

**REPORT OF THE  
DEPARTMENT OF CONSERVATION AND RECREATION**

**A Feasibility Study for the  
Establishment of a Trevilian  
Station Battlefield State Park**

**TO THE GOVERNOR AND  
THE GENERAL ASSEMBLY OF VIRGINIA**



**SENATE DOCUMENT NO. 16**

**COMMONWEALTH OF VIRGINIA  
RICHMOND  
2001**





James S. Gilmore, III  
Governor

David G. Brickley  
Director

Paul Woodley, Jr.  
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December 21, 2000

To the Honorable James S. Gilmore, III, Governor  
And the General Assembly of Virginia

It is with great pleasure that I present to you the findings of the study of the feasibility of developing a Trevilian Station Battlefield State Park in Louisa County. The Department of Conservation and Recreation has conducted this study in accordance with Senate Joint Resolution 194. The study has determined that it is feasible and timely to develop such a historic state park provided that appropriate funding is available for the acquisition and operation of this historic site.

The Trevilian Station Battlefield was the site of the bloodiest all-cavalry battle of the Civil War. It took place on July 11-12, 1864 and involved almost 12,000 participants. The completed park would protect the core battlefield area and would contain as much as 2,000 acres. Approximately 1,200 acres of this land would be acquired in fee. The remainder could be protected through conservation or historic easements on private properties.

The battlefield lies just west of Louisa Courthouse and astride Route 33. Land uses in this corridor are changing from agriculture and forestry to residential and commercial. Some of the core battlefield area has already been converted to these more developed uses. However, the majority of the battlefield is still in an undeveloped state and can still be conserved. It is the recommendation of this report that the remainder of the battlefield be protected and that it be managed as a state park with the support of the Trevilian Station Battlefield Foundation.

The Department of Conservation and Recreation wishes to thank the enthusiastic support it received in the conduct of this study from the Trevilian Station Battlefield Foundation and the members of the feasibility study steering committee. There is strong support within the region for assuring the protection, restoration, and interpretation of the Trevilian Station Battlefield. There is confidence that the best way of doing this is through the establishment of a state park.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "D. G. Brickley".

David G. Brickley

Attachment



## **PREFACE**

On the eleventh and twelfth of June, 1864, as the Civil War continued, two large cavalry forces fought the bloodiest all-cavalry battle of the war on lands near Louisa County Court House. The lands over which the battle was fought have come to be known as the Trevilian Station Battlefield. For a hundred years following the battle, land uses changed little in the vicinity of Trevilian Station, however, the population of the county is growing, large farms are being sub-divided and parcels converted to commercial and residential uses. Local citizens recognized the threat to the integrity of the Battlefield and formed the Trevilian Station Battlefield Foundation. The purpose of the Foundation was to raise public awareness of the significance of the battle, the battlefield, and the need to protect it for future generations. Trevilian Station Battlefield Foundation members have been successful in raising public awareness and the 2000 Session of the Virginia General Assembly took the first steps toward permanent protection of the Battlefield.

Senate Joint Resolution 194 directed the Department of Conservation and Recreation to study the feasibility of establishing a Trevilian Station Battlefield State Park. The Department of Conservation and Recreation thanks the members of the Trevilian Station Battlefield State Park Feasibility Study Steering Committee for the many hours of assistance they provided in conducting this study. In particular, thanks go to Ed Crebbs for his dedication in sharing his wealth of local history and his assistance in assembling the works of the various experts who provided the battle accounts. Marc Ramsey is commended for his contributions of time and information, and especially his considerable knowledge of the battle and battlefield areas. Senator R. Edward Houck and Delegate V. Earl Dickinson shared the vision and sponsored the resolution that prompted this study. Louisa County is commended for the assistance provided by the administrative staff and the use of accommodations for meetings. Many citizens participated along with federal, state and local agency representatives and provided valuable information concerning the local history and original features of the battlefield. Robert S. Munson and Stephen V. Donahue, Department of Conservation and Recreation, led the study effort.



**TREVILIAN STATION BATTLEFIELD  
STATE PARK FEASIBILITY STUDY**

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# **TREVILIAN STATION BATTLEFIELD** **STATE PARK FEASIBILITY STUDY**

## **EXECUTIVE SUMMARY**

Senate Joint Resolution # 194 directed the Department of Conservation and Recreation (DCR) to study the feasibility of establishing a Trevilian Station Battlefield State Park. DCR began work on the study in May of 2000.

The Director of the Department of Conservation and Recreation appointed a Feasibility Study Steering Committee comprised of persons nominated by the Louisa County Board of Supervisors and the sponsors of the Senate Joint Resolution. The committee included members of the Trevilian Station Battlefield Foundation, local landowners, a representative from the Louisa County Planning Commission, and a representative from Louisa County Parks and Recreation Department. Mr. John Salmon, noted expert on the Civil War and associated battlefields in Virginia, represented the Department of Historic Resources. The Department of Conservation and Recreation staffed the Steering Committee.

The Steering Committee held several meetings in the Louisa County Office Building. Two public input meetings were held at the same location. All meetings were open to the public and were well attended. Input from both the Steering Committee and public input meetings have been incorporated into this report. All of the public input received supported protection of the battlefield. The Louisa County Board of Supervisors passed a resolution supporting protection of the battlefield as a state park.

The battle and battlefield areas were researched through several accounts from renowned experts in the field of Civil War study and the history of this particular battle. This feasibility study has resulted in the assemblage of the most extensive collection of expert accounts of this battle ever compiled.

Senate Joint Resolution No. 194 directed that the study address the following:

1. Determine the historical and cultural importance of the battlefield to the citizens of the Commonwealth and the United States.
2. Evaluate available funding sources for the preservation of the Trevilian Station Battlefield.
3. Examine similar landmarks and parks to determine the most appropriate means for preserving the Trevilian Station Battlefield for the citizens of the Commonwealth and the United States.
4. Evaluate the cost of establishing a State Park at the location.

This study has addressed all of these issues and the Department of Conservation and Recreation has come to the conclusion that it is feasible to establish a Trevilian Station Battlefield State Park. The lands to be included in that park are indicated on the enclosed map (Figure A, page 4).

### **Trevilian Station Battlefield Area**

Trevilian Station, a small village with an historic train station, is located a few miles west of Louisa Courthouse on Route 33. The village was the site of the Trevilian Station Battle, the bloodiest all-cavalry battle of the Civil War, fought on July 11 and 12, 1864. As the staging area and battleground for a two-day engagement involving as many as 12,000 men, the battlefield is extensive. Currently, the area is mostly rural except for minor commercial and residential development along Route 33 and Route 613.

### **Trevilian Station Battlefield Foundation**

The Trevilian Station Battlefield Foundation has been very active in the protection of the battlefield and has worked hard to raise public awareness of the significance of the site and the need to protect it. It has successfully raised funds for the purchase of 250 acres of the battlefield and is currently developing a driving tour and an interpretative program. The Foundation has received \$400,000 of General Assembly funding from the 2000 Session through the Department of Historic Resources and is pursuing protection of additional battlefield acreage at this time.

### **Louisa County Government**

The Louisa County government has identified the general battlefield area in the county comprehensive plan and has recommended its protection. It has been suggested that a Battlefield State Park would provide tourism benefits while, at the same time, keeping the area as open green space, thereby maintaining the attractive rural character of the area. The Louisa County Board of Supervisors unanimously passed a resolution supporting the establishment of Trevilians Station Battlefield Historic State Park on October 2, 2000 (Appendix V, page 42).

### **Local Expectations**

Input received from the community to date reveals strong support for protecting the battlefield from further inconsistent development and conversion to non-traditional uses. The development of a state park is viewed as providing the best combination of benefits to the community by protecting the battlefield and attracting appropriate tourism. In addition, increased awareness of the importance of the battlefield areas would result. The park might also provide an excellent platform for educational and interpretive programs.

### **Degree of Threat**

The timing for development of the area is critical. Large parcels of the core battlefield are now on the market. If these lands are converted to industrial, retail, or multi-family development, the overall character of the battlefield area will be seriously compromised.

### **Findings**

The study team assembled maps and summaries of the battle and battlefield area from several expert sources and compiled and summarized all of the available accounts. The members of the Steering Committee contributed much of the information to this study. This research has clearly defined the core battlefield areas and those areas surrounding the core where other related events occurred. Maps depicting the core battlefield area as well as significant maneuver and bivouac sites were prepared and presented to the public for analysis and comment.

The Department of Conservation and Recreation has found that it is feasible to establish a Trevilian Station Battlefield State Park. There is strong local support. The integrity of the battlefield is still good and conversions have been minimal. Major portions of the battlefield can be acquired from willing sellers. Sentiment for placing conservation or historic easements on other critical parcels appears to be supportive.

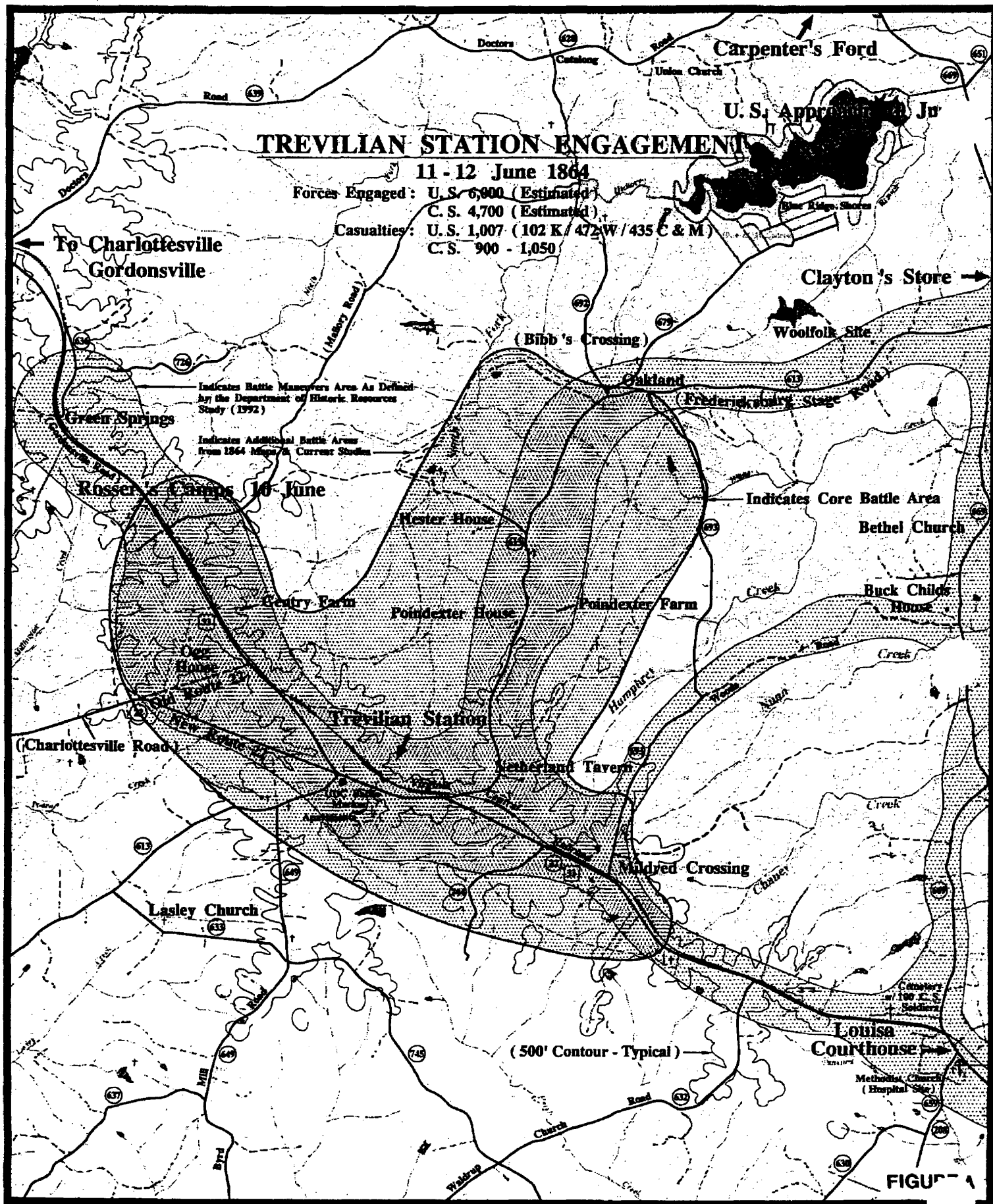
**Recommendations**

The recommendation of this study is to establish a Trevilians Station Battlefield State Park. The operations of the state park should be enhanced through a Public / Private Partnership between the Trevilian Station Battlefield Foundation and the Department of Conservation and Recreation. It is recommended that efforts be made to ensure protection of the 2000-acre core battlefield area (Figure A, page 4), using the full range of land protection tools available. This study has determined that it is feasible and timely to develop such a historic state park provided the appropriate funding is available for the acquisition, development, and operation of this historic site. Contributing areas outside of the core should be protected when possible.

If this battlefield becomes a state park, it will need to be adequately staffed and funded to meet the intended protection and public education and interpretive benefits the community is advocating. The Trevilian Station Battlefield Foundation is committed to playing a supportive partnership role with the Commonwealth to help provide educational and interpretive programs, a cadre of volunteers, and funds raising assistance.

**Projected Costs**

The estimated cost of establishing the Trevilians Station Battlefield State Park is \$10.7 million in current year dollars. This would cover the cost of acquisition of the core battlefield area as well as the cost of development of proposed visitor service, administration, maintenance, housing, and interpretive facilities. Staffing, operations, administration, and maintenance costs are estimated at \$370,000 per year once the park is established.



# Trevilian Station Battlefield Core Area of Key Battle Engagements



JULY 2000

# TREVILIANS STATION BATTLEFIELD STATE PARK FEASIBILITY STUDY

## I. Introduction

### A. Reason for Study

Senate Joint Resolution No. 194 directed the Department of Conservation and Recreation (DCR) to study the feasibility of establishing a Trevilian Station Battlefield State Park. The Department of Conservation and Recreation began work on the study in May of 2000.

Senate Joint Resolution No. 194 directed that the study address the following:

1. Determine the historical and cultural importance of the battlefield to the citizens of the Commonwealth and the United States.
2. Evaluate available funding sources for the preservation of the Trevilian Station Battlefield.
3. Examine similar landmarks and parks to determine the most appropriate means for preserving the Trevilian Station Battlefield for the citizens of the Commonwealth and the United States.
4. Evaluate the cost of establishing a State Park at the location.

### B. The Study Process

A Feasibility Study Steering Committee was appointed by the Louisa County Board of Supervisors and the sponsors of the Senate Joint Resolution. The committee included members of the Trevilian Station Battlefield Foundation, local landowners, a representative from the Louisa County Planning Commission, and a representative from Louisa County Parks and Recreation Department. Mr. John Salmon, noted expert on the Civil War and associated battlefields in Virginia, represented the Department of Historic Resources. Mr. Stephen V. Donahue, Architect Senior for DCR Planning and Recreation Resources, directed the study.

The Steering Committee held several meetings in the Louisa County Office Building. Two public input meetings were held at the same location. All meetings were open to the public and were well attended. Input from both the Steering Committee and public input meetings have been incorporated into this report. All of the public input received supported protection of the battlefield. The Louisa County administrator indicated that the Board of Supervisors supports protection of the battlefield as a state park. Several letters of support were received.

The battle and battlefield areas were researched through several accounts from renowned experts in the field of Civil War study and the history of this particular battle. Two very new accounts not previously published were also made available to the Steering Committee by their authors. This feasibility study has resulted in the assemblage of an extensive collection of expert accounts of this battle.

