

# Virginia Landmarks Register Registration Form

LISTED IN:  
VLR 10/30/1989  
Fed. Det. of Eligibility:  
2/28/1990  
Removed from VLR by  
legislative direction:  
6/23/1993

### 1. Name of Property

historic name Brandy Station Battlefield Historic District  
other names/site number \_\_\_\_\_

### 2. Location

street & number (see maps) \_\_\_\_\_ N/A  not for publication  
city, town Brandy Station, Stevensburg, Kelly's Ford N/A  vicinity  
state Virginia code VA county Culpeper code 047 zip code 22714  
Fauquier 061

### 3. Classification

Ownership of Property	Category of Property
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district
<input type="checkbox"/> public-State	<input type="checkbox"/> site
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure
	<input type="checkbox"/> object

Name of related multiple property listing:  
N/A

**6. Function or Use**

Historic Functions (enter categories from instructions)

Defense: Battle site  
Defense: Military facility  
Domestic: Single Dwellings  
Domestic: Dependencies  
Religious: cemeteries

Current Functions (enter categories from instructions)

Agriculture/agricultural field  
Domestic: Single Dwellings

**7. Description**

Architectural Classification  
(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/A  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other \_\_\_\_\_

Describe present and historic physical appearance.

**SUMMARY DESCRIPTION**

The Brandy Station Battlefield Historic District consists of three discontiguous geographical areas that contain the significant sites and structures that played an important role in the Battle of Brandy Station. Situated in the rolling Piedmont countryside of eastern Culpeper and western Fauquier counties, the three distinct areas or units--Brandy Station, Kelly's Ford, and Stevensburg--are named for the village or natural feature that is contained within them. The largest geographical area of the battlefield is the Brandy Station unit, which consists of approximately 8,525 acres. It features forested as well as cultivated farmland generally defined by Route 669, Flat Run, and U.S. Route 15/29 in Culpeper County to the south; the western corporate limits of the town of Remington and the lands bordering Route 651 in Fauquier County to the east; the Hazel River to the north; and the northern terminus of Fleetwood Hill and routes 663 and 679 north of the village of Brandy Station in Culpeper County to the west. This area also contains most of the village of Brandy Station and two modern intrusions: the Culpeper Municipal Airport and an industrial park. The Kelly's Ford unit, consisting of about 1,715 acres, is defined by the Rappahannock River to the north and the cultivated and forested lands bordering routes 674 and 620 in the vicinity of Kelly's Ford. The Stevensburg unit contains mostly grazing and cultivated lands bordering U.S. Route 3 mostly east of Stevensburg and along Route 663 primarily north of Stevensburg. This area, consisting of about 787 acres, also contains the prominent Hansborough Ridge and the entire village of Stevensburg. These three areas have changed little since 9 June 1863, the date of the Battle of Brandy Station. They have retained their rural agrarian and small crossroads village character and still feature a verdant countryside of gently rolling hills, beautiful views, working farms, and small villages.

**ANALYSIS**

**Contributing Architectural Resources**

a) The Beaugard house was built around 1840 and was known as the Barbour house (after the family that owned it) at the time of the Civil War. During the Union winter encampment of 1863-64, Beaugard served as the headquarters of Maj. General William H. French, commander of the

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**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Military History  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance

1863-64  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates

June 9, 1863  
Winter 1863-64  
\_\_\_\_\_

Cultural Affiliation

N/A  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person  
J.E.B. Stuart  
\_\_\_\_\_

Architect/Builder  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

**STATEMENT OF SIGNIFICANCE**

The Brandy Station Battlefield Historic District is a discontinuous district that is composed of three separate areas: Brandy Station, Kelly's Ford, and Stevensburg. The district contains the site of the largest cavalry battle ever fought in North America. During the Battle of Brandy Station on 9 June 1863, the full cavalry corps of the Confederate Army of Northern Virginia fought the full cavalry corps of the Union Army of the Potomac; about twenty thousand soldiers--almost all of them cavalymen--participated. (Cavalry engagements usually involved much smaller numbers.) Until the Battle of Brandy Station the Confederate cavalry corps under the command of Major General James Ewell Brown ("Jeb") Stuart had been superior to its Union counterparts, defeating and humiliating them at every turn. The battle changed that relationship: the Union more than held its own; Stuart was surprised, embarrassed, and castigated in the Southern press; and the Federal cavalry corps gained in confidence and strength. After the battle the Northern superiority in numbers, equipment, and confidence contributed to the eventual defeat of the Confederacy. The battle involved many persons significant in American military history. Among the Confederate leaders were Major General James Ewell Brown ("Jeb") Stuart, the commander of the cavalry corps; Brigadier General William Henry Fitzhugh ("Rooney") Lee, the second son of General Robert E. Lee; and Brigadier General Wade Hampton. Lesser Southern figures included Brigadier General William Edmondson ("Grumble") Jones, a Virginian who led the Laurel Brigade; Colonel Matthew Calbraith Butler, commander of the 2nd South Carolina Cavalry and a future United States Senator from South Carolina; Major Johann August Heinrich Heros von Borke, a colorful and bombastic scion of an aristocratic Prussian family who joined Stuart's staff and was at his general's bedside when he died; and Captain William Downs Farley,



