

NATIONAL ORGANIZATION
SONS OF UNION VETERANS OF THE CIVIL WAR
CIVIL WAR MEMORIAL ASSESSMENT FORM

PLEASE:

- 1. Type or print, using a ball-point pen, when filling out this form. Legibility is critical.
- 2. Do not guess at the information. An answer of, "Unknown," is more helpful. Include a photograph of each viewable side and label it with name & direction of view.

- Thank You.

Type of Memorial

Monument *with* Sculpture Monument with *Cannon*
 Monument without Sculpture Historical Marker Plaque
 Other (flag pole, G.A.R. buildings, stained glass windows, etc.)

Affiliation

G.A.R. (Post Name & No. _____) M.O.L.L.U.S
 SUVCW (Camp Name & No. _____) (Please describe below)
 WRC (Corps Name & No. _____)
 ASUVCW (Aux Name & No. _____)
 DUVCW (Tent Name & No. _____)
 LGAR (Circle Name & No. _____)
 Other Virginia Civil War Trails Organization

Original Dedication Date Unknown Please consult any/all newspaper archives for a local paper's article that would have information on the *first* dedication ceremony and/or other facts on the memorial. Please submit a copy of your findings with full identification of the paper & date of publication. Thank you.

Location

The Memorial is *currently* located at:
Street/Road address or site location End of paved section (northernmost end) of Leland Road
City/Village Daffan Township _____ County Stafford
State Virginia.

The front of the Memorial faces: North South East West

Government Body, Agency, or Individual Owner (of private cemetery that Memorial is located in)

Name Civil War Traveler
Dept./Div. Virginia Civil War Trails
Street Address Unknown - web based: civilwartrails.org City _____
State _____ Zip Code _____ Contact Person _____
Telephone () _____

If the Memorial has been moved, please list former location(s).

N/A

Physical Details

Material of Monument or base under a Sculpture or Cannon = Stone Concrete Metal Undetermined If known, name specific material (color of granite, marble, etc.) _____

Material of the Sculpture = Stone Concrete Metal Undetermined
If known, name specific material (color of granite, marble, etc.) _____
If the Sculpture is of metal, is it solid cast or "hollow?" _____

Material of Plaque or Historical Marker / Tablet = Plastic / polycarbonate? _____

Material of Cannon = Bronze Iron - Consult known Ordnance Listing to confirm
Markings on muzzle = _____
Markings on Left Trunion _____ Right Trunion _____
Is inert ammuniton a part of the Memorial? If so, describe _____

Approximate Dimensions (indicate unit of measure) - taken from tallest / widest points

Monument or Base: Height 26.5 inches Width 40.5 inches Depth 26.5 inches or Diameter _____
Sculpture: Height _____ Width _____ Depth _____ or Diameter _____

For Memorials with multiple Sculptures, please record this information on a separate sheet of paper for each statue and attach to this form. Please describe the "pose" of each statue and any weapons/implements involved (in case your photos become separated from this form). Thank you!

Markings/Inscriptions (on stone-work / metal-work of monument, base, sculpture)

Maker or Fabricator mark / name? If so, give name & location found _____
Unknown _____

The "Dedication Text" is formed: cut into material raised up from material face

Record the text (indicate any separation if on different sides) Please use additional sheet if necessary.

Inscription provided on separate sheet.

Stands next to remains of southernmost abutment of historic rail bridge. This bridge was the Potomac Creek Bridge of the RF&P RR.
Destroyed by Confederate forces, the Federal forces rebuilt the bridge out of locally obtained materials. It was described by President Lincoln as being made of "Beanpoles and Cornstalks".

Environmental Setting

(The general vicinity and immediate locale surrounding a memorial can play a major role in its overall condition.)