### C. Senate Joint Resolution 194

#### SENATE JOINT RESOLUTION NO. 194

*Requesting the Department of Conservation and Recreation to study the feasibility of establishing a Trevilian Station Battlefield State Park.*

Agreed to by the Senate, February 15, 2000

Agreed to by the House of Delegates, March 8, 2000

WHEREAS, the Commonwealth of Virginia is rich in historic resources including numerous Civil War battlefields; and

WHEREAS, tourism is vital to the economy of Virginia, and it has been the Commonwealth's policy to encourage tourism and travel in Virginia; and

WHEREAS, it has been widely recognized that the preservation of cultural and historical sites is important to the citizens of the Commonwealth and the United States; and  
WHEREAS, despite the recognition that important areas of historical significance need to be preserved many important historic sites have not yet been preserved for future generations; and  
WHEREAS, the Battle of Trevilian Station was fought in Louisa County on June 11-12, 1864, and is listed on the Virginia Civil War Trail tour as an important battle in General Ulysses S. Grant's 1864 Overland Campaign; and  
WHEREAS, the preservation of the Trevilian Station Battlefield is threatened by the expansion of commercial and residential development; and  
WHEREAS, there are currently no public funds or programs established for the preservation of the Trevilian Station Battlefield; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Department of Conservation and Recreation be requested to study the feasibility of establishing a Trevilian Station Battlefield State Park.

The Department of Conservation and Recreation shall consider the historical and cultural importance of the battlefield to the citizens of the Commonwealth and the United States; evaluate available funding sources for the preservation of the Trevilian Station Battlefield; examine similar landmarks and parks to determine the most appropriate means of preserving the Trevilian Station Battlefield for the citizens of the Commonwealth and the United States; and evaluate the costs of establishing a state park at the location.

Technical assistance shall be provided to the Department of Conservation and Recreation by the Department of Historic Resources. The request for this study shall be contingent upon the cost of the study being paid from funds appropriated to the Trevilian Station Battlefield Foundation.

All agencies of the Commonwealth shall provide assistance to the Department of Conservation and Recreation for this study, upon request.

The Department of Conservation and Recreation shall complete its work in time to submit its findings and recommendations to the Governor and the 2001 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

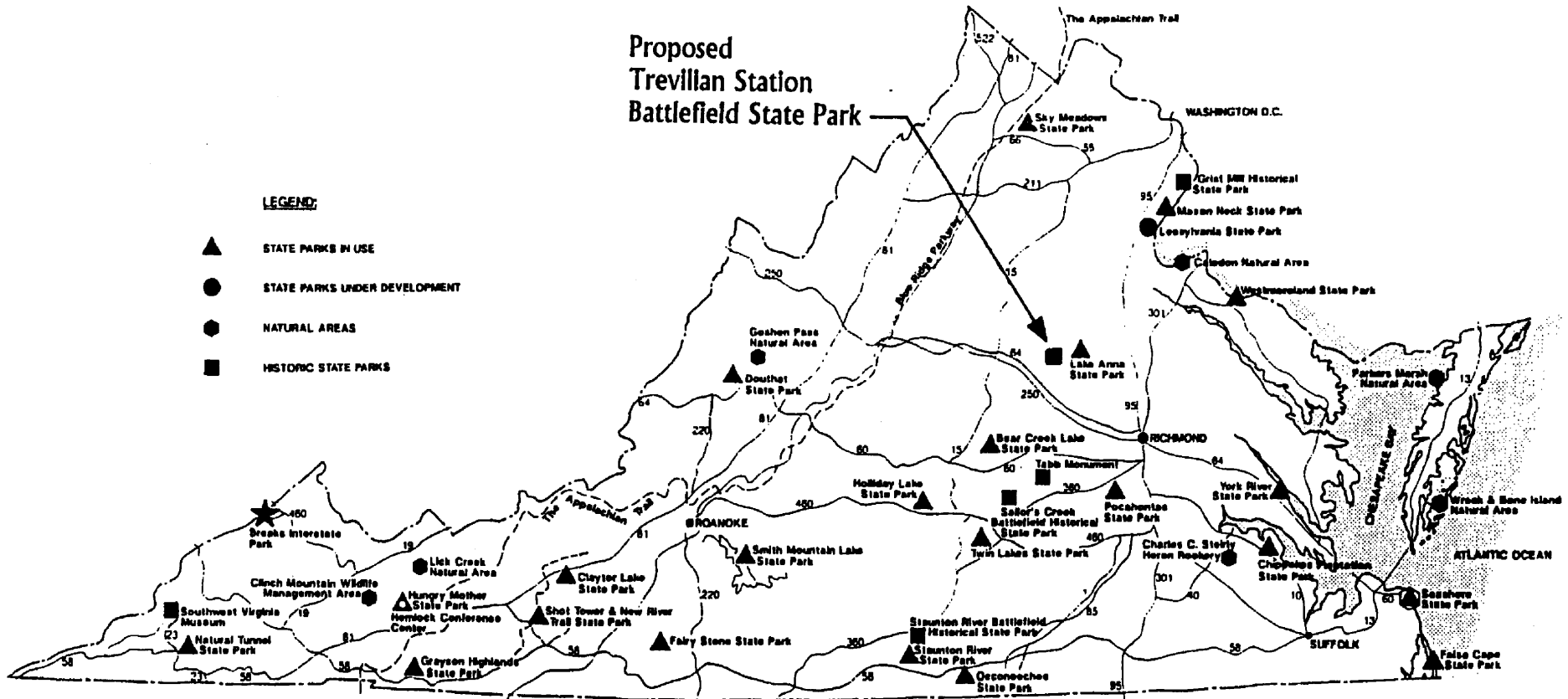
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## **D. The Study Area**

### **Trevilian Station Battlefield Area**

Trevilian Station, a small village with an historic train station, is located a few miles west of Louisa Courthouse on Route 33. The village was the site of the Trevilian Station Battle, the largest all-cavalry battle of the Civil War, fought on July 11 and 12, 1864. Unique in that no infantry, heavy artillery or forces other than mounted troops were engaged in the encounter, the battle at Trevilian Station covered an extensive area. Currently, the area is mostly rural except for minor commercial and residential development along Route 33 and Route 613. The development of this area is occurring at a faster rate than most other areas in Louisa County because of its proximity to Louisa Court House, the Green Springs Historic District, and its access to Interstate 64.

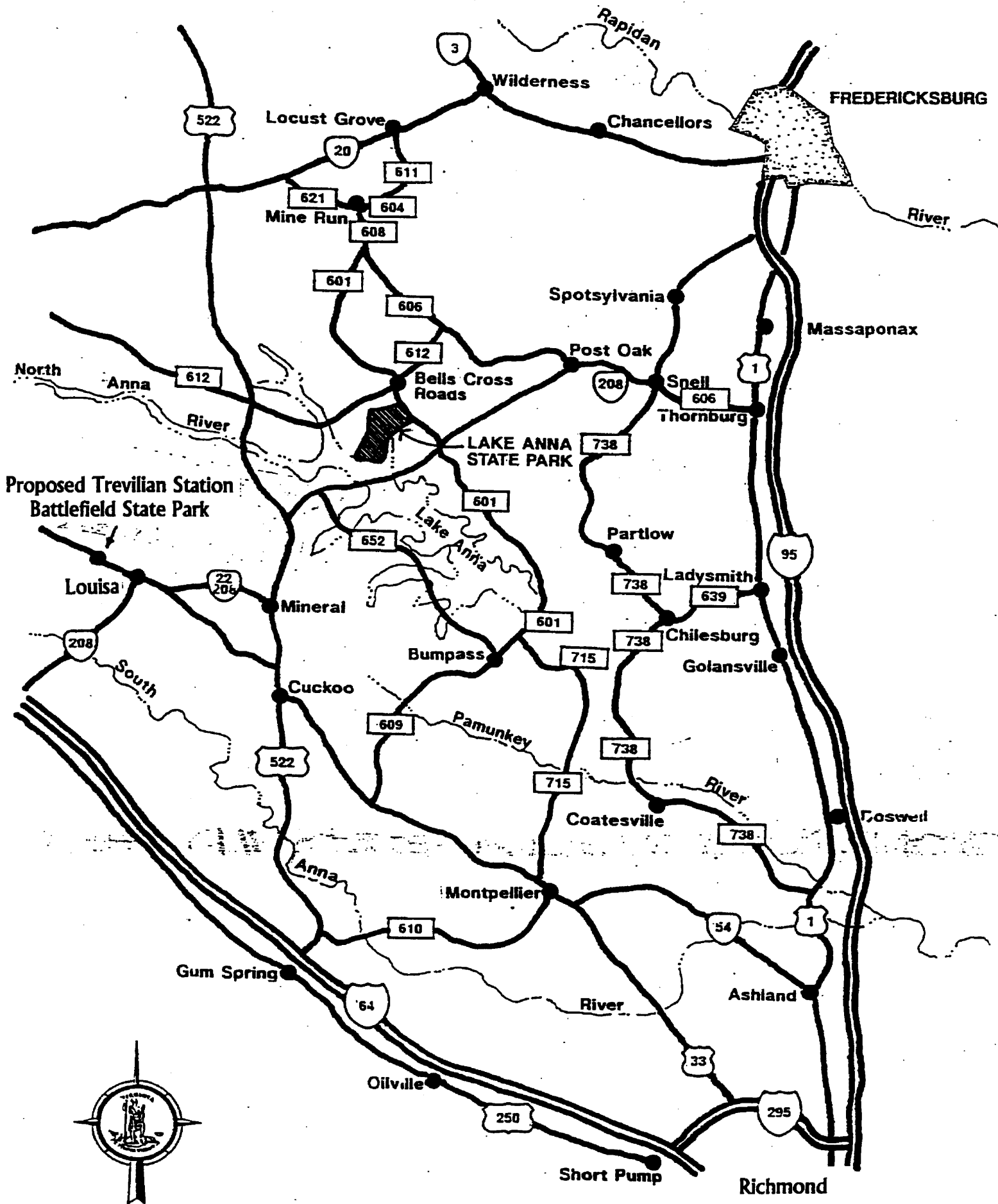
The study area is characterized by rolling farmland typical of the Virginia piedmont. The variety of terrain and the challenges it presented to a cavalry battle suggest interesting possibilities for interpretive programs. Several large, picturesque farms are located within the Core Battlefield Area. The farms on the study area map (Figure 3, page 9) date back to the time of the battle. These, along with the



**PARK AND NATURAL AREA LOCATIONS**



**FIGURE 1.**



**VICINITY MAP**

**FIGURE 2**  
**Proposed Trevilian Station**  
**Battlefield State Park** 8  
 NOT TO SCALE



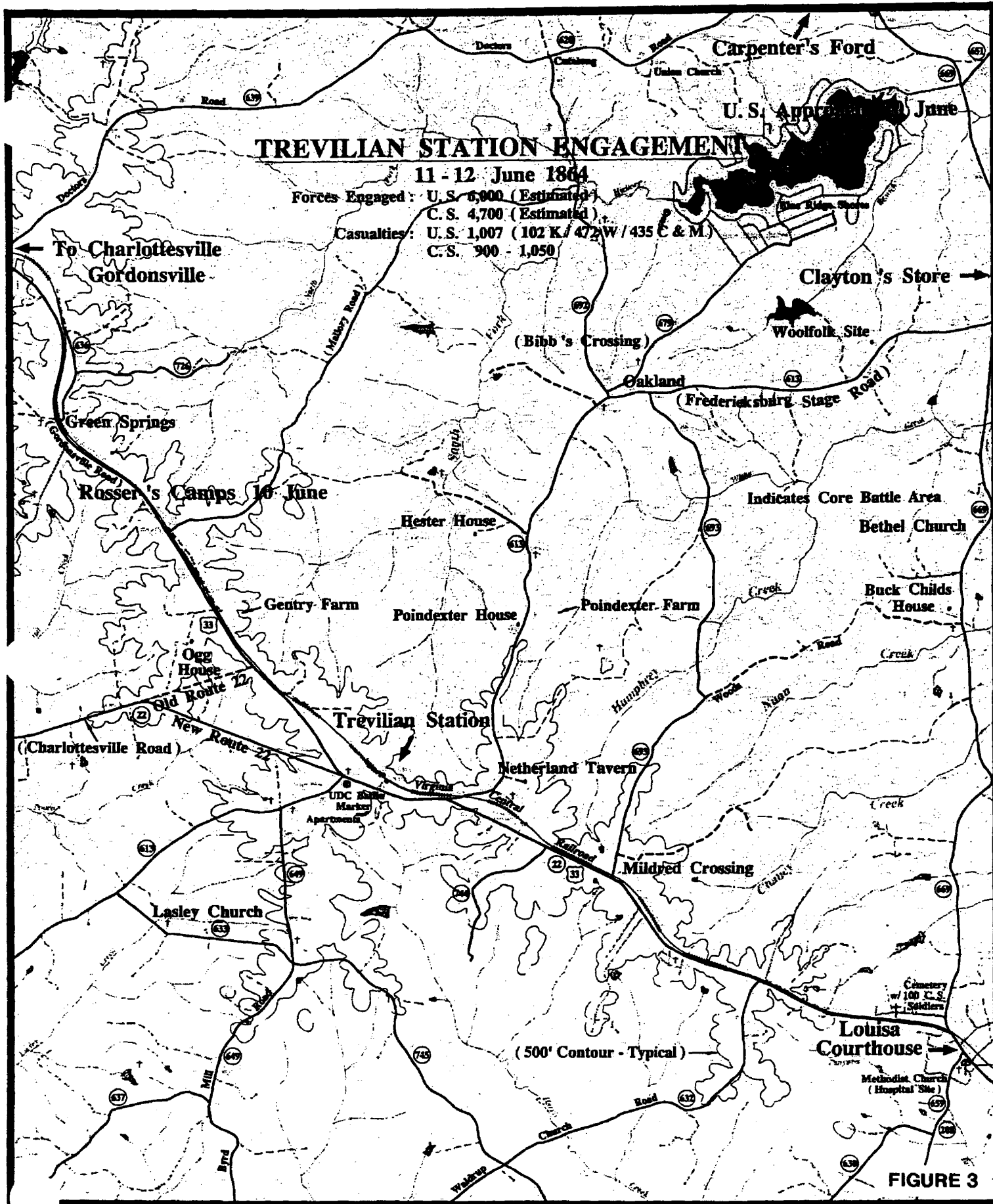


FIGURE 3

# Trevilian Station Battlefield State Park Feasibility Study Area

Requested By: Senate Joint Resolution No. 194



JULY 2000

timberlands that have been harvested and replanted within the last ten years, combine to create scenery typical of the Trevilian Station countryside as observed at the time of the battle. Maps of the county made in 1864 ('Gilmer Maps') reveal several large cleared areas north of Trevilian Station. It is believed that the Virginia Central Railroad cut these tracts for timber in order to build the railroad and to provide fuel for the engines. Land use in the study area has changed little in the ensuing years.

The original Trevilian Station depot, located north of the tracks, was burned during the battle in 1864. It was replaced in the late 1800s, south of the tracks, by the structure that is there today. Constructed of heavy timber framing with wood siding, the building is typical of train stations of the period. Currently, the building is vacant except for a small area that has housed the local post office for the past fifty years. The train station was the focus of the community in 1864, and is surrounded by several period houses. At the time of the battle, these served as military headquarters, which were later converted, to hospitals. With the exception of some minor development in the form of a convenience store, apartments and commercial structures along Route 33, the community is much the same as it was in 1864. With the loss of the sizable slave population following the war, the extent to which land was farmed in the area decreased dramatically. Much of the farmland reverted to forest and remains so today. It is suggested that interpretive programs focus not only on the battle and its immediate impact on the region, but also reflect the changes that resulted from the conflict's effect on the basic social and economic structure of the area.