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Third Corps. The estate was originally a plantation, and today is used as a working farm. (Beauregard is designated by the letter A on the U.S. Geological Survey topographic map attached.)

b) The Farley house (B) dates to approximately 1790 and is listed on both the Virginia Landmarks Register and the National Register of Historic Places. Originally the home of revolutionary war Colonel Champe Carter (who is buried on the property), Farley was the home of Dr. Robert Welford during the war and was known as Welford. The house served as a Confederate hospital after the Battle of Brandy Station and was the headquarters of Maj. General John Sedgwick, commander of the Sixth Corps, during the Army of the Potomac's winter encampment of 1863-64. Farley also was a plantation during the Civil War, and today is used as a residence.

c) St. James Episcopal Church (C) was built in 1842 and stood until Union soldiers destroyed it for building materials for their winter encampment in 1863. Some of the Battle of Brandy Station's heaviest fighting took place around St. James Church, and there may be Union and Confederate soldiers buried in the church graveyard, which still exists today.

d) There are two abandoned structures (D) on Fleetwood Hill that are believed to have been dependencies of Fleetwood house, Stuart's headquarters during the Battle of Brandy Station. The antebellum Fleetwood house no longer stands, but there is an abandoned house near the dependencies; it was built after the Civil War and therefore is noncontributing.

e) Salubria (E), located some seven miles east of the town of Culpeper, is thought to be the oldest brick house in Culpeper County. It was constructed in the formal Georgian style at a time when Culpeper County was still close to the frontier. Although the precise date of construction is not certain, Salubria was built in the mid-1700s by the Reverend John Thompson, whose first wife was the widow of Governor Alexander Spotswood.

Salubria's exterior is distinguished by unusually tall, corbel-capped chimneys that rise above a hipped roof. The house has identical front and rear facades and is built of brick laid in Flemish bond. Three sides of the house are stuccoed in a manner simulating rustication, though for some reason the east end never received this treatment.

The interior of the house follows the familiar center hall plan on all three levels with two rooms on either side of a very wide hallway. All the first- and second-floor rooms have corner fireplaces. One room in the basement has a large fireplace and probably served as the original kitchen.

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## Agricultural Patterns

The agricultural pattern of the land comprising the battlefield is substantially the same as it was 126 years ago. There are still many working farms and, as in 1863, the principal crops are grain, hay, corn, and some beef cattle. The comprehensive plan for Culpeper County designates this land as prime agricultural land because of its rich soil, and it has been farmed continuously since the battle.

## Forests

The forested areas also have good integrity. Contemporary accounts mention several woodlots on the site in 1863; many of them exist today in the same general patterns and location.

There are scattered woodlots throughout the area, but the only heavily-wooded tract in the district is Hansborough Ridge. Densely forested at the time of the battle, Hansborough Ridge was almost completely deforested by Union troops during the winter encampment of 1863-1864. Today, the ridge is thickly wooded and appears to have changed little since the war (with the exception of a power line right-of-way running in an east-west direction across the middle of the ridge).

## Topography

The contour of the battlefield has changed little since 1863. There has been virtually no grading or bulldozing done, with the exception of the construction of U.S. Route 15 and 29 on the proposed district's southern border, and berms for an overpass that was never built near Brandy Station. The terrain over which the battle was fought--Fleetwood Hill, the plateau in front of the site of St. James Church, the Yew Hills (which run between the Green and Farley properties), the land near Kelly's Ford and around Stevensburg--largely remain undisturbed.

One of the most militarily significant promontories in the county, Hansborough Ridge, is located within the district. During the Battle of Brandy Station the defensive line of the Second South Carolina Cavalry stretched for about a mile along its eastern slope. During the winter encampment of 1863-1864 Hansborough Ridge was one of many campsites in Culpeper County used by the Army of the Potomac. The Hansborough family's house that then stood on the ridge is no longer extant, but dozens of hut sites remain visible today. In addition, there are other irregular features and rock formations (possibly burial sites), and the northern end of the ridge contains a trench line most likely dug during the winter of 1863-64. These sites are generally undisturbed.

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## Fords

- a) Beverly Ford on the Rappahannock River appears much the same today as it did more than a century ago. The rock dam sites located just above the ford and used to divert the river water into adjoining transportation canals still exist. There is no longer any road access to the ford, but vestiges of the old ford road are clearly visible in the woodline.
- b) Kelly's Ford, located about four miles downstream from Beverly Ford, has been bridged since the battle. A handsome metal truss bridge, constructed in 1898, now spans the river, but it hardly disturbs the riverbed below--the ford itself.

