The Staunton River Bridge Fortification Historic District meets the registration requirements for earthworks, as specified in the *Civil War in Virginia* Multiple Property Documentation Form.⁵⁹ The district retains integrity of location, association, setting, feeling, design, materials, and workmanship. The contributing resources are in their original location and are sufficiently intact to convey their association with the events of the Staunton River Bridge Battle. The rural, agricultural setting of the property as it existed at the time of the battle is intact, although some reforestation has occurred. The district has integrity of feeling as there are no major intrusions or alterations to the fabric of the earthworks and their immediate surroundings. Integrity of design

**Staunton River Bridge Fortification
Historic District**

Name of Property

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is retained as the original design has been ascertained through archaeological investigation and the presence of substantial above-ground structures. Likewise, the earthworks have integrity of materials both above and below the present ground surface. Finally, the earthworks have integrity of workmanship as original design and construction techniques are still visible, as well as purpose-built features such as gun platforms.

Staunton River Bridge Fortification
Historic District

Name of Property

Halifax and Charlotte Counties, VA

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9. Major Bibliographical References

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Staunton River Bridge Fortification
Historic District

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County and State

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Staunton River Bridge Fortification
Historic District

Halifax and Charlotte Counties, VA

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Virginia Department of Historic Resources, Richmond

Historic Resources Survey Number (if assigned): VDHR #041-5276

10. Geographical Data

Acreage of Property 23.25

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 36.880500 Longitude: -78.705481
2. Latitude: 36.880660 Longitude: -78.700372
3. Latitude: 36.884572 Longitude: -78.700562
4. Latitude: 36.884408 Longitude: -78.705667

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Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundary for the Staunton River Bridge Fortification Historic District is shown on the attached map, entitled "Site Plan - Staunton River Bridge Fortification Historic District."

Boundary Justification (Explain why the boundaries were selected.)

For the current nomination, prepared by the Virginia Department of Conservation and Recreation, the boundary is designed to encompass a contiguous area of significant Civil War-era features located within Staunton River Battlefield State Park and thus excludes areas to the north where significant features either have been replaced (Roanoke Station), no longer exist (rifle trenches east of the bridge abutment), are located on lands held by other owners (Federal artillery position), or are discontinuous (the Federal staging area at historic Mulberry Hill Plantation within the northern core area).

11. Form Prepared By

name/title: David Lewes, Project Manager

organization: William and Mary Center for Archaeological Research

street & number: 327 Richmond Road

city or town: Williamsburg state: VA zip code: 23185

e-mail: dwlewe@wm.edu; jbjone@wm.edu

telephone: (757) 221-2580

date: July 25, 2014

Staunton River Bridge Fortification
Historic District

Name of Property

Halifax and Charlotte Counties, VA

County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Staunton River Bridge Fortification Historic District

City or Vicinity: Randolph

County: Halifax and Charlotte

State: Virginia

Photographer: David Lewes

View: Entrance to bastion fort, view to northeast from parking area.

Date Photographed: 17 April 2014

Image: VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0001.tif

View: Bastion fort, trail leading from infantry trench enclosure to rail bed, view to northwest.

Date Photographed: 17 April 2014

Image: VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0002.tif

Staunton River Bridge Fortification
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View: Bastion fort, northeast infantry trench, view to southeast.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0003.tif](#)

View: Bastion fort, southeast ditch and parapet, view to southwest.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0004.tif](#)

View: Bastion fort, southwest corner and gorge, view to northeast.

Date Photographed: 18 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0005.tif](#)

View: Bastion fort, interior, bombproofs (foreground), gun ramp, and platform at center of northeast parapet, view to east.

Date Photographed: 18 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0006.tif](#)

View: Bastion fort, view from north bastion to the north toward infantry trench enclosure.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0007.tif](#)

View: Bastion fort, view from northwest parapet to the northwest toward infantry trench enclosure (replica wooden cannon in foreground).