## **E. Regional Characteristics**

### **Topography and Hydrology**

Located within the central piedmont of Virginia, the area is characterized by a gently rolling landscape drained by many small creeks and streams, some of which flow only seasonally. The average elevation is about 500 feet above sea level. Route 33 runs east to west through the study area, occupying the divide between two watersheds. The areas north of Route 33 drain to the North Anna River while those to the south flow into the James River.

Soils are of the Nason-Tatum-Manteo association. These are deep and shallow, well drained and somewhat excessively drained soils that have sub-soil that is dominantly silty clay or channery silt loam on uplands. The soils have few limitations for development.

### **Cultural Heritage**

On July 11, 1864, the population of Louisa County nearly doubled with the influx of about 12,000 troops. Following the battle, every nearby house, church and barn became a hospital. Cleanup and burials took many weeks, disrupting the normal life of the community and leaving scars that lasted for many years. To this day, residents of this old Virginia farming community remember the stories of horror and of heroism of the people of Louisa.

The significance of the battlefield in terms of family heritage is national in scope. Troops from fifteen states fought here. Today, many families would like to learn more about their ancestors' roles in the history of the region, and their contributions to the causes in which they believed. Many unmarked and forgotten gravesites remain scattered throughout the area, awaiting identification as unknown Civil War soldier's graves.

### **Population and Growth Patterns**

With a current population of 24,800 people, Louisa County has grown by about 22% over the past eight years. This is an average rate of 2.75 % per year. The proximity of Trevilian Station to Louisa Court House, Route 33 and I-64 puts it within the main growth corridor for the County. Growth patterns and current zoning along Route 33 threaten a large portion of the battlefield with conversion to commercial or multi-family residential development.

### **Louisa County 1993 Comprehensive Plan**

The local government realizes the importance of the battlefield and has identified the need to preserve the battlefield in the Louisa County Comprehensive Plan. The comprehensive plan identifies the battlefield as a significant cultural resource and recommends conservation and interpretation. The Plan defines the battlefield as: "generally including the woods along Route 613 to the orchards and farms along Route 33, Trevilians Station including the railway station and selected buildings and the open fields south of Route 22 at Route 33 where General Custer successively won and lost a group of supply wagons."

### **F. Civil War Sites Advisory Commission Study**

In 1991, Congress established the Civil War Sites Advisory Commission to conduct the largest organized nationwide study of Civil War battlefields to that date. Utilizing staff members of the National Park Service, state historic preservation offices, and volunteers, the commission identified significant battlefields, determined their condition or integrity, assessed threats, and evaluated their potential for preservation and interpretation.

Most of the information for the study was assembled in 1992, and the commission submitted its *Report on the Nation's Civil War Battlefields* to Congress in 1993. Of the approximately 10,500 armed conflicts that occurred during the war, the commission identified 384 as being most significant to an understanding of the war. Of these, 123 are in Virginia. Tennessee has the next highest number with 38. Trevilian Station is among those selected as "most significant." The Commission grouped it with battlefields characterized as having good potential and opportunity for comprehensive preservation. Trevilian Station is considered to have fair integrity with a low level of threats, but has little of its core area (where the most significant battle actions took place) protected.

### **Current Conditions**

The Commission's study and the data it employed to assess the battlefields are now at least eight years old. Many changes have occurred in the intervening years. The Steering Committee used the study's findings as a basis for its own evaluation of the Trevilian battlefield and updated the data. A close look at the condition of the battlefield led the Steering Committee to reassess its integrity and classify it as "very good." Most development has been concentrated along U.S. Rte. 33, and has left large areas of the battlefield north of the highway untouched. Even the development on U.S. Rte. 33 is scattered, low in density, and light on the landscape. Currently, for the visitor, there is little to interfere with interpreting the battlefield.

On the other hand, the Steering Committee concluded that since 1992 the threat to the battlefield has risen from low to moderately high. This reassessment was based on several factors: increasing commercial and residential development in the area, a rise in the number of tracts on or about to come on the market, a decline in the number of farms and individuals making a living from farming, and the robust economy which fuels development. Because of these factors, and because the opportunities for comprehensive preservation remain, the state park proposal has been greeted enthusiastically by Louisa County government officials as well as private citizens. The Steering Committee concluded that this is the best possible moment in which to bring the proposal to fruition.

## II. THE BATTLE OF TREVILIAN STATION

John Salmon, noted Civil War historian at the Virginia Department of Historic Resources, has done extensive research of the Trevilian Station Battle. His account of events, people and places follows.

Following the Confederate victory at Cold Harbor on 3 June 1864, Lt. Gen. Ulysses S. Grant contemplated other options for the Army of the Potomac. Although Gen. Robert E. Lee had stymied his direct approach to Richmond, Grant observed that the Federal forces had met with some success in the Shenandoah Valley, where Maj. Gen. David Hunter had defeated Brig. Gen. William E. Grumble Jones at Piedmont in Augusta County on 5 June. To further harry the Confederates and disrupt any plans to resupply their troops in the Valley, Grant (through the army's commander, Maj. Gen. George G. Meade) ordered Maj. Gen. Philip H. Sheridan to lead two cavalry divisions west from Cold Harbor, destroy track along the Virginia Central Railroad, join Hunter at Charlottesville, and then return with him to the main army.

Sheridan and some 6,000 men departed their camp on 7 June. Brig. Gen. Alfred T. A. Torbert and Brig. Gen. David M. Gregg commanded the divisions. Torbert's consisted of three brigades led by Brig. Gen. George A. Custer, Col. Thomas C. Devin, and Brig. Gen. Wesley Merritt, while Gregg's contained two brigades, commanded by Brig. Gen. Henry E. Davies, Jr., and Col. J. Irvin Gregg. Four batteries of horse artillery and a supply train of some 125 wagons accompanied the force.

Lee quickly learned of the expedition and dispatched Maj. Gen. Wade Hampton with his own division and that of Maj. Gen. Fitzhugh Lee in pursuit. Hampton's division included three brigades: Brig. Gen. Pierce M. B. Young's (commanded temporarily by Col. Gideon J. Wright), Brig. Gen. Thomas L. Rouser's, and Brig. Gen. Matthew C. Butler's. Lee's division consisted of two brigades, one commanded by Brig. Gen. Lunsford L. Lomax and the other by Brig. Gen. Williams C. Wickham. The Confederate force, under Hampton's overall command, amounted to some 4,700 cavalymen as well as three batteries of horse artillery commanded by Maj. R. Preston Chew. It broke camp on 8 June.

Hampton and Sheridan took different routes west. Sheridan, slowed by his wagons, marched along the north bank of the North Anna River, then turned southwest into Louisa County and bivouacked around Clayton's Store (present-day Oakland) on 10 June. Hampton led his force south of Sheridan's along the Virginia Central Railroad (today's CSX) through Hanover Junction, Beaverdam Station, and Frederick's Hall Station, and reached the vicinity of Louisa Court House in the evening of 10 June. Hampton's men bivouacked along the Gordonsville Road (Rte. 33): Lee's division east of Louisa Court House, Butler's and Wright's brigades at Trevilian Station, and Hampton's and Rouser's brigade three miles west of the station. Figure 4 on page 14 depicts the battlefield and troop movements.

Soon after sunrise on Saturday, 11 June, the 4th South Carolina Cavalry of Butler's brigade probed north on a road (present-day Rte. 613) leading from Trevilian Station to Clayton's Store. Southwest of the store, in woods, the regiment encountered pickets from Merritt's brigade and drove them back, but quickly the rest of Merritt's brigade counterattacked and the South Carolinians retreated. Butler then formed a strong defensive line blocking the road about half a mile north of Trevilian Station.

About the same time, Custer led the 1st and 7th Michigan Cavalry down the road (Rte. 669) toward Louisa Court House. Partway there, he encountered Wickham's brigade and a brief fight ensued. Wickham withdrew, and Lee led Lomax's brigade toward Trevilian Station. Custer also withdrew and followed a narrow track west through the woods that led to Mildred Crossing on the Gordonsville Road about a mile and a half east of Trevilian Station. Accidentally, then, Custer found himself in the rear of the Confederate force, with Hampton's lightly guarded wagon train lying west of his position. Custer sent

Col. Russell A. Alger and the 5th Michigan Cavalry against the train, and Alger's men captured some 800 prisoners, 90 wagons, 6 artillery caissons, and 1,500 horses.

Despite this easy success, Custer soon found himself in trouble. Hampton ordered Rosser to attack him from the west and south of the station; Hampton himself led an attack from the north, while Lee's division came in from the east. Alger's regiment and its booty quickly were overwhelmed and the Confederate prisoners liberated by Rosser, and Lee's division captured Custer's supply train and his headquarters wagon. Custer, employing tactics eerily prescient of those he would use at the Little Bighorn twelve years later, formed the remainder of his brigade into a defensive circle in a grassy clearing near Trevilian Station. Surrounded, he countered the Confederate attacks with both dismounted fighting and mounted charges.

Northeast of the station, meanwhile, Butler had been holding off Merritt's brigade and two regiments from Devin's brigade. Then Col. Gregg's brigade joined in and the Federal line charged and drove through Butler's force to Custer's position. Custer sent the 7th Michigan Cavalry in a breakout charge that also recaptured some of his wagons and caissons. Lee's division fell back toward Louisa Court House and Hampton's retreated west of Trevilian Station, which was occupied by Sheridan.

That night, Lee maneuvered south to join Hampton. Sheridan, meanwhile, assessed his situation. Custer's brigade had suffered severely in the day's fighting, the Federals had custody of several hundred Confederate prisoners, and ammunition was running low. Furthermore, Sheridan learned that Hunter was not bound for Charlottesville. He therefore decided to return to the main army at Cold Harbor.

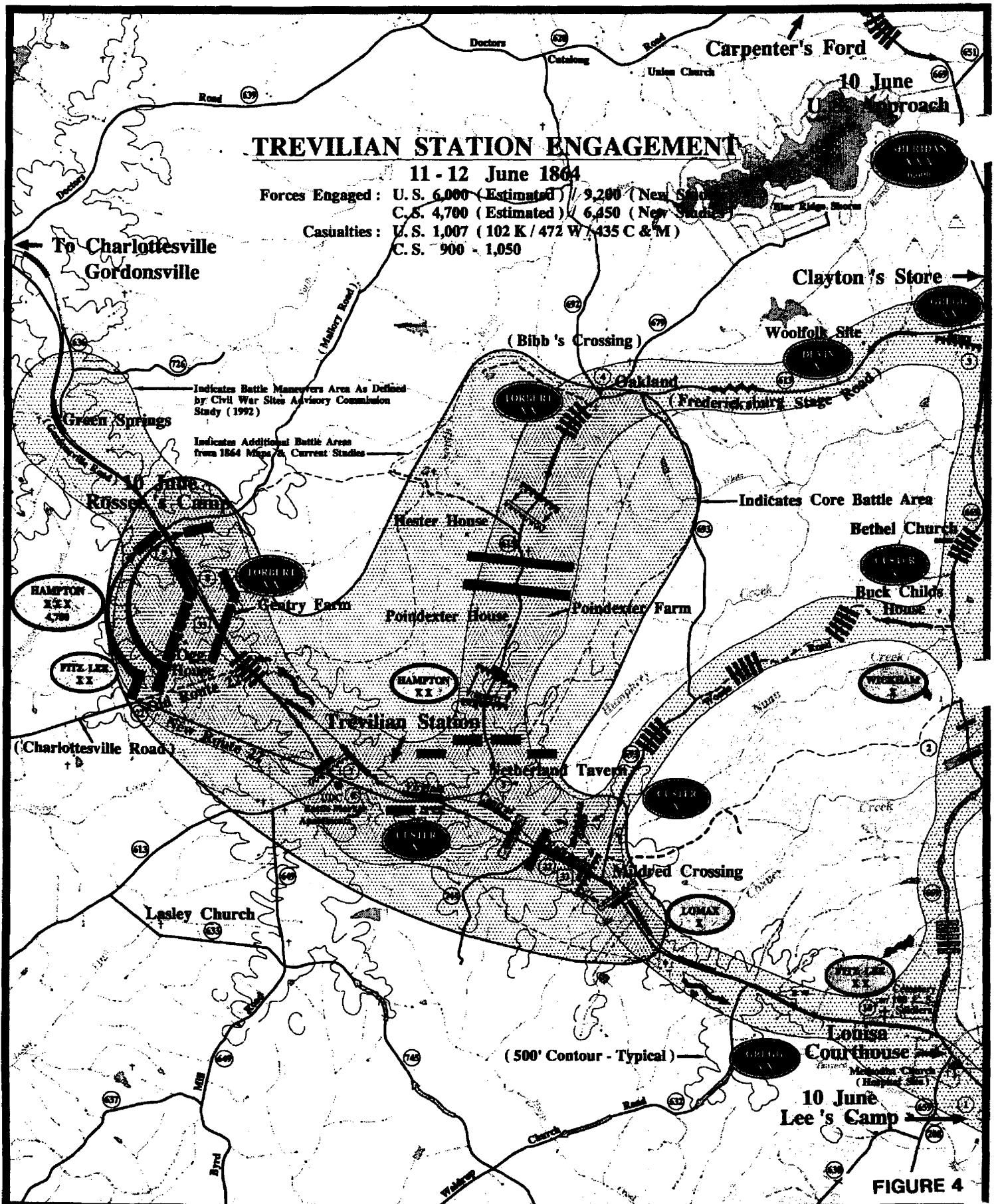
On Sunday morning, 12 June, Sheridan prepared to withdraw from the station. Col. Gregg's men destroyed Trevilian Station and several rail cars, as well as some three and a half miles of track to the east. Torbert and Merritt led their brigades west on the Gordonsville Road to locate the Confederates and act as a rear guard. They found their adversaries about two miles west of Trevilian Station, just past a fork in the road that led southwest to Charlottesville.

The Confederates had formed an L-shaped line at the Ogg and Gentry farms. Butler's brigade used the Virginia Central Railroad embankment for cover and formed the short leg of the L facing north; Wright, Rosser, and Lee (from the Confederate left to right) comprised the long leg and faced east.

Torbert's division took up a position in the woods around the Gentry farm and east of the Ogg house, north of the railroad tracks. With Devin on the Union right, Custer on the left, and Merritt in reserve, Torbert launched one attack after another against Butler and the angle of the L. The South Carolinians repulsed some seven dismounted assaults and inflicted heavy losses. Finally, Lee detached his division from the Confederate right flank, marched behind Hampton's lines, and struck the Federal right flank, ending the all-day engagement. Torbert's division hastened east to rejoin Sheridan.

The battle of Trevilian Station was the bloodiest--although not the largest--cavalry engagement of the war primarily because so much of the fighting was conducted by dismounted troops. Each side lost more than 1,000 killed, wounded, or captured, or between 15 and 20 percent of the forces engaged. Sheridan could replace his men and horses as needed; Hampton would find it extremely difficult to do so. The engagement ended as a Confederate victory, as Sheridan failed to accomplish his mission of linking his forces with Hunter's.

The battlefield has been minimally affected by residential development and road-widening activities. Most of the land is heavily wooded, as it was at the time of the battle; the forest cover makes it a difficult engagement to envision on the ground without on-site interpretation.