## Roads

- a) Beverly Ford Road (Route 677 from Beverly Ford to the intersection with Route 676), down which the Union cavalry first charged, looks much as it did on 9 June 1863. The road is graveled for most of its length and is for the most part wooded, as it was at the time of the battle.
- b) Route 676 is consistent with the alignment of the old Welford's Mill road, and also provides access to the Thompson, Green, and Cunningham farms.
- c) St. James Church Road (which was part of the Colonial-era Winchester Road) no longer exists as an operating road, but the bed of the road is still well preserved and apparent.
- d) Route 685, although paved, was the principal east-west road through Brandy Station at the time of the battle.
- e) Route 663 follows the route of the old Atlanthus Road to its intersection with Route 679; to the south of Brandy Station it becomes the historical road to Stevensburg.
- f) Route 679 is consistent with the alignment of the old Welford's Ford Road (also known as Farley Road), to its intersection with the St. James Church Road.
- g) U.S. Route 15/29 is a post-Civil War road and route.
- h) The remains of camp roads, constructed to facilitate camp activities and communication, are evident on Hansborough Ridge.

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i) Route 674 was the historical road to Brandy Station from Kelly's Ford.

j) Route 672 was the historical road to Stevensburg from Kelly's Ford.

## Railroad

The Southern Railroad, which runs parallel to and just south of U.S. Route 15/29, was constructed on the bed of the old Orange and Alexandria Railroad. Built in 1853, the railroad played a key role in much of the Civil War fighting, especially around such rail centers as Manassas, Brandy Station, Culpeper, and Orange. The depot at Brandy Station was the focus of activity by both armies during the Civil War, and was used by the Army of the Potomac during its winter encampment of 1863-1864. This facility is well documented in contemporary engravings. During the Battle of Brandy Station the railroad, the sandy bed of which was eight feet above ground level, served as an obstacle to cavalry movement.

## Watercourses

a) The Rappahannock River, which has been designated as a Commonwealth of Virginia Scenic River, has remained virtually untouched and still looks much the same as it did at the time of the battle.

b) The Hazel River, formerly known as the Aestham or Elk River, has changed little since the Civil War.

c) Ruffans Run, which flows roughly parallel to the Hazel River toward its confluence with the Rappahannock, is a significant stream that has remained virtually untouched, except for the construction of a few small ponds. Today, this wetlands area is an extensive habitat for wildlife, including geese, ducks, deer, and beavers.

d) Flat Run is a small, meandering stream that flows along the western base of Fleetwood Hill, then southeasterly to the Rappahannock River. There are a handful of agricultural ponds on Flat Run that did not exist at the time of the battle.

e) Jonas Run is a pristine stream that flows into Mountain Run slightly to the northwest of Coles Hill. During the Battle of Brandy Station, Jonas Run served as the Confederates' final defensive line for that part of the battle that occurred around Stevensburg. If this line had not held, Duffie would have swept northward to Brandy Station and quite possibly could have altered the outcome of the battle.

f) Mountain Run is a meandering stream to the north of Stevensburg. During the battle the Virginia and South Carolina troops defending the

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village rallied near its intersection with Route 663. Union artillery shelled them from the western slope of Hansborough Ridge, and it was during this shelling that Confederate Col. Matthew Butler lost his right foot and scout Capt. William Farley was killed.

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Stuart's favorite scout. Among the Union leaders were Brigadier General Alfred Pleasonton, who commanded the Federal cavalry corps; Brigadier General John Buford, whose effective scouting at Gettysburg was essential to the Union victory there; Colonel Hugh Judson ("Kilcavalry") Kilpatrick, a politically ambitious officer who served after the war as minister to Chile; and Captain George Armstrong Custer, who by the end of June 1863 had been promoted to brigadier general (jumping three ranks), and who in 1876 died in battle at the Little Big Horn. Other Union officers of note included Brigadier General John Gibbon, who wrote the basic Artillerist's Manual published by the War Department in 1860; Captain Ulric Dahlgren, later killed during an ill-advised raid on Richmond; and Captain Wesley Merritt, who later served in the Philippines. Today, the battlefield on which they fought appears much as it did on 9 June 1863; its rolling hills, beautiful views, and verdant countryside retain much of their integrity.

## JUSTIFICATION OF CRITERIA

The Brandy Station Battlefield Historic District is eligible for listing on the Virginia Landmarks Register under Criteria A and B of the National Register of Historic Places. Under Criterion A, the district is eligible because it is where the largest cavalry battle of the Civil War (indeed, in North American history) was fought; because it was the turning point in the struggle for dominance between the Confederate and Union cavalry corps, with the Union cavalry holding its own for the first time in the war and thereafter generally dominating the Confederates; and because it was the opening battle in the Gettysburg campaign. Under Criterion B, the proposed district is eligible because the battle involved many persons significant in American military history, including, on the Confederate side, J. E. B. Stuart, William H. F. ("Rooney") Lee, and Wade Hampton; on the Union side, Alfred Pleasonton, John Buford, H. Judson Kilpatrick, and George Armstrong Custer. It is also significant because the Union attack caught Stuart unprepared, made him the subject of public derision, and affected his performance on the remainder of the Gettysburg campaign.