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0008.tif](#)

View: Bastion fort, infantry trench enclosure, view to southwest.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0009.tif](#)

View: Bastion fort, trash receptacle, benches, and monument inside infantry trench enclosure, view to north.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0010.tif](#)

View: Bastion fort, monument, detail.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0011.tif](#)

View: Gun emplacement with fence, bench, and interpretive signage in foreground, view to northeast.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0012.tif](#)

Staunton River Bridge Fortification
Historic District

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Name of Property

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View: Gun emplacement, north parapet and ditch, view to west.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0013.tif](#)

View: Gun emplacement, west parapet and ditch, view to south.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0014.tif](#)

View: Gun emplacement, northwest end, view to southeast.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0015.tif](#)

View: Gun emplacement (just right of center, beyond the clearing), view to west from railroad bridge.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0016.tif](#)

View: Railroad bridge (screened by vegetation), view to east from gun emplacement.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0017.tif](#)

View: Railroad bridge, view to north.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0018.tif](#)

View: Railroad bridge showing original piers, view from south riverbank to north.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0019.tif](#)

View: Railroad bridge, north abutment, view to northwest.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0020.tif](#)

View: Railroad bridge, northernmost pier, view to southwest.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0021.tif](#)

View: Trail with vehicular barriers in foreground, view to north.

Date Photographed: 17 April 2014

Image: [VA_HalifaxandCharlotteCos_StauntonRiverBridgeFortificationHD_0022.tif](#)

Staunton River Bridge Fortification
Historic District

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

¹ Halifax County Heritage Book Committee [HCHBC], *Halifax County, Virginia Heritage, 1752-2007* (Waynesville, N.C.: County Heritage, Inc., 2007), 18.

² John S. Salmon, *The Civil War in Virginia, 1861-1865: Historic and Archaeological Resources*, Multiple Property Documentation Form (Richmond: Virginia Department of Historic Resources, 1999), 93.

³ Brian D. Bates and C. Clifford Boyd, Jr., *A Report on the Phase II Evaluation of Staunton River Battlefield State Park* (Farmville, Va.: Longwood College [now Longwood University], 2000), 31-32.

⁴ Mahan recommended sides measuring 375-750 feet on the exterior. D. H. Mahan, *A Treatise on Field Fortification Containing Instructions on the Methods of Laying Out*, 4th ed., rev. and enl. (Richmond, Va.: West & Johnston, 1862), 15.

⁵ Bates and Boyd, *A Report on the Phase II Evaluation*, 35-36.

⁶ Bates and Boyd, *A Report on the Phase II Evaluation*, 18, 35.

⁷ W. Carroll Headspeth, *Battle of Staunton River Bridge* (South Boston, Va.: Creative Ink, 1998), 8.

⁸ Bates and Boyd, *A Report on the Phase II Evaluation*, 117.

⁹ Bates and Boyd, *A Report on the Phase II Evaluation*, 16, 30; Cindy Whitley, Brian Bates, and John Graminski, *Phase II Investigations on the Balmoral Tract* (Farmville, Va.: Longwood College, 1994; report submitted to Fairfax County Heritage Resources).

¹⁰ A history of the park states that the garden club erected the posts in 1972, but the plaque on the right post dates the landscaping efforts to 1976. HCHBC, *Halifax County*, 19; Historic Staunton River Foundation & Staunton River Battlefield State Park [HSRF & SRBSP], "History of the Park" page on "The Battle of Staunton River Bridge" website (<http://www.stauntonriverbattlefield.org/parkhist.html>), accessed May 2014.

¹¹ Staunton River Battlefield State Park, "Staunton River Battlefield State Park Master Plan Executive Summary, 2010 Update" (Randolph, Va.).

¹² *OR*, ser. I, vol. XL, pt. 1, p. 631.

¹³ *News and Record* (South Boston, Va.), "Park service bequeathed historic Staunton Bridge" (22 Oct 1992).

¹⁴ *OR*, ser. I, vol. XL, pt. 1, p. 764.

¹⁵ J. T. Eason, "The Battle of Staunton River Bridge," in *Confederate Veteran*, vol. 2 (1894), p. 19.

¹⁶ *OR*, ser. III, vol. V, p. 75.

¹⁷ HSRF & SRBSP, "History of the Park."

¹⁸ *Ibid.*

¹⁹ Staunton River Battlefield State Park, "Staunton River Battlefield State Park Master Plan Executive Summary, 2010 Update."

²⁰ Salmon, *Civil War in Virginia*, 92.

²¹ Salmon, *Civil War in Virginia*, 93-94.

²² *OR*, ser. I, vol. XL, pt. 2, p. 232.