**Trevilian Station Battlefield State Park  
 Feasibility Study  
 Key Battle Engagements**



JULY 2000

### III. Cultural and Historical Significance of the Battlefield

The Steering Committee compiled an extensive collection of writings by noted historians and chroniclers of the Civil War, diaries of participants, and the latest research findings to ascertain the significance of the Trevilian Station Battlefield. The following quotes from well-respected writings support the Committee's contention that the battlefield is indeed culturally significant to the citizens of the Commonwealth and the Nation.

1. From Edward L. Wells, with Hampton and His Cavalry in 1864:<sup>1</sup>

"It was, pure and simple, a cavalry duel, which put to test the relative military ability and fighting ability of its antagonists. It thus possesses a picturesque, romantic charm derived from the isolation of the combatants as they wrestled for mastery, far separated from their armies, as if they had sought out this solitude to settle, uninterrupted, their quarrel by wager of battle."

Wells was a member of the Charleston Light Dragoons, which was a company of the 4th SC Cavalry, Butler's Brigade. Wells was badly wounded on the first day of the battle--his leg was broken by a Federal Spencer bullet, and he lay on the battlefield until Sheridan withdrew and he was then recovered by the Confederates.

2. From James H. Kidd, 6th Michigan Cavalry, Custer's Brigade. This comes from Kidd's wonderful memoir, *Personal Recollections of a Cavalryman in Custer's Michigan Brigade*:<sup>2</sup>

"Then came Trevilian Station, that battle about which so much has been written and so little of the truth is really known... The planning and fighting of the battle, with its artful maneuvers and tactical stratagems, have been compared to a game of chess.

To my mind, no cavalry engagement of the Civil War had more points of resemblance to the moves of knights and pawns upon the chessboard than did the first day at Trevilian Station."

3. From Eric Wittenburg, well known historian and author of a soon to be published manuscript on the battle of Trevilian Station. "Glory Enough for All".<sup>3</sup>

"The Battle of Trevilians was the most important cavalry fight that occurred during the war."

4. From Eric Wittenburg's letter to this study team:<sup>4</sup>

"In my humble opinion, the battlefield at Trevilian Station is even more important than that at Brandy Station, and it is, in many ways, still pristine. Thus the Commonwealth of Virginia has a unique opportunity to save this critical battlefield and to preserve the legacy of the Battle of Trevilian Station for future generations. In my opinion there is no battlefield remaining in the Eastern Theatre of the Civil War that is more important and, at the same time, more threatened, because all of the ground is owned by private individuals, and is subject to development at almost any time. This battle is of great cultural and historic significance to the Commonwealth of Virginia and to the people of the United States of America, and I commend the efforts to save this battlefield."

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<sup>1</sup> Edward L. Wells, *Hampton and His Cavalry in '64*. (Richmond, VA, 1899). Page 188-9.

<sup>2</sup> James H. Kidd, *Personal Recollections of a Cavalryman with Custer's Michigan Cavalry Brigade in the Civil War*. (Ionia, Michigan, 1908)

<sup>3</sup> Eric J. Wittenburg, *Glory Enough for All: Maj. Gen. Philip H. Sheridan's Trevilian Raid and the Battle of Trevilian Station, June 7-25, 1864* Unpublished Manuscript to be Published by Louisiana State University Press, 2000)

<sup>4</sup> Eric J. Wittenburg, personal correspondence to Stephen Donahue, Study Team Leader. September, 2000.

5. The Shenandoah Valley Battlefields National Historic District Commission Report noted that the Civil War has been identified as the single most significant event in American History. The heritage and interest that is generated by its study is considerable. The events and results of this War are heavily studied and debated throughout our history and are closely followed today. Federal, State, and Local Governments have realized the need to preserve these important parts of our history. These studies are necessary for the Preservation of our Archeological Resources. Artifacts, buildings, structural remains and other features of the battlefields are important parts of the interpretation and understanding of the Battles and the people that were affected by them.<sup>5</sup>

6. The Civil War Sites Advisory Commission's Report on the Nation's Civil War Battlefields, published in 1993 discussed The Civil War and the Overland Campaign of 1864.<sup>6</sup>

"It is said the Army of the Potomac is going to advance as soon as the Rebels get out of the way." That is a quote from a Washington paper on Feb. 25, 1862. 'On to Richmond' was the battle cry of Northern politicians, military leaders and newspapermen as the war began. A quick, powerful thrust would cast aside Southern resistance, topple the Confederate capital and end the war. So went the promise. Maps made it look easy. Only 100 miles or so separated the two warring capitals. But maps don't show the quality of the resistance. Maps don't show the ineptness or genius of leaders. The most direct road to Richmond was straight south. Northern armies under Gens. McDowell, Burnside, Hooker and Meade tried that road and found it blocked, most times by determined Confederates under Robert E. Lee. Finally, in the spring of 1864, U.S. Grant took command and drove relentlessly south. His soldiers marched into Richmond nearly a year later. The countryside west of the Tidewater and east of the Blue Ridge Mountains between Washington and Petersburg is the most blood soaked in the country. Thousands died fighting at places no one had heard of before, places like Cold Harbor, Chancellorsville, Malvern Hill, Spotsylvania, Brandy Station and the North Anna River. More fell during encounters at places that had no name. Their earthen fortifications, memorials to their deeds, and their graves still mark the landscape."

#### **IV. Assessment of Similar Landmarks**

##### **Similar Battlefield Parks Evaluated**

Several Civil War battlefields were evaluated in order to determine the means of management and methods of funding employed for each. The study team interviewed the managers and directors of these historic landmarks. Twelve of the battlefields located in the Shenandoah Valley currently being assessed to determine the best management program. The battlefields in the valley are managed and funded by several different scenarios. Trevilian Station relates very well to the interpretation of these Valley battlefields, as Louisa County was also a large grain and timber producer for the war effort.

One management and funding option is the Public/Private Partnership. A very good example for a Public/Private Partnership is in Perryville, Kentucky. The Perryville Battlefield State Park is owned by the state but operated by a private foundation. The state assisted with acquisition, development and marketing costs, but revenues now received at the park fund most operations, administration, and maintenance costs. It is significant to note that Perryville, Kentucky attracted \$2.5 million in Federal (ISTEA) funds, \$300,000 in state matching funds, \$800,000 from the 1997 Kentucky State Budget, and \$300,000 from the Federal Land and Water Conservation Fund. The managers boast that they receive over 100,000 visitors annually, despite the fact that they are more than forty miles from the nearest interstate. Note that Trevilians Station is less than 10 miles from Interstate Route 64.

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<sup>5</sup> Shenandoah Valley Battlefields National Historic District Commission, *Draft Management Plan and Environmental Impact Statement for the Shenandoah Valley Battlefields Historic District*. Washington, D.C., April 14, 2000

<sup>6</sup> Civil War Sites Advisory Commission, *Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields*. Washington, D.C., 1993



## **Similar Battlefield Parks Evaluated**

The following battlefield parks were reviewed for their comparative size, points of interest, funding sources, management types, and for their similar topographic and attractive features (Appendices I A, Page 24 through I C, page 26).

Staunton River Battlefield (State Park)  
Sailors Creek Battlefield (State Park)  
Petersburg (National Park)  
Wilderness (National Park)  
Chancellorsville (National Park)  
Cross Keys (Private)  
McDowell (Private)  
Port Republic (Private)  
First Winchester (Private)  
Second Winchester (Private)  
Cedar Creek (Private)  
Cool Spring (Private)  
Fisher's Hill (Private)  
New Market (State owned and managed by VMI)  
Piedmont (Private)  
Perryville, Kentucky (State Park ownership, Public/ Private Partnership)  
Pamplin Park, Dinwiddie County (Private Foundation)

## **V. Alternative Means of Management**

A review of the various battlefields in Virginia and in other States revealed the following battlefield management options. The management option selected should be the one that provides the best means of preserving the battlefield and providing for public access and interpretation

### **A. National Park.**

Trevilian Station Battlefield could be made a unit of the National Park System. Many of the battlefields studied are components of the National Park System. Due to the significance of the battlefield, it is probable that the site would be eligible for inclusion in the National Park System. However, there are many sites that have been evaluated, found to qualify, and are now on a long waiting list. The amount of time it takes to bring a site into the system is too great given the degree of threat facing this battlefield.

### **B. Local Park.**

The Louisa County Board of Supervisors has discussed the various means of protecting the battlefield. The Board recognizes the value the battlefield could have to the local economy if it were established as a memorial park and marketed appropriately. The County does not have the resources to acquire, develop, manage, and market a battlefield the size and scope of Trevilian Station.

### **C. Park Authority or Recreational Facilities Authority.**

There was no support at the local level for an independent authority to operate the battlefield. It was generally believed that an authority would be too weak to raise the support needed to fund the acquisition and management of the battlefield. Also, the public awareness and marketing benefits incumbent in a state park would not be there with an authority managed entity.

### **C. Private Foundation.**

The Trevilian Station Battlefield Foundation has been working diligently for four years to raise public awareness and to acquire key components of the battlefield to protect the land from conversion to incompatible uses. They have been successful in acquiring 250 acres of the battlefield. However, the members of the Foundation Board are not professional land managers and have no desire to become the operators of a large battlefield. The Foundation is interested in the battlefield becoming a state owned and managed property to ensure its protection and proper management in perpetuity. The Foundation is willing to provide support for the operations of the park and would enter into a formal agreement that defines their role.

### **D. State Park.**

The Department of Conservation and Recreation administers portions of three Civil War Battlefields. The Department has resource management and educational expertise to properly manage the battlefield and to ensure that the public is well informed of the events that occurred there and conditions at the time of the battle. Marketing the park as a component of the state park system through an established and ongoing marketing program will bring the battlefield to the attention of a national audience.

### **E. Public-Private Partnership.**

The Trevilian Station Battlefield Foundation is a 501.C-3 non-profit foundation established to advance public knowledge and appreciation for the battlefield and the events that occurred there. They also are committed to the protection and proper management of the battlefield. Foundation members do research, write peer reviewed and published papers, and lead interpretive tours of the battlefield area. The members of the Foundation are not experienced land managers. Nor do they have the depth of resources and staff that would be required to raise the funds needed to hire experienced management staff. They do bring substantial knowledge about the battle, the battlefield, and the history of Louisa County to any partnership that might be arranged to acquire, develop, manage, and interpret the battlefield. The Trevilian Station Battlefield Foundation is interested in joining the Commonwealth in a public-private partnership that would add the battlefield to the state park system. The Foundation members would assist the park staff as needed with volunteer programs, research, interpretive and educational activities, special events, and fund raising. The public side of this partnership would be the normal complement of staff, equipment and resources necessary to properly manage a state park of this size.

### **G. Recommended Means of Management**

This feasibility study has concluded that the most appropriate means for management of this historic battlefield is the development of a public/ private partnership between The Trevilian Station Battlefield Foundation and the Commonwealth of Virginia, Department of Conservation and Recreation. This approach creates the optimum combination of local and private input with the established identity, stability, and longevity of management of a state park. This combination also maximizes the available sources of funding and would facilitate the preservation of the battlefield in a timely manner.

All of the attributes provided by the separate entities will be maximized under this approach. The Foundation will provide a direct contribution to the planning and interpretation of the battlefield, and will assist operations of the statepark by providing volunteer personnel for staffing facilities and providing tours. The Foundation will provide funding through grants, private donations, corporate sponsorships, as well as access to philanthropic foundations. Bringing the Trevilian Station Battlefield into the state park system will provide it with an immediate identity, marketing, and management structure.

## **VI. Sources of Funding**

The following list includes sources of funds currently available for Civil War battlefield preservation. An assessment of various management types revealed that although all types of funding are available to all management scenarios, the probability of receiving funds changes with the management scenario selected, (Appendix I D, page 27).

Specifically, private and corporate donors seem more likely to support foundations and privately owned entities. Government agencies rely more on capital funding and federal grants. Therefore, partnering will result in maximizing access to available funds. Identified sources of battlefield funding are as follows:

Federal grants administered by the National Park Service  
Land and Water Conservation Fund  
Historic Preservation Fund  
FHWA TEA-21 Enhancement Program grants administered by VDOT,  
Virginia General Assembly appropriated capitol funds,  
Department of Conservation and Recreation operating funds  
County appropriated funds  
Private Donations,  
Private Philanthropic Foundations,  
Corporate sponsors, and  
Public / Private Partnerships.

### **Accessing Funds**

The Public/Private Partnership recommended above would be eligible to take advantage of all of these funding sources either individually or as a combined applicant. The Foundation would be more successful raising grants from private foundations, individuals, corporate sponsors, and private donations than perhaps the state government might be. Likewise, a state park will have a better chance of a capitol budget allocation from the state legislature or receiving a federal grant than the foundation would be. As a combined entity, the partners should be able to work together to maximize funding from many sources. The time sensitive and critical acquisitions of the core battlefield area require rapid action to ensure that key battlefield areas are not lost to incompatible uses. The proposed public/private partnership should have the flexibility to move forward on several fronts at once.

## **VII. Cost of Establishing a Trevilian Station Battlefield State Park**

The cost of establishing a Trevilian Station Battlefield State Park has been determined by analyzing costs incurred by DCR in the purchase and construction of four new state parks in the last few years.

### **A. Planning and Engineering Costs**

Following acquisition of the recommended core battlefield lands two studies should be conducted to ensure that development, management, and protection of the battlefield and its key supporting lands and resources are properly conducted. This feasibility study has assembled a large amount of data that will provide a good base for future planning studies. The first of these required studies is a preservation and resource management and conservation plan. Consulting fees for this plan will range in cost from \$50,000 to \$70,000.

When the preservation and resource management plan is in place, the Department of Conservation and Recreation will then complete the park master plan.

### **B. Land Acquisition Costs**

Land and existing historic structures will be purchased in fee or obtained through conservation easements. Since conservation easements, in many cases, are almost as costly as an outright purchase, purchase in fee is preferred. Currently, large properties in the study area are available for purchase.

The area of the battlefield defined as Core should be protected in fee. This area contains almost 2000 acres. Much of this land is in young pine plantations and poor quality mixed stands of timber. Some of the core lies in the corridor along Route 33 that is zoned commercial or residential. An estimated 1400 acres should be acquired in fee. The remaining 600 acres could be protected through conservation easement at a lesser cost. The total estimated cost of acquisition in fee of 1400 acres and easements on 600 acres of the core battlefield area is \$6,000,000.

### **C. Facilities, Infrastructure, and Development Costs**

The costs for establishing facilities and infrastructure include the cost of planning and consulting fees. The combination of all of these costs will approach \$4,727,880. A summary of these and related costs is attached to this report in Appendix III C, page 40.

The proposed facilities for this park include a visitor center with interpretive displays, museum, office, maintenance area, staff residences, comfort stations, and battlefield site developments. A visitor circulation and field interpretive program would also be needed.

### **D. Staffing, Start-up, and Management Costs**

Staff recommendations for this site include a park manager, a chief ranger, interpreter, a chief ranger, maintenance and law enforcement, park ranger with law enforcement authority and another ranger for maintenance, and one administrative staff member for a total of six fulltime positions. In addition, seven P-14 (seasonal) positions and volunteers will be needed to adequately staff facilities, perform maintenance, cut grass, and conduct interpretive tours. The Trevilian Station Battlefield Foundation will assist with many of these needs.

Start-up costs include office equipment, vehicles, maintenance and grounds keeping tools and equipment, law enforcement and communications equipment. These costs are estimated to be a minimum of \$167,000 (Appendix III B, page 39).

### **E. Recurring Operations and Management Costs**

Staff costs are estimated at \$255,670 per year. The recurring operations and management costs include supplies and general maintenance and will be a minimum of \$110,867 per year. These figures combined give an annual operating budget of \$366,547, (Appendix III B, page 39).