Type of Location

- | | | |
|---|---|--|
| <input type="checkbox"/> Cemetery | <input type="checkbox"/> Park | <input type="checkbox"/> Plaza/Courtyard |
| <input type="checkbox"/> "Town Square" | <input type="checkbox"/> Post Office | <input type="checkbox"/> School |
| <input type="checkbox"/> Municipal Building | <input type="checkbox"/> State Capitol | Other: <u>Isolated rural</u> |
| <input type="checkbox"/> Courthouse | <input type="checkbox"/> College Campus | <u>roadside near current CSX RR</u> |
| <input type="checkbox"/> Traffic Circle | <input type="checkbox"/> Library | <u>trestle over Potomac Creek.</u> |

General Vicinity

Rural (low population, open land) Suburban (residential, near city)
 Town Urban / Metropolitan

Immediate Locale (check as many as may apply)

Industrial Commercial
 Street/Roadside within 20 feet Tree Covered (overhanging branches)
 Protected from the elements (canopy or enclosure, indoors)
 Protected from the public (fence or other barrier)
 Any other significant environmental factor Isolated spot next to cliff. Leland Road is abandoned 19th century roadbed of RF&P Railroad. Sign has been vandalized and replaced at least twice between 2002 and 2008, when it was last replaced.

Condition Information

Structural Condition (check as many as may apply)

The following section applies to Monuments *with* Sculpture, and Monuments without Sculpture - including the base for Monuments with *Cannon*. Instability in the sculpture and its base can be detected by a number of factors. Indicators may be obvious or subtle. Visually examine the sculpture and its base.

	Sculpture	Base
If hollow, is the internal support unstable/exposed? (Look for signs of exterior rust)	_____	<u>No</u>
Any evidence of structural instability? (Look for cracked joints, missing mortar or caulking or plant growth)	_____	<u>No</u>
Any broken or missing parts? (Look for elements (i.e., sword, musket, hands, arms, etc. - missing due to vandalism, fluctuating weather conditions, etc.)	_____	<u>No</u>
Any cracks, splits, breaks or holes? (Also look for signs of uneven stress & weakness in the material)	_____	<u>No</u>

Surface Appearance (check as many as may apply)

	Sculpture	Base
Black crusting	_____	<u>No</u>
White crusting	_____	<u>No</u>
Etched, pitted, or otherwise corroded (on metal)	_____	<u>No</u>
Metallic staining (run-off from copper, iron, etc.)	_____	<u>No</u>
Organic growth (moss, algae, lichen or vines)	_____	<u>No</u>
Chalky or powdery stone	_____	<u>No</u>
Granular eroding of stone	_____	<u>No</u>
Spalling of stone (surface splitting off)	_____	<u>No</u>
Droppings (bird, animal, insect remains)	_____	<u>Yes</u>
Other (e.g., spray paint graffiti) - Please describe...	_____	<u>Yes</u>

Does water collect in recessed areas of the Memorial? Yes No Unable to tell

Surface CoatingDoes there appear to be a coating? ___ Yes ___ No Unable to determine

If known, identify type of coating.

___ Gilded ___ Painted ___ Varnished ___ Waxed ___ Unable to determine

Is the coating in good condition? ___ Yes ___ No ___ Unable to determine

Basic Surface Condition Assessment (check one)In your opinion, what is the general appearance or condition of the Memorial? Well maintained ___

Would benefit from treatment ___ In urgent need of treatment ___ Unable to determine

Overall Description

Briefly describe the Memorial (affiliation / overall condition & any concern not already touched on) .

Historical marker of the typical Civil War Trails design. Stand off the road in a wooded area. Some gravel around, but mainly muddy when subject to recent rain. Over topped by trees. Small pull-off area, though very little traffic. Secluded area is not conducive to security of marker.

NOTE: Photos attached include marker and 19th century bridge abutment.

Supplemental Background Information

In addition to your on-site survey, any additional information you can provide on the described Memorial will be welcomed. Please label each account with its source (author, title, publisher, date, pages). Topics include any reference to the points listed on this questionnaire, plus any previous conservation treatments - or efforts to raise money for treatment. Thank you.