²³ John H. Brubaker III, *The Last Capital: Danville, Virginia and the Final Days of the Confederacy* (Danville: The Danville Museum of Fine Arts and History, 1979), 17; James I. Robertson, *Virginia, 1861-1865: Iron Gate of the Confederacy* (Richmond: Va.: Civil War Commission, 1961), 329-330.

Staunton River Bridge Fortification
Historic District

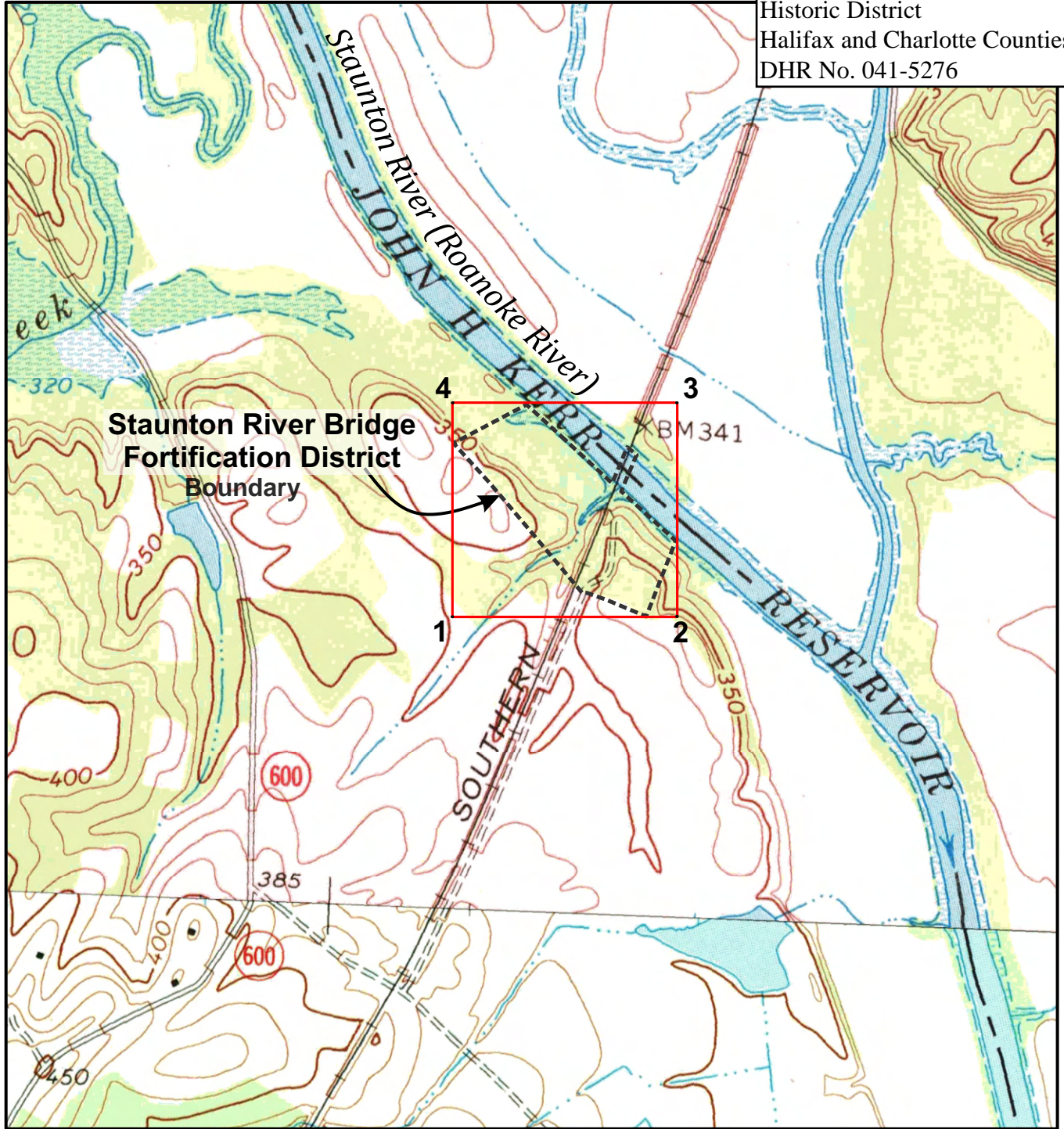
Halifax and Charlotte Counties, VA

Name of Property

County and State

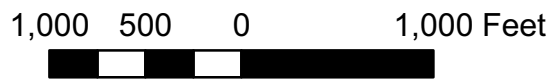
- ²⁴ Philip L. Bolté, "An Earlier 'Bridge too Far,'" *North & South* 3, no. 6 (August 2000), 27.
- ²⁵ A. B. Cummins, *The Wilson-Kautz Raid, More Commonly Referred to as the Battle of Grove, June 21, July 1, 1864* (Berryville, Va.: Virginia Book Company, 1961), 4.
- ²⁶ OR, ser. I, vol. XL, pt. 1, p. 731.
- ²⁷ Greg Eanes, *Destroy the Junction: The Wilson-Kautz Raid & the Battle for the Staunton River Bridge, June 21, 1864 to July 1, 1864* (Lynchburg, Va.: H. E. Howard, 1999).
- ²⁸ Cummins, *The Wilson-Kautz Raid*, 4; Salmon, *Civil War in Virginia*, 93.
- ²⁹ Bolté, "An Earlier 'Bridge too Far,'" 27.
- ³⁰ Eanes, *Destroy the Junction*, 22-25.
- ³¹ Cummins, *Wilson-Kautz*, 7-9.
- ³² Eanes, *Destroy the Junction*, 49.
- ³³ *Ibid.*, 43-45.
- ³⁴ OR, ser. I, vol. XL, pp. 626-627.
- ³⁵ Greg Eanes, "The Black Experience in the Wilson-Kautz Raid," (Copy of unpublished manuscript on file, Sailor's Creek Battlefield State Park, Rice, Va.), n.p.
- ³⁶ Eanes, *Destroy the Junction*, 173.
- ³⁷ Bolté, "An Earlier 'Bridge too Far,'" 32
- ³⁸ OR, ser. I, vol. XL, pt. 1, p. 764.
- ³⁹ Service Record for Farinholt in 53rd Virginia Infantry (National Archives and Records Administration, through fold3.com subscription).
- ⁴⁰ Bolté, "An Earlier 'Bridge too Far,'" 28.
- ⁴¹ *Ibid.*, 29.