## **VIII. Findings and Recommendations**

The study team found that it is feasible to establish a Trevilian Station Battlefield State Park. There is strong local support. The integrity of the battlefield is still good and conversions have been minimal. Major portions of the battlefield can be acquired from willing sellers. Sentiment for placing conservation or historic easements on other critical parcels appears to be supportive.

This study team assembled the maps and summaries of the battle and battlefield area from several expert sources and compiled and summarized all of the available accounts. The members of the Steering Committee have contributed much of the information to this study. Maps depicting the core battlefield area as well as significant landmarks that contributed to the battle and which should be protected are identified on Figure 5, page 22.

### **A. The Battlefield is Significant to the Citizens of Virginia and the Country**

The Trevilian Station Battlefield is a significant battlefield and is unique. This area was the site of a major cavalry battle, and it is estimated that there were more casualties during this two-day battle than there were at any other cavalry engagement during the war. The outcome of this battle was a key turning point of the war. Had Sheridan been successful in destroying the railroad and uniting with Hunter to attack Richmond from the west, historians conclude that the war would have ended a year sooner.

### **B. Management and Funding**

Through an analysis of similar battlefields it was determined that the most appropriate means of management would be to form a Public/Private Partnership between the Department of Conservation and Recreation and the Trevilian Station Battlefield Foundation. The partnership provides the best possible means of management and also provides for participation by those individuals most closely involved with research and public education about the battlefield and the soldiers who fought there. This will enable the battlefield to be managed as a component of the state park system with the related sources of funding available to government agencies while taking the best advantage of local input and additional sources of non-governmental funding that may be accessible to the Foundation.

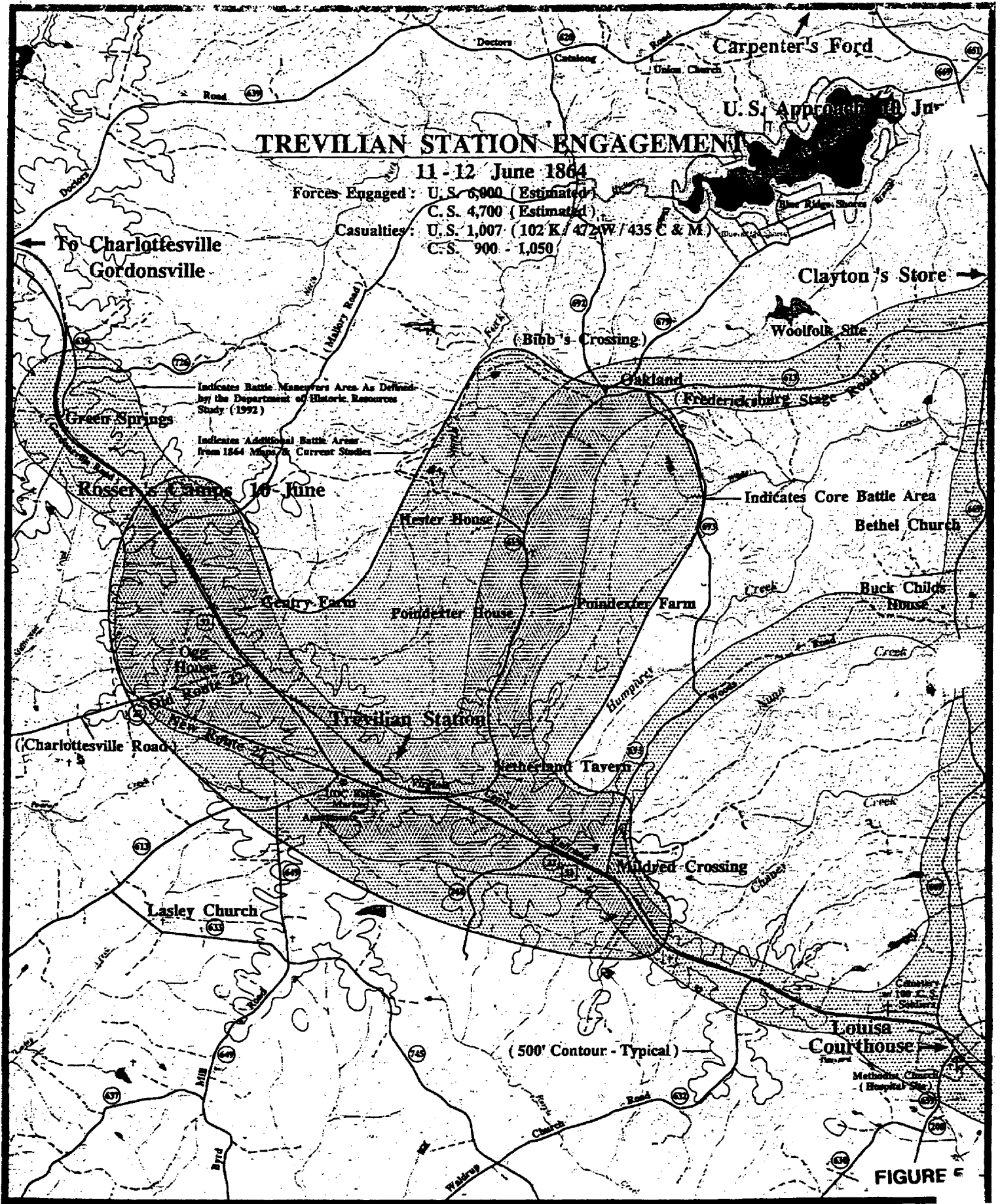
Several funding sources were identified including federal and state funds, corporate and private funds, and philanthropic foundations. The various sources of funding would be more generally available to either one partner or the other in the proposed public/private partnership recommended, (Figure I D, page 27).

### **C. Staffing**

If this battlefield becomes a state park, it will need to be adequately staffed and funded to meet the intended protection and public education and interpretive benefits the community is advocating. The Trevilian Station Battlefield Foundation is interested in playing a supportive partnership role with the Commonwealth to help provide educational and interpretive programs, volunteers, and funds raising assistance.

### **D. Recommendations**

It is recommended that Trevilian Station Battlefield be established as a state park. It is recommended that the core battlefield area be acquired in fee (1400 +/- acres) and through easement (600 +/- acres) and that significant contributing areas also be protected and included in park programs, (Figure 5, page 22). It is further recommended that the park be managed through a Public / Private Partnership between The Trevilian Station Battlefield Foundation and the Department of Conservation and Recreation. It is recommended that a Trevilian Station Battlefield Protection and Management Plan as well as a Trevilian Station Battlefield State Park Master Plan be funded and initiated as soon as possible after acquisition of the major elements of the core battlefield area.



## Trevilian Station Battlefield Core Area of Key Battle Engagements



GRAPHIC SCALE  
 JULY 2000

## APPENDIX

- I. COMPARATIVE ANALYSIS OF BATTLEFIELDS
  - A. BATTLEFIELD ACCESS, INTERPRETATION AND OWNERSHIP TYPES
  - B. BATTLEFIELD SIZE, CORE AREAS, INTEGRITY
  - C. BATTLEFIELD CORE SIZE, FIELD RATING, AND RISK PRIORITY
  - D. MEANS OF MANAGEMENT COMPARED TO POTENTIAL SOURCE OF FUNDING
  
- II. COLLECTED WRITINGS ON TREVILIAN STATION BATTLEFIELD
  - A. CIVIL WAR SITES ADVISORY COMMISSION, 1992 STUDY
  - B. COMPOSITE SUMMARY OF THE BATTLE
  
- III. COST ANALYSIS
  - A. MANAGEMENT BY A PUBLIC/PRIVATE PARTNERSHIP
  - B. STAFFING, START-UP, AND ANNUAL OPERATING COST SUMMARIES
  - C. FACILITIES AND ACQUISITION COSTS
  
- IV. BIBLIOGRAPHY
  
- V. RESOLUTION OF SUPPORT, LOUISA COUNTY BOARD OF SUPERVISORS

# TREVILIAN STATION BATTLEFIELD FEASIBILITY STUDY

## Battlefield Access, Interpretation, and Ownership Types

Battlefields	Public Access	Interpretation	Ownership Type/ Number of Owners (core areas of high integrity only)	Core Acres Protected/ Holding Group
Cedar Creek	YES	FULL Visitor Center	PRIVATE/ OVER 30	400/ National Trust, Cedar Creek Battlefield Foundation
Cool Spring	YES, Appointment Only	NONE No Visitor Center	PRIVATE/ 6-10	1,200/ Holy Cross Abbey by Cooperative Agreement
<b>Trevilian Station</b>	<b>By appointment</b>	<b>Planned Driving Tour</b>	<b>PRIVATE/ 5-10</b>	<b>250/ TSB Foundation</b>
Cross Keys	YES, unmarked	Signage No Visitor Center	PRIVATE/ 11-20	100/ Lee-Jackson Foundation
Fisher's Hill	YES, unmarked	Signage No Visitor Center	PRIVATE/ 11-20	195/ APCWS 80/ Conservation Fund Easement
Front Royal	NONE	NONE	PRIVATE/OVER 30	NONE
1st Kernstown	NONE, overlook	Signage	PRIVATE/ 6-10	170/ Glen Burnie Trust
2nd Kernstown	NONE, overlook	Signage	PRIVATE/ 6-10	NONE
McDowell	YES, unmarked	NONE No Visitor Center	PRIVATE/ 6-10	200/ APCWS, Lee - Jackson Foundation
New Market	YES	FULL Visitor Center	PRIVATE/ 11-20	280/ VMI New Market Battlefield Park
Opequon	NONE	Published Driving tour	PRIVATE/ 6-10	7/ Star Fort Reenactment Group
Piedmont	NONE	NONE	PRIVATE/ 21-30	1,400/ County Agricultural Preservation District (7 yrs.)
Port Republic	YES, limited	NONE No Visitor Center	PRIVATE/ 6-10	8/ APCWS
Tom's Brook	NONE	NONE	MIXED/ OVER 30	21/ County Recreational Park
1st Winchester	NONE	Published Driving Tour	PRIVATE/ 6-10	NONE
2nd Winchester	NONE	Published Driving Tour	PRIVATE/ 11-20	7/ Star Fort Reenactment Group
Acres currently protected				4,061



## TREVILIAN STATION BATTLEFIELD FEASIBILITY STUDY

### Battlefield Size of Study, Core Areas, and Integrity of Core areas

Battlefield	Size of Study/ Core Areas	Integrity of Study Areas	Integrity of Core Area
McDowell	4,539/2,258	100% (Good)	100% Good
Port Republic	4,936/2,145	94% (Good)	98% Good
Cool Spring	5,740/1946	97% (Good)	97% Good
<b>Trevilian Station</b>	<b>20,000/2,400*</b>	<b>94% (Good)</b>	<b>92% Good</b>
Piedmont	9,340/2,693	94% (Good)	94% Good
Cross Keys	5,450/2,153	94% (Good)	94% Good
Cedar Creek	15,607/6,252	89% (Good)	89% Good
Fisher's Hill	9,644/2,751	89% (Good)	85% Good
Tom's Brook	6,644/2,018	83% (Good)	83% Good
First Kernstown	4,029/1,554	56% (Fair)	71% Fair
New Market	5,611/2,261	74% (Fair)	68% Fair
Second Kernstown	5,861/2,203	50% (Poor to Fair)	52% Fair
Second Winchester	22,274/3,113	48% (Poor)	52% Fair
Opequon	11,670/4,914	54% (Fair)	47% Poor
Front Royal	3,082/944	48% (Poor)	33% Poor
First Winchester	4,041/1,393	28% (Poor)	22% Lost

\* The core battlefield area defined on Figure 5, page 22 represents approximately 2400 acres. 400 acres of that amount have been converted to other uses and are no longer available for protection unless they are acquired and converted back to agricultural or forestry uses.

## TREVILIAN STATION BATTLEFIELD FEASIBILITY STUDY

### Battlefield Core Size, Field Rating, and Risk Priority

Battles Ranked by Core Size (Campaign)	Field Rating	Study/Core Area Acres	Core Acres Retaining Integrity	Risk Priority (over ten-year span)
1. Cedar Creek (1864)	FAIR	15,607/6,252	5,601 (89%)	Low Moderate Risk
2. Opequon (1864)	POOR	11,670/4,914	2,321 (47%)	Highest Risk
3. 2nd Winchester (1863)	POOR	22,274/3,113	1,624 (86%)	High Moderate Risk
4. Fisher's Hill (1864)	FAIR	9,644/2,751	2,354 (98%)	Low Moderate Risk
5. Piedmont (1864)	GOOD	9,340/2,693	2,646 (98%)	Lowest Risk
6. Trevilian Station	GOOD	20,000/2,400	2,000	High Moderate Risk
7. New Market (1864)	POOR	5,611/2,261	1,527 (67%)	High Moderate Risk
8. McDowell (1862)	GOOD	4,539/2,258	2,258 (100%)	Lowest risk
9. 2nd Kernstown (1864)	POOR	5,861/2,203	1,098 (49%)	High Moderate Risk
10. Cross Keys (1862)	GOOD	5,450/2,153	2,032 (94%)	Lowest Risk
11. Port Republic (1862)	GOOD	4,936/2,145	2,110 (98%)	Lowest Risk
12. Tom's Brook (1864)	FAIR	6,644/2,018	1,679 (83%)	High Moderate Risk
13. Cool Spring (1864)	FAIR	5,740/1,946	1,900 (97%)	Low Moderate Risk
14. 1st Kernstown (1862)	FAIR	4,029/1,554	1,097 (70%)	High Moderate Risk
15. 1st Winchester (1862)	LOST	4,041/1,393	302 (22%)	Highest Risk
16. Front Royal (1862)	POOR	3,082/944	316 (33%)	Highest Risk

Executive Summary Table  
Summary of Battlefield Size, Integrity, and Risk Priority

# TREVILIAN STATION BATTLEFIELD FEASIBILITY STUDY

## Means of Management Compared to Potential Sources of Funding

Rated by probability: low , medium, or high.

<b><u>Sources of Funding</u></b>	Federal Historic Grants	FHWY Grants TEA-21	State Capital Funds	Private Donations	Private Philanthropic Foundations	Corporate Sponsors	Overall Funding Possibilities
<b>Means of Management</b>							
State Park	high	high	high	low	medium	low	medium
Federal Park	high	high	low	low	low	low	medium
Private Foundation	high	high	low	high	high	high	medium
Corporate Partnership Foundation	high	high	low	medium	medium	high	medium
Non-Profit Foundation	medium	high	low	high	high	medium	medium
Local Government	high	high	medium	low	low	low	medium
Regional Authority	high	high	medium	low	low	low	medium
Private Ownership	medium	high	low	low	low	low	low
Conservation Easements	high	high	medium	medium	medium	medium	medium
Park Authority	high	high	medium	low	low	low	medium
Public Recreation Facilities Authority	high	high	medium	low	low	low	medium
Public / Private Partnerships	high	high	high	high	high	high	high

# TREVILIAN STATION BATTLEFIELD FEASIBILITY STUDY

## Civil War Advisory Commission 1992 Study

Current condition of battlefield (integrity)

   Lost    Poor    x\* Fair    x\*\* Good: \* 11 June sites; \*\* 12 June site

Description of current condition

The Battle of Trevilian took place on 11 June 1864 in three locations around Trevilian Station: 1) 10 to the north, for approx. 2 miles along both sides of Rt. 613 (Torbert's and Gregg's Divisions vs. Butler's and Wright's Brigades, Hampton's Division); 2) 8 A.M. skirmish on Rt. 669 north of Louisa between Custer (2 reg'ts) and Wickam's brigade; and 3) large area along both sides of Rt. 33 south and southeast of Trevilian Station where Custer's men captured Hampton's baggage train and the led horses of Butler's and Wright's brigades and were, in turn, attacked by Rosser's brigade from the west, Fitzhugh Lee's Division (Lomax's and Wickham's brigades) from the east, and elements of Butler's and Wright's brigades from north of Station and fought desperately until Torbert's Division and Gregg's Brigade attacked from the north and relieved the pressure. Hampton's Division withdrew to the west and Fitzhugh Lee's Division toward Louisa. This ended the fighting on 11 June. On 12 June, heavy fighting occurred 1 ½ - 2 miles west of Trevilian Station along Rt. 33 on the Gentry and Ogg Farms (or Mallory's Crossroads) where Sheridan made seven unsuccessful assaults on Hampton's and Lee's divisions, who were entrenched behind an embankment along the railroad.