## HISTORICAL BACKGROUND

Following his victory over the Union army commanded by Maj. Gen. Joseph Hooker at the Battle of Chancellorsville in May 1863, Gen. Robert E. Lee led his Army of Northern Virginia into camp in Culpeper County while he prepared for his next campaign, which would end disastrously for him at

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Gettysburg, Pennsylvania. By early June, Hooker knew that Lee was about to set his army in motion; he sent cavalry patrols across the Rappahannock River from the Union camp in Fauquier County to determine Lee's intentions, but they were unsuccessful. Hooker ordered Brig. Gen. Alfred Pleasonton to lead a reconnaissance in force across the Rappahannock at dawn on 9 June. His mission was to determine the size and location of Lee's army by scouting toward the town of Culpeper, attacking any Confederate forces he encountered, and withdrawing back across the river to report his discoveries.

Pleasanton divided his command, which consisted of about 11,000 men in seven cavalry brigades, two infantry brigades, and six artillery batteries. One command, led by Brig. Gen. John Buford, consisted of twelve cavalry regiments, five infantry regiments, and four batteries of artillery. The second command, led by Brig. Gen. David M. Gregg, contained twelve cavalry regiments, three infantry regiments, and two artillery batteries. Buford's command was arranged, for the purposes of the reconnaissance, into the First Cavalry Division (led by Buford), the Reserve Brigade (led by Maj. Charles Whiting), and the Infantry Brigade under Brig. Gen. Adelbert Ames. Gregg's command was arranged into the Second Cavalry Division (led by Col. Alfred N. Duffie), the Third Cavalry Division (led by Gregg), and the Infantry Brigade under Brig. Gen. David A. Russell.

Pleasanton's plan was to have Buford's command (with Pleasanton in attendance) cross the Rappahannock River at Beverly Ford at dawn on 9 June. Simultaneously, Gregg's command would cross the river four miles downstream at Kelly's Ford. Both commands would press on toward Brandy Station by direct roads, there to join together and ride toward the town of Culpeper.

Pleasanton was, of course, unaware that 9 June had been chosen by Gen. Robert E. Lee as the day his cavalry corps, led by Maj. Gen. J. E. B. Stuart, was to cross the Rappahannock River into Fauquier County at Beverly Ford. Stuart was to harrass the Union army and screen the march of the Army of Northern Virginia from its camp in Culpeper County toward the Blue Ridge and the Valley of Virginia en route to Pennsylvania. Because he was to cross the river on 9 June, Stuart bivouacked his corps between Lee's army at Culpeper and the Rappahannock (ordinarily cavalry camped with the infantry between it and the enemy).

Stuart's cavalry corps was divided into five brigades plus the six-battery Stuart Horse Artillery. The brigades were commanded by Brig. Gen. Beverly H. Robertson, Brig. Gen. Wade Hampton, Brig. Gen. Fitzhugh

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Lee (nephew of Robert E. Lee), Brig. Gen. William H. F. ("Rooney") Lee (Robert E. Lee's second son), and Brig. Gen. William E. ("Grumble") Jones. Stuart's corps was bivouacked over a wide area on the night of 8 June: most of Fitzhugh Lee's brigade was at Oak Shade Church, a few miles northwest of Brandy Station; Rooney Lee's brigade was camped around the Welford house (Farley); Jones's brigade was on the Beverly Ford road in the vicinity of St. James Church; Robertson's brigade was posted around the Barbour house (Beauregard); and Wade Hampton and his men were camped near Stevensburg. Most of the artillery was stationed between Jones's brigade and the Rappahannock River. Stuart himself slept at the southern end of Fleetwood Hill, near the house that bore that name. Stuart's force in the Brandy Station area numbered about 9,500 men.

The Union cavalry commander, Pleasonton, knew that because of their importance, both Beverly and Kelly's fords were guarded by Confederate pickets (men from Robertson's brigade). Each ford was therefore approached cautiously and in a different manner during the night of 8-9 June. Buford's command slipped quietly into a forest that grew just over the ridgeline in Fauquier County above Beverly Ford. The men spent the night without campfires and under noise discipline; one officer was arrested and confined to his tent because one of his men snapped his musket lock. Gregg's command was divided and approached Kelly's Ford during the night from different--and distant--bivouacs. He intended his force to unite and cross at the ford at dawn. Unfortunately for his plan, the Second Cavalry Division (led by Duffie) lost its way and was late in arriving, which delayed the crossing for a couple of hours.

In the pre-dawn darkness on 9 June Buford's command slipped out of its bivouac area and assembled on the Fauquier County bank of the Rappahannock River at Beverly Ford. The sounds of its approach went unheard by the Confederate pickets on the other side; they were muffled by a dense fog and the noise of water pouring over a dam just upstream from the ford. At 4:00 A.M. the First Cavalry Division, led by Col. Benjamin F. ("Grimes") Davis and the Eighth New York Cavalry, splashed across Beverly Ford and pushed back the shocked pickets in a burst of gunfire and charging horses. Pleasonton had achieved complete surprise.