Inspector IdentificationDate of On-site Survey 11 April 2015Your Name Jay A. RarickAddress 13705 Mayfair CourtCity WoodbridgeState Virginia Zip Code 22193-4414 Telephone ()What Order or Organization is submitter a member of? Irish Brigade Camp No. 4, SUVCW

Please send this completed form to

Walt Busch, PDC, Chair
1240 Konert Valley Dr.
Fenton, MO 63026

Thank you for your help, and attention to detail.

SONS OF UNION VETERANS OF THE CIVIL WAR
National Civil War Memorials Committee

>This form may be photocopied.<

©2007-2014 Sons of Union Veterans of the Civil War, a Corporation.

Inscription:

"The mounds of earth beside you and the stone blocks protruding from it are all that remain of the south abutment of a bridge that once carried the Richmond, Fredericksburg and Potomac Railroad across Potomac Creek. During the first year of the Civil War, the railroad was the principal lifeline for Confederate encampments and batteries located along the nearby shore of the Potomac River. In the spring of 1862, Gen. Joseph E. Johnston ordered Confederate forces to abandon the area. Advancing Union troops encountered only the ruins of the bridge here at Potomac Creek.

"Over the next three years, the Union army built as many as four railroad bridges atop this same abutment. In May 1862, engineer Herman Haupt supervised unskilled Union infantrymen in harvesting two million feet of local lumber to construct the first of these structures, accomplishing this task in just nine days. During a visit to the Fredericksburg area, President Abraham Lincoln led Secretary of War Edwin M. Stanton and Rear Admiral John A. Dahlgren on a walk across the 80-foot-high, 400-foot-long span. Stanton became dizzy while crossing the bridge and only finished the walk by holding onto Dahlgren's hand.

"Around 1899, the south abutment and its approaching right-of-way (now occupied by the county road that you followed to get here) were abandoned. The railroad and bridge were shifted to their present locations at that time.

"I have seen the most remarkable structure that human eyes ever rested upon. That man Haupt has built a bridge across Potomac Creek, about 400 feet long and nearly 100 feet high, over which

loaded trains are running every hour, and, upon my word, gentlemen, there is nothing in it but beanpoles and cornstalks.' — Abraham Lincoln"

POTOMAC CREEK BRIDGE

“Beanpoles and Cornstalks”



The mound of earth beside you and the stone blocks protruding from it are all that remain of the south abutment of a bridge that once carried the Richmond, Fredericksburg and Potomac Railroad across Potomac Creek. During the first year of the Civil War, the railroad was the principal lifeline for Confederate encampments and batteries located along the nearby shore of the Potomac River. In the spring of 1862, Gen. Joseph E. Johnston ordered Confederate forces to abandon the area. Advancing Union troops encountered only the ruins of the bridge here at Potomac Creek.

Over the next three years, the Union army built as many as four railroad bridges atop this same abutment. In May 1862, engineer Herman Haupt supervised unskilled Union infantrymen in harvesting two million feet of local lumber to construct the first of these structures, accomplishing this task in just nine days. During a visit to the Fredericksburg area, President Abraham Lincoln led Secretary of War Edwin M. Stanton and Rear Admiral John A. Dahlgren on a walk across the 80-foot-high, 400-foot-



The Potomac Creek Bridge (under construction), ca. February 1862, looking across the creek from a viewpoint located just down the slope in front of you.



A genius of innovation, Herman Haupt selected the bridge over Potomac Creek in just nine days utilizing mostly local materials.

long span. Stanton became dizzy while crossing the bridge and only finished the walk by holding onto Dahlgren's hand.

Around 1899, the south abutment and its approaching right-of-way (now occupied by the county road that you followed to get here) were abandoned. The railroad and bridge were shifted to their present locations at that time.

“I have seen the most remarkable structure that human eyes ever rested upon. That man Haupt has built a bridge across Potomac Creek, about 400 feet long and nearly 100 feet high, over which loaded trains are running every hour, and, upon my word, gentlemen, there is nothing in it but beanpoles and cornstalks.” — Abraham Lincoln



The Potomac Creek Bridge in May 1862, with looking across the creek from a viewpoint along the abandoned right-of-way. The Potomac Creek Bridge is the center of the image and the ground extends to the right background.