- ⁴² J. T. Eason, "The Battle of Staunton River Bridge," in *Confederate Veteran*, vol. 2 (1894), p. 19; Eanes, *Destroy the Junction*, 103.
- ⁴³ *Richmond Times*, "A Battle Which Saved Lee's Army—Two Hundred and Fifty Hastily Organized Confederates Whip Twenty-five Hundred Federals—Valuable Contributions," (27 Sept 1891).
- ⁴⁴ John S. Salmon, "Staunton River Bridge, 25-26 June 1864," ABPP Battlefield Survey on file, VDHR, Richmond; OR, ser. I, vol. XL, pt. 1, p. 764
- ⁴⁵ Salmon, "Staunton River Bridge."
- ⁴⁶ *Ibid.*
- ⁴⁷ *Ibid.*
- ⁴⁸ S. H. Merrill, *The Campaigns of the First Maine and First District of Columbia Cavalry* (Portland, ME: Bailey & Noyes, 1866), 267.
- ⁴⁹ Eanes, *Destroy the Junction*, 79.
- ⁵⁰ Salmon, "Staunton River Bridge."
- ⁵¹ *Ibid.*
- ⁵² American Battlefield Protection Program (ABPP), "Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields," Draft v. 6 for Public Review (Washington, D.C.: ABPP, National Park Service, U.S. Department of the Interior, 2012), 52.
- ⁵³ OR, Ser. I, Vol. XLII/3, pp. 1322-1323.
- ⁵⁴ D. H. Mahan, *A Treatise on Field Fortification*, 15.
- ⁵⁵ *Richmond Times*, "A Battle Which Saved Lee's Army—Two Hundred and Fifty Hastily Organized Confederates Whip Twenty-five Hundred Federals—Valuable Contributions," (27 Sept 1891); Biographical/Historical Sketch of Henry Eaton Coleman in Guide to the Henry Eaton Coleman Papers, 1862, Catalog Number MS319, The Library at The Mariners' Museum, Newport News, Va.
- ⁵⁶ Charles E. Parrish and Leland R. Johnson, "Engineering the Kentucky River: A Disastrous Debut," *The Register of the Kentucky Historical Society*, 95, no. 4 (Autumn 1997), 373-377.
- ⁵⁷ Salmon, *Civil War in Virginia*, 110-113.
- ⁵⁸ Salmon, *Civil War in Virginia*, 111.
- ⁵⁹ Salmon, *Civil War in Virginia*, 112-113.