The First Division pressed on for about five hundred yards before it encountered Grumble Jones's Virginia cavalry. Awakened at their bivouac near St. James Church by the noise of shooting to their front, the men quickly mounted and charged up the Beverly Ford Road toward the river. Their counterattack caused the Union advance to stall momentarily; Col. Davis was shot and killed. The Federal cavalry pushed the Confederates

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back, however, until they formed a defensive line to the left of the St. James Church. The Stuart Horse Artillery, which barely escaped capture, fell back as well.

Jones's brigade bought time for Stuart and his cavalry corps. Wade Hampton's brigade moved quickly from its bivouac on the Stevensburg road to a defensive position to the right of St. James Church. Rooney Lee's brigade mounted up at Welford's (Farley) and attacked the Union right flank across the northern end of Fleetwood Hill. Lee's brigade established a strong defensive position, supported by the horse artillery, on the Yew Hills behind a stone wall on the Cunningham farm.

Buford, following the hesitation after his initial attack, made changes to his front. He moved the First Cavalry Division to the east of Beverly Ford Road (the Union left); ordered Ames's Infantry Brigade to take post on both sides of the road; and positioned the Reserve Brigade (under Whiting) to the west of the road. The First Cavalry Division, then, faced Hampton's Brigade to the east of St. James Church (in the area of the county airport), while the Reserve Brigade encountered both Jones's and Lee's brigades. Fierce fighting and some of the heaviest losses in dead and wounded for the day resulted from cavalry charges and artillery fire, particularly to the west of Beverly Ford Road. Hard pressed, Jones's and Hampton's cavalry began to fall back slowly toward the southern end of Fleetwood Hill.

While the battle was developing in the morning near Brandy Station, Gregg's command crossed Kelly's Ford and drove in the pickets at the Kelly farm. Stuart, at first disbelieving the reports of this second Union crossing, sent Robertson's brigade to the ford. Robertson arrived in time to see the dust of Gregg's main force rise above the Kelly farm hill as Gregg rode down the Kelly's Ford-Stevensburg Road (Route 672). Gregg left Russell's Infantry Brigade to guard the ford; Russell's infantry and Robertson's cavalry, which was drawn up to block the Brandy Station Road (Route 674) in the area of the Brannin and Brown farms, faced each other all day and scarcely fired a shot.

Gregg, meanwhile, pressed forward toward Stevensburg. Near Carrico Mill he divided his force. He and the Third Cavalry Division turned down a road leading to the northwest and Brandy Station (Route 669); Duffie and the Second Cavalry Division continued toward Stevensburg, there to turn north and march to Brandy Station on present-day Route 663.

Gregg and his division of about 2,400 men arrived at Brandy Station about noon, just as Jones's and Hampton's brigades were in full retreat toward

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the southern end of Fleetwood Hill, which stood just to Gregg's front. Stuart, who was surprised for the second time that day, suddenly found it necessary to fight on two fronts. His adjutant, Maj. Henry B. McClellan, bought Stuart a little time by directing the fire of a single cannon on Fleetwood into Brandy Station. His tactic delayed the advance of Gregg's second brigade under the command of Col. Percy Wyndham and allowed the retreating Confederates to reach the crest of Fleetwood at about the same time as Gregg's troopers.

At the Hazel River end of the battlefield, meanwhile, Rooney Lee's position was suddenly less desirable as his right became dangerously unsupported because of the withdrawal of Jones's and Hampton's brigades. He hurriedly pulled back through the Yew Hills toward yet higher ground on the northern heights of Fleetwood near his former bivouac at Welford's. Buford followed, fighting all the way against Lee's rear guard.

Back at the southern end of Fleetwood Hill more heavy action raged, with the hilltop being contested in Union charge and Confederate countercharge. First one, then the other, captured the slope and crest. Gregg sent couriers toward Stevensburg, hoping to hasten Duffie's march. Duffie had encountered resistance, however.

Col. Matthew C. Butler, commander of the Second South Carolina Cavalry, had been ordered by Wade Hampton to guard Stuart's rear at Brandy Station. He received word that a Union force was on the march to Stevensburg, however, and without orders he led his unit south to the village. The Fourth Virginia Cavalry followed shortly after.

Butler arrived at Stevensburg just as the forward elements of Duffie's division appeared. Driving through the village, Butler and his South Carolinians formed a defensive line that stretched a mile from the road (present-day Route 3) north along the eastern slope of Hansborough Ridge, a prominent land mass to the east of Stevensburg. As the Virginia cavalry arrived to reinforce Butler's position, Duffie's division charged down the road. The Confederates began a retreat that turned into a rout. They were driven westward through the village and beyond; the South Carolinians on Hansborough Ridge galloped obliquely toward Mountain Run in the valley to the west; Lt. Col. Frank Hampton, Wade Hampton's younger brother, was mortally wounded. As Butler tried to rally his forces about Mountain Run, he was struck by a Union artillery shell that cut off one foot and killed Capt. William D. Farley. The Confederates withdrew up the road toward Brandy Station and formed a defensive line along Jonas Run. As Duffie prepared to charge their position, a dispatch

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arrived from Gregg; it ordered Duffie to withdraw and march to Brandy Station by Gregg's Carrico Mill route. Duffie followed his orders but arrived at Brandy Station just as the engagement ended and the Union force moved back across the Rappahannock River.