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### THREATS TO THE INTEGRITY OF THE RESOURCE

Short-term threats

Most of the recent residential and commercial development is taking place along Rts 22 and 33 east and southeast. Louisa, in the direction of Mineral and Richmond. The area around Trevilian, especially to the north along Rts 613 and 693, will probably remain rural.

Long-term threats

Slow growth along Rt 33 west of Trevilian may threaten the "good" integrity of the 12 June 1864 battlefield. The people of Louisa County appreciate and celebrate their colonial and 19th century heritage. Proper marking of the Trevilian Battlefield and perhaps establishment of a small museum/visitors center with a map showing a driving route to observe key points on the battlefield would further stimulate local pride and desire to conserve these points.

The following landmarks are keyed to areas 1) thru 4):

- 1) Rt. 613, north of Trevilian Station. The area on both sides of the road is heavily wooded with numerous, but scattered homes, some older; Weyland Church; and small cemeteries between Trevilian and Clayton Store (Oakland on Topo Map). Landmarks include:
- Poindexter House. (Swank, pp 74, 75; maps pp 76, 77, 80-84.) "In a wide open area on a ridge surrounded by an orchard" on Cavalry Reg'ts (Devom's Bde). LTC Sackett, 9th NY, mortally wounded during charge; 40 other NY casualties. House was "torn down" c. 1954s, according to Mr. D.L. Atkins, who observed bloodstains on floors before it was torn down. Site may be in woods on west side of Rt. 63, roughly opposite Weyland Church. (Site not observed.)
  - Bibb House. "log hut a short distance up the road (north on 613) toward Clayton Store" where LTC Sackett died. (Not observed.)
  - Netherland Tavern. (Swank, pp 78, 79; photo, p 78; maps, pp 76, 77, 80-84.) Dismounted Union cavalry attacked Butler's South Carolinians firing from windows. Federal captain galloped to rescue mother and baby who ran from Tavern while both sides ceased firing. According to Mr. William DeLong, Tavern "fell down" during 1950s; Mr. Atkins said that ruins of foundation remain. Netherland Family Home—nearby. Photos #1,2 show Rt 613 intersection with gravel road just north of probable sites (which were not observed due to dense foliage).
  - Trevilian Station—1864 site & c. 1900 Station & Post Office. The "new" Trevilian Station & Post Office (Photos #3 located on the south side of the old Virginia Central RR tracks. The 1864 Trevilian Station site is located on the north side of the tracks (Photos #5,6). According to 1864 Station Agent J.H. Whitlock (Swank, p 96), the depot was in ashes, the watering station demolished, (only) blackened wheel carriages of several good RR cars remained, and 3 ½ miles of track had been torn up and the ties burned.

- “Unnamed House”—residence of Mr. William Delong. Located about 300 yds from Trevilian Station on north side of tracks. It reportedly was used as a hospital during the battle (Photos 7,8,9). Nearby is/was the Dunn House (Swank, maps, pp 77, 80-83).
- 2) Rt. 669 north of Louisa-Rt. 693 to Mildred Crossing. (See Topo Map, Louisa, VA) The area along Rt. 669 between Nunn Creek and Chancey Creek may be the site of the early morning skirmish between the 1st and 7th MI Cavalry and Wickham’s Brigade, before Custer’s Brigade probably took the “farm road” above Nunn Creek to Rt. 693, crossed the RR at Mildred Crossing, and headed west on Rt. 33 toward Hampton’s baggage train. (No significant landmarks reported.)
- 3) Area of Custer’s attacks on Hampton’s baggage train and Butler’s and Wright’s led horses; Rosser’s counterattack from the west and Fitzugh Lee’s from the east; Hampton’s (Butler’s and Wright’s brigades) attack on Custer from the north; Custer surrounded and his baggage wagons captured; Gregg’s (Union) attack from the north to relieve Custer. This area, where the heaviest fighting occurred on 11 June 1864, is bisected by Rt. 33 and is the most developed; therefore, its integrity is rated only “Fair.” It is incorrectly marked by a sign (Photos #10,, 11) about the 12 June fighting which actually took place a mile to the northwest, and a plaque (Photo #12) which commemorates the entire “Battle of Trevilians” (sic). It is roughly bounded on the north by the RR; on the east by the Atkins Building Supply Co. and lumber yard located on the south side of Rt. 33; on the west by the Ray Saurer Welded Steel Products firm (north of Rt. 33—Photo #11), and the apartments on the ridge (Photo #13) south of Rt. 22 just down the gravel road from the Battlefield sign and plaque. The K&B Food Market and gas station are located on the north side of Rt. 33, about in the center of this area (Photo #14). However, much of it remains undeveloped, especially the central area south of Rt. 33. (See Photos #14, 15, 16, and 17-20, which are a panorama of the latter subarea.) Old (but post-CW) homes in this area are:
  - House (Photo #21) and outbuildings south of Trevilian Station & Post Office.
  - House (Photo #22) at or near Site of the Danne House (Photo, Swank, p 89). The latter served as Custer’s HQ—on the porch—during the battle on 11 June, but it was “set ablaze” by sharpshooters (Swank, p92).
  - 4) Area of fighting on 12 June 1864. (See Swank, maps pp 85, 86, and Photos #23-30.) This area consists of the Gentry Farm north of RR, and visible thru the treeline and may be modern, but it is a working farm. The Ogg House (Swank, p 94 and Photos #25, 26) is very well preserved. The treelines, roads, etc. appear to be generally the same as at the time of the battle. Photo #29 may show remains of the embankment/trench used during the battle by Butler’s SC Brigade. (There are no other reports of intrenchments used during the battle.) The 6th MI Cavalry occupied the woods east of the Ogg House (Photos #27, 28).

Other Sites:

- Green Springs. Photos #31, 32, 33 show the Green Springs Depot/Station area where Hampton’s Division (-Rosser’s Brigade) may have camped on the night of 10-11 of June.
- Oakland Cemetery, Louisa. (Swank, pp 96, 97 and Photo #34) COL J.L. McAllistair’s and Capt Hines’s (7th GA Cavalry, Young’s Brigade) and 94 unknown Confederate soldiers are buried here.
- Louisa Courthouse. This building, c. 1905 (Photo #35), is behind the site of the 1864 Courthouse, which was used as a hospital. The Louisa Co. Hist. Soc. has a small museum (open Saturdays) in an adjoining building. The Confederate soldier on the monument is armed with an Austrian Model 1854 Lorenz rifle.
- Methodist Church. (Photo #36) Used as a hospital.
- Beulah Baptist Church, 6 miles SW used as a hospital.

## SOURCE MATERIALS

BOOKS/PERIODICALS	MAPS	PERSONS/ORGANIZATIONS
W.O. Swank, COL USAF, Ret. <u>The War &amp; Louisa County, 1861-1865</u> , Papercraft Printing, Charlottesville, VA, 1986 Parts IV and VII.	Swank Map, pp 72, 76, 77, 80, 81, 82, 83, 84, 85,86, 95. (See Appendix IV	Col. W.D. Swank Route 2, Box 433 Mineral, VA 23117 Tel: 804-872-3007
O.R. Series 1, Vol. XXXVI, Pt. 1, pp. 784, 785, 794, 797, 807, 808, 811, 823-831, 842, 851, 855, 897, 903, 1095, 1096.	Copy of CSA Eng. Map, 1864, Appendix I (Orig. at USMA Library)	<u>Local:</u> Louisa County Historical Soc.;
Sheridan, <u>Personal Memoirs</u> , Vol. 1, pp. 417, 420-425, 428, 434.	c. 1864 Maps showing Roads & Foliage (Accuracy ?), Appendix II	Mineral Chapter, UDC
<u>Battles &amp; Leaders</u> , Vol. IV, pp. 234, 237-239.	1970/1978 Photorevised Topo. Map, Louisa, VA (Annotated to show battle sites), Appendix III	Trevilians Camp, No. 1434, Sons of Confederate Veterans, Louisa CH Chapter, DAR
J.H. Kidd, <u>A Cavalryman with Custer</u> , 1908/1991, Ch. XV., "The Trevilian Raid," pp. 238-266.		Sidney Lanier Ch., Children of the Confederacy; (listed in Swank Part VI, "Keeping History Alive," pp. 127-147).
Starr, Stephen Z., <u>The Union Cavalry in the Civil War</u> , Vol. II, 1981, pp. 133-150.		
Urwin, Gegory J.W., <u>Custer Victorious</u> , 1983, pp. 153-166		
<u>Regimental Histories, etc.</u>		
Lee, ??? <u>Personal &amp; Historical Sketches...7th Regt. MI Volunteer Cavalry</u> , 1901, pp. 149, 230-231.		
Munford, <u>A Confederate Cavalry Officer's View</u> ,		
Pyne, <u>First JN Cavalry</u> , pp. 260, 261, 266.		
Stiles, <u>4th VA Cavalry</u> , 19865, pp. 52-54.		
Wells, <u>A Sketch of the Charleston Light Dragons</u> , Charleston, 1888, pp. 69-70.		

Completed by: Edwin W. Besch Date: 9/20/92

On 5 June 1864, in compliance with Grant's wishes, Meade ordered Sheridan to take 2 cavalry divisions to Charlottesville to destroy the railroad (RR) bridge over the Rivanna River and "thoroughly destroy the Virginia Central RR to Gordonsville and to Hanover Junction, if practicable" in order to sever the RR connection between Richmond and the Shenandoah Valley and Lynchburg. At Charlottesville, Sheridan was to unite with Mgen David Hunter's army, which Grant had ordered to join the Army of the Potomac after the junction.

On 7 June, Sheridan left New Castle Ferry on the Pamunkey with about 6,000 officers and men in the First (Torbert's) and Second (David Gregg's) Second Divisions, and 4 batteries of horse artillery, leaving behind his dismounted men with the Third Division (Wilson's). Each trooper carried 40 rds of ammunition (plus 60 rds in wagons); 3 day's rations, intended to last 5 days; and 2 day's grain for his horse; he was expected to live off the country for 14 days. The raid occurred in very hot, dry weather; on the second day 250 horses gave out, and their riders had to walk. Sheridan marched at a walk northwest along the north bank of the North Anna River, planning to cross at Carpenter's Ford and strike the RR at Trevelian Station, 4 miles west of Louisa Court House; tear up the RR between them; then bypass Gordonsville and tear up the 16 miles of track between Cobham's Station in Charlottesville.

On 7 or 8 June, Wade Hampton learned of Sheridan's departure and notified GEN R.E. Lee, who ordered him to follow with his, and Fitzhugh Lee's cavalry divisions, which totaled about 4,700 men and 3 batteries, with 12 guns. Hampton, who assumed Sheridan's objectives were Gordonsville and Charlottesville, marched at a fast pace along a shorter route via Hanover Junction and Beaverdam and Frederick's Hall Stations, reaching Louisa CH late on 10 June. Hampton, and Rosser's Laurel Brigade camped in the Green springs area on the Gordonsville Road (Rt. 33) 3 miles west of Trevelian Station, where Butler's and young's (Wright's) brigades camped. Fitzhugh Lee's Division took another route and camped east of Louisa Court House (CH).

Sheridan's men camped around Clayton's Store (Oakland) and the two roads leading south toward Trevelian (Rt. 613) and Louisa CH (Rt. 669), where the battle would begin early in the morning of 11 June. Hampton planned to move before dawn to attack Sheridan at Clayton's Store with Butler's and Young's brigades, while Rosser moved in parallel on his left and Lee's Division attacked northward from Louisa, but he failed to take into account Sheridan's aggressiveness. Historian Nathan Starr describes the subsequent fighting on 11 June as "the confused and confusing Battle of Trevelian Station (which) is uncommonly difficult to describe (and) has no definable shape. At one time or another, regiments and whole brigades were attacking the enemy from the rear, or were themselves attacked from the rear, or were attacking and being attacked at the same time, or they had some portion of the enemy surrounded or were themselves surrounded. The accounts by the two sides are more than usually irreconcilable." (Starr, Vol II, p 136.)

(Phase #1) The action of 11 June began when the 4th SC Cavalry met a "heavy Union Force" in dense woods (along Rt. 613) south of Clayton's Store (Oakland) (See Swank, maps on pp. 77, 80, 81, 82). Starr concludes that Butler's SC Mounted Infantry Brigade drove back Merritt's skirmishers and were then driven themselves by the main body of the Reserve Brigade. The 4th and 9th NY charged Butler's men around the Poindexter House and orchard. At the end of this phase, Butler's 1,300 men and possibly part of Young's brigade were drawn up in line in the woods less than ½ mile north of Trevelian Station under heavy attack by Merritt's Brigade. During this phase, the fight and dramatic rescue at Netherland Tavern (Swank, pp. 78, 79) occurred.

(Phase #2) Meanwhile, also early in the morning, Custer (1st and 7th MI) and Wickham (Lee's Division) advanced toward each other along the Louisa-Carpenter Ford Road (Rts. 693-669) and briefly clashed. Fitzhugh Lee withdrew Wickham and marched with Lomax's brigade toward Trevelian (along Rt. 33).

(Phase #3--the most dramatic, hardest fought, and most confusing one) Custer also countermarched and took a heavily overgrown path thru the woods (approximately a farm road and Rt. 693 on the Topo Map) in files of ones or two, which strung out and separated parts of his brigade. He came out at Mildred Crossing, 1.6 miles east of Trevelian Station and out of sight of Fitzhugh Lee, to find himself in a situation cavalrymen dream about - - in his enemy's unguarded rear. to the south of the Station was Hampton's baggage trains, artillery caissons, and the led horses of Butler's and Young's dismounted brigades. Custer ordered COL Russel A. Alger to charge the trains with his 5th MI. He charged down the Gordonsville Road up to four miles, past the Station, capturing about 800 prisoners, 1,500 horses, a stand of colors, 6 caissons, and 90 wagons. Many Confederates broke their weapons as they surrendered. (O.R. XXXVI, Pt. 1, p. 823)

This exhilarating success proved very brief; Custer and his Wolverines soon were in desperate straits themselves. Custer had only the 1st and 7th MI and two-thirds of the 6th MI with him; the 5th and the other part of the 6th, whose commander, MAJ Kidd, had been briefly captured by the 7th GA Cavalry, were scattered. Reacting to Custer's presence in his rear, Hampton ordered Rosser to attack from the west, keeping south of the Station while he withdrew some of his troops facing Merritt to attack from the north, Fitzhugh Lee's Division attacked from the east. Rosser's brigade recaptured all of Alger's prisoners, Hampton's led horses and wagons, and 150 of Alger's men. Alger and a dozen of his men escaped via a 20-mile circuitous route; 28 others abandoned their horses, hid in the woods, and walked to Alexandria, arriving a week later. Fitzhugh Lee's men captured Custer's own trains and his headquarters wagon.