Location Map
 Staunton River Bridge Fortification
 Historic District
 Halifax and Charlotte Counties, VA
 DHR No. 041-5276



Clover 7.5' Saxe 7.5' quadrangle

- 1. Lat. 36.880500 Long. -78.705481
- 2. Lat. 36.880660 Long. -78.700372
- 3. Lat. 36.884572 Long. -78.700562
- 4. Lat. 36.884408 Long. -78.705667



Datum: WGS84

Map generated in ArcGIS

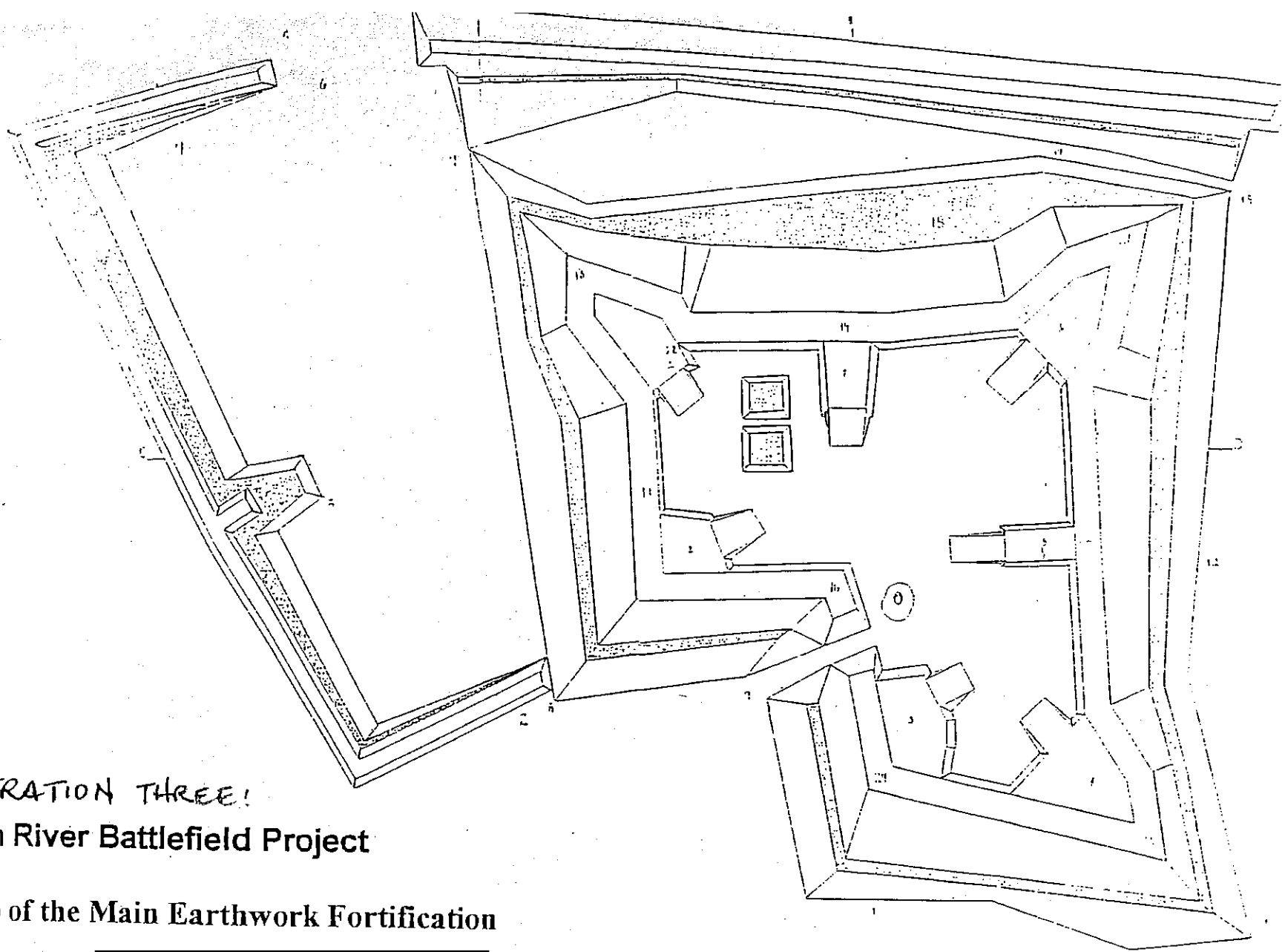
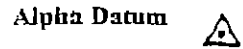
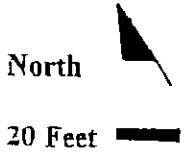