As the afternoon waned the Confederate cavalry at Brandy Station seized the initiative. Three regiments of Fitzhugh Lee's brigade arrived at Welford's house under the command of Col. Thomas T. Munford. At about the same time Gen. Robert E. Lee and his staff rode from Culpeper to the Barbour house (present-day Beauregard) to survey the situation. Stuart ordered Rooney Lee, supported by Munford's regiments, to counterattack Buford's forces. Under pressure from the Virginians, and at the price of a severe wound to Rooney Lee, Buford was pushed toward Beverly Ford.

At the southern end of Fleetwood Hill, a charge led by Col. Lunsford L. Lomax and his Eleventh Virginia Cavalry swept the Union cavalry from the hill and through Brandy Station. Lee had ordered a division of infantry sent from Culpeper to the battlefield; Gregg, seeing its approach and having been driven from the hill, withdrew his command toward Remington Ford. At about sunset the last elements of the Union reconnaissance crossed over Beverly, Remington, and Kelly's fords, ending the day-long Battle of Brandy Station.

Both sides claimed success. Stuart, however, had been embarrassed twice on 9 June: first, when Buford crossed Beverly Ford and caught him sleeping; and second, when Gregg suddenly appeared in Brandy Station. Only the day before the battle Stuart had staged a grandiose and ego-satisfying review of his cavalry corps for Gen. Robert E. Lee. After the battle he found himself pilloried in the Southern press; although he defended himself in writing, Stuart knew he had barely staved off a defeat. Perhaps to make up for it, Stuart lingered behind Lee's army as it marched toward Pennsylvania a few days later, hoping to draw out the Union cavalry and deal it the defeat it had almost dealt him at Brandy Station. As a result, he was unavailable to assist Lee on the first day of the Battle of Gettysburg, perhaps contributing to his defeat there. The opening battle of the Gettysburg campaign at Brandy Station had foreshadowed the disaster to come.

For its part the Union cavalry corps gained in confidence because of the Battle of Brandy Station. Assisted by the element of surprise, the Union cavalry had kept Stuart off balance and on the defensive almost all day. Had Duffie arrived at Brandy Station as planned, the outcome of the

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battle might have been a clear-cut Union victory. Maj. Henry B. McClellan, Stuart's adjutant, summed up the significance of the battle in his memoir:

One result of incalculable importance certainly did follow this battle,--it made the Federal cavalry. Up to that time confessedly inferior to the Southern horsemen, they gained on this day that confidence in themselves and in their commanders which enabled them to contest so fiercely the subsequent battle-fields of June, July, and October.

Stuart's embarrassment, his subsequent decisions, and the Federal cavalry's newfound confidence: coupled with the steady increase in the Union's superiority in materiel and manpower, these consequences of the Battle of Brandy Station ensured that after 9 June 1863 the tide had turned against the once-dominant Southern cavalry.

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## UTM REFERENCES

### Kelly's Ford: Germanna Bridge Quad

A 18/255910/9264890  
B 18/257300/4262730  
C 18/258510/4261790  
D 18/257650/4261090  
E 18/254140/4263160

### Stevensburg: Culpeper East Quad

A 18/249300/4259840  
B 18/249220/4258410  
C 18/248170/4257900  
D 18/246860/4257910  
E 18/246580/4258150  
F 18/245850/4262100  
G 18/248060/4262040  
H 18/248700/4260510  
I 18/248490/4259690

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Brandy Station: Remington, Culpeper East, Germanna Bridge, Brandy Station  
Quads

A 18/253050/4271820  
B 18/254860/4268950  
C 18/254740/4268570  
D 18/255280/4268020  
E 18/255180/4267700  
F 18/254160/4267570  
G 18/250910/4266260  
H 18/249250/4263880  
I 18/248050/4264900  
J 18/247400/4265120  
K 18/247500/4265840  
L 18/246580/4267030  
M 18/247310/4267640  
N 18/246610/4270440  
O 18/247860/4271360  
P 18/251820/4271360

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## LOCATION OF BRANDY STATION BATTLEFIELD HISTORIC DISTRICT

### A. Brandy Station

The eastern boundary of the Brandy Station segment of the battlefield is formed by the southern limits of the town of Remington, in Fauquier County; the western side of Route 658 from the town northward; and from a point just south of the intersection of Route 658 and Route 786 generally westward across ridgelines to the Rappahannock River just north of Beverly Ford.

The northern boundary follows the course of the Hazel River along its northern shore from just west of its confluence with the Rappahannock River, westward to a point just east of Welford Ford.

The western boundary of the battle area generally follows the ridgelines between the Hazel River on the north and the village of Brandy Station on the south.