Custer "was compelled to take up a position (in open grassland) near the Station, from which I could resist the attacks... made on my front, right, left, and rear... The smallness of my force compelled me to adopt very contracted lines - very nearly a circle. The space over which we fought was so limited that ... the entire ground was in range of the enemy's

guns." A section of Pennington's guns was captured and recaptured during the furious melee. "Fragments of all regiments rallied around Custer for the mounted fighting, of which there was plenty, while the 1st and 6th MI dismounted took care of the rear. Custer was everywhere (and) participated in more than one mounted charge" (Kidd, p. 257). To save his personal guidon from capture by Rosser's men, Custer ripped it from its staff held in a death grip by his mortally wounded color bearer, SC Belliou, who had been shot by MAJ Conrad, on Rosser's staff (Rosser's report, 30 June 1864. Rosser was wounded himself).

Meanwhile, Butler's south Carolinians held off Merritt and two regiments of Devin's brigade until Sheridan sent in COL J. Irvin Gregg, 's brigade to attack Fitzhugh Lee's right flank. Then, Gregg, Merritt, and Devin launched simultaneous attacks that broke the Confederate line and established contact with Custer. In a "hammer and anvil" effect, the charge drove part of the Confederates into Custer's lines, and his men took "about" 500 prisoners. The 7th MI charged and recaptured 2 of Custer's caissons and several wagons. Custer's total casualties for the entire battle were 416, including 41 killed and 242 captured (of whom 88 died in Southern prisons, mostly Andersonville); one-half of the 5th MI was captured.

Butler concluded that "This day's operations ended disastrously to our arms." Hampton's division was driven westward. Fitzhugh Lee was driven back toward Louisa CH; during the night he made a wide swing to join Hampton, who anticipated a possible move by Sheridan toward Gordonsville or Charlottesville. Sheridan, however learned from prisoners that Hunter's army was not marching toward Charlottesville and that Breckinridge's brigade of Confederate infantry, on its way to the Valley, was there or at Gordonsville. He also considered his burden of wounded and prisoners, and his low ammunition supply, and he decided to return via Mallory's Ford on the North Ann, the Catharpen Road to Spottsylvania, and from there to White House on the Pamunkey. During the morning of 12 June, Gregg's cavalry burned Trevilian Station and several rail cars, demolished the watering station, and tore up 3 ½ miles of track between Trevilian and Louisa CH and burned the ties.

(Phase #4) Moving westward, Torbert and Merritt found the Confederate cavalry in an L-shaped defense line at Mallory's Cross Roads (Starr), or the Ogg farm (Swank, maps, pp. 86, 95) just south of the Gordonsville Road and RR. Torbert's division occupied the woods around the Gentry Farm and east of the Ogg House. Butler's brigade sheltered behind the RR embankment, while Young's and Rosser's brigades, and Lee's division (left to right) lined up facing east, protected by "breastworks of fence rails and other available materials." Confederate skirmishers were driven in on both sides of the L, but seven assaults by Merritt's Custer's, and Devin's men, directed mainly against the angle, were repulsed with heavy losses. Custer's men shot 5 SC sharpshooters detailed to the Ogg House; the others retreated. Confederate artillery set the Danne House ablaze to drive out Union sharpshooters, but Station Agent Whitlock later said that it stood, scarred by bullet and shell holes. The fighting ended about 10 PM on 12 June.

Field hospitals were set up; others were established at the RR Station (before it was burned?), the Ogg House, Netherland Tavern, the Court House and Methodist Church in Louisa (and Beulah Baptist Church 6 miles SW – D.L. Atkir). Sheridan withdrew from Trevilian with 370 prisoners and 370 of his wounded, leaving behind "three hospitals containing rebel wounded and 90 of his own, with medicines, liquor, hard bread, coffee, and sugar." His wounded rode in 8 ambulances and "old buggies, carts, and such other available vehicles." Suffering was intense; heat and dust added to the discomfort. The horses suffered severely, hundreds gave out each day and had to be shot. Sheridan arrived at White House on 21 June. During his withdrawal, Hampton kept pace south of the rivers to keep between Sheridan and Grant's army; his men and horses suffered as much as Sheridan's.

Casualties were heavy on both sides. Sheridan reported his losses at Trevilian at 102 killed, 472 wounded, and 435 officers and men captured or missing, a total of 1,007; and a grand total of 1,512 – roughly a quarter of his force – for the entire raid.

Hampton stated his division's losses at Trevilian as 59 killed, 258 wounded, and 295 missing, a total of 612. Fitzhugh Lee left no record; his losses are estimated at about 75% of Hampton's or 459, giving an estimated total of 1,071 or 64 more than Sheridan's. Even if only 50% of Hampton's or 306, is used, the combined totals for both armies at Trevilian of 1,925 or 2,078 (if 75% is used) exceeds the total of 1,359 (523 Confederate, 936 Union) casualties reported for the Battle of Brandy Station, which was the largest cavalry battle fought in the Western Hemisphere, where over 20,000 troops (including infantry) were engaged. Trevilian was the bloodiest cavalry battle fought during the Civil War.

Strategically, Sheridan was unable to accomplish Grant's ambitious objectives to completely disrupt the RR between Charlottesville and Gordonsville and as far as Hanover Junction, "if practicable"—the 3 ½ miles destroyed were restored to service by 24 June, only 11 days later; and to unite with Hunter, who didn't carry out his part in Grant's plan. However, the Trevilian Raid, at significant cost, distracted and fully occupied R.E. Lee's cavalry while Grant successfully crossed the James River and changed his base to City Point without opposition. Hampton's aggressiveness and hard fighting prevented greater damage to the RR supply line. Failure to cut the logistic lifeline from the Valley would require a full-fledged campaign there in the late summer and fall of 1864, with devastating consequences for its economy and people.

Both sides suffered heavily in men and horses. Sheridan could replace his losses; Hampton would have great difficulty. Tactically, Sheridan's handling of his cavalry corps during May and June 1864 continually placed the Confederate cavalry on the defensive and bled it white during incessant skirmishing. Custer's brigade and some other Union cavalry units certainly must have increased their aggressiveness as well as given them fire superiority.

Edwin W. Besch



# TREVILIAN STATION ENGAGEMENT

11 - 12 June 1864

Forces Engaged : U. S. 6,000 (Estimated) / 9,200 (New Studies)  
 C. S. 4,700 (Estimated) / 6,450 (New Studies)

Casualties : U. S. 1,007 (102 K / 472 W / 435 C & M)  
 C. S. 900 - 1,050

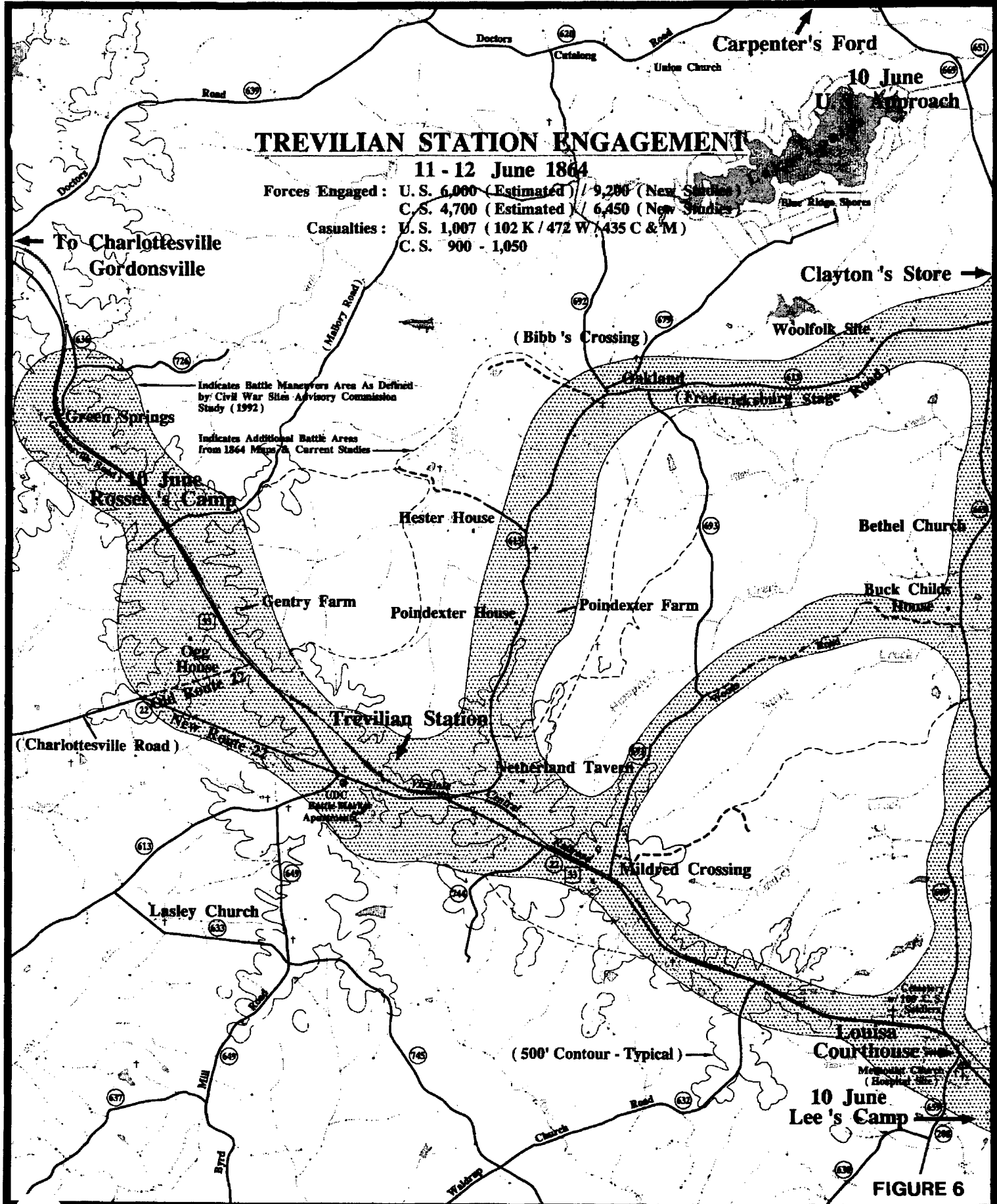


FIGURE 6

## Trevilian Station Battlefield Area from Civil War Sites Advisory Commission 1992 Study

Maps Provided By: Department of Conservation and Recreation \* Department of Planning and Recreation Resources \* Design and Construction Section

Civil War Sites Study  
American Battlefield Protection Program  
National Park Service

DEFINING FEATURES

Battlefield: Trevilian

Page No. 1 of 2

Date of conflict: 11, 12, June 1864

Union Objectives: 1) Tear Up Virginia Central RR between Gordonsville & Louisa to cut Lee's supply line to Shenandoah Valley  
2) Join Hunter at Charlottesville

Confederate Objectives: Defend the Virginia Central RR

No.	Name of Feature	Importance in Battle	Field Comment	Mapped?
1	Poindexter House	left center of confederate line; Butler's Brigade	"saw bloodstains on floor" (D.L. Atkins); torn down 1950-1960	Site in thick woods
2	Bibb House, a log hut	LTC Sackett, 9NY died here, field hospital	site unknown	No
3	Netherland Tavern Photo - Swank, p. 79	scene of fighting 8 dramatic rescue, hospital	site in thick woods, (not observed) Ruins of foundation	Yes
4	Netherland Home	Nearby Tavern; Hampton slept on bench outside, 10 June 1964	site not observed - gone?	Yes
5	Trevilian Station - 1864	Sheridan's objective; scene of fighting, hospital - burned 12 June 1864	site on N side of RR tracks	Yes
6	Trevilian Station - @1900	Landmark now		Y
7	"Unnamed house"	Is it the Dunn House? Hospital?	residence of Mr. William DeLong, Consultant	Yes
8 Phase 3	Large area where Custer - Rosser, Fitzhugh Lee, etc. fighting occurred	scene of capture & recapture of Hampton's trains, Custer surrounded, etc.	mixed fields, commercial, industrial - "fair" condition	Yes
9 Phase 4 12 June	Ogg Farm & House	Hampton's & Lee's div positions & scene of fighting; house - hospital	House in exc. condition	Yes
10	Gentry Farm	Sheridan's cavalry launched 7 assaults from here - Lee's Div. slanked them	A working farm house not observed	Yes
11	Green Springs Area	site of Hampton's & Rosser's Brigade's camp, 10 June 1864	Old buildings, farmland	Yes
12	Oakland Cemetery, Louisa	Burial of 2 officers, 7th GA Cav., 1 soldier, 4 VA Cav. & about 94 others Union & Confed.		Yes
13	Louisa Court House, @ 1905 & Confederate Monument	Original CH site in front, Hist. Soc. Museum	Landmark	Yes
14	Methodist Church, Louisa	Hospital	across street, E of CourtHouse, in use	Yes
15	Beulah Baptist Church, 6 mi SW	Hospital	In use; not observed	

Defining Features: Sites and place names found in battle descriptions or shown on historic maps that can be used to locate significant actions and events in the field.

**TREVILIAN STATION BATTLEFIELD STATE PARK FEASIBILITY STUDY**

**COMPOSITE SUMMARY OF THE BATTLE**

**with the assistance of Ed Crebbs, Marc Ramsey, and Jerry Myers.**

Three separate accounts of the Battle of Trevilian Station were reviewed as part of the research for this study. The details of the individual engagements are intentionally left until later in an effort to achieve clarity and brevity. All of the accounts researched agree that there were **Four Main Phases** to the Battle that lasted over a period of two days.

The Four Phases of the battle are as follows:

**Phase I June 11, 1864 6:00am to 10:00pm.**

The Northern Cavalry commanded by Sheridan had assembled north of Louisa at an area known as Clayton's Store.

The Northern Cavalry included:

Sheridan with two Divisions under Torbert, with the brigades of Custer, Devin and Merritt, and McM. Gregg, with the brigades of Davies and J.I. Gregg.

The Confederate Cavalry commanded by Wade Hampton camped at Trevilians Station and several miles west near Green Springs. Additional Southern cavalry camped just east of Louisa Court House.

The Confederate Cavalry included:

Hampton's Division, with the brigades of Rosser, Butler and Wright, and Fitz Lee's Division, with the brigades of Wickham and Lomax.

Butler (4th South Carolina) engages Merritt at Bibbs Crossroads (current Oakland) just south of Claytons Store at about 6:00 am. The unexpected engagement occurred along the Fredericksburg Stage Road ( current Rt 613 ).

Butler pulls back and spreads out along a ridge near the Lester house.

Both divisions spread out along opposing ridges near South Fork Creek, where the battle continued for most of the day.

The Northern troops were reinforced by DEVIN, AND J.I. GREGG.

The Southern Troops were reinforced by WRIGHT AND ROSSER.

The Confederate troops were eventually pushed back to Trevilian Station and then set a defensive position to the west.

**Phase II June 11, 1864 6:00 am to 8:30 am**

Wickham ( Fitz Lee's Division) engages Custer ( 1st and 7th MI ) near Nunn Creek ( Route 669 ) and Bethel Church. Wickham withdraws back toward Louisa, as they did not expect to engage until Claytons Store. Custer diverted ( or advanced by his point of view ) down Nunns Creek road thinking that it led directly to Trevilian Station. Wickham joins Lomax at Louisa and advances toward Trevilian Station along Route 33 ( Gordensville Road ). This engagement was taking place around the same time as Phase I, but was a much shorter battle.