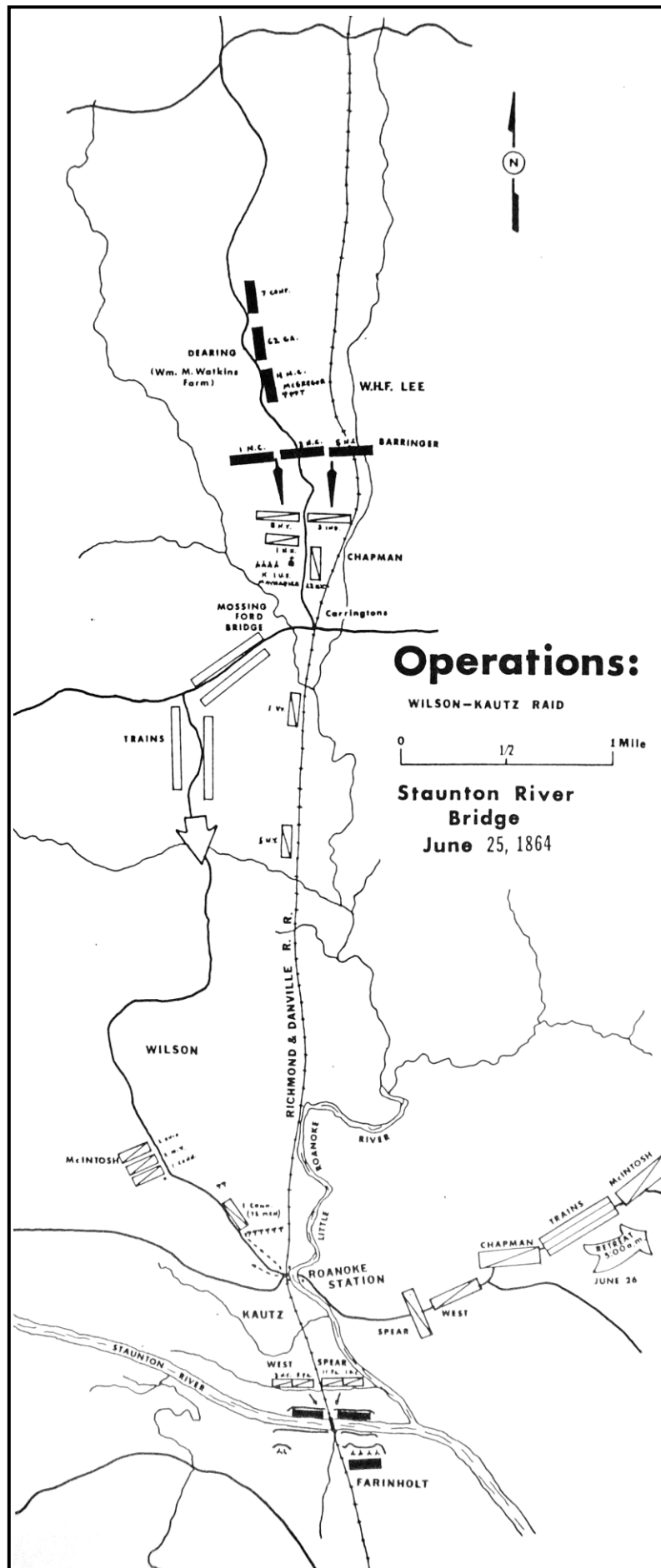
ILLUSTRATION THREE!
Staunton River Battlefield Project

Plan Map of the Main Earthwork Fortification

Staunton River Bridge Fortification
 Historic District
 Halifax and Charlotte Counties, VA
 DHR No. 041-5276