The southern boundary begins at the intersection of Route 663 and Route 685. It encloses part of the village of Brandy Station, then follows the eastern side of Route 669 to a point about .2 miles southeast of benchmark 316. From that point the boundary runs northeast along ridgelines to a point just south of Flat Run, then curves east and north to the western edge of the village of Elkwood at the intersection of the railroad and Route 676; it encloses certain fields to the east of Brandy Station and west of Elkwood, on the south side of the Norfolk and Southern Railroad. From the intersection the boundary runs to the northeast along the south side of the Norfolk and Southern Railroad embankment to the intersection of the railroad and Route 673. It then passes almost due east along a ridgeline to the Rappahannock River near Remington.

### B. Kelly's Ford

The southeastern boundary of the Kelly's Ford segment of the Brandy Station Battlefield Historic District begins on the Fauquier County side of the Rappahannock River at the intersection of Route 651 and a private road near benchmark 338; from that point it follows ridgelines in a southwesterly direction to the river. The northeastern boundary begins

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at the same intersection and runs to the northeast up and over a hill to the river, then upstream to the mouth of an unnamed creek that enters the river about 1.4 miles in a straight line from the road intersection.

The northwestern boundary begins at the mouth of the unnamed creek, follows the creek as it meanders to the southwest to Route 674, then runs directly southwest to the base of a small hill on the south side of Route 675. The southwestern boundary begins at that point and runs to the southeast, generally along ridgelines, until it intersects the southeastern boundary at the Rappahannock River.

## C. Stevensburg

The Stevensburg segment of the Brandy Station Battlefield Historic District is in the shape of a reversed J or fishhook. The eastern boundary of the hook begins on Route 3 about .10 mile southeast of its intersection with old Route 610. The boundary then runs almost due north to a branch of Mountain Run; roughly northwest about .5 mile to the edge of a plateau at the northern end of Hansborough Ridge. The western boundary of the hook begins at that point and runs generally southwest along the western slopes of Hansborough Ridge about 1.2 miles until it intersects the power line on a hillock about .25 mile north of the intersection of Route 3 and Route 600.

The eastern boundary of the shaft of the hook begins at the point last mentioned and runs generally north approximately 2 miles, crossing Mountain Run and Jonas Run, then up a ridge on the other side of Jonas Run to the summit.

The northern boundary runs westerly across the fronts of several ridges, beginning at the summit of the hill to the north of Mountain Run. The western terminus of the northern boundary is on a small plateau (elevation 327') near the top of a hill to the west of Route 706.

The western boundary begins on the plateau and runs south and slightly eastward along ridgelines to the west of Route 663. It terminates at a hilltop a hundred yards due south of the intersection of Route 663 and Route 661.

The southern boundary begins on the hilltop and runs almost due east to a hilltop about two hundred yards southeast of the dwelling known as Salubria. It then passes to the northeast, to a fenceline on a ridge about two hundred yards south of Route 3, just across the road from the south end of Hansborough Ridge. Finally, it runs east and slightly north

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to its intersection with the southern end of the eastern boundary on Route 3.

## BOUNDARY JUSTIFICATION

The Brandy Station Battlefield Historic District consists of three discontinuous areas: Brandy Station, Kelly's Ford, and Stevensburg. Because the areas are discontinuous, each has its own boundaries. The boundaries have been chosen because they contain the events of the historic resource--the Battle of Brandy Station that occurred on 9 June 1863--and because almost all of them follow natural terrain features as well as natural and manmade physical barriers that were present on the day of the battle and probably influenced and confined the action.

### A. Brandy Station

The eastern boundary contains, near Remington, the crossing point for part of the Union army as it withdrew to Fauquier County at the end of the day's action; in the central area, the site of the Union cavalry's bivouac on the night of 8-9 June 1863 (which was essential to the quick crossing at Beverly Ford that surprised Gen. Jeb Stuart's cavalry); and, at the northern end, the area from which the crossing was launched at dawn on 9 June (and across which the Union forces commanded by Gen. John Buford withdrew about sunset), including the Fauquier County side of Beverly Ford. The only artificial portion of this boundary is the town limit of Remington, which did not figure in the battle; Route 658 generally follows the high ground of a ridgetop.

The northern boundary of the battlefield lies on the northern bank of the Hazel River between the Beverly and Welford fords. Contemporary maps show no other crossings between these two fords; the Hazel River therefore formed a natural physical barrier that helped confine the action to the south.

The western boundary of the battle area juts sharply to the west near its northern and southern extremes. In those areas the boundaries enclose Confederate bivouacs on the night of 8-9 June at, respectively, Welford's farm (now known as Farley) and Barbour's farm (now known as Beauregard). In addition, there was fighting around Welford's farm in the late afternoon of 9 June when a detachment of Confederate cavalry under the command of Col. Thomas Munford arrived from Oak Shade Church to attack Union forces led by Gen. John Buford. Next to the Barbour house in the

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early afternoon was located a Confederate artillery battery that blocked the advance of Union cavalry led by Gen. Judson Kilpatrick; the battery's gunners were scattered by the charge of the First Maine Cavalry through the area; this charge caused the withdrawal of Confederate defenders to the fields to the west of the house. In addition, the house itself served during the later phases of the battle as the headquarters of Gen. Robert E. Lee; after observing the action he ordered a division of infantry sent to Brandy Station from Culpeper.