### **Phase III June 11, 1864 8:00am to 10:00pm**

Colonel Alger (Custer's 5th Michigan) arrives at the crossing of Rt. 693 (Nunn's Creek Road) and the Virginia Central Railroad and Rt 33 (Gordensville Road) (Current Day Mildred Crossing) a mile East Trevilian Station at 8:30 am. Alger encounters Confederate pickets and drove them West running into Hampton's wagon park. Custer ordered Alger to charge and the 5th Michigan attacked and captured Hampton's wagons and 1500 led horses. Hampton learning of this action to his rear, then ordered Rosser to attack Custer from the west, and at about the same time Fitz Lee attacked Custer's wagon train from the East. Rosser recaptured Hampton's wagons, the led horses, Alger's confederate prisoners, and 150 of Alger's men. Fitzhugh Lee's men then Captured Custer's own wagon trains and his Headquarters Wagon. Custer, finding himself surrounded, fought off Confederate attacks from all sides for several hours; it was almost Custer's Last Stand in Louisa County. Late in the day he was finally relieved, and the fighting slowly sputtered out. Both sides retired into defensive positions, with Hampton on a ridge just west of the station, the Union forces around the station and the Netherlands Tavern, and Fitz Lee to the East on the Louisa Court House Road.

### **Phase IV June 12, 1864 3:00pm to 12:00 midnight. The Second day of Battle.**

Hampton withdrew to a crossroads west of Trevilian Station and set a defensive position. The location is just west of the intersection of old Route 22 and Route 33 the Charlottesville Road and the Gordensville Road. During the night and in the morning of the second day, Hampton had arranged his men in an angle running toward the north from the Ogg farm to the Railroad and following the railroad to the northwest to form the angle. The arrangements of troops were Fitz Lee to the south end, then Rosser, Wright, and Butler moving to the north. The angle position would become known as the "Bloody Angle". As the battle progressed Lee moved Wickham and Lomax to the north end of the angle as an offensive move against Merritt and Devin.

Sheridan positioned his troops with Custer to the south end along a treed ridge. His location was directly east of Fitz Lee across the open fields of the Ogg Farm.

Devin was positioned in the middle along the railroad with Torbert backing him up. Merritt was positioned to the north end of the Railroad near a tree line overlooking a farmhouse (Dunn House) with an orchard.

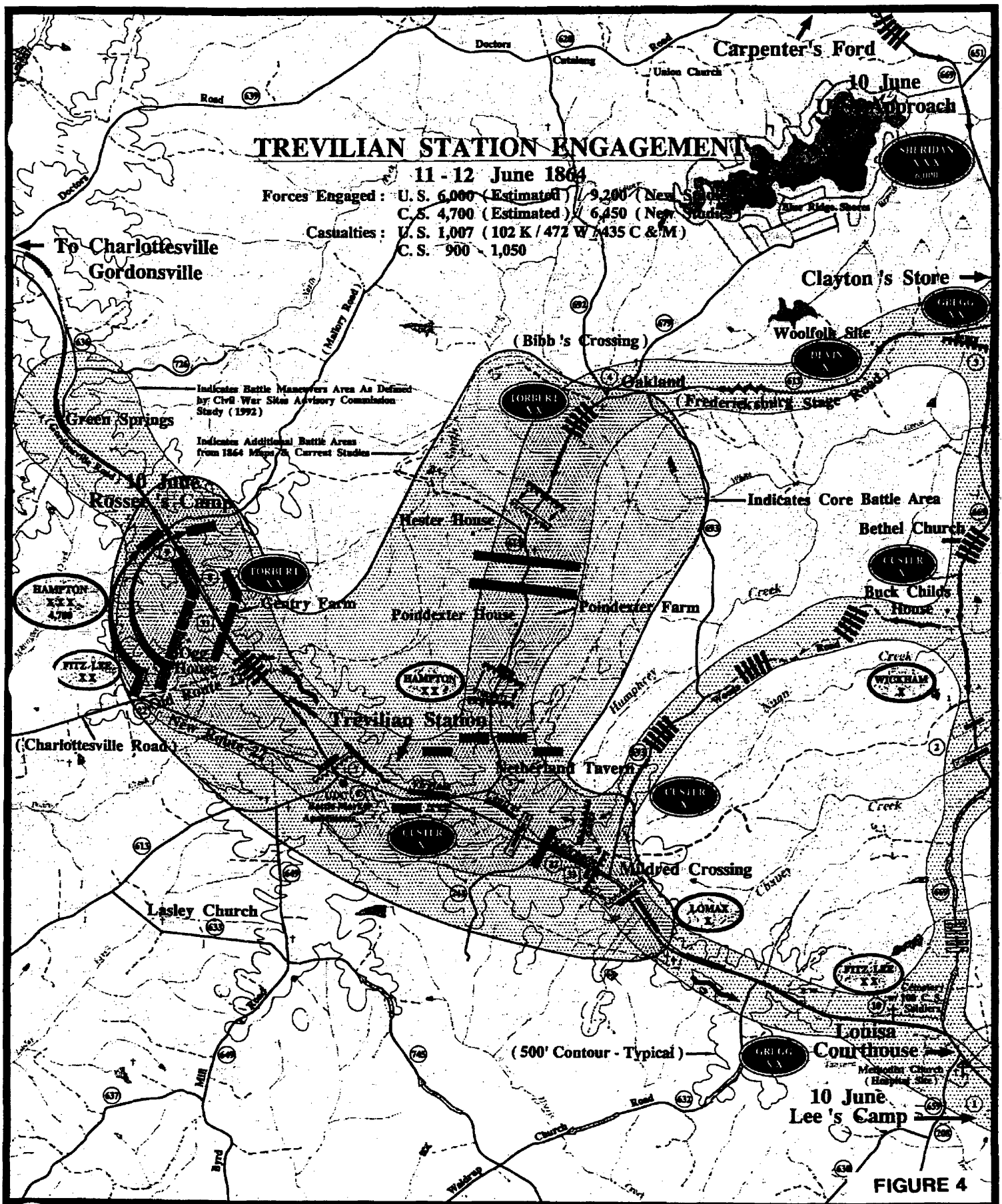
Davies backed up Custer and McM Gregg remained at the train Station while J.I. Gregg remained at Netherland's Tavern.

Less than half a mile separated the Confederate and the Union lines.

The battle did not continue or pick up until around 3:00 pm on the second day.

Devin and Merritt advanced to the west and found Confederate resistance well established on the ridge above the Ogg Farm. Several Union attempts to advance were successfully repelled ( six by most accounts ) and a final Seventh attempt was met with an all out charge from Butler's Wickham's and Lomax's men. The union forces were repelled and retreated late that night back the way they had come to the north.

With total casualties of 1007 for the Union and about 900 for the Confederacy, it can be concluded that the two-day battle of Trevilian Station was the bloodiest Cavalry encounter fought in any theater during the entire course of the American Civil War.



# Trevilian Station Battlefield State Park Feasibility Study Key Battle Engagements



GRAPHIC SCALE  
 JULY 2000

**Management of Trevilians Station Battlefield**  
**By a Public/ Private Partnership**

1. Administration, operations

DCR Planning and Recreation staff

Master planning and design  
 Construction and contract management  
 Land Acquisition (In Fee and easements)

DCR Administration and Accounting staff

Purchasing, payroll, accounting, reporting

State Park Manager

Furnishings, office equipment, communications, office supplies, utilities

Trevilian Station Battlefield Foundation

Administration  
 Fund raising  
 Membership maintenance/recruiting  
 Volunteer recruiting, training, management

2. Visitor services

Visitor Center

Chief Ranger Interpretive  
 Volunteer Interpretive staff  
 Interpretive displays, exhibits  
 Publications, maps  
 Sales  
 Curation of artifacts

Driving Tour, stops, signs, brochures

Restrooms

Internal road system

Parking Areas, trails, fencing, observation points

Re-enactment planning and management

Law enforcement, visitor safety

3. Historic site management

Identification

Preservation, rehabilitation, maintenance

Cemeteries

4. Resource Management

Timber, wildlife, soil and water, vegetation, wildfire, agricultural leases

5. Marketing

Signage, brochures, web site

6. Maintenance

Chief Ranger Maintenance

Maintenance Staff and Volunteers

Maintenance Yard/shop

Equipment (tractors, mowers, attachments)

Transportation

Law enforcement vehicles

Trucks, trailers

Tools and Supplies

## TREVILIAN STATION BATTLEFIELD FEASIBILITY STUDY

### Staffing, Start Up, and Annual Operating Cost Summaries

#### Staffing

Park Manager (w/ Law Enforcement authority)  
 Program Support Technician  
 Chief Ranger (w/ Law Enforcement authority)  
 Chief Ranger – Education / Interpretive /Curator role  
 Park Ranger (w/ Law Enforcement authority)  
 Park Ranger

#### Start Up Costs

Equipment / Vehicles	\$ 95,200
Law Enforcement	\$ 33,582
Fees and Other	<u>\$ 38,634</u>
<b>Total</b>	<b>\$ 167,416</b>

#### Annual Operating Costs

Salaries and benefits	\$ 190,582
Wage	\$ 65,098
OTPS (other than pers. serv.)	<u>\$ 110,867</u>
<b>Total</b>	<b>\$ 366,547</b>

# Trevilian Station Battlefield

## APPENDIX III. C

<i>Description</i>	<b>2000</b>	<b>2001</b>	<b>2005</b>
<b>Visitor's Center / Office / Museum Complex</b>	\$1,250,000	\$1,312,500	\$1,595,352
Visitor's Center Exhibits	\$300,000	\$315,000	\$382,86
Parking, Roads, Utilities	\$60,000	\$63,000	\$76,577
Driving Tour	\$160,000	\$168,000	\$204,205
<b>PART1 CONSTRUCTION SUBTOTAL</b>	<b>\$1,770,000</b>	<b>\$1,858,500</b>	<b>\$2,259,018</b>
A/E Fee ( 15% )	\$265,500	\$278,775	\$338,853
<b>SUBTOTAL</b>	<b>\$2,035,500</b>	<b>\$2,137,275</b>	<b>\$2,597,871</b>
Contingency / Other Project Costs (20%)	\$407,100	\$427,455	\$519,574
<b>TOTAL</b>	<b>\$2,442,600</b>	<b>\$2,564,730</b>	<b>\$3,117,445</b>
<b>Maintenance Area - 3 bay, Gas Pumps</b>	\$320,000	\$336,000	\$408,410
Parking Lot - 40 spaces	\$36,000	\$37,800	\$45,946
Roads, Utilities	\$20,000	\$21,000	\$25,526
<b>PART 2 CONSTRUCTION SUBTOTAL</b>	<b>\$376,000</b>	<b>\$394,800</b>	<b>\$479,882</b>
A/E Fee ( 15% )	\$56,400	\$59,220	\$71,982
<b>SUBTOTAL</b>	<b>\$432,400</b>	<b>\$454,020</b>	<b>\$551,864</b>
Contingency / Other Project Costs (20%)	\$86,480	\$90,804	\$110,373
<b>TOTAL</b>	<b>\$518,880</b>	<b>\$544,824</b>	<b>\$662,237</b>
<b>Two Residences</b>	\$280,000	\$294,000	\$357,359
<b>Comfort Station</b>	\$90,000	\$94,500	\$114,86
Trails	\$45,000	\$47,250	\$57,433
Signs	\$10,000	\$10,500	\$12,763
Parking, Roads, Utilities	\$15,000	\$15,750	\$19,144
<b>PART 3 CONSTRUCTION SUBTOTAL</b>	<b>\$440,000</b>	<b>\$462,000</b>	<b>\$561,564</b>
A/E Fee ( 15% )	\$66,000	\$69,300	\$84,235
<b>SUBTOTAL</b>	<b>\$506,000</b>	<b>\$531,300</b>	<b>\$645,798</b>
Contingency / Other Project Costs (20%)	\$101,200	\$106,260	\$129,160
<b>TOTAL</b>	<b>\$607,200</b>	<b>\$637,560</b>	<b>\$774,958</b>
<b>Battlefield Site Development</b>	\$600,000	\$630,000	\$765,769
Parking	\$40,000	\$42,000	\$51,051
Tour Displays	\$200,000	\$210,000	\$255,256
<b>PART 4 CONSTRUCTION SUBTOTAL</b>	<b>\$840,000</b>	<b>\$882,000</b>	<b>\$1,072,077</b>
A/E Fee ( 15% )	\$126,000	\$132,300	\$160,811
<b>SUBTOTAL</b>	<b>\$966,000</b>	<b>\$1,014,300</b>	<b>\$1,232,888</b>
Contingency / Other Project Costs (20%)	\$193,200	\$202,860	\$246,578
<b>TOTAL</b>	<b>\$1,159,200</b>	<b>\$1,217,160</b>	<b>\$1,479,466</b>
<b>TOTAL MASTER PLAN FACILITIES COST</b>	<b>\$4,727,880</b>	<b>\$4,964,274</b>	<b>\$6,034,106</b>
<b>ACQUISITION 2000 ACRES</b>	<b>\$6,000,000</b>	<b>\$6,200,000</b>	<b>\$6,500,0</b>
<b>TOTAL PROJECT COST WITH ACQUISITION</b>	<b>\$10,727,880</b>	<b>\$11,164,274</b>	<b>\$12,534,106</b>



## TREVILIAN STATION BATTLEFIELD STATE PARK FEASIBILITY STUDY

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**BOARD OF SUPERVISORS  
COUNTY OF LOUISA  
RESOLUTION**

At a regular meeting of the Board of Supervisors of the County of Louisa held in the Louisa County Public Meeting Room at 5:00 p.m. on the 2nd day of October 2000 at which the following members were present, the following resolution was adopted by a majority of all members of the Board of Supervisors, the vote being recorded in the minutes of the meeting as shown below:

<u>PRESENT</u>	<u>VOTE</u>
C. Edward Kube, Jr., Chairman	Yes
Willie L. Harper, Vice-Chairman	Yes
Fitzgerald A. Barnes	Yes
Edward T. Deale	Yes
Jane H. Poore	Yes
P. T. Spencer, Jr.	Yes
Jack T. Wright	Yes

On the motion of Mr. Wright, seconded by Mr. Spencer, which carried by a vote of 7 - 0, the following resolution was adopted:

**A RESOLUTION SUPPORTING THE ESTABLISHMENT OF THE TREVILIAN  
STATION BATTLEFIELD HISTORIC STATE PARK**

**WHEREAS**, The Battle of Trevilian Station was fought in Louisa County, Virginia on June 11-12, 1864, and is recognized as a valuable historic resource by the United States Government, the Commonwealth of Virginia, and the County of Louisa, and

**WHEREAS**, the securing of the Trevilian Station Battlefield for preservation to benefit future generations and the Commonwealth of Virginia is vital and necessary to preserve our heritage, and

**WHEREAS**, the promotion of tourism in Louisa County is a major initiative of the Louisa County Board of Supervisors.

**NOW, THEREFORE BE IT RESOLVED**, the Louisa County Board of Supervisors on this 2nd day of October 2000 hereby strongly supports the establishment of the Trevilian Station Battlefield Historic State Park; and

**BE IT FURTHER RESOLVED**, that the Louisa County Board of Supervisors call upon the Governor, the General Assembly and the Department of Conservation and Recreation to include in the Commonwealth's park system, the Trevilian Station Battlefield.

A Copy, teste:

A handwritten signature in cursive script, reading "C. Lee Lintecum", is written above a horizontal line.

C. Lee Lintecum, Clerk  
Board of Supervisors  
Louisa County, Virginia

TSBF10-2-2000