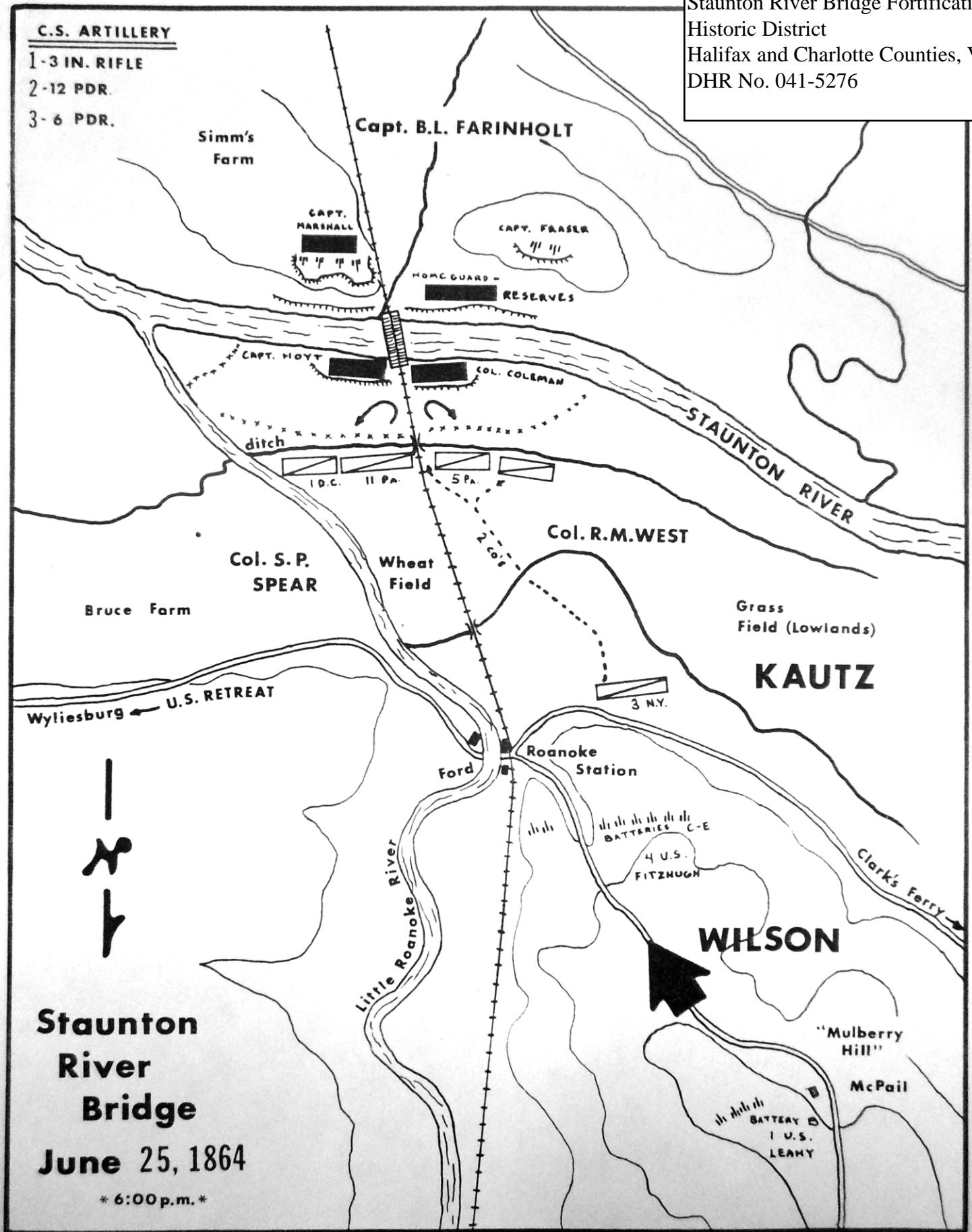


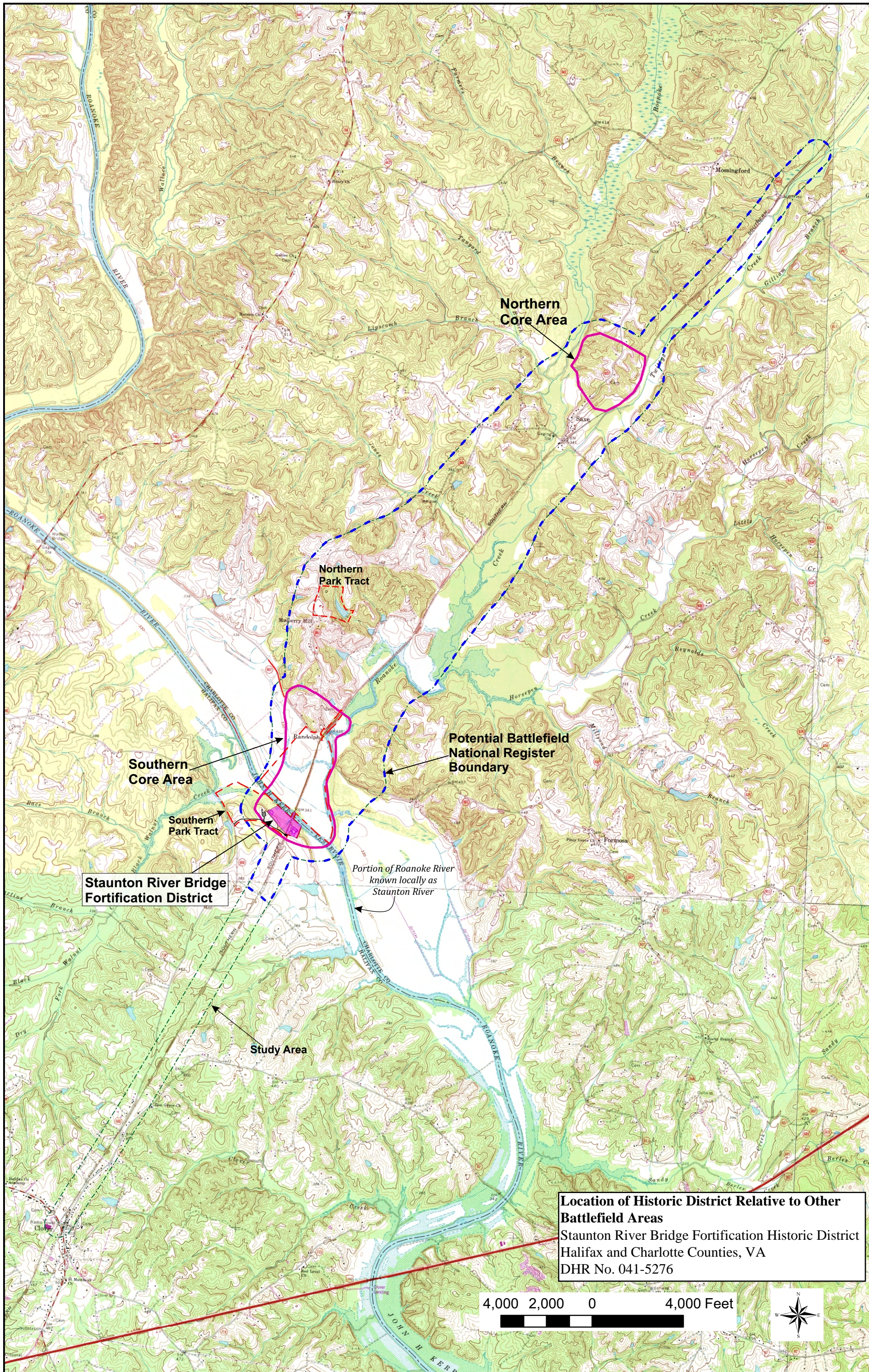
Troop Movements Map
 Staunton River Bridge
 Fortification Historic District
 Halifax and Charlotte
 Counties, VA
 DHR No. 041-5276



Detail Map of Battle at Staunton River Bridge

Staunton River Bridge Fortification
Historic District
Halifax and Charlotte Counties, VA
DHR No. 041-5276





Northern Core Area

Northern Park Tract

Southern Core Area

Southern Park Tract

Staunton River Bridge Fortification District

Potential Battlefield National Register Boundary

Portion of Roanoke River known locally as Staunton River

Study Area

Location of Historic District Relative to Other Battlefield Areas

Staunton River Bridge Fortification Historic District
Halifax and Charlotte Counties, VA
DHR No. 041-5276

4,000 2,000 0 4,000 Feet