The southern boundary encloses part of the village of Brandy Station; certain fields to the east of the village; and the Norfolk and Southern Railroad embankment from just west of the village of Elkwood to the ford on the Rappahannock River near Remington. The western edge of this boundary contains structures--most of which date to the late nineteenth and early twentieth centuries--within the village of Brandy Station. At the time of the battle only a handful of structures (a few dwellings and a railroad station and depot) stood near the intersection of present-day Route 663 and the railroad tracks (then the Orange and Alexandria Railroad). Union troops commanded by Gen. David M. Gregg assaulted the southern end of Fleetwood Hill from Brandy Station; while still near the station they were shelled by a long Confederate artillery piece on Fleetwood Hill; and Union troops were pursued through the village after they were driven off Fleetwood Hill in the afternoon. The fields just to the east of Brandy Station and Route 669 (approximately) were the scene of the charge of the First Maine Cavalry, which crossed the eight-foot-high railroad embankment only with difficulty. In the fields farther east, where the Stringfellow house (since moved into Brandy Station village) once stood, Union cavalry driven off Fleetwood Hill in the afternoon regrouped, wheeled about, and counterattacked. In addition, both areas of fields were part of the scene of the Union withdrawal in the late afternoon. Between Elkwood and the Remington ford, the railroad embankment formed a manmade barrier that confined most of the Union withdrawal to the north of it. At Remington Ford that part of the Union force commanded by Gregg crossed to Fauquier County about sunset on 9 June.

### B. Kelly's Ford

The rough triangle formed by the southeastern and northeastern boundaries and the stretch of the Rappahannock River between their junctures with it contains the strategically important crossing called Kelly's Ford. Here the southern element of the Union reconnaissance force, commanded by Gen. David M. Gregg, forded the river to attack Stevensburg and Brandy Station from the east and south.

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On the Culpeper County side of the river and within the northwestern and southwestern boundaries are the following resources that contribute to an understanding of the historic event of 9 June 1863. First, the Culpeper County side of Kelly's Ford, where the Union troops crossed from Fauquier County. Second, the Kelly farm (called Kellysville in 1863), which is located on a hill with a commanding view of the ford; here Confederate pickets fired upon the advancing Union troops and withdrew, and here a small Union force was left to guard the ford. Third, the two roads that pass to the north and south of the hill: the Brandy Station road (present-day Route 674) to the north and the Stevensburg road (present-day Route 672) to the south. Gen. Gregg and his command marched down the Stevensburg road. Fourth, the Brannin, Brown, and Wheatley farms near the northwestern end of the Kelly's Ford segment of the battlefield. Here Confederate troops led by Gen. Beverly Robertson arrived from Brandy Station in time (claimed some of his contemporaries) to watch, and let pass unopposed, Gregg's march to the southwest; here Robertson and his command remained for the rest of the day, in a defensive line, instead of either attacking the small Union force guarding Kelly's Ford or withdrawing to assist Stuart in the primary action at Brandy Station. Coincidentally, the Kelly's Ford boundaries also contain the contributing elements of the historical resource known as the Battle of Kelly's Ford, which took place on 17 March 1863. A Union cavalry division led by Brig. Gen. William W. Averell crossed Kelly's Ford to retaliate against Brig. Gen. Fitzhugh Lee's cavalry, which had been raiding Union outposts in Fauquier County. After a sharp battle, during which the Federal cavalymen caused a Confederate cavalry force to flee before its charge for the first time in the war, the Union troopers withdrew across the ford. The most significant Confederate casualty of the battle was Maj. John Pelham, a dashing twenty-five-year-old horse artillery officer and a personal favorite of Gen. Jeb Stuart. Pelham was mortally wounded while leading a cavalry charge at the Wheatley farm and died the next day in Culpeper.

### C. Stevensburg

The fishhook-shaped boundaries of the Stevensburg segment of the Brandy Station Battlefield Historic District contain the area in and around the village of Stevensburg where the action occurred on 9 June 1863. The attack by the Union cavalry force commanded by Gen. Alfred N. Duffie, and the unsuccessful defense of Stevensburg by Virginia and South Carolina cavalymen, took place within the hook-shaped part of the battlefield to the east of the village. The South Carolina cavalry was spread thinly along a one-mile front stretching from the Doggett house on present-day

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Route 3 to the northern end of the eastern slope of Hansborough Ridge. Duffie's charge down the road occurred just as the 4th Virginia Cavalry arrived at the rear of the South Carolinians. The Confederate defenders retreated (the South Carolinians to the north of the road along Hansborough Ridge fell back obliquely down the western slope of the ridge) and were pursued through Stevensburg and beyond, within the area defined by the southern boundary. They regrouped in the vicinity of Mountain Run and fell back to form a line of defense along Jonas Run, in the area described by the western, northern, and eastern boundaries. The Confederates kept the Union force from pushing on to Brandy Station until late in the afternoon, when orders arrived for Duffie to withdraw.

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